Planning Commission
Regular Meeting
May 5, 2026, 6:00 PM
Council Chambers, La Plata Town Hall
305 Queen Anne St.
La Plata MD

Agenda

1. Call to Order

   1.1. Attendees, please use meeting courtesy. Virtual attendees are asked to mute microphones when joining the meeting. Participants may be muted by the Town Clerk and meetings will be recorded.

   In accordance with the Open Meetings Act, the public has the right to view/listen to the discussion only. At their discretion, the Planning Commission may allow participants to voice questions or provide comments on the topics under discussion. Written comments may be submitted via e-mail to Legislative@townoflaplata.org. Members of the public wishing to address the Planning Commission in person may sign up in advance via the town webpage or upon arrival at the Council Chamber.

   Join the meeting now
   Meeting ID: 228 255 787 294 15
   Passcode: t729yv36
   (Calendar Year 2026)

   1.2. Call to Order

2. Roll Call and Quorum Verification

3. Pledge of Allegiance

4. Ex Parte Disclosure

5. Approval of Minutes

   5.1. Approval of minutes from meeting on April 07, 2026.

6. Matters of Discussion or Recommendation

6.1. La Plata High School Expansion

6.2. Adequate Public Facilities - Roads

7. Public Comment

8. Matters of Information

8.1. Staff Report

8.2. Town Council Report

9. Adjourn

9.1. Adjournment

TOWN OF LA PLATA
Planning Commission Minutes
April 7, 2026, 6:00 PM
Regular Meeting
Council Chambers, La Plata Town Hall
305 Queen Anne St.
La Plata MD

PRESENT: Chair Dawn Banks
Councilman Paul Guttenberg
Kyle Miller
Emily Whale
Benjamin Ford

ABSENT: Vice Chair Jill Hudnell

TOWN STAFF: Chuck Stevens, Town Manager
Don Dooley, Director of Planning
Kelly Phipps, Director of Legislative Services
Shelby Pritchett, Town Clerk

GUESTS:

1. Call to Order

Chair Banks called the meeting to order at 6:00 PM.

1.1. Meeting Attendance and Decorum

Attendees, please use meeting courtesy. Virtual attendees are asked to mute their microphones
when joining the meeting. Participants may be muted by the Town Clerk, and meetings will be recorded.

In accordance with the Open Meetings Act, the public has the right to view/listen to the discussion only. At their discretion, the Planning Commission may allow participants to voice questions or provide comments on the topics under discussion. Written comments may be submitted via e-mail to Legislative@townoflaplata.org. Members of the public wishing to address the Planning Commission in person may sign up in advance via the town webpage or upon arrival at the Council Chamber.

Join the meeting now
Meeting ID: 228 255 787 294 15
Passcode: t729yv36
(Calendar Year 2026)

2. Roll Call and Quorum Verification

The Town Clerk conducted a Roll Call.

Commissioner Ford arrived for the meeting at 6:09 PM and, in the absence of Commissioner Jill Hudnell, served as a voting member.

3. Pledge of Allegiance

Commissioner Whale led all assembled in the Pledge of Allegiance.

4. Ex Parte Disclosure

Planning Commission members reported there are no Ex Parte conflicts to disclose.

5. Public Hearing (Zoning Text Amendment (ZTA) 01-2026- Adequate Public Facilities- Amended)

5.1. Zoning Text Amendment (ZTA) 01-2026 – Adequate Public Facilities
Applicant: Town of La Plata, Maryland
Owner: N/A
Project Location: Town-wide
Request: To add Article X (Adequate Public Facilities Requirements) to Chapter 191 (Zoning) of the La Plata Municipal Code for the purpose of providing regulatory provisions to require adequate water, sewage, roads, and school seating capacity for new development in the Town of La Plata. The Town will also consider amending Chapter 191, Section 191-13 (Expiration), under Article II (Plan Review and Submittal Requirements) of the La Plata Zoning Code to change the approval period for major and minor site plans. Zoning Text Amendment 01-2026 also proposes to amend Chapter 173 (Subdivision and Land Development), in Article IX (School Seat Allocation Policy) of the La Plata Municipal Code pertaining to regulations for adequate school seating capacity for new development and to amend Chapter 173-23 (Preliminary Plat) in Article IV (Plan Requirements and Procedures) to modify the approval period for plat maps.

Formerly noticed as :
Zoning Text Amendment (ZTA) 01-2026 – Adequate Public Facilities
Applicant: Town of La Plata, Maryland
Owner: N/A
Project Location: Town-wide
Request: To add Article X (Adequate Public Facilities Requirements) to Chapter 191 (Zoning) of the La Plata Municipal Code for the purpose of providing regulatory provisions to require adequate water, sewage, roads, and school seating capacity for new development in the Town of La Plata. Zoning Text Amendment (ZTA) 01-2026 also proposes to amend Chapter 173 (Subdivision and Land Development) in Article IX (School Seat Allocation Policy) of the La Plata Municipal Code pertaining to regulations for adequate school seating capacity for new development.

Chair Banks stated the details of the continued public hearing for Zoning Text Amendment (ZTA) 01-2026 Adequate Public Facilities.

5.2. Review of Purpose and Procedures for Public Hearing (Town Clerk)

The Town Clerk read the Public Hearing Purpose and Procedures verbatim.

5.3. Call to Order (Presiding Officer/ Chair)

The Public Hearing commenced at 6:02 PM.

5.4. Review of Public Notices

The Town Clerk gave a review of the public notices.

5.5. Presentation by Staff

Director Dooley delivered a PowerPoint presentation outlining the updates made to Zoning Text Amendment 01-2026 from inputs received during the public hearing process and recommended that the Planning Commission adopt draft Resolution 26-02.

5.6. Planning Commission Questions and Comments

The Town Manager and Director Dooley received feedback and answered questions from the Planning Commission.

5.7. Public Comment

- Speakers (signed up) are called on by the presiding officer.
- Those wishing to provide in-person testimony may sign up in advance no later than 3:00 PM on the day of the public hearing via the town webpage, or upon arrival at the Council Chambers via sign-up sheet.
- Speakers who register in advance will be recognized prior to speakers who register upon arrival at the public hearing.
- In-person registration to speak will end when the relevant public hearing is opened.
- At the discretion of the presiding officer, time may be limited to 3 minutes and may not be yielded.

No public speakers were present. No verbal or written comments were made to the Planning Commission.

5.8. Applicant Rebuttal

The Town Manager gave comments to the Planning Commission, indicating that before the legislation is finalized, the percentage language from the preamble should be removed and grammatical errors corrected.

5.9. Planning Commission Discussion

No additional discussion.

5.10. Applicant Closing Statements

No additional closing statements.

5.11. Closing of Public Hearing

When the public hearing is concluded, the Commission will not hear further public comments or questions during the meeting.

Miller moved to adopt draft Planning Commission Resolution 26-02, recommending that the Town Council review and approve the zoning text amendment (ZTA 01-2026) as amended and close the public hearing.
Moved By: Kyle Miller, seconded by Paul Guttenberg.

Ayes: Chair Banks, Councilman Guttenberg, Miller, Whale, Ford
Nays: None
Abstained: None
Absent: Vice Chair Hudnell
Passed

6. Approval of Minutes

6.1. Approval of minutes from the meeting on March 3, 2026.

Whale moved to approve the minutes from the March 3, 2026, meeting as presented.
Moved By: Emily Whale, seconded by Kyle Miller.
Ayes: Chair Banks, Councilman Guttenberg, Miller, Whale
Nays: None
Abstained: Benjamin Ford
Absent: Vice Chair Hudnell
Passed

7. Public Comment

No public speakers were present at this meeting.

8. Matters of Information

8.1. Staff Report

Director Dooley provided a brief staff report of upcoming items.

8.2. Town Council Report

Councilman Guttenberg indicated nothing to report.

9. Adjourn

9.1. Adjournment

Chair Banks adjourned the meeting at 6:43 PM.

Submitted by:

_____
Shelby Pritchett, Town Clerk

TOWN OF LA PLATA

305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

PLANNING COMMISSION STAFF REPORT

DATE: May 5, 2026

TO: Honorable Chair and Members of the Planning Commission

FROM: Don Dooley, Planning Director

PREPARED BY: Kenar Johnson, Senior Planner

APPLICATON: MAJOR SITE PLAN (MJSP) 04-2025 LA PLATA HIGH SCHOOL

APPLICANT: Joe Kadjeski, COA Barrett

OWNER: Board of Education of Charles County, MD

PROJECT LOCATION: 6035 Radio Station Road, La Plata, Maryland

REQUEST: The Board of Education of Charles County MD is proposing to construct a 75,292-square-foot addition to the existing La Plata High School, along with associated site improvements across the campus.

SITE INFORMATION

Tax Map, Block, Parcel	Tax Map 0033, Parcel No. 130
Existing Project Zoning	The project site is zoned “Residential 21,000 s.f. (R21)
Existing Land Use	Educational Facility: High School

Location	Land-Use	Zoning
North	Charles County Government Offices	Industrial Heavy (IH)
South	Residential	Planned Development Agricopia (PD-AG)
East	State Government Office, Charles County, Md Board of Education Office	Central Business Transition (CBT)
West	Educational Facility- Elementary School	Residential (R21)

Setbacks & Development Standards for Educational Facility; High School in R21 Zone	Minimum/Maximum Permitted	Proposed
Front Setback	30 feet (min.)	190 feet
Side Yard Setback	25 feet (min.)	441 feet
Side Yard Setback	25 feet (min.)	303 feet
Rear Setback	25 feet (min.)	836 feet
Building Height	65 feet (max.)	39'-6"

Parking	Required	Proposed
Students/Staff Parking	**689 spaces (1 space per 3 students plus 1 space per employee**	**695**
ADA Parking	**14**	**14**
Bus Parking	**None**	**36**

BACKGROUND

On October 23, 2025, the Charles County Board of Education identified a need for additional space at La Plata High School, as the Current State Rated Capacity (SRC) is 1,198 students. The Board of Education proposes a phased expansion and renovation to the high school to add 75,292 square feet of additional space for classrooms, offices and other school facilities. After the addition and renovations Charles County Public Schools (CCPS) estimates the SRC to accommodate 1,594 students.

The project includes improvements to on-site circulation aimed at addressing existing deficiencies in vehicular movements and student pick-up and drop-off operations. In addition, a pedestrian shared-use path will be constructed along the frontage of Radio Station Road for future pedestrian connectivity to La Plata High School.

The applicant anticipates initiating the project on July 1, 2026, following the conclusion of the school year. The Town's plan review consultants have evaluated the submitted plans and have not identified any outstanding issues of concern based on the proposed conditions of approval in Attachment No.1.

DISCUSSION

Proposed Building Addition

As shown on the applicant's proposed site plan, La Plata High School will be expanded by 75,292 square feet. The addition will be constructed as a single phase with five (5) subphases, the overall project timeline extends from July 2026 through June 2028. Phase I includes the construction of classrooms, offices, administrative areas, and visual arts

facilities. Additional improvements include interior modifications to the existing building to provide egress from the addition. Additional subphases include the construction of Staircase "C" (Phase 1B), development of a gymnasium with temporary restroom modifications that are anticipated during the Summer of 2027 (Phase 1C), The proposed renovations include the installation of a bridge connection linking the new construction to the existing building (Phase 1D), to provide a continuous, weather-protected, pedestrian circulation route between facilities. In addition, the project includes the construction of Staircase "E" (Phase 1E). This phase is intended to support vertical circulation and enhance safe egress for the expanded building area. These elements are part of the phased implementation of the overall project and are necessary to ensure functional integration and code-compliant access between the new and existing structures.

Renovations

As part of the overall project, La Plata High School will undergo a series of phased interior renovations concurrent with the building addition. These improvements are proposed to occur between June 2028 and December 2030 and are organized as follows:

Building Construction Phases

- **Phase II (June 2028 through June 2029)** includes renovations to the east and west classroom wings to provide temporary media shell space, as well as auditorium and music room renovations anticipated during Summer 2028.

- **Phase III (June 2029 through June 2030/December 2030)** consists of north wing and central area renovations, kitchen and student cafeteria improvements anticipated during Summer 2029, and gym support additions extending through late 2030.

- **Phase IV (June 2030 through December 2030**) includes west wing classroom renovations to convert the media shell space into permanent classrooms, re-roofing of the existing structure, and final project completion activities, including media relocation and construction of Stair "G".

Parking Lot Phases

- **Phase A1 (July 2026 through December 2030)** includes parking lot and circulation improvements as well as two new driveways along Radio Station Road. These and other site improvements are detailed on the applicant's civil site plan (Sheet A0.50) for the Planning Commission's reference.

Site Circulation

As identified in the site circulation analysis (see Attachment No. 4), existing conditions at La Plata High School demonstrate insufficient capacity for parent pick-up and drop-off, overlapping circulation patterns between buses and passenger vehicles, and limited pedestrian accessibility, which contribute to congestion and operational inefficiencies for

vehicular circulation during peak traffic periods. The new on-site circulation design addresses these problems by reorganizing internal circulation to better manage traffic flow, including the addition of a dedicated parent drop-off loop with increased vehicular stacking capacity, implementation of a one-way circulation pattern with an auxiliary bypass lane, and improved vehicular separation between bus, parent, student, and pedestrian movements. The plan also incorporates expanded bus staging areas, reconfigured parking for staff and visitors, and designated control points to support safe and efficient bus ingress and egress. Collectively, these improvements are intended to enhance on-site circulation efficiency, reduce vehicular conflicts, and improve overall site safety. Staff believe these are significant improvements to the school's current on-site circulation patterns.

Plan Check Review

Staff and the Town's technical plan check consultants for the project have preliminary reviewed the La Plata High School site design and have not identified any significant concerns. However, staff recommends a condition of approval requiring all technical plan review comments be satisfactorily addressed, to the satisfaction of the Director of Planning, prior to the issuance of any building and/or grading permits for the project, as applicable.

Bike Racks

Although not required by the Town's Zoning Code, the site plan for La Plata High School includes the provision of bicycle racks at the building entrance facing the student parking lot to support alternative modes of transportation and improve site accessibility.

Shared Use Path

In the Spring of 2027, the Town of La Plata will break ground on a $3.2 million-dollar shared use pathway linking Milton Somers Middle School and Laurel Springs Regional Park via Willow Lane, MD 6, MD 488, and Radio Station Road. The shared use path will terminate at Rosewick Road where it will join the countywide shared use path network. The ten-foot-wide shared use path will be constructed of asphalt with a minimum two-foot clear zone and is designed for pedestrians and bicyclists of all ages and abilities. The project is shown in the Town of La Plata comprehensive plan and is funded through a combination of Town, County, State, and Federal funds.

As shown on applicant's site plan, the applicant will be constructing the portion of the Town's planned shared use path along their entire street frontage facing Radio Station Road as part of the Phase III construction and renovation improvements to La Plata High School. These improvements have been memorialized in the suggested conditions approval for MJSP 04-2025.

Street Right-of-Way

La Plata High School abuts Radio Station Road to the south, which is a Charles County owned road. Abutting the school property to east is Matula Drive, a private street, owned by the School District. At present, there are no "formal" public sidewalks along either street/road. However, there is an asphalt pedestrian pathway along Matula Drive that functions as a sidewalk that will be retained and resurfaced as part of the applicant's renovations to the high school. It has also been added as a condition of approval to MJSP 04-2025.

Under §170-12(A)(5) of the La Plata Municipal Code, sidewalks are only required when *"…the lot is to be developed or redeveloped for a residential, commercial, industrial, institutional or public use…"* Therefore, this improvement has not been included in the applicant's renovation plans. Likewise, such an improvement would be subject to the approval authority of Charles County as any new sidewalk would require development within their public street right-of-way. Nevertheless, the proposed shared-use path being developed on the high school property will function as a pedestrian walkway that will ultimately connect to other areas of the Town for pedestrian mobility. Therefore, the lack of a formal sidewalk along Radio Station Road is unnecessary and would be redundant given the development of the shared use path discussed above in this report.

Stormwater & Engineering

The Charles Soils Conservation District (the Town's stormwater management plan check consultant) has reviewed the conceptual site plan for the project and has not identified any significant issues concern. However, staff recommend a condition of approval requiring all technical review comments during final plan check to be satisfactorily addressed, to the satisfaction of the Director of Planning, prior to the issuance of grading permits for the project.

On-site Lighting

Although staff has not identified any concerns with the applicant's conceptual lighting plan, a condition of approval requires that all technical lighting review comments be satisfactorily addressed, to the satisfaction of the Director of Planning, prior to the issuance of building permits for the project. Additionally, staff has added a condition of approval requiring the La Plata Chief of Police to review the on-site lighting plan to ensure its adequacy for law enforcement protection of the school.

Parking

The site plan proposes improvements to the existing parking areas serving students, staff, visitors, and buses at La Plata High School. The existing student and teacher parking areas will be reconfigured and expanded to provide a total of 94 additional parking spaces, abutting the new bus loop location. The parking stalls will be re-striped and dimensioned to be consistent with §191-44 of the La Plata Zoning Code. This ordinance requires standard parking stall dimensions to be 9’ x18’ with 24-foot, 2-way, vehicular drive aisles. Staff has reviewed the revised parking lot design concept and supports the proposed changes its function, form and vehicular maneuverability.

The existing bus loop for the high school will be relocated adjacent to the vehicular entry from Radio Station Road and expanded to accommodate 36 bus parking spaces. In addition, the staff, public, and visitor parking areas will be expanded and interconnected, with parking aisles oriented parallel to Radio Station Road and Matula Lane to improve circulation and vehicular access throughout the site.

Traffic Impact Study

Upon evaluating the scope of the proposed project, a Traffic Impact Study (TIS) was required to assess the impacts associated with the expansion of La Plata High School. The TIS was prepared by The Traffic Group, Inc. on behalf of Charles County Public Schools and evaluates existing traffic conditions, projected background growth, and future traffic associated with an increase in student capacity from approximately 1,200 to 1,600 students. The study dated April 16, 2026, and revised April 30, 2026, analyzes traffic operations at key intersections and access points along Radio Station Road and surrounding roadways.

The findings of the TIS indicate that, while localized congestion and queuing currently occur during peak school arrival and dismissal periods, most study intersections are projected to continue operating at acceptable levels of service under future conditions, with certain deficiencies largely attributable to background development rather than the proposed expansion. The study recommends a series of on-site circulation improvements, including the separation of bus and passenger vehicle traffic, the addition and modification of access points, and continued use of police direction to facilitate safe and efficient operations.

An independent technical review of the TIS was conducted by Mead & Hunt, Inc., which generally concurs with the study’s methodology, assumptions, and conclusions, noting that the comments provided do not alter the overall findings of the report. However, Mead & Hunt identified several considerations for implementation, including the need for coordination with multiple governing agencies due to the involvement of County, and Maryland State Highway Administration (SHA) roadways. The review notes that Radio Station Road at MD 488, may operate below applicable thresholds and will require concurrence from SHA. Additionally, the review emphasizes that compliance with Charles

County Adequate Public Facilities Ordinance (APFO) standards may require further mitigation or a waiver by the County.

Furthermore, Mead & Hunt highlights that safe and efficient operation of the proposed site access points is contingent upon the continued use of vehicular control monitors (such as police) during peak school traffic periods.

Based on the findings of the TIS and the independent review, staff supports the proposed access and circulation improvements, subject to coordination with applicable agencies and the incorporation of operational measures identified in the Mead & Hunt review to ensure safe, efficient, and compliant traffic operations. Suggested conditions of approval Numbers 28 & 29 addresses the proposed mitigation measures.

RECOMMENDATION

Staff recommend the Planning Commission adopt the attached, draft, Planning Commission Resolution approving Major Site Plan (MJSP) 04-2025, with the suggested conditions of approval incorporated within the draft Resolution.

ATTACHMENT(S)

1) Draft Planning Commission Resolution with Attachment “A” (Suggested Conditions of Approval).
2) Proposed Project Site Plan
3) Proposed Architectural Plan (for informational purposes)
4) Traffic Circulation Analysis – Applicant’s PowerPoint
5) Revised Complete Traffic Impact Study by Traffic Group, Inc. dated April 30, 2026, in response to the Mead & Hunt, Inc. comments on the draft Traffic Impact Study also dated April 27, 2026
6) Mead & Hunt, Inc. comments dated April 27, 2026.
7) Location Map.

-End of Report-

DRAFT

TOWN OF LA PLATA, MARYLAND
PLANNING COMMISSION RESOLUTION NO. 2026-_____

A RESOLUTION OF THE PLANNING COMMISSION OF THE TOWN OF LA PLATA, MARYLAND, APPROVING MAJOR SITE PLAN (MJSP) 04-2025 TO REMODEL AND ADD 75,292 SQUARE FEET OF NEW CONSTRUCTION TO THE EXISTING LA PLATA HIGH SCHOOL FACILITY IN THE TOWN OF LA PLATA, MARYLAND

WHEREAS, the Charles County Board of Education of Charles County, Maryland applied to the Town of La Plata for Major Site Plan (MJSP) 04-2025 for the purpose of renovating and adding 75,292 square feet to the existing La Plata High School facility in addition to other on-site improvements to the property. La Plata High School is located at 6035 Radio Station Road, La Plata, Maryland;

WHEREAS, the project site is zoned Residential 21,000 (R21) on Tax Map 33, Block 12, Parcel 130 in the Town of La Plata; and

WHEREAS, the existing high school is classified as a "Education Facility (High School)" which is a permitted land-use in the Residential 21,000 (R21) Zone in the Town of La Plata pursuant to Section 191-10 (Table of Permitted Uses), Table No. 1, Land-Use No. 16, of the La Plata Zoning Ordinance; and

WHEREAS, an application for a Major Site Plan (MJSP) is required to be approved by the Planning Commission for the project pursuant to Section 191-11(I) (Site plans and master site development plans) of the La Plata Zoning Code prior to the development of the proposed project; and

WHEREAS, after holding a public meeting on Major Site Plan (MJSP) 04-2026 on May 5, 2026, and after considering all public testimony, the project plans, the applicant's traffic study, the staff report and all other information presented to the Commission pertaining to Major Site Plan (MJSP) 04-2026, the La Plata Planning Commission makes the following Comprehensive Plan findings, subject to the conditions of approval for the project outlined in Attachment "A" to this Resolution:

1) GOAL #5: ***Improve intergovernmental coordination with respect to annexation, development processes and public facilities*** **in that,** the La Plata High School addition and renovation provides an opportunity for the Town of La Plata and the Charles County Board of Education to collaborate on providing adequate educational facilities in a growth area of the community to support the needs of Town and County residents by expanding municipal and county services in compliance with the La Plata Comprehensive Plan.

2) GOAL #2: ***The new development will reflect the principles of walkability, sustainability, and environmental protection*** **in that,** the project applicant, Charles

County Boad of Education has demonstrated that the project incorporates such principles to the greatest extent practicable, while ensuring quality development for the community in compliance with all applicable Federal, State and Local development regulations, subject to the implementation of the conditions of approval outlined in Attachment "A" to this Resolution and incorporated herein by reference.

3) GOAL #6: ***Protect sensitive environmental areas through resource conservation and other natural resource management tools in that,*** the project applicant, Charles County Board of Education and the Town of La Plata has evaluated all potential sensitive environmental areas throughout the development to ensure compliance with all Federal, State, County and Local development requirements.

4) GOAL #16: ***Continue to make La Plata a highly walkable community*** **in that,** the proposed project will provide sufficient, on-site, pedestrian pathways throughout the development to facilitate pedestrian mobility.

NOW, THEREFORE, BE IT RESOLVED that the La Plata Planning Commission hereby approves Major Site Plan (MJSP) 04-2025, with the adoption of the conditions of approval for the project in Attachment "A" to this Resolution and incorporated herein by reference.

PASSED AND ADOPTED BY THE LA PLATA PLANNING COMMISSION on May 5, 2026, by the following vote:

Yes:
No:
Abstain:
Absent:

_____
Dawn Banks, Planning Commission Chair

Attest:

_____
Don Dooley, Director of Planning

Attachments:

A) Conditions of Approval for MJSP 04-2026.

DRAFT

ATTACHMENT "A"

CONDITIONS OF APPROVAL UNDER PLANNING COMMISSION RESOLUTION NO. 2026-03 FOR MAJOR SITE PLAN (MJSP) 04-2025. - CHARLES COUNTY BOARD OF EDUCATION (LA PLATA HIGH SCHOOL)

Standard Conditions of Approval

1) Pursuant to § 191-13(B) (Expiration) of the La Plata Zoning Ordinance, the approval of Major Site Plan (MJSP) 04-2025 shall expire two (2) years from the date of Planning Commission approval unless building permits for construction in accordance with the approved site plan have been obtained. A single (1)-year extension may be granted by the Planning Commission, upon written request by the applicant, submitted no later than thirty (30) days before the expiration of the site plan approval. Ordinance revisions to §191-13(B) (Expiration) are anticipated to be approved by the Town that will extend the initial approval period for a Major Site Plan to five (5) years with the potential for a single, one (year), time extension request. Should the ordinance revision come to fruition, Major Site Plan 04-2025 shall be approved consistent to the ordinance revisions.
2) The applicant's approved project shall comply with all applicable Town, County, State, and Federal laws, regulations, and ordinances. In the event of any conflict, the most stringent requirement shall apply, as determined by the Director of Planning.
3) All Town of La Plata development plan-check comments and required corrections for the project plans shall be addressed and resolved to the satisfaction of the Director of Planning prior to the issuance of any grading and/or building permits as applicable. The Director of Planning and the applicant shall cooperatively work together to resolve any issues that may arise.
4) The applicant's development plans shall comply with all applicable Building Code, Fire Code, and Americans with Disabilities Act (ADA) requirements, as authorized by Federal, State, and Local laws, regulations, ordinances, or statutory authority.
5) The applicant acknowledges that no building permits associated with Major Site Plan (MJSP) 04-2025 shall be issued by the Town of La Plata until the Town has adequate water and sewage capacity to support the proposed development, if additional water and sewage facilities are necessary to support the project.
6) These conditions of approval shall be printed on the cover sheet of the applicant's approved plans and all copies of the approved plans.
7) The project applicant shall provide written consent to these conditions of approval for (MJSP) 04-2025 within forty-five (45) days of their adoption by the Planning Commission.

Special Conditions of Approval

General

8) Major Site Plan (MJSP) 04-2025 is approved for the on-site renovation and the construction of approximately 75,292 square feet to the La Plata High School Building as shown on the applicant's approved plans (dated March 3, 2026). Any significant modifications to the scope of the approved project will require the re-review and approval of the Planning Commission, as determined by the Director of Planning.

Forest Stand Delineation and Forest Conservation Plan

9) A Forest Stand Delineation and Forest Conservation Plan shall be reviewed and approved to the satisfaction of the Director of Planning prior to the issuance of grading permits for Phase 1 construction and renovation to the high school.

Project Landscaping

10) The landscape plans for the project shall comply with the Town of La Plata's Municipal Code. The landscape plans shall be reviewed and approved to the satisfaction of the Director of Planning prior to the issuance of building permits for Phase I construction and renovation to the high school.
11) All on-site landscaping for the project shall be installed and maintained in good condition. The applicant shall replace any dead or dying trees, vegetation, or ground cover within forty-five (45) days of discovery or upon notification by the Town of La Plata.

Easements

12) As may be applicable, the applicant shall obtain or modify all necessary easements required for the project to the satisfaction of the Director of Public Works and the Director of Planning, prior to the issuance of building permits for ~~Phase I~~ each phase of construction and renovation of the high school.

Trash Enclosures

13) On-site trash containers shall be of a sufficient size and quantity to serve the La Plata High School facility. All trash containers shall be substantially screened from the public right-of-way. The location and screening details for the trash enclosure(s) shall be shown on the applicant's final, approved, plans to be reviewed and approved to the satisfaction of the Director of Planning prior to the issuance of ~~any~~ building permits for ~~Phase I~~ each phase of construction and renovation to the high school.

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Outdoor Storage

14) Outdoor storage of materials, including the use of storage containers, is prohibited within any parking lot of the high school and shall be screened from the public right-of-way if located elsewhere on the high school campus to the satisfaction of the Director of Planning. This condition does not apply to on-site construction.

On-site Lighting

15) Final approval of the applicant's preliminary lighting and photometric plan for the project shall be approved by the Director of Planning prior to the issuance of building permits for ~~Phase I~~ each phase of construction and renovation to the high school. The approved lighting plan for the high school renovation and addition shall demonstrate compliance will all applicable on-site lighting requirements pursuant to Section 191-41 (Lighting Standards) of the La Plata Municipal Code,
16) To the greatest extent possible, all on-site lighting, including within the parking lots, shall be shielded and downward directed to minimize and prevent off-site glare onto all adjacent properties and streets to the satisfaction of the Director of Planning, prior to ~~finalization~~ final inspection ~~of permits~~ and release of electrical permits for the on-site lighting fixtures within each phase of construction and renovation to the high school.
17) The applicant's preliminarly approved lighting plan shall provide sufficient on-site illumination within all on-site parking lots and around all school buildings and facilities to facilitate law enforcement ~~visibility~~visibility for the protection of the school and the community to the satisfaction of the Chief of Police prior to ~~the issuance of~~ final inspection ~~–~~for the electrical ~~building~~ permits ~~for~~ in each of phase ~~Phase I~~ of construction and renovation to the high school.

Fencing, Gates and Walls

18) All proposed fencing, walls, and gates associated with the development of the project site shall comply with the La Plata Municipal Code and be identified on the applicant's final, approved, plans to the satisfaction of the Director of Planning, prior to the issuance of building permits for ~~Phase I~~ for each construction and renovation phase of the high school project.

Mechanical Equipment Screening

19) The applicant shall substantially screen, to greatest extent reasonably possible, all roof-mounted and ground-mounted mechanical equipment associated with the project from the public right-of-way. Screening details shall be shown on the applicant's final, approved plans, and reviewed and approved to the satisfaction of the Director of Planning prior to the issuance of building permits for ~~Phase 1~~ each construction phase of the project. This condition shall also apply to any subsequent revisions to the construction drawings as part of the development phasing of the project.

Demolition of On-Site Buildings and Structures

20) Demolition or partial demolition of any on-site buildings or structures associated with the addition and renovation to the high school shall be subject to the issuance of a demolition permit by the Town of La Plata before the commencement of any on-site demolition activity. The applicant shall provide an asbestos/hazardous materials report will applicable mitigation measures for its removal, handling, and disposal in compliance with all federal and state requirements to the satisfaction of the Director of Planning prior to the issuance of a demolition permit.

Bike Racks

21) The applicant shall provide designated locations for bicycle racks as part of the renovation and new construction to the high school. The final location and number bicycle racks for the school shall be reviewed and approved to the satisfaction of the Director of Planning on the applicant's approved plans prior to the issuance of building permits for Phase I construction and renovation to the high school.

Stormwater

22) The applicant shall obtain all required erosion and sediment control approvals from the Charles Soils Conservation District before the issuance of grading permits for the project. Any increase or modification to impervious surface coverage proposed for the project may require additional review and approval by the Charles Soils Conservation District at their discretion.

23) Any changes to the project grading plans, alterations to the amount or location of impervious surface coverage, including modifications to stormwater management infrastructure within pipes, inlets, ditches, BMPs, etc., shall require supplemental stormwater management review and approval before the issuance of grading permits for Phase 1 construction and renovation to the high school to the satisfaction of the Director of Planning, Director of Public Works, and the Charles Soils Conservation District, as applicable.

Shared Use Path

24) The applicant shall construct the ten-foot wide, asphalt, shared-use path along the length of the high school property frontage on Radio Station Road as shown on their approved site plan (Sheet C600) to the satisfaction of the Director of Planning prior

to the ~~finalization~~ issuance of a Use and Occupancy Permit ~~of building permits~~ for Phase 1 construction and renovation to the High School. ~~A satisfactory construction bond shall be submitted to the Town of La Plata for this on-site improvement prior to the issuance of building permits for Phase 1 construction to the satisfaction of the Director of Planning.~~ The Charles County Public Schools ("School District") shall also execute a right of-way entry agreement with the Town of La Plata for all future Town construction needed to tie into and extend the shared-use path along Radio Station Road.

Parking Lot Traffic Controls

25) The applicant shall submit a traffic control plan for the on-site circulation of vehicular traffic (i.e., stop signs, speed limit signs, painted curbs, etc.) on the high school property/site. Additionally, the applicant shall provide speed reduction mitigation measures, such as speed bumps, within the on-site parking lots and drive aisles on the high school property/site. These design features shall be reviewed and approved to the satisfaction of the Director of Planning prior to the issuance of a Use and Occupancy Permit ~~the issuance of building permits~~ for Phase 1 construction and renovation to the high school.

Pedestrian Walkways and Pathways

26) The applicant shall re-surface the pedestrian walkway fronting the length of the high school ~~campus~~ frontage ~~property only~~ along Matula Lane as shown on Site Plan Sheet C600 as part of Phase 3 construction and renovation to the high school prior to the ~~finalization~~ final inspection and release of building permits for Phase ~~1~~3 construction and renovation to the high school.

Signage

27) New on-site signage is not approved as part of Major Site Plan 04-2026. All new on-site signage shall be reviewed and approved by the Director of Planning under a Minor Site Plan for compliance with the Town's Zoning Code prior to installation. However, a decorative (minimum) five-foot wide landscape planter shall be provided at the base of all new on-site freestanding signage adjoining Radio Station Road.

Traffic Mitigation

28) The applicant shall collaborate with the Town of La Plata to formally request that the Maryland State Highway Authority (SHA) and the Charles County Government consider traffic mitigation measures for their respective jurisdictional road rights-of-way to mitigate the incremental traffic impact(s) as a result of the La Plata High School

expansion and renovation at the intersection of MD 488 and Radio Station Road as identified in the Traffic Impact Study prepared by "The Traffic Group" dated April 30, 2026 (Revised). ~~,~~The applicant shall be responsible to the Maryland State Highway Authority (SHA) and/or the Charles County Government for any road improvements or mitigation costs imposed upon them by these agencies prior to the ~~finalization of building permits for the project.~~ final completion and release of all building permits by the Town of La Plata for the entire construction and renovation to the high school.

29) The applicant shall submit a formal vehicular traffic control plan for all existing and new driveways along Radio Station Road and Matula Lane to the Town of La Plata and Charles County Government for their respective review and approval prior to the issuance of a Use and Occupancy Permit ~~any building permits~~ by the Town of La Plata for Phase 1 construction of the La Plata High School addition and on-site renovations. Qualified traffic control personnel shall be utilized by the school district (at its sole cost) to direct inbound and outbound vehicular traffic during morning school arrivals and afternoon/evening school dismissals. The traffic control plan shall be prepared by a qualitied traffic engineer at that applicant's expense to the satisfaction of the Director of Planning for the Town of La Plata.

-END-

DRAFT

Town of La Plata

MJSP 04-2025
LA PLATA HIGH SCHOOL

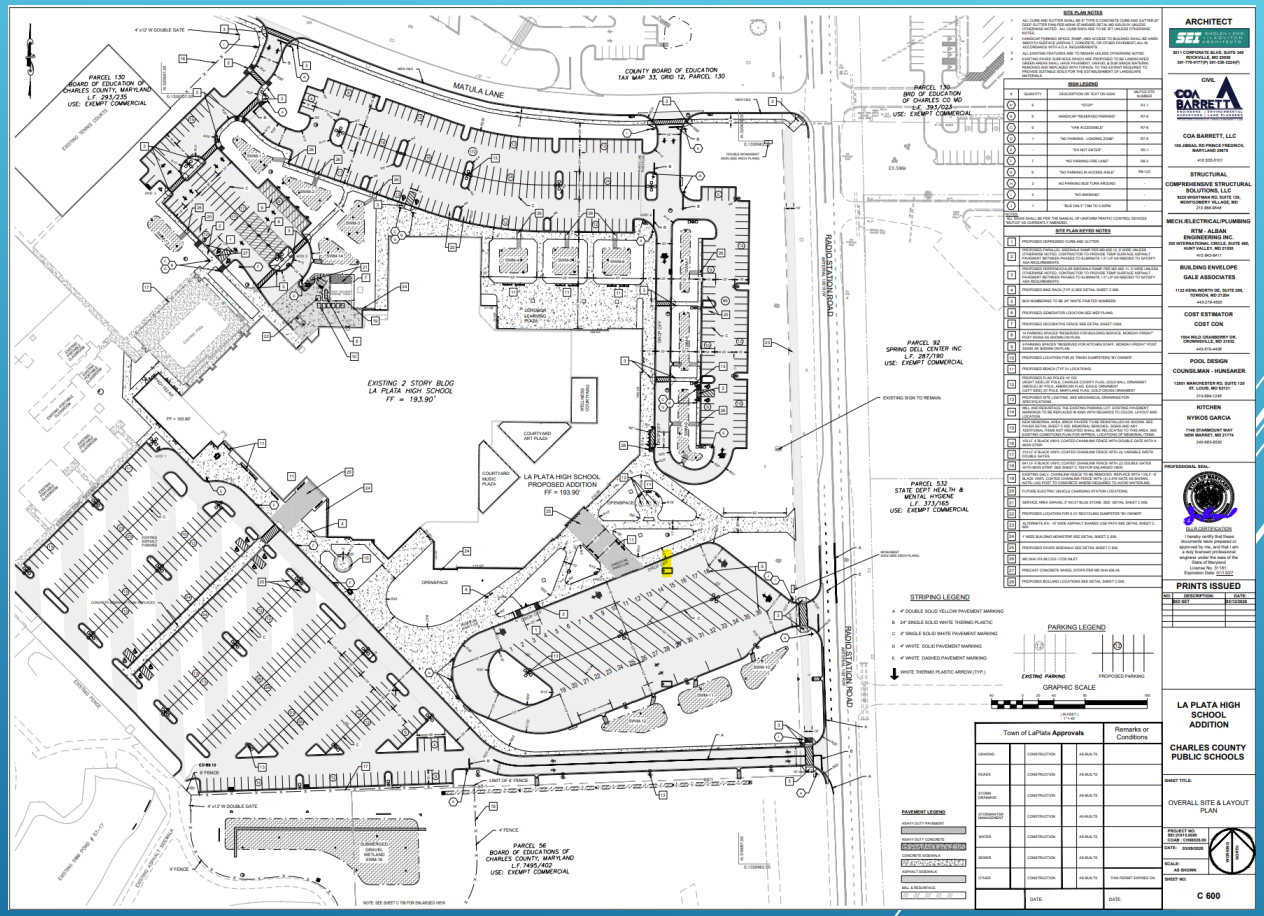
May 5, 2026

PROJECT OVERVIEW

- Subject Property: 6035 Radio Station Road
- Applicant: Joe Kadjeski, COA Barrett
- Owner: Board of Education of Charles County, MD
- Request: To construct a 75,292-square-foot addition to the existing La Plata High School, along with associated site improvements across the campus.

BACKGROUND

- On October 23, 2025, COA Barrett submitted Major Site Plan for additional capacity at La Plata High School, to accommodate up to 1,198 students; the CCPS is proposing a phased expansion and renovation adding ~75,292 sq. ft. for classrooms, offices, and support spaces.
- Project includes parking lot renovations and upgrades to on-site traffic flow including student drop-off/pick-up operations, plus on-site pedestrian pathway improvements along Radio Station Road to improve safety and future connectivity.



DISCUSSION

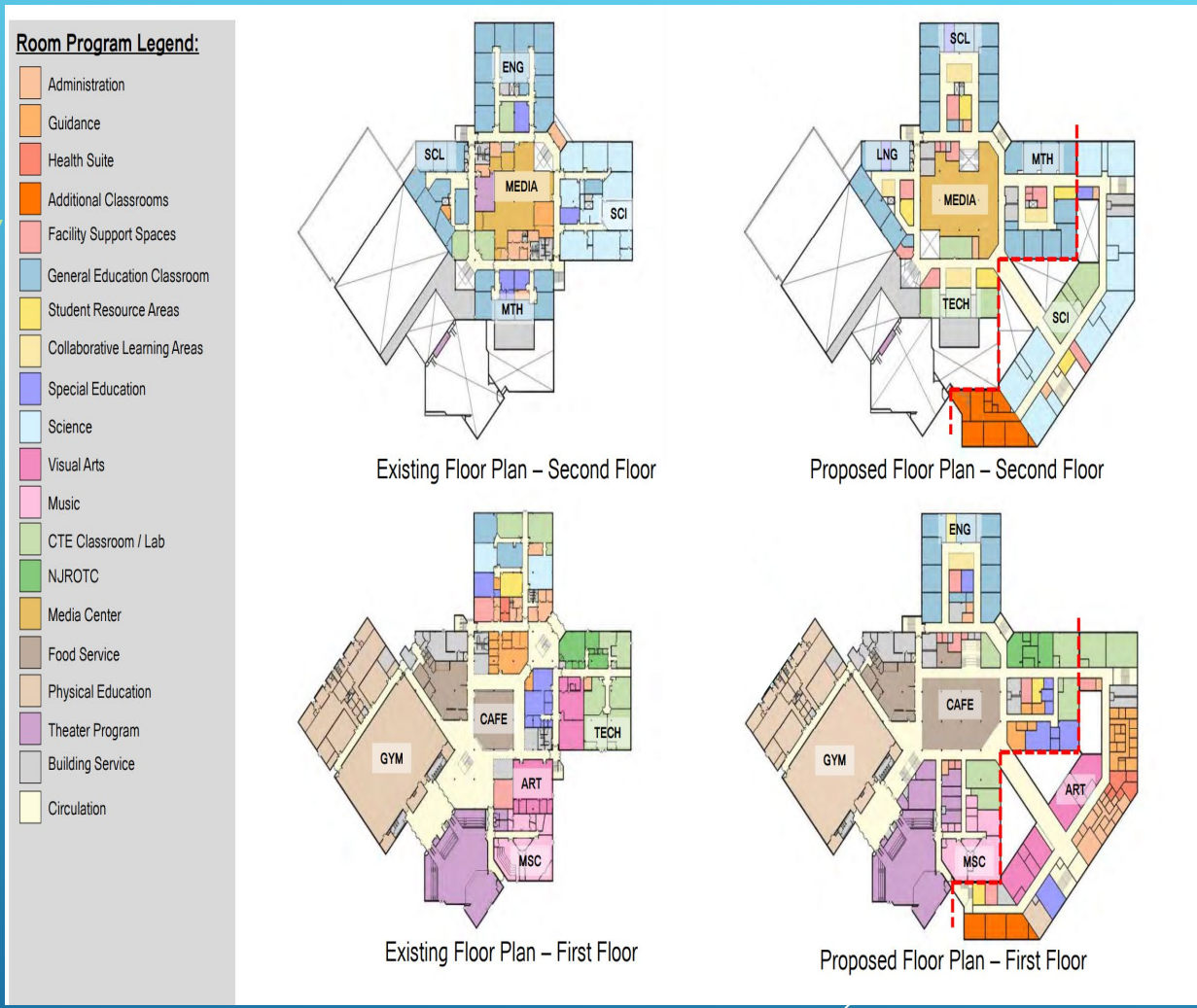
Proposed Building Addition

- Project Scope & Timeline: Expansion of La Plata High School by 75,292 sq. ft., delivered in one overall phase with five subphases; construction scheduled July 2026 – June 2028.
- Phase 1 (Core Addition): New classrooms, offices, administrative space, and visual arts areas, plus interior modifications to the existing building for proper egress.

Supporting Subphases:

- **1B:** Construction of Staircase "C"
- **1C:** New gymnasium with temporary restroom modifications (Summer 2027)
- **1D:** Bridge connection linking new and existing buildings for covered pedestrian access
- **1E:** Construction of Staircase "E" to improve vertical circulation and safe egress

Overall Goal: Ensure seamless integration between new and existing structures while meeting safety, accessibility, and code requirements.



DISCUSSION

Renovations

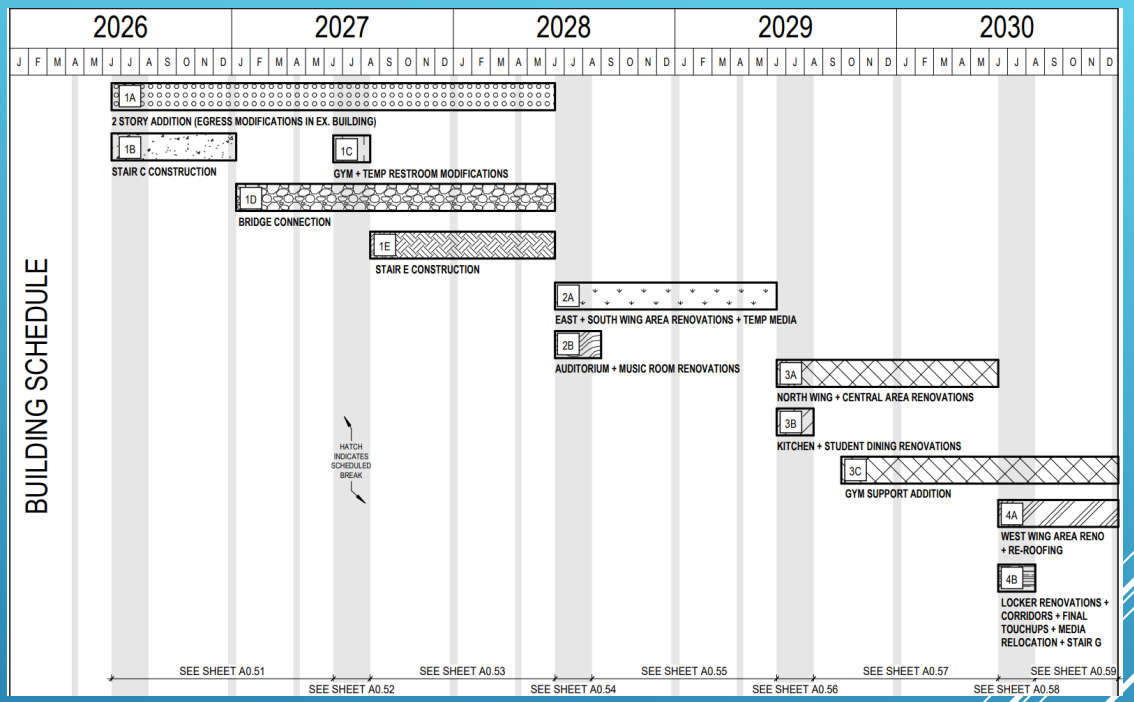
As part of the overall project, La Plata High School will undergo a series of phased interior renovations concurrent with the building addition. These improvements are proposed to occur between June 2028 and December 2030 and are organized as follows:

Building Construction Phases

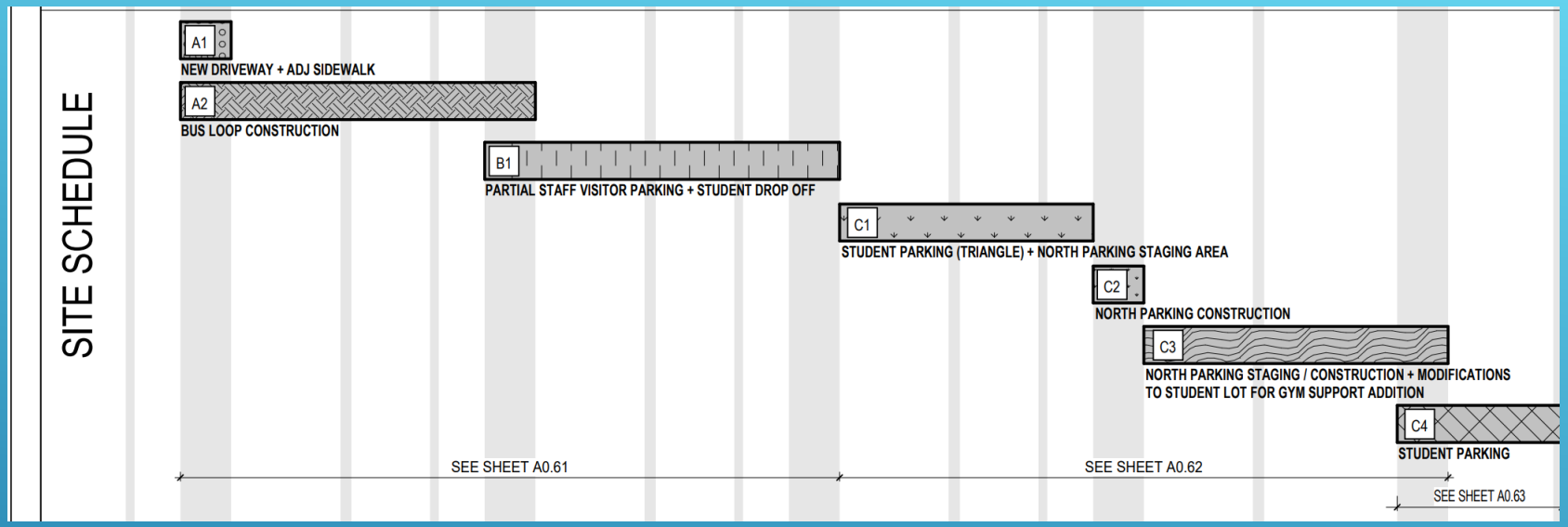
Phase II (June 2028 through June 2029) includes renovations to the east and west classroom wings to provide temporary media shell space, as well as auditorium and music room renovations anticipated during Summer 2028.

Phase III (June 2029 through June 2030/December 2030) consists of north wing and central area renovations, kitchen and student cafeteria improvements anticipated during Summer 2029, and gym support additions extending through late 2030.

Phase IV (June 2030 through December 2030) includes west wing classroom renovations to convert the media shell space into permanent classrooms, re-roofing of the existing structure, and final project completion activities, including media relocation and construction of Stair "G".



DISCUSSION



Parking Lot Phases

Parking & Access Improvements (Phase A1): July 2026 – December 2030

- Upgrades to parking lot layout and on-site circulation
- Addition of two new driveways along Radio Station Road.

DISCUSSION

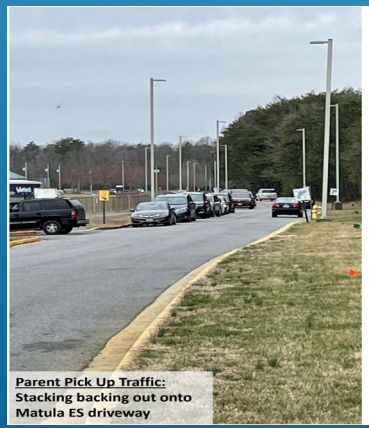
Site Circulation

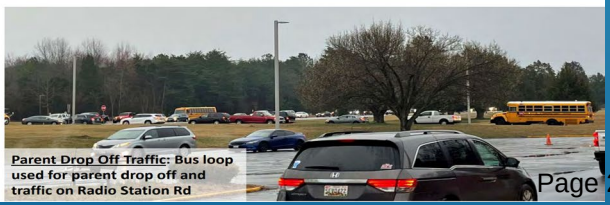
Existing Conditions & Issues at La Plata High School:

- Insufficient capacity for parent pick-up and drop-off
- Overlapping circulation between buses and passenger vehicles
- Limited pedestrian accessibility

Conclusion:

- Congestion and operational inefficiencies during peak traffic periods



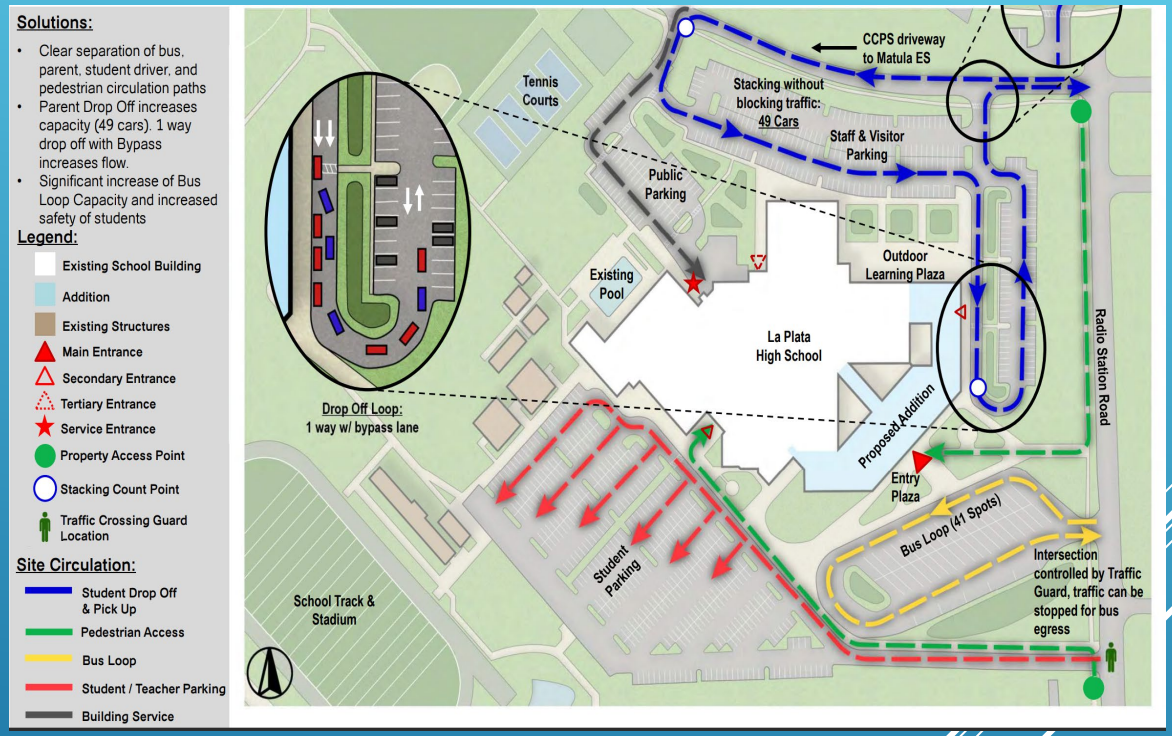


DISCUSSION

Site Circulation

Proposed Circulation Improvements at La Plata High School:

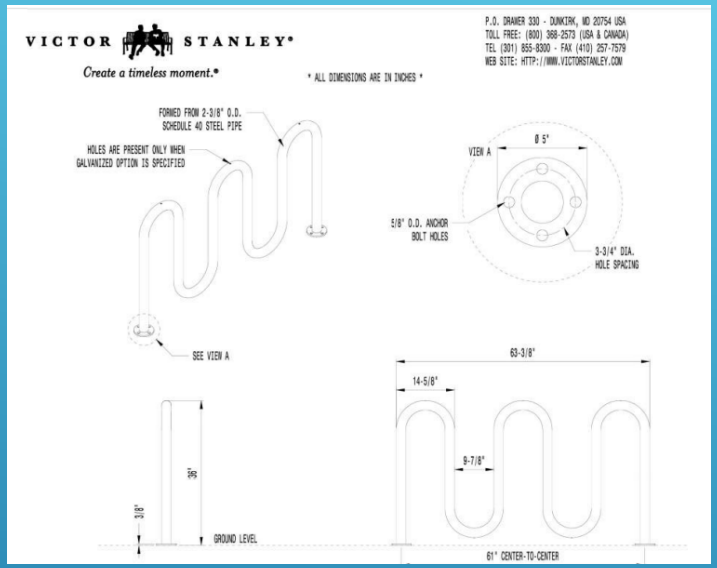
- Reorganized internal circulation to improve overall traffic flow
- Dedicated parent drop-off loop with increased stacking capacity
- One-way circulation pattern with auxiliary bypass lane
- Enhanced separation between buses, parents, students, and pedestrians for safer, more efficient operations
- Expanded bus staging areas for improved operations
- Reconfigured staff and visitor parking
- Designated control points for safe bus ingress/egress
- Overall improvements enhance traffic flow, reduce conflicts, and improve site safety



DISCUSSION

Bike Racks

The site plan for La Plata High School includes the provision of bicycle racks at the building entrance facing the student parking lot to support future alternative modes of transportation and improve site accessibility.



Five loop bike rack constructed of 2.375 in (60 mm) OD tubular steel pipe.

CAPACITY

7 bikes.

STANDARD

All fabricated metal components are steel shotblasted, etched, phosphatized, preheated and electrostatically powder-coated with TGIC polyester powder coatings.

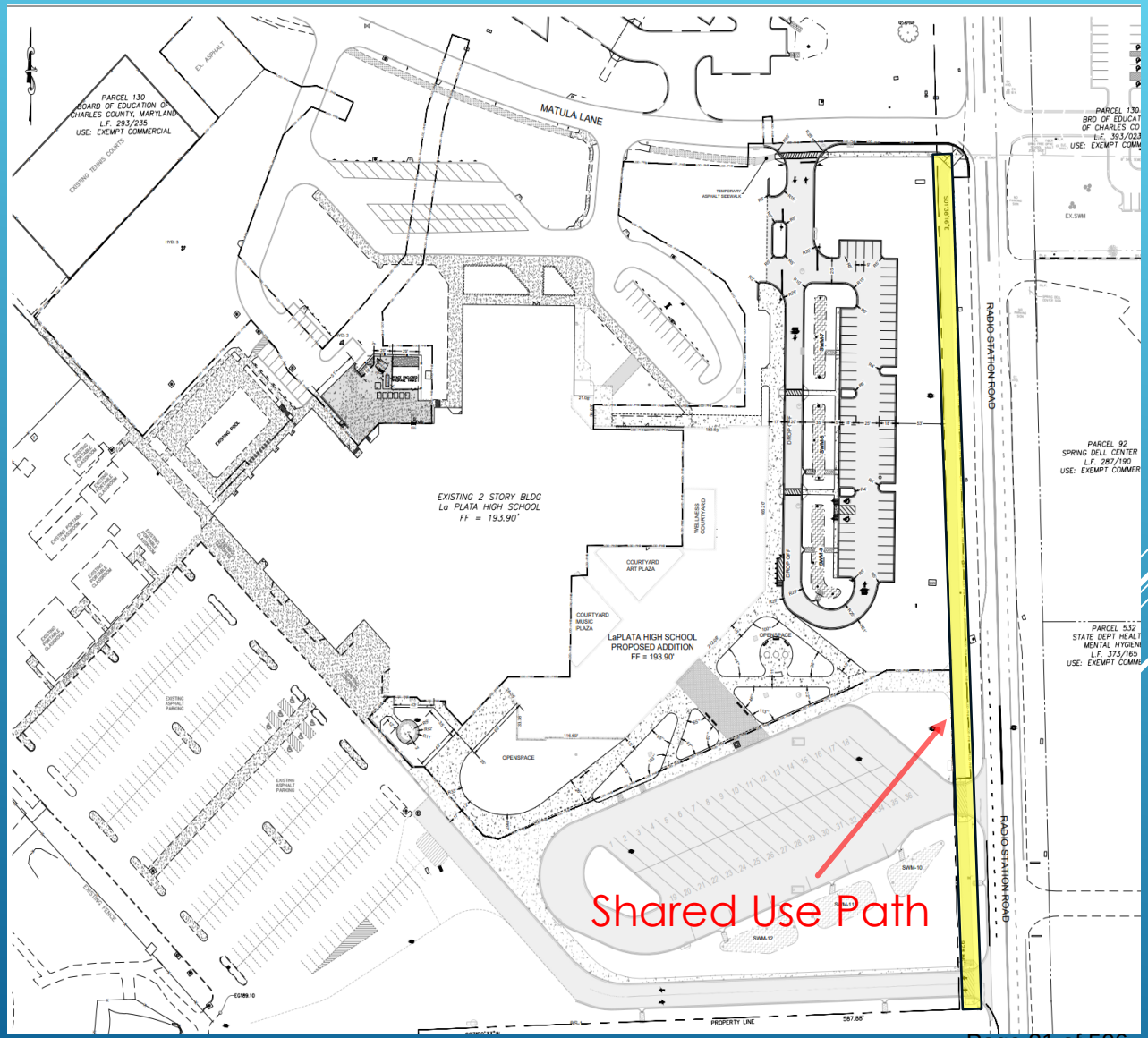
OPTION

Powder coat over galvanized finish. Surface mount. In-ground mount.

DISCUSSION

Shared Use Path

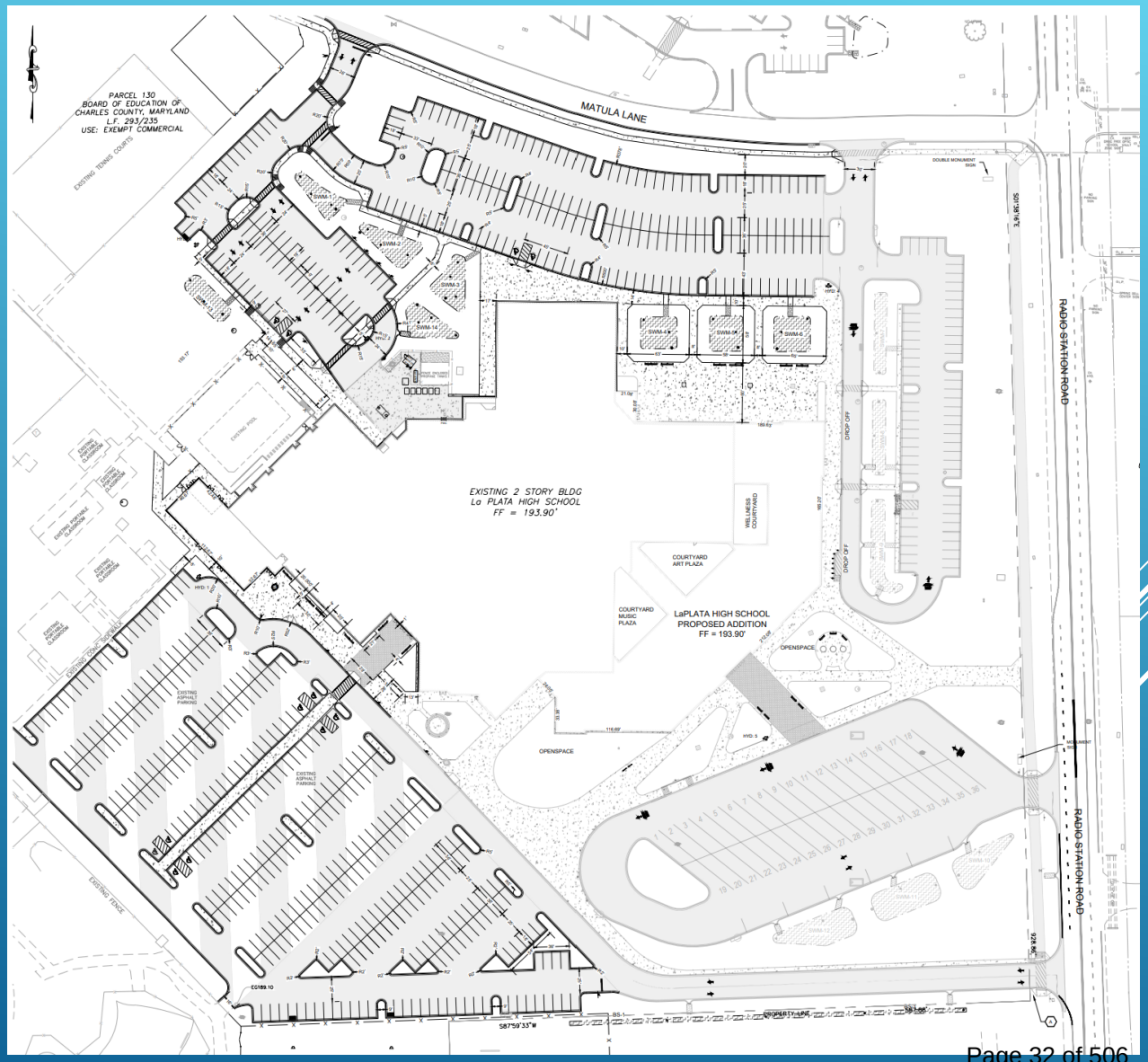
As shown on applicant's site plan, the applicant will be constructing the portion of the Town's planned shared use path along their entire street frontage facing Radio Station Road as part of the Phase I construction and renovation improvements to La Plata High School. These improvements have been memorialized in the suggested conditions approval for MJSP 04-2025.



DISCUSSION

Parking & Bus Loop Improvements at La Plata High School:

- Reconfigured and expanded student/teacher parking (+94 spaces) near new bus loop
- Parking stalls updated to meet §191-44 standards (9'x18' spaces, 24' two-way aisles)
- Relocated and expanded bus loop (36 bus spaces) near Radio Station Road
- Improved layout with interconnected parking areas and aisles aligned with Radio Station Road and Matula Lane for better circulation and access
- Staff supports design for improved functionality and maneuverability



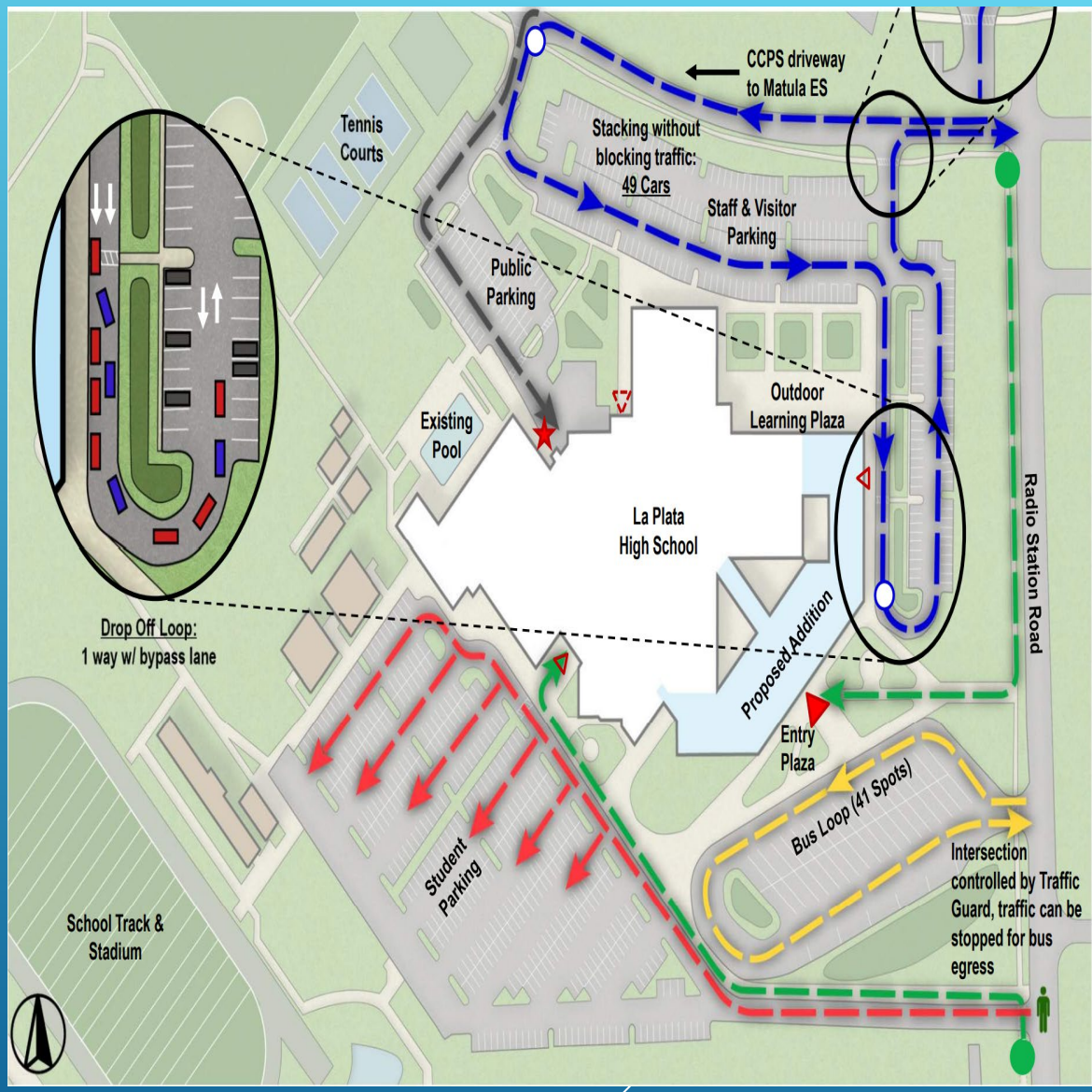
DISCUSSION

Traffic Impact Study Overview:

Evaluates expansion of La Plata High School (1,198 → 1,594 students) and impacts to Radio Station Road and surrounding network

Key Findings:

- Localized congestion during peak arrival/dismissal
- Most intersections operate at acceptable Level of Service
- Deficiencies primarily tied to background development
- Recommended Improvements: Separate bus and passenger vehicle traffic
- Modify/add site access points
- Maintain police/vehicular control during peak periods
- Independent review by Mead & Hunt, Inc. : Agrees with study method and conclusions
- The School will need for coordination with County and Maryland State Highway Administration for mitigation at 488 & MD 6 intersection.
- **No Town of La Plata roads impacted**
- Staff Conclusion: Supports proposed circulation improvements Subject to agency coordination and operational measures
- Mitigation addressed in Conditions of Approval #28 & #29



RECOMMENDATION

Staff recommends the Planning Commission approve MJSP 04-2025 with conditions of approval incorporated within the draft Planning Commission Resolution

MAJOR SITE PLAN ~ MJSP-04-2025

CCPS LA PLATA HIGH SCHOOL ADDITION

6035 RADIO STATION RD, LA PLATA, MD 20646
TAX MAP:33 GRID:12 PARCEL:130
FIRST ELECTION DISTRICT, CHARLES COUNTY

SITE WORK SPECIFICATIONS

#	DESCRIPTION
1	ALL WORK SHALL BE IN ACCORDANCE WITH THE LATEST TOWN OF LA PLATA DEPARTMENT OF PLANNING SPECIFICATION MANUAL, THE LATEST TOWN OF LA PLATA DETAIL MANUAL AND IN ACCORDANCE WITH ALL COUNTY ORDINANCES.
2	CONTRACTOR IS RESPONSIBLE FOR CONTACTING "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO ANY EXCAVATION WORK.
3	THE DEVELOPER IS RESPONSIBLE TO HOLD A "PRECONSTRUCTION" MEETING TO INCLUDE THE CONTRACTOR, CHARLES COUNTY INSPECTION PERSONNEL, PUBLIC UTILITIES, AND ANY LOCAL, STATE OR FEDERAL AGENCIES AS REQUIRED PRIOR TO THE START OF CONSTRUCTION.
4	THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE TOWN OF LA PLATA DEPARTMENT OF PLANNING, PERMITS & INSPECTION SERVICES DIVISION 48 HOURS PRIOR TO THE START OF ALL CONSTRUCTION IN ACCORDANCE TO ALL PERMITS ISSUED @ 301-636-0742.
5	MAXIMUM SLOPES SHALL NOT BE GREATER THAN THE THREE (3) FEET HORIZONTAL TO (1) FOOT VERTICAL OUTSIDE THE ROAD RIGHT-OF-WAY. SLOPES WITHIN THE ROAD RIGHT-OF-WAY SHALL NOT BE GREATER THAN TWO (2) FEET HORIZONTAL TO ONE (1) FOOT VERTICAL, OR AS SPECIFIED IN THE COUNTY ROAD ORDINANCE AND IN THE CHARLES COUNTY DETAIL MANUAL.
6	CERTIFIED COMPACTION TESTS ARE REQUIRED FOR ALL TRENCH/FILL WORK IN ACCORDANCE WITH THE LATEST EDITION OF THE SPECIFICATIONS MANUAL AND GRADING ORDINANCE. FINAL REPORTS AND CERTIFICATIONS SHALL BE PROVIDED PRIOR TO PRE-FINAL INSPECTIONS.
7	CERTIFIED COMPACTION TESTS AND GEOTECHNICAL REPORTS SHALL BE SUBMITTED ON A BI-WEEKLY BASIS THROUGHOUT THE COURSE OF CONSTRUCTION AS REQUIRED BY THE SPECIFICATIONS MANUAL.
8	A PROGRESS SET OF AS-BUILT PLANS SHALL BE SUBMITTED PRIOR TO "SUBSTANTIAL INSPECTIONS" FOR WATER AND SEWER CONSTRUCTION FOR THE PURPOSE OF OBTAINING AN APPROVAL FOR SUBSTANTIAL INSPECTION.
9	AS-BUILT PLANS SHALL BE SUBMITTED PRIOR TO PRE FINAL INSPECTIONS FOR ALL DISCIPLINES. CONTRACTOR SHALL PREPARE AS-BUILT SURVEY IN ACCORDANCE WITH TOWN OF LA PLATA PLAN PREPARATION PACKAGE ITEM R AND PROVIDE AUTOCAD COPY TO THE OWNERS.
10	WITH APPROVAL FROM THE TOWN OF LA PLATA AND EROSION & SEDIMENT CONTROL INSPECTOR, AND 95% GRASS COVER ON ALL DISTURBED AREAS, ALL EROSION AND SEDIMENT CONTROL STRUCTURES MUST BE REMOVED PRIOR TO THE RELEASE OF BONDS.
11	STREET LIGHTING IS NOT PERMITTED IN THE ROAD RIGHT-OF-WAY OUTSIDE OF THE URBAN ROAD STANDARDS DISTRICT.
12	ALL OUTFALLS SHALL BE INSPECTED AND APPROVED BY THE COUNTY PRIOR TO THE RELEASE OF BONDS.

SITE PLAN NOTES

#	DESCRIPTION
1	THESE PLANS AND SPECIFICATIONS ARE THE PROPERTY OF: COA BARRETT, LLC.
2	IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MEET ALL OF THE REQUIREMENTS OF THE FEDERAL, STATE, AND LOCAL AUTHORITIES, HEALTH DEPARTMENT AND UTILITY COMPANIES, IN ADDITION TO THE INFORMATION STATED ON THESE PLANS.
3	IN CASE OF CONFLICT BETWEEN ANY PART OF THESE PLANS AND SPECIFICATIONS, OR IF ANY ERRORS OR OMISSIONS ARE DISCOVERED IN THE LINES, GRADES AND DIMENSIONS, THE CONTRACTOR SHALL NOTIFY THE SITE CONSULTANT IMMEDIATELY AND SHALL REQUEST A WRITTEN DETERMINATION PRIOR TO PROCEEDING WITH THE WORK INVOLVED. IF THE WORK PROCEEDS WITH THE KNOWLEDGE OF THE ERROR OR OMISSION, AND WITHOUT A WRITTEN DETERMINATION, SUCH WORK WILL NOT BE CONSIDERED IN COMPLIANCE WITH THESE PLANS AND SPECIFICATIONS.
4	PRIOR TO CONSTRUCTION, CONTACT: THE ENFORCEMENT DIVISION, DEPARTMENT OF THE ENVIRONMENT SEDIMENT AND STORMWATER MANAGEMENT ADMINISTRATION 1800 WASHINGTON BLVD. BALTIMORE, MARYLAND 21230 PHONE: (410) 537-3000
5	OWNERS(S): a. THE BOARD OF EDUCATION OF CHARLES COUNTY MD PO BOX 2770 LAPLATA, MD 20646
6	IT SHALL BE DISTINCTLY UNDERSTOOD THAT FAILURE TO MENTION SPECIFICALLY ANY WORK WHICH WOULD NATURALLY BE REQUIRED TO COMPLETE THIS PROJECT SHALL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO COMPLETE SUCH WORK.
7	AS CONSTRUCTION PROCEEDS, ADDITIONAL MEASURES MAY BE EMPLOYED WITH THE ENGINEER'S APPROVAL, IF CONDITIONS WARRANT, TO ENSURE EFFECTIVE STORMWATER DRAINAGE AND SEDIMENT CONTROL.
8	ALL ELEVATIONS SHOWN HEREON ARE IN REFERENCE TO BENCH MARKS AND MUST BE FIELD VERIFIED BY THE GENERAL CONTRACTOR PRIOR TO CONSTRUCTION.
9	EXISTING ELEVATIONS SHOWN HEREON ARE FROM A FIELD RUN SURVEY BY COA BARRETT, LLC. PERFORMED IN APRIL 2023 AND SUPPLEMENTED WITH CHARLES COUNTY AERIAL TOPOGRAPHY. EXISTING UTILITIES SHOWN ARE TAKEN FROM FIELD INFORMATION AND THE BEST AVAILABLE PLANS OF THE EXISTING UTILITIES.
10	NO PROPERTY LINE SURVEY PERFORMED BY COA BARRETT LLC. FOR THE PREPARATION OF THESE PLANS.
11	THIS PLAN WAS PREPARED WITHOUT THE BENEFIT OF A TITLE REPORT. THE BEARINGS SHOWN HEREON ARE REFERENCED TO N.A.D. 83. THIS PLAT IS NOT A BOUNDARY SURVEY AND DOES NOT MEET THE MINIMUM STANDARDS FOR A BOUNDARY SURVEY AS DEFINED BY COMAR REGULATION.
12	NO NON-TIDAL WETLANDS DELINEATION PERFORMED FOR THE PREPARATION OF THESE PLANS.
13	THERE ARE NO FLOOD PLAINS, WETLANDS, OR ADJACENT STREAMS THAT IMPACT THIS SITE WITHIN THE LIMIT OF DISTURBANCE.
14	SOIL BORINGS AND SUBSEQUENT REPORT OF GEOTECHNICAL REVIEW PREPARED BY ECS MID-ATLANTIC, L.L.C. DATED MARCH 18, 2025 IS HERE BY INCORPORATED INTO THESE PLANS SPECIFICALLY BUT NOT LIMITED TO THE CONCLUSIONS AND RECOMMENDATIONS INCLUDED IN THE REPORT.
15	A TRAFFIC IMPACT STUDY HAS BEEN PREPARED BY THE TRAFFIC GROUP DATED APRIL 22, 2026 FOR THIS PROJECT.
16	THE EXISTING DOMESTIC WATER METER AND ALL DOMESTIC WATER PIPING FROM METER TO THE WATER PROVIDER WILL REMAIN THE SAME DIAMETER. THE TOTAL BUILDING CAPACITY IS NOT EXCEEDING THE CAPACITY OF THE EXISTING WATER METER, THEREFORE NO CHANGE IS REQUIRED TO THE WATER SERVICE SERVING THE BUILDING.

SITE ANALYSIS

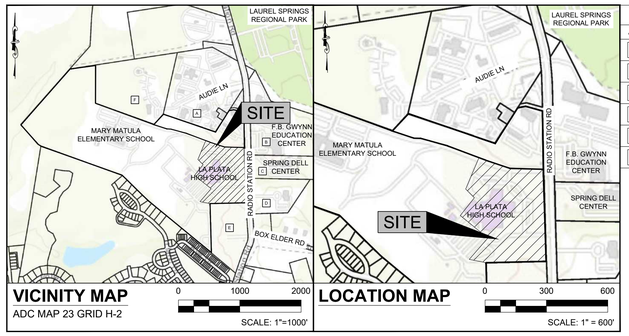
TOTAL SITE AREA: 134.30 AC
TOTAL DISTURBED AREA: 16.2 AC
VOLUME OF EXCAVATION CUT/FILL: 43,754cy/7,527cy
VOLUME OF BORROW (SPOIL) MATERIAL: 36,227cy
OFF SITE WASTE AREA LOCATION: TBD

PROJECT NARRATIVE:

THE BOARD OF EDUCATION OF CHARLES COUNTY IS PROPOSING TO CONSTRUCT AN APROX. 75,292 SQ.FT. TWO- STORY ADDITION AND 5,276 SQ. FT. ONE -STORY GYM SUPPORT ADDITION TO THE EXISTING LAPLATA HIGH SCHOOL. THE PROPOSED PROJECT IS LOCATED ON THE LA PLATA HIGH SCHOOL CAMPUS WHOSE ENTIRE PARCEL CONSISTS OF APPROXIMATELY 134.30 AC. THE PARCEL ALSO CONTAINS THE MARY MATULA ELEMENTARY SCHOOL. THE PROPERTY IS LOCATED AT 6035 RADIO STATION RD IN LA PLATA, IN THE FIRST ELECTION DISTRICT OF CHARLES COUNTY, MARYLAND AND IS FURTHER DESCRIBED AS TAX MAP 33, PARCEL 130. THE PROJECT INCLUDES A PARKING LOT EXPANSION WITH AN ADDITIONAL 302 VEHICULAR PARKING SPACES AND 21 ADDITIONAL BUS PARKING SPACES WITH RELOCATED ENTRANCES ON BOTH RADIO STATION ROAD AND MATULA LANE.

THERE ARE NO MAPPED 100-YEAR FLOOD PLAIN AREAS ON THIS SITE. THERE ARE NO STEEP SLOPES. THERE ARE NO HIGHLY-ERODIBLE SOILS PRESENT ON THE SITE. PRESENTLY, THE ENTIRE PROJECT SITE IS LOCATED WITHIN THE ZEKIAH SWAMP WATERSHED. THE PROPERTY AND PROJECT SITE IS UNDERLAIN BY SOILS PREDOMINATELY OF THE BELTSVILLE-URBAN LAND COMPLEX (HYDROLOGIC SOIL GROUP 'C' SOIL) AND GROSSTOWN GRAVELLY SILT LOAM (HYDROLOGIC SOIL GROUP 'A' SOIL).

THE PROPOSED SITE LAYOUT WAS DEVELOPED WITH THE OBJECTIVES OF: REDUCING IMPACTS TO THE EXISTING ENVIRONMENTAL FEATURES, MINIMIZING IMPERVIOUS AREAS, OPTIMIZING CONSERVATION AREAS, MAINTAINING EXISTING DRAINAGE PATTERNS, AND PREVENTING EROSION AND POLLUTANT IMPACTS. ENVIRONMENTAL SITE DESIGN (ESD) WILL BE UTILIZED TO MEET STORMWATER MANAGEMENT REQUIREMENTS TO THE MAXIMUM EXTENT PRACTICABLE. DUE TO UNDERLYING SOIL CONDITIONS AND THE LACK OF VERTICAL RELIEF ACROSS THE SITE, THE PROJECT PROPOSES THE USE OF A SUBMERGED GRAVEL WETLAND.



ADJACENT PROPERTY INFORMATION

ABC	PARCEL #	OWNER(S)	DEED REF.	TAX ID #
A	116	COUNTY COMMISSIONERS OF CHAS CO MD	332 / 134	01-026712
B	130	BRD OF EDUCATION OF CHARLES CO MD	393 / 023	01-026739
C	092	SPRING DELL CENTER INC	287 / 190	01-020242
D	532	STATE DEPT HEALTH & MENTAL HYGIENE	373 / 165	01-090984
E	56	BOARD OF ED OF CHARLES COUNTY	7495 / 402	01-026755
F	125	UNIVERSITY OF MARYLAND		01-026682

SITE DATA BLOCK

TAX MAP	33	GRID	12	PARCEL	130	DEED REF	293/235-	TAX ID NO	01-026208
PARCEL AREA				134.30 AC					
ZONING									
BUILDING RESTRICTION LINES (FT)				FRONT	35	SIDE	25	REAR	25
LAND USE				EXISTING		EDUCATION FACILITY - HIGH SCHOOL			
				PROPOSED		EDUCATION FACILITY - HIGH SCHOOL			
BUILDING DATA (EXTERIOR INFO)				AREA (SF) ±		174,318 (FLOOR AREA)			
				HEIGHT (FT) ±		39'-6"			
				USE		EDUCATION FACILITY			
				# OF EMPLOYEES		157			
FLOOR AREA RATIO (INTERIOR INFO)				EXISTING AREA (SF) ±		174,318			
				PROP. AREA (SF) ±		80,568			
				TOTAL AREA (SF) ±		254,886			
				FLOOR AREA RATIO		0.04			
UTILITIES				WATER		W1 - PUBLIC WATER			
				SEWER		S1 - PUBLIC SEWER			
PREDOMINATE SOILS				SOIL SYMBOL |HSG| - SOIL NAME				HYDRIC	K VALUE
				BuB 'C' - Beltsville-Urban land complex				Yes	0.37
				BaB 'C' - Beltsville silt loam				Yes	0.37
				GgB 'A' - Grosstown gravelly silt loam				No	0.24
				BaC 'C' - Beltsville silt loam				No	0.37
POWER				ELECTRIC					
WASTE				ON SITE ENCLOSURE					
LAND COVERAGE (LOD)				IMPERVIOUS		GREEN	FOREST	OTHER	TOTAL
EXISTING SITE LOD (AC) ±						10.88	0.73	4.61	16.20
PROPOSED SITE LOD (AC) ±						7.24	0.00	8.96	16.20

LAPLATA SECTION 191- 44 PARKING & LOADING REQUIREMENTS

DESCRIPTION OF APPROVED USES	UNIT DESCRIPTION	RATIO # / UNIT	TOTAL PARKING		ADA PARKING		BUS PARKING	
			REQ'D	PRO'D	REQ'D	PRO'D	REQ'D	PRO'D
EDUCATION FACILITY (HIGH SCHOOL) USE #16	1594 STUDENTS 157 STAFF	1 SPACE PER 3 STUDENTS + 1 SPACE PER STAFF	689	695	14	14	36	41
GRAND TOTAL	-	-	689	695	14	14	36	41

PARKING NOTES

1	

LEGEND

DESCRIPTION	EXISTING	PROPSED
BENCHMARK	BM A	
BUILDING		
CURB		
DOWNSPOUT	DSP	DS #1
DRAINAGE AREA DELINEATION STORM		
DRAINAGE AREA DELINEATION STUDY POINT		
DRAINAGE AREA DELINEATION SWM		
ELEVATION - CONTOUR	105 102	105 102
ELEVATION - SPOT	123.45	TCXX.XX BCXX.XX FGXX.XX
FENCE - SCREENING		
FENCE - CHAINLINK		
FOREST RETENTION AREA	FRA FRA FRA	FRA FRA FRA
FLOW ARROW		
GUARD RAIL		
LIGHT - BUILDING MOUNTED		
LIGHT - PARKING LOT		
LIGHT - STREET		
LIMIT OF DISTURBANCE		LOD LOD LOD
PAVEMENT - SHA / COUNTY		
PAVEMENT - SITE		
PIPE FOUND/IRON ROD FOUND		
PROPERTY LINE OR R-O-W LINE		
RETAINING WALL		
SIDEWALK - CONCRETE		
SIGN		
SOILS		
STEEP SLOPES 15%		
STEEP SLOPES 25%		
SURGE STONE / RIP-RAP		
TC PATH	A B C	A B C
TO BE REMOVED		
TREE LINE		
UTILITY - COMM LINE	COM COM COM	COM COM COM
UTILITY - GAS LINE	G G G	G G G
UTILITY - OVER HEAD WIRES	OH OH OH	OH OH OH
UTILITY - UNDERGROUND ELEC	E E E	E E E
UTILITY - POLE		
UTILITY - SEWER LINE	FM FM FM	FM FM FM
UTILITY - STORMDRAIN	12" RCP	12" HDPE
UTILITY - WATER LINE	W W W	W W W
UTILITY - WELL	W	W
UTILITY - HYDRANT		
WATER OF THE US	WOUS WOUS WOUS	

LIST OF ABBREVIATIONS

Ai	AREA IMPERVIOUS
ASP-2	ALUMINIZED STEEL PIPE-TYPE 2
BC	BOTTOM OF CURB
BLDG	BUILDING
BRL	BUILDING RESTRICTION LINE
BW	BOTTOM OF WALL
C/O	CLEANOUT
CO	CURB OPENING
CONC	CONCRETE
COTG	CLEANOUT TO GRADE
D	DUMPSTER
DA	DRAINAGE AREA
DS	DOWN SPOUT
ED	EARTH DIKE
EL	ELEVATION
ELEC	ELECTRIC
ES	END SECTION
EX	EXISTING
FF	FINISH FLOOR
FH	FIRE HYDRANT
FM	FORCE MAIN
GEN	GENERATOR
GT	GREASE TRAP
HB	HORIZONTAL BEND
HC	HANDICAP
I	INLET
IP	INLET PROTECTION
L	LENGTH
LOD	LIMIT OF DISTURBANCE
MB	MICRO-BIORETENTION
MG	MATCH GRADE
MH	MANHOLE
OAE	OR APPROVED EQUAL
OW	OBSERVATION WELL
PC	POINT OF CURVATURE
PRL	PARKING RESTRICTION LINE
PRO	PROPOSED
PT	POINT OF TANGENCY
PUE	PUBLIC UTILITY EASEMENT
PVC	POLYVINYL CHLORIDE
R	RADIUS
R/W	RIGHT-OF-WAY
SA	SURFACE AREA
SE	SURFACE ELEVATION
SD	STORM DRAIN
SS	SANITARY SEWER
SHC	SEWER HOUSE CONNECTION
STA	STATION
SWM	STORM WATER MANAGEMENT
TBR	TO BE REMOVED
TC	TOP OF CURB
TS&V	TAPPING SLEEVE & VALVE
TW	TOP OF WALL
TYP	TYPICAL
VHC	VAN HANDICAP
W	WATERLINE
WHC	WATER HOUSE CONNECTION
WM	WATER METER
WV	WATER VALVE
XFMR	TRANSFORMER
YC	YELLOW CURB

CHARLES COUNTY STANDARD DETAILS

B 1.00	THRUST BLOCKS FOR HORIZONTAL BENDS
B 1.01	THRUST BLOCKS FOR TEES & TAPPING ASSEMBLIES
B 1.05	ANCHORAGE FOR 11 1/4° 22 1/2° 45° DEGREE UPPER VERTICAL BENDS
S 1.00	PRECAST CONCRETE MANHOLE DETAIL 48" DIAMETER
S 3.00	TRAFFIC MANHOLE FRAME AND COVER
S 4.03	STANDARD CLEAN-OUT NON-TRAFFIC AREA
S 5.04	OUTSIDE GREASE TRAP
W 3.00	DETAIL OF GATE VALVE AND BOX 16" & BELOW
W 5.00	FIRE HYDRANT

SHA STANDARD DETAILS

MD 354.01	STANDARD TYPE C ENDWAL METAL OR CONCRETE ROUND PIPE
MD 370.01	STANDARD METAL END SECTION ROUND METAL PIPE
MD 374.23	PRECAST SINGLE WR INLET
MD 374.51	PRECAST OR CAST IN PLACE SQUARE AND RECTANGULAR COG INLETS 5', 10', 15' & 20'
MD 374.63	PRECAST OR CAST IN PLACE CIRCULAR COS INLETS 5', 10', 15, & 20'
MD 374.68	PRECAST OR CAST-IN-PLACE COG / COS OPENING FOR 8" CURB 5' OR 10' ONLY
MD 378.11	PRECASE STANDARD SINGLE OR DOUBLE OPENING TYPE K INLET OPEN-END GRATE
MD 384.01	48" DIAMETER PRECAST MANHOLE FOR 12" TO 24" PIPES
MD 384.03	60" DIAMETER PRECAST MANHOLE FOR 27" TO 36" PIPES

CONSULTANT CERTIFICATION:

"I HEREBY CERTIFY THAT THIS PLAN HAS BEEN DESIGNED IN ACCORDANCE WITH THE 2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL OR CURRENT REVISIONS THEREOF, AND DEPARTMENT OF THE ENVIRONMENT STORMWATER MANAGEMENT REGULATIONS."

MD P.E. LICENSE # 31181
MD LAND SURVEYOR LICENSE # N/A
MD LANDSCAPE ARCHITECT # N/A
NAME JOSEPH J. KADJESKI
FIRM NAME COA BARRETT, LLC.
STREET ADDRESS 100 JIBSAIL RD
PRINCE FREDERICK, MARYLAND 20678

SEAL

SIGNATURE

03/09/2026
DATE

STANDARD STABILIZATION NOTE:

"FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED."

BENCHMARK INFORMATION

BM	DISCRIPTION	ELEVATION	NORTHING	EASTING
1	RIM SDMH	189.98	320390.82	1326374.35
2	SE COR SD CONC	197.29	320754.65	1326422.62
3	RIM SDMH	193.31	320069.04	1326802.25

HORIZONTAL AND VERTICAL INFORMATION SHOWN HEREON IS REFERENCED TO NAD 83 AND NAVD 1988 RESPECTIVELY AS ESTABLISHED BY GPS OBSERVATION.

AS-BUILT CERTIFICATION

I CERTIFY THAT THE STORMWATER MANAGEMENT FACILITIES (BOTH BMPs AND ESD PRACTICES) SHOWN ON THE PLANS HAVE BEEN CONSTRUCTED IN ACCORDANCE WITH THE APPROVED PLANS, EXCEPT AS NOTED IN RED ON THE "AS-BUILT" DRAWINGS.

SIGNATURE _____ MD LICENSE # _____

PRINT NAME _____ DATE _____

CHARLES SOIL CONSERVATION DISTRICT APPROVAL

SEDIMENT AND EROSION CONTROL PLAN APPROVAL NUMBER _____

SMALL POND APPROVAL FOR N/A

SEDIMENT AND EROSION CONTROL PLAN APPROVAL AND SMALL POND APPROVAL (IF APPLICABLE) IS HEREBY GRANTED BY THE CHARLES SOIL CONSERVATION DISTRICT.

APPROVAL SIGNATURE/DATE _____

APPROVAL EXPIRATION DATE: _____

REQUESTS EXCLUSIVELY FOR EXTENSION OF THE APPROVAL EXPIRATION DATE NOTED ABOVE AND NOT INVOLVING ANY PLAN MODIFICATIONS TO THESE APPROVED PLAN SHEETS, MUST BE SUBMITTED TO THE CHARLES SOIL CONSERVATION DISTRICT IN WRITING. THE CHARLES SOIL CONSERVATION DISTRICT, AT ITS DISCRETION, MAY APPROVE THE EXPIRATION DATE EXTENSION TO THE APPROVED PLAN VIA SEPARATE APPROVAL LETTER.)

OWNER'S / DEVELOPER'S CERTIFICATE

I/WE HEREBY CERTIFY THAT ALL CLEARING, GRADING, CONSTRUCTION, VEGETATIVE STABILIZATION AND/OR DEVELOPMENT WILL BE DONE PURSUANT TO THIS PLAN AND THAT ANY RESPONSIBLE PERSONNEL INVOLVED IN THE CONSTRUCTION PROJECT WILL HAVE A CERTIFICATE OF ATTENDANCE (*) AT A MARYLAND DEPARTMENT OF THE ENVIRONMENT APPROVED TRAINING PROGRAM FOR THE CONTROL OF EROSION AND SEDIMENT BEFORE BEGINNING THE PROJECT. I HEREBY AUTHORIZE THE RIGHT TO ENTRY FOR PERIODIC ON-SITE EVALUATION BY STATE OF MARYLAND, DEPARTMENT OF THE ENVIRONMENT, COMPLIANCE INSPECTORS, CHARLES COUNTY INSPECTORS, AND THE REPRESENTATIVES OF THE CHARLES SOIL CONSERVATION DISTRICT.

OWNER/DEVELOPER SIGNATURE & DATE CHARLES COUNTY PUBLIC SCHOOLS

PRINTED NAME AND TITLE JEFFREY GARDINER, PLANNING & CONSTRUCTION

TELEPHONE NUMBER 301-392-5590

ADDRESS P.O.BOX 2770 Laplata, MD 20646

PRINTED NAME AND CARD NUMBER (*) OF ON-SITE RESPONSIBLE PERSONNEL

TOWN OF LA PLATA SWM CERTIFICATION

CERTIFICATION BY THE OWNER/DEVELOPER THAT ALL STORMWATER MANAGEMENT CONSTRUCTION WILL BE DONE ACCORDING TO THIS PLAN

PRINTED NAME: JEFFREY GARDINER, PROJECT MANAGER CHARLES COUNTY PUBLIC SCHOOLS

SIGNATURE: _____ DATE: _____

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

Sheet List Table

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314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:
STATE OF MARYLAND JOSEPH JOHN KADJESKI 31181 PROFESSIONAL ENGINEER

DLLR CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

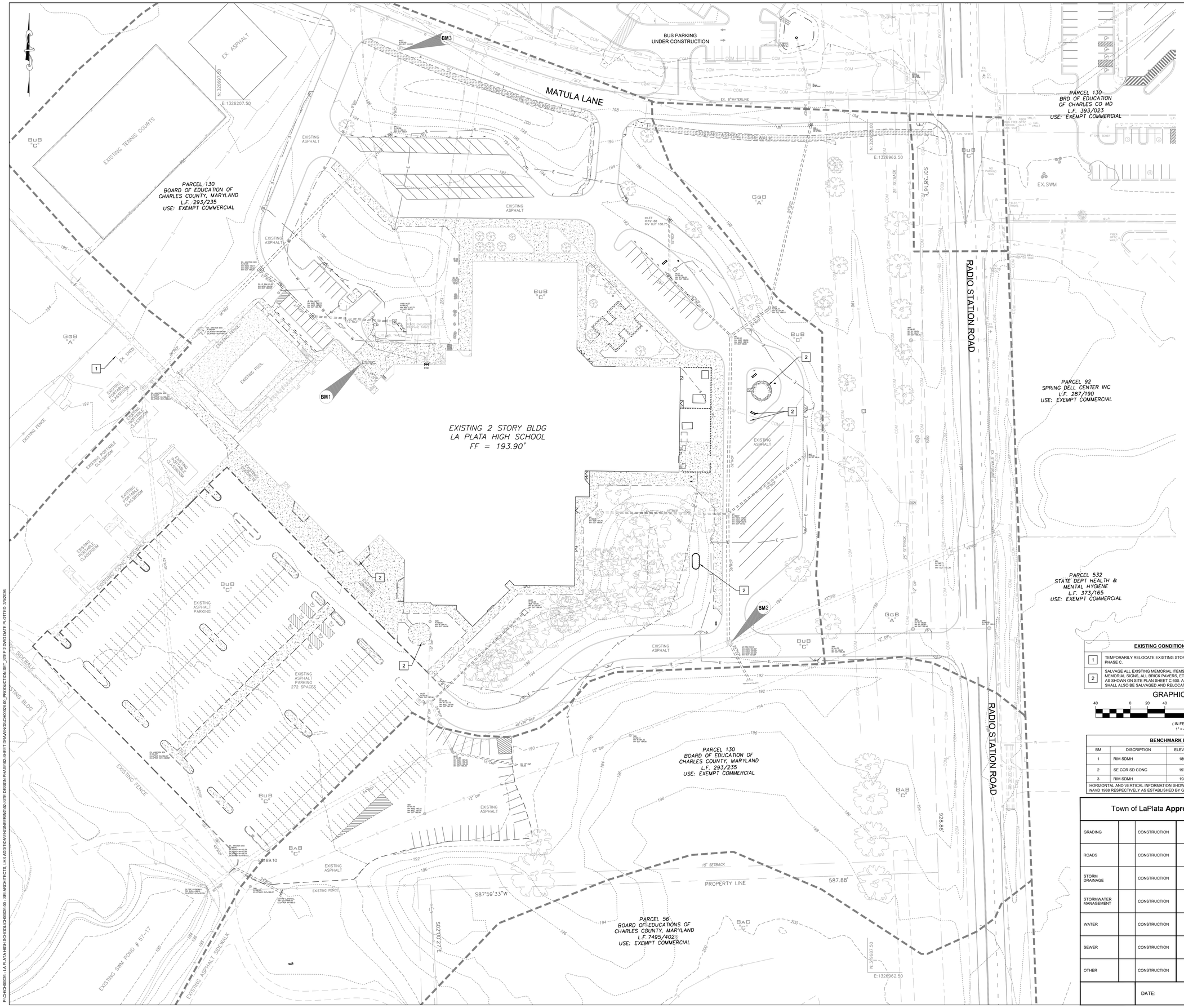
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
COVER SHEET

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
NORTH

SHEET NO:
C 100

P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS_STEP 2 ZNG DATE PLOTTED: 3/1/2026



P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 3.DWG DATE PLOTTED: 3/9/2026

EXISTING CONDITIONS KEYED NOTES

1	TEMPORARILY RELOCATE EXISTING STORAGE SHED WHEN INSTALLING WATERLINE IN PHASE C.
2	SALVAGE ALL EXISTING MEMORIAL ITEMS OF SIGNIFICANCE/MEMORIAL BENCHES, MEMORIAL SIGNS, ALL BRICK PAVERS, ETC) AND RELOCATE TO NEW MEMORIAL AREA AS SHOWN ON SITE PLAN SHEET C 600. ANY SIMILAR MEMORIAL ITEMS NOT INDICATED SHALL ALSO BE SALVAGED AND RELOCATED TO THIS AREA.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

BENCHMARK INFORMATION

BM	DISCRIPTION	ELEVATION	NORTHING	EASTING
1	RIM SDMH	189.98	320390.82	1326374.35
2	SE COR SD CONC	197.29	320754.65	1326422.62
3	RIM SDMH	193.31	320069.04	1326802.25

HORIZONTAL AND VERTICAL INFORMATION SHOWN HEREON IS REFERENCED TO NAD 83 AND NAVD 1988 RESPECTIVELY AS ESTABLISHED BY GPS OBSERVATION.

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS

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314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND · JOSEPH A. GARCIA · 31181 · REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

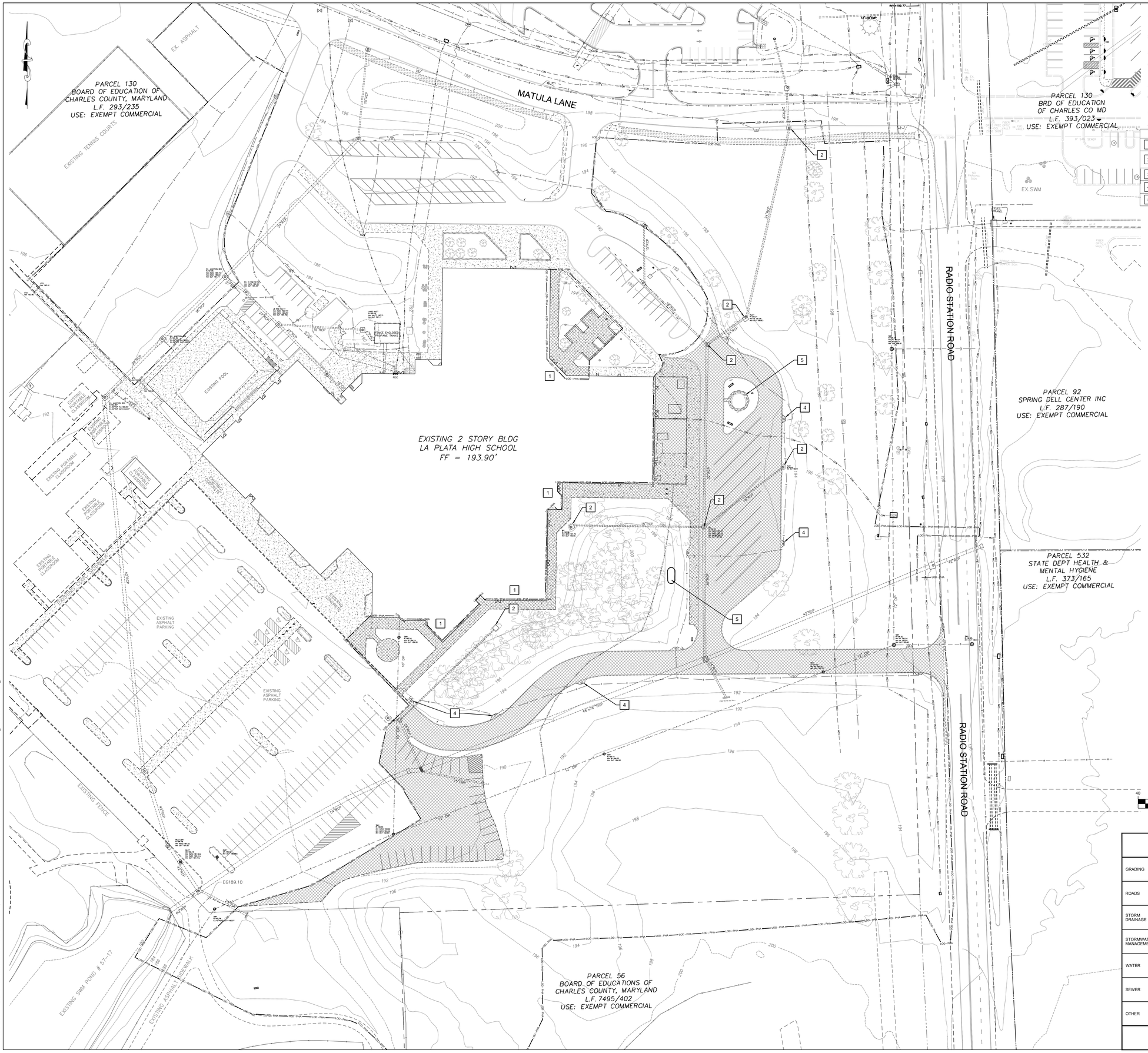
EXISTING CONDITIONS & ENVIROMENTAL FEATURES PLAN

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 200



DEMOLITION NOTES

1. ALL EXISTING FEATURES OUTSIDE OF THE LIMITS OF DISTURBANCE ARE TO REMAIN UNLESS OTHERWISE NOTED. ITEMS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR REMOVED BY THE CONTRACTOR SHALL BE RETURNED TO PRE-DEMOLITION CONDITION OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
2. ALL EXISTING STRUCTURES (INCLUDING FOUNDATIONS), UTILITIES, CURBING, PAVING, SIDEWALK, ETC. TO BE DEMOLISHED ARE TO BE REMOVED AND LEGALLY DISPOSED OFF-SITE.
3. AREAS OF PAVEMENT TO BE REMOVED SHALL BE SAWCUT TO FACILITATE REMOVAL AND INSTALLATION.
4. EXISTING PAVED SURFACES WHICH ARE PROPOSED TO BE LANDSCAPED GREEN AREAS SHALL HAVE PAVEMENT, GRAVEL & SUB GRADE MATERIAL REMOVED AND REPLACED WITH TOPSOIL TO THE EXTENT REQUIRED TO PROVIDE SUITABLE SOILS FOR THE ESTABLISHMENT OF LANDSCAPE MATERIALS.
5. ALL CONCRETE MATERIAL (CURB AND SIDEWALK) NOTED TO BE REMOVED SHALL BE REMOVED TO THE LIMITS SHOWN AND TO THE NEAREST CONSTRUCTION JOINT.
6. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES AS NECESSARY TO MAINTAIN ELECTRIC (SMECO) AND COMMUNICATIONS (VERIZON AND BREEZELINE) SERVICES THROUGHOUT CONSTRUCTION.
7. REFER TO ELECTRICAL PLANS FOR ADDITIONAL ELECTRICAL SITE DEMOLITION REQUIREMENTS.
8. ALL ON SITE TREES WITHIN THE LOD TO BE REMOVED UNLESS OTHERWISE NOTED.

PHASE A DEMOLITION KEYED NOTES

1	SIDEWALK TO BE PHASED AS NECESSARY TO OBTAIN INGRESS/EGRESS TO BUILDING AS REQUIRED.
2	EXISTING STORMDRAIN STRUCTURE TO BE REMOVED CONCURRENTLY WITH PROPOSED PHASE A STORM DRAIN INSTALLATION OR UPON TEMPORARY STORM DRAIN DIVERSION (NOT SHOWN).
3	TRUCK ACCESS TO LOADING / SERVICE AREA SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION.
4	EXISTING LIGHT POLES AND FOUNDATIONS TO BE REMOVED.
5	PRIOR TO ANY DEMOLITION. SEE EXISTING CONDITIONS PLAN FOR MEMORIAL ITEMS TO BE SALVAGED AND RELOCATED.

PLAN LEGEND

- EXISTING CONCRETE SIDEWALK
- DEMOLITION (TO BE REMOVED)
- EXISTING UTILITIES TO BE REMOVED
- EXISTING SANITARY SEWER
- EXISTING COMMUNICATION LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING WATERLINE
- EXISTING STORMDRAIN

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. BARRETT — REG. NO. 31181

DLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

DEMOLITION PLAN PHASE A

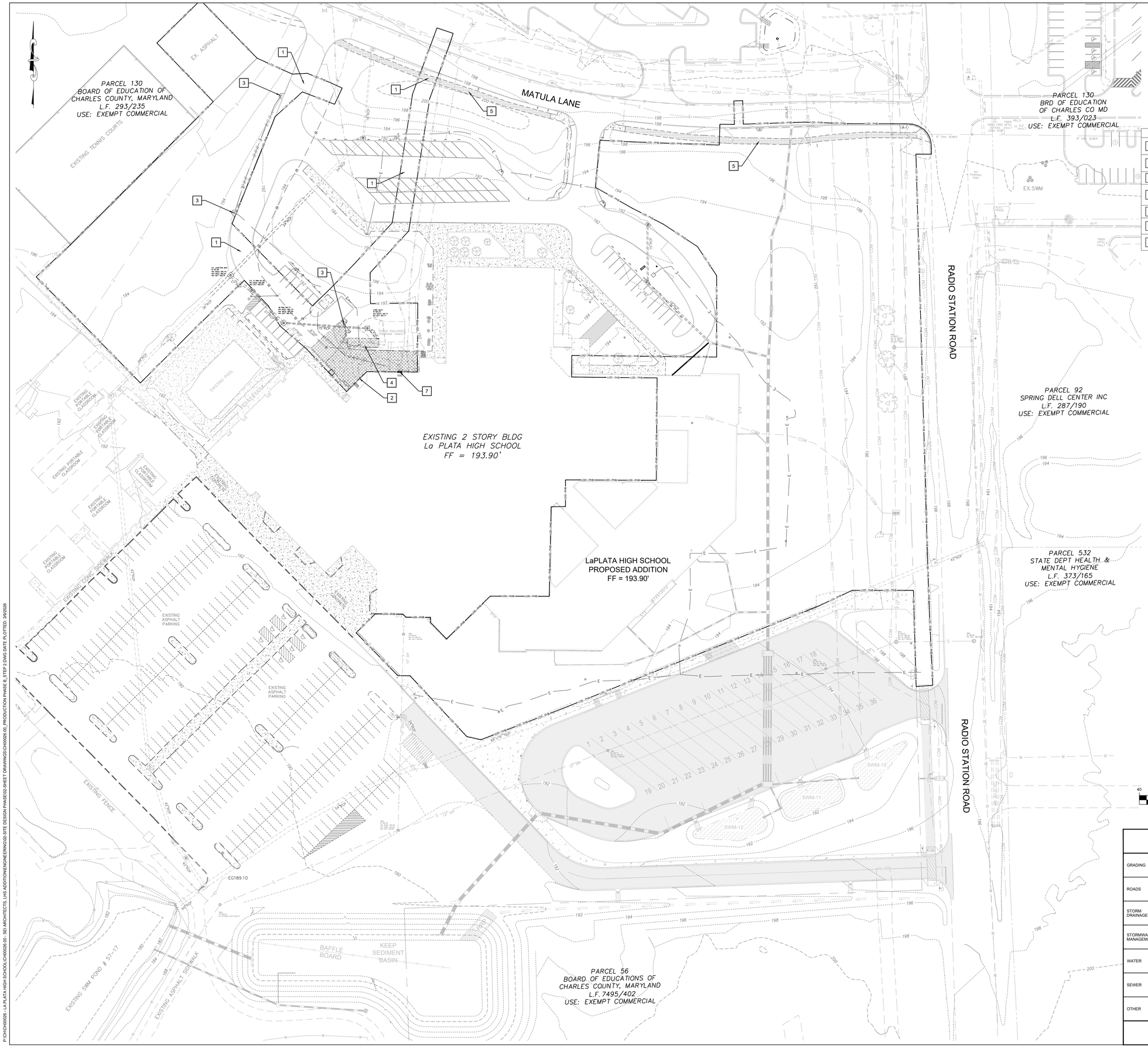
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 201

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE A_STEP 2.DWG DATE PLOTTED: 3/9/2026



DEMOLITION NOTES

1. ALL EXISTING FEATURES OUTSIDE OF THE LIMITS OF DISTURBANCE ARE TO REMAIN UNLESS OTHERWISE NOTED. ITEMS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR REMOVED BY THE CONTRACTOR SHALL BE RETURNED TO PRE-DEMOLITION CONDITION OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
2. ALL EXISTING STRUCTURES (INCLUDING FOUNDATIONS), UTILITIES, CURBING, PAVING, SIDEWALK, ETC. TO BE DEMOLISHED ARE TO BE REMOVED AND LEGALLY DISPOSED OFF-SITE.
3. AREAS OF PAVEMENT TO BE REMOVED SHALL BE SAWCUT TO FACILITATE REMOVAL AND INSTALLATION.
4. EXISTING PAVED SURFACES WHICH ARE PROPOSED TO BE LANDSCAPED GREEN AREAS SHALL HAVE PAVEMENT, GRAVEL & SUB GRADE MATERIAL REMOVED AND REPLACED WITH TOPSOIL TO THE EXTENT REQUIRED TO PROVIDE SUITABLE SOILS FOR THE ESTABLISHMENT OF LANDSCAPE MATERIALS.
5. ALL CONCRETE MATERIAL (CURB AND SIDEWALK) NOTED TO BE REMOVED SHALL BE REMOVED TO THE LIMITS SHOWN AND TO THE NEAREST CONSTRUCTION JOINT.
6. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES AS NECESSARY TO MAINTAIN ELECTRIC (SMECO) AND COMMUNICATIONS (VERIZON AND BREEZELINE) SERVICES THROUGHOUT CONSTRUCTION.
7. REFER TO ELECTRICAL PLANS FOR ADDITIONAL ELECTRICAL SITE DEMOLITION REQUIREMENTS.
8. ALL ON SITE TREES WITHIN THE LOD TO BE REMOVED UNLESS OTHERWISE NOTED.

PHASE B DEMOLITION KEYED NOTES

1	REMOVE AND REPLACE PAVEMENT, CURB & GUTTER, SIDEWALK AS NEEDED FOR INSTALLATION OF WATER AND SEWER UTILITIES AND REPLACE IN-KIND.
2	TRUCK ACCESS TO LOADING DOCK / SERVICE AREA TO BE MAINTAINED THROUGHOUT CONSTRUCTION.
3	EXISTING LIGHT POLES AND FOUNDATIONS TO BE REMOVED ALONG WITH ELECTRIC SUPPLY LINES.
4	EXISTING ABANDONED 20,000 GALLON UNDERGROUND FUEL OIL TANK (PREVIOUSLY FILLED WITH FLOWABLE FILL) TO BE REMOVED IN ACCORDANCE WITH COMAR 26.10 OIL POLLUTION CONTROL AND STORAGE TANK MANAGEMENT.
5	SIDEWALK ALONG MATULA LANE TO BE MAINTAINED.
6	EXISTING STORMDRAIN INLET TO REMAIN. NOTE: THIS IS THE LOW POINT OF THE UTILITY SERVICE AREA. THE TOP OF THE STRUCTURE SHALL BE REPLACED WITH A NEW PRECAST CONCRETE SLAB AND MANHOLE COVER. SEE SHA DETAIL 374.55-01.
7	WATERLINE TO BUILDING TO BE MAINTAINED THROUGHOUT ENTIRE PROJECT. INSTALL 95% OF PROPOSED WATERLINE ALONG WITH FH #2 AND FH#3 PRIOIR TO REMOVAL OF EXISITING WATERLINE.

PLAN LEGEND

- EXISTING CONCRETE SIDEWALK
- DEMOLITION (TO BE REMOVED)
- EXISTING UTILITIES TO BE REMOVED
- EXISTING SANITARY SEWER
- EXISTING COMMUNICATION LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING WATERLINE
- EXISTING STORMDRAIN

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS

9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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410 535-3101

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210 888-9548

MECH./ELECTRICAL/PLUMBING

RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE

GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR

COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN

COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — REG. NO. 21431 — PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

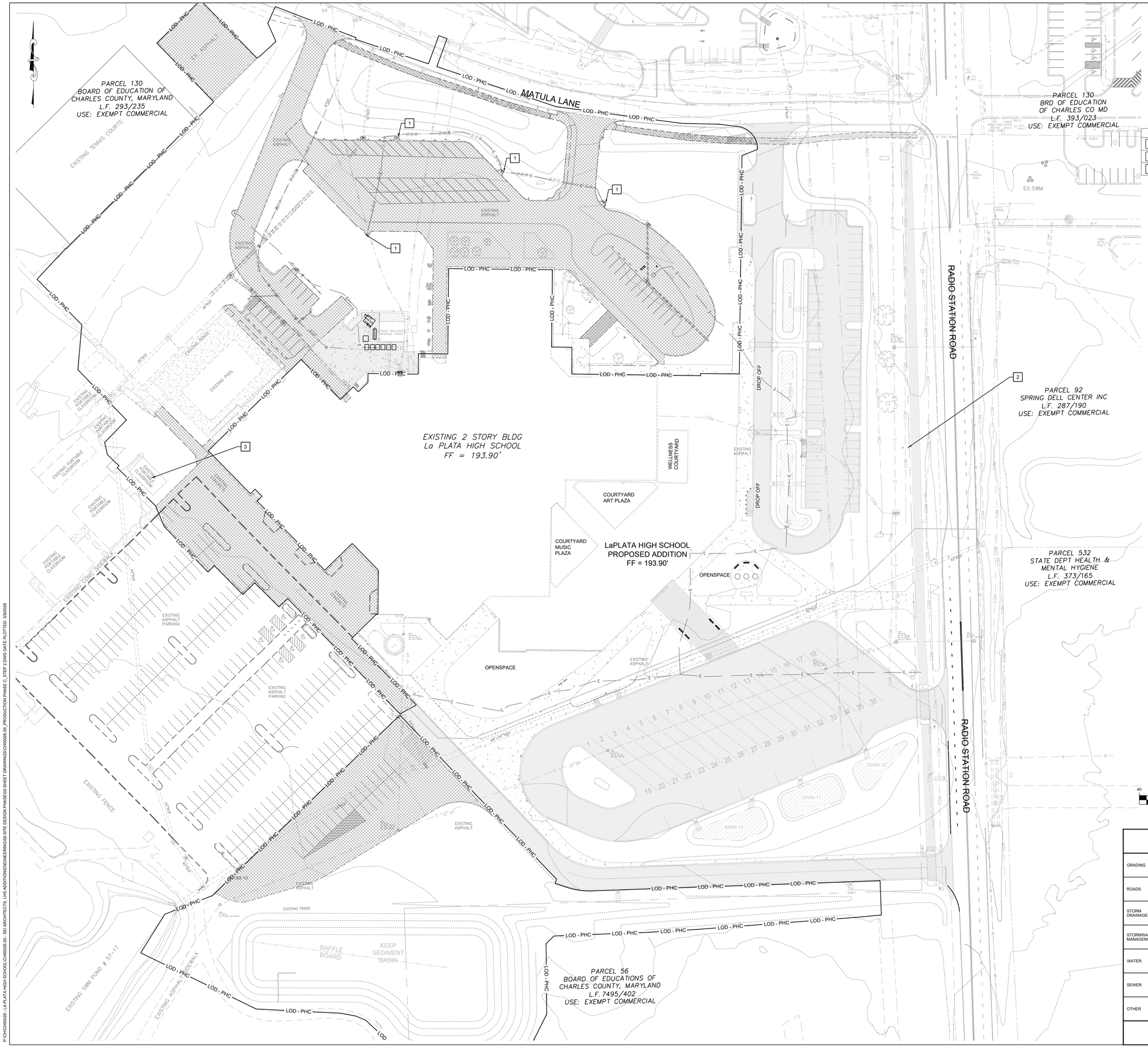
DEMOLITION PLAN PHASE B

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:

C 202

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE B_STEP 2 DWG DATE PLOTTED: 3/9/2026



DEMOLITION NOTES

1. ALL EXISTING FEATURES OUTSIDE OF THE LIMITS OF DISTURBANCE ARE TO REMAIN UNLESS OTHERWISE NOTED. ITEMS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR REMOVED BY THE CONTRACTOR SHALL BE RETURNED TO PRE-DEMOLITION CONDITION OR REPLACED IN-KIND AT THE CONTRACTOR'S EXPENSE.
2. ALL EXISTING STRUCTURES (INCLUDING FOUNDATIONS), UTILITIES, CURBING, PAVING, SIDEWALK, ETC. TO BE DEMOLISHED ARE TO BE REMOVED AND LEGALLY DISPOSED OFF-SITE.
3. AREAS OF PAVEMENT TO BE REMOVED SHALL BE SAWCUT TO FACILITATE REMOVAL AND INSTALLATION.
4. EXISTING PAVED SURFACES WHICH ARE PROPOSED TO BE LANDSCAPED GREEN AREAS SHALL HAVE PAVEMENT, GRAVEL & SUB GRADE MATERIAL REMOVED AND REPLACED WITH TOPSOIL TO THE EXTENT REQUIRED TO PROVIDE SUITABLE SOILS FOR THE ESTABLISHMENT OF LANDSCAPE MATERIALS.
5. ALL CONCRETE MATERIAL (CURB AND SIDEWALK) NOTED TO BE REMOVED SHALL BE REMOVED TO THE LIMITS SHOWN AND TO THE NEAREST CONSTRUCTION JOINT.
6. CONTRACTOR SHALL COORDINATE WITH ALL UTILITY COMPANIES AS NECESSARY TO MAINTAIN ELECTRIC (SMECO) AND COMMUNICATIONS (VERIZON AND BREEZELINE) SERVICES THROUGHOUT CONSTRUCTION.
7. REFER TO ELECTRICAL PLANS FOR ADDITIONAL ELECTRICAL SITE DEMOLITION REQUIREMENTS.
8. ALL ON SITE TREES WITHIN THE LOD TO BE REMOVED UNLESS OTHERWISE NOTED.

PHASE C DEMOLITION KEYED NOTES

1	EXISTING LIGHT POLES AND FOUNDATIONS TO BE REMOVED.
2	DEMO EXISTING WOOD SIGN.
3	EXISTING PORTABLE CLASSROOM TO BE RELOCATED.

PLAN LEGEND

- EXISTING CONCRETE SIDEWALK
- DEMOLITION (TO BE REMOVED)
- EXISTING UTILITIES TO BE REMOVED
- EXISTING SANITARY SEWER
- EXISTING COMMUNICATION LINE
- EXISTING UNDERGROUND ELECTRIC
- EXISTING WATERLINE
- EXISTING STORMDRAIN

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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210 888-9548

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410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
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COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
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POOL DESIGN
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314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

DEMOLITION PLAN
PHASE C

PROJECT NO: SEI:21015.0000
COAB : CH00026.00

DATE: 03/09/2026

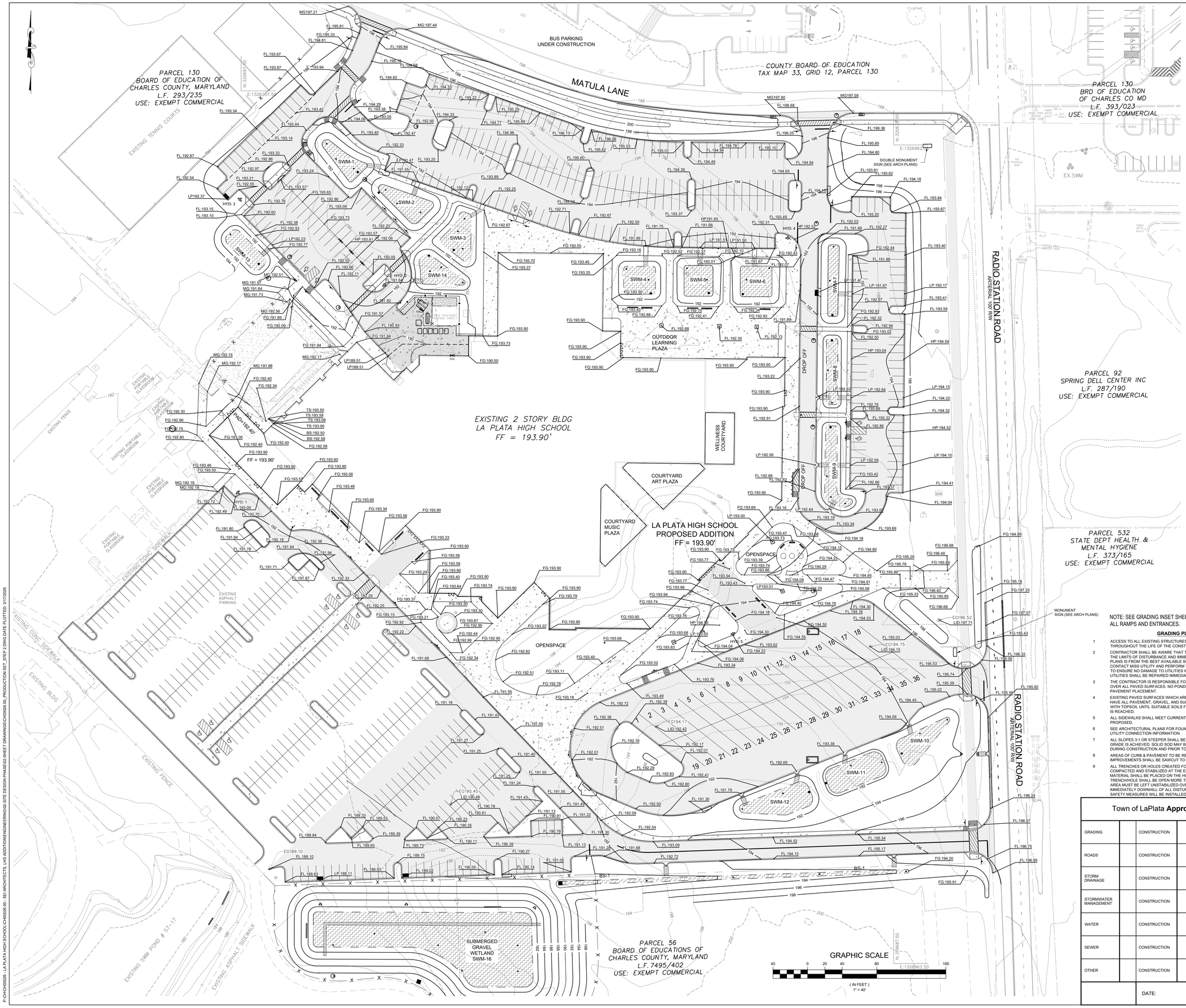
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 203

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\05 SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE C_STEP 2.DWG DATE PLOTTED: 3/9/2026



NOTE: SEE GRADING INSET SHEETS C 304 AND C 305 FOR ALL RAMPS AND ENTRANCES.

GRADING PLAN NOTES

1. ACCESS TO ALL EXISTING STRUCTURES SHALL BE MAINTAINED CONTINUOUSLY THROUGHOUT THE LIFE OF THE CONSTRUCTION.
2. CONTRACTOR SHALL BE AWARE THAT THERE MAY BE UNDERGROUND UTILITIES WITHIN THE LIMITS OF DISTURBANCE AND IMMEDIATE VICINITY. INFORMATION SHOWN ON THESE PLANS IS FROM THE BEST AVAILABLE SOURCES, HOWEVER THE CONTRACTOR MUST CONTACT MISS UTILITY AND PERFORM TEST PITS TO ACCURATELY LOCATE UTILITIES AND TO ENSURE NO DAMAGE TO UTILITIES WILL OCCUR. ANY DAMAGE TO THE VARIOUS UTILITIES SHALL BE REPAIRED IMMEDIATELY AND AT THE CONTRACTOR'S EXPENSE.
3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE GRADE AND DRAINAGE OVER ALL PAVED SURFACES. NO PONDING OR PUDDLING IS ALLOWABLE FOLLOWING PAVEMENT PLACEMENT.
4. EXISTING PAVED SURFACES WHICH ARE PROPOSED LANDSCAPE GREEN AREAS SHALL HAVE ALL PAVEMENT, GRAVEL, AND SUB-GRADE MATERIAL REMOVED AND REPLACED WITH TOPSOIL UNTIL SUITABLE SOILS FOR THE ESTABLISHMENT OF LANDSCAPE MATERIAL IS REACHED.
5. ALL SIDEWALKS SHALL MEET CURRENT ADA STANDARDS EXCEPT WHERE STEPS ARE PROPOSED.
6. SEE ARCHITECTURAL PLANS FOR FOUNDATION, FLOOR PLAN AND COORDINATION OF UTILITY CONNECTION INFORMATION.
7. ALL SLOPES 3:1 OR STEEPER SHALL BE STABILIZED WITH EROSION MATTING AFTER FINAL GRADE IS ACHIEVED. SOLID SOD MAY BE REQUIRED IF SCOURING/EROSION OCCURS DURING CONSTRUCTION AND PRIOR TO FULL VEGETATIVE RE-ESTABLISHMENT.
8. AREAS OF CURB & PAVEMENT TO BE REMOVED TO CONSTRUCT ENTRANCES & SITE IMPROVEMENTS SHALL BE SAWCUT TO FACILITATE REMOVAL AND INSTALLATION.
9. ALL TRENCHES OR HOLES CREATED FOR UTILITY INSTALLATION SHALL BE BACKFILLED, COMPACTED AND STABILIZED AT THE END OF EACH WORKING DAY. EXCAVATED TRENCH MATERIAL SHALL BE PLACED ON THE HIGH SIDE OF THE TRENCH OR HOLE. NO TRENCH/HOLE SHALL BE OPEN MORE THAN CAN BE STABILIZED THE SAME DAY. IF AN AREA MUST BE LEFT UNSTABILIZED OVERNIGHT, SILT FENCE WILL BE PLACED IMMEDIATELY DOWNHILL OF ALL DISTURBED AREAS AND STOCKPILES AND APPROPRIATE SAFETY MEASURES WILL BE INSTALLED AS REQUIRED.

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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MECH./ELECTRICAL/PLUMBING

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410 842-6411

BUILDING ENVELOPE

GALE ASSOCIATES
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443-279-4500

COST ESTIMATOR

COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN

COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — 21708 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

OVERALL GRADING PLAN

PROJECT NO: SEI:21015.0000 COAB : CH00026.00

DATE: 03/09/2026

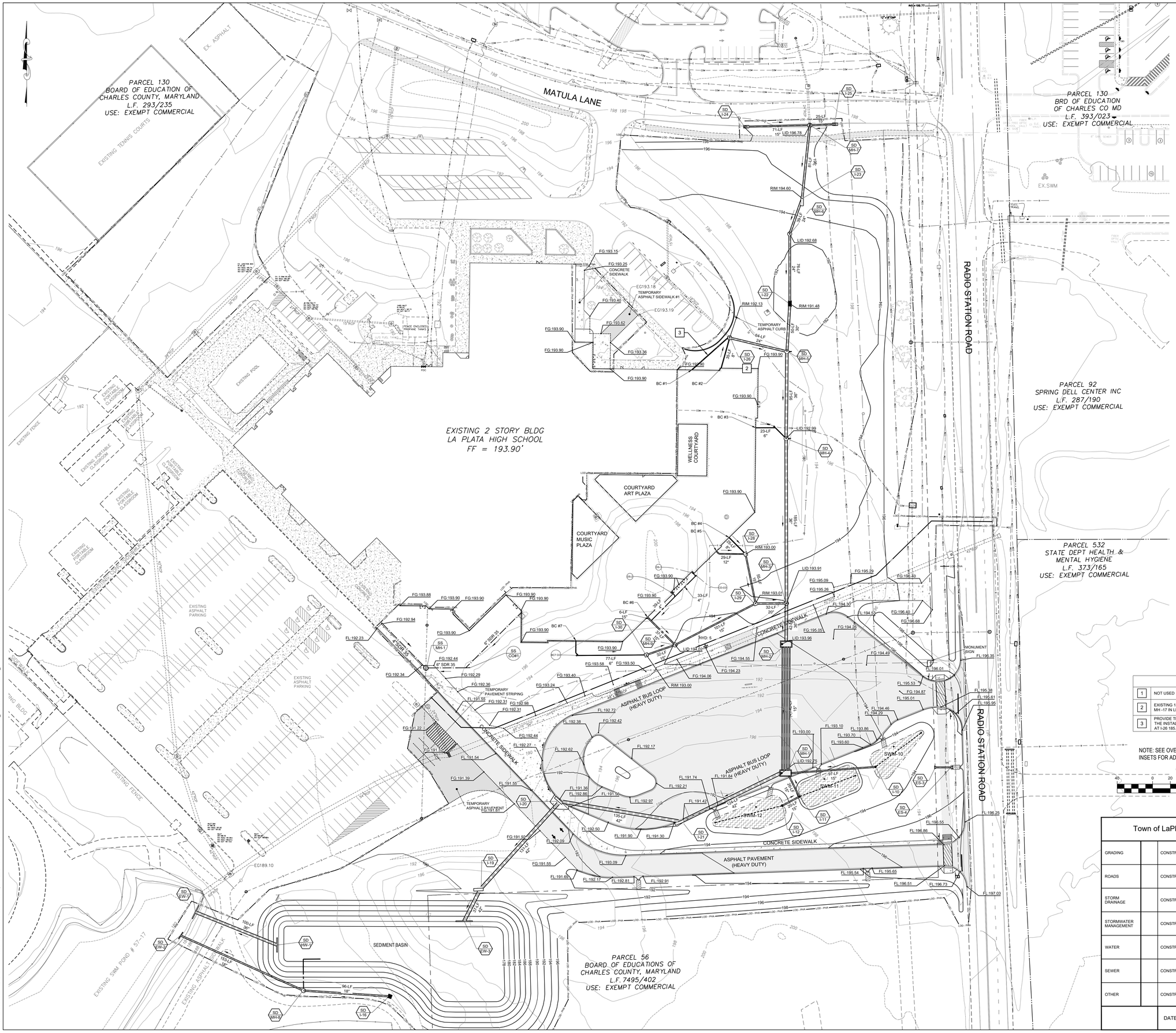
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 300

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\05.SITE DESIGN-PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 3.DWG DATE PLOTTED: 3/17/2026



PHASE A KEYED NOTES	
1	NOT USED
2	EXISTING 15" RCP TO BE TEMPORARILY CONNECTED TO PROPOSED MH -17 IN LINE AND AT GRADE.
3	PROVIDE TEMPORARY 10" CONNECTION FROM BC#1 TO I-26 UNTIL THE INSTALLATION OF I-26A IN PHASE C. INV @ BLDG = 190.71, INV AT I-26 185.99.

NOTE: SEE OVERALL GRADING PLAN SHEETS AND GRADING INSETS FOR ADDITIONAL SPOT ELEVATIONS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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ROCKVILLE, MD 20850
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STATE OF MARYLAND — JOSEPH A. BARRETT — No. 21681 — REGISTERED PROFESSIONAL ENGINEER

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

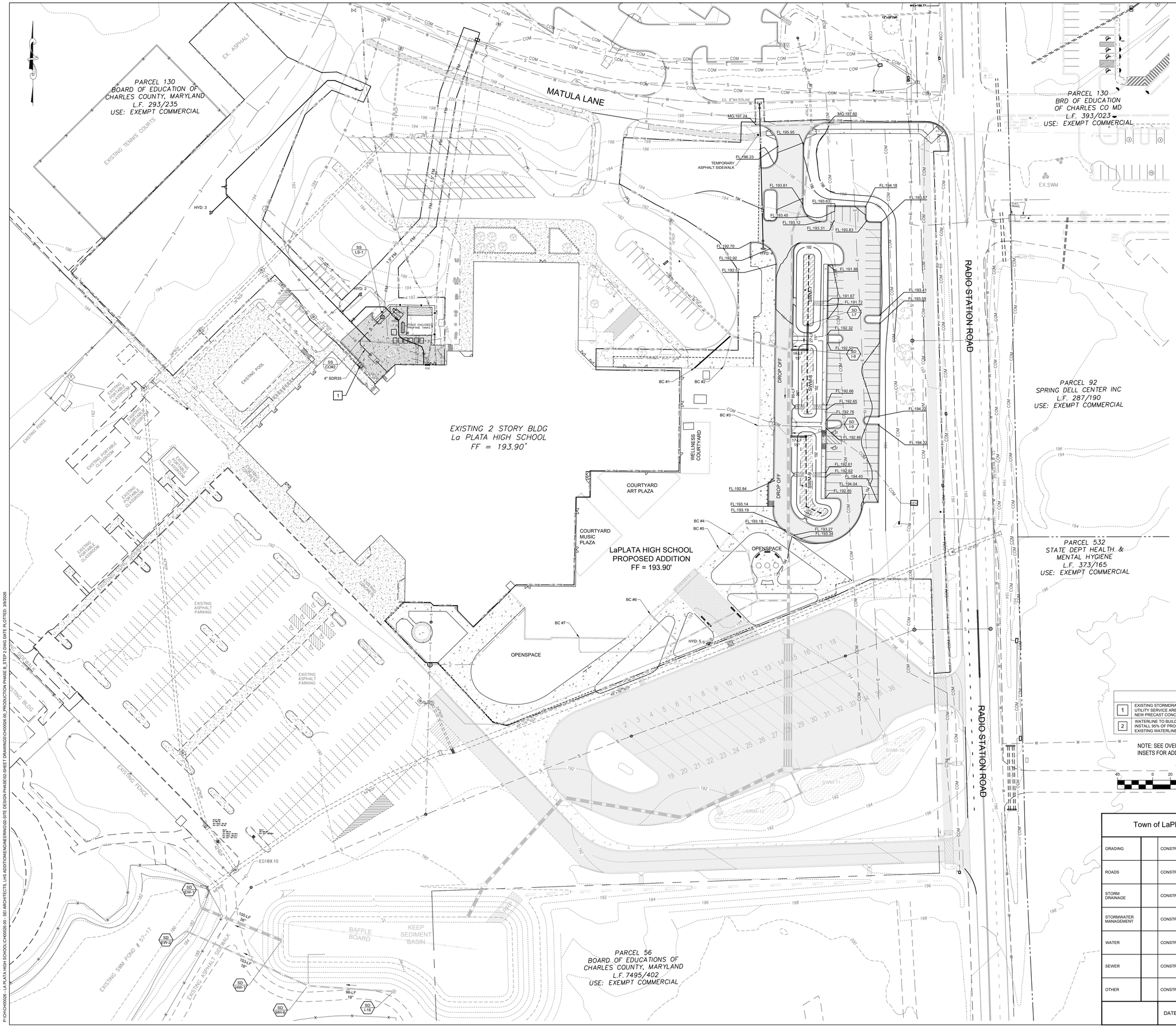
SHEET TITLE:

DETAILED GRADING & STORM DRAINAGE PLAN PHASE A

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH
SHEET NO:

C 301

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\0.SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE A_STEP 2.DWG DATE PLOTTED: 3/9/2026



SITE PLAN KEYED NOTES

1	EXISTING STORMDRAIN INLET TO REMAIN. NOTE: THIS IS THE LOW POINT OF THE UTILITY SERVICE AREA. THE TOP OF THE STRUCTURE SHALL BE REPLACED WITH A NEW PRECAST CONCRETE SLAB AND MANHOLE COVER. SEE SHA DETAIL 374.55-01.
2	WATERLINE TO BUILDING TO BE MAINTAINED THROUGHOUT ENTIRE PROJECT. INSTALL 95% OF PROPOSED WATERLINE ALONG WITH FH #2 AND FH#3. REMOVE EXISTING WATERLINE AS NEEDED FOR INSTALLATION ON NEW WATERLINE.

NOTE: SEE OVERALL GRADING PLAN SHEETS AND GRADING INSETS FOR ADDITIONAL SPOT ELEVATIONS.

GRAPHIC SCALE

-40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

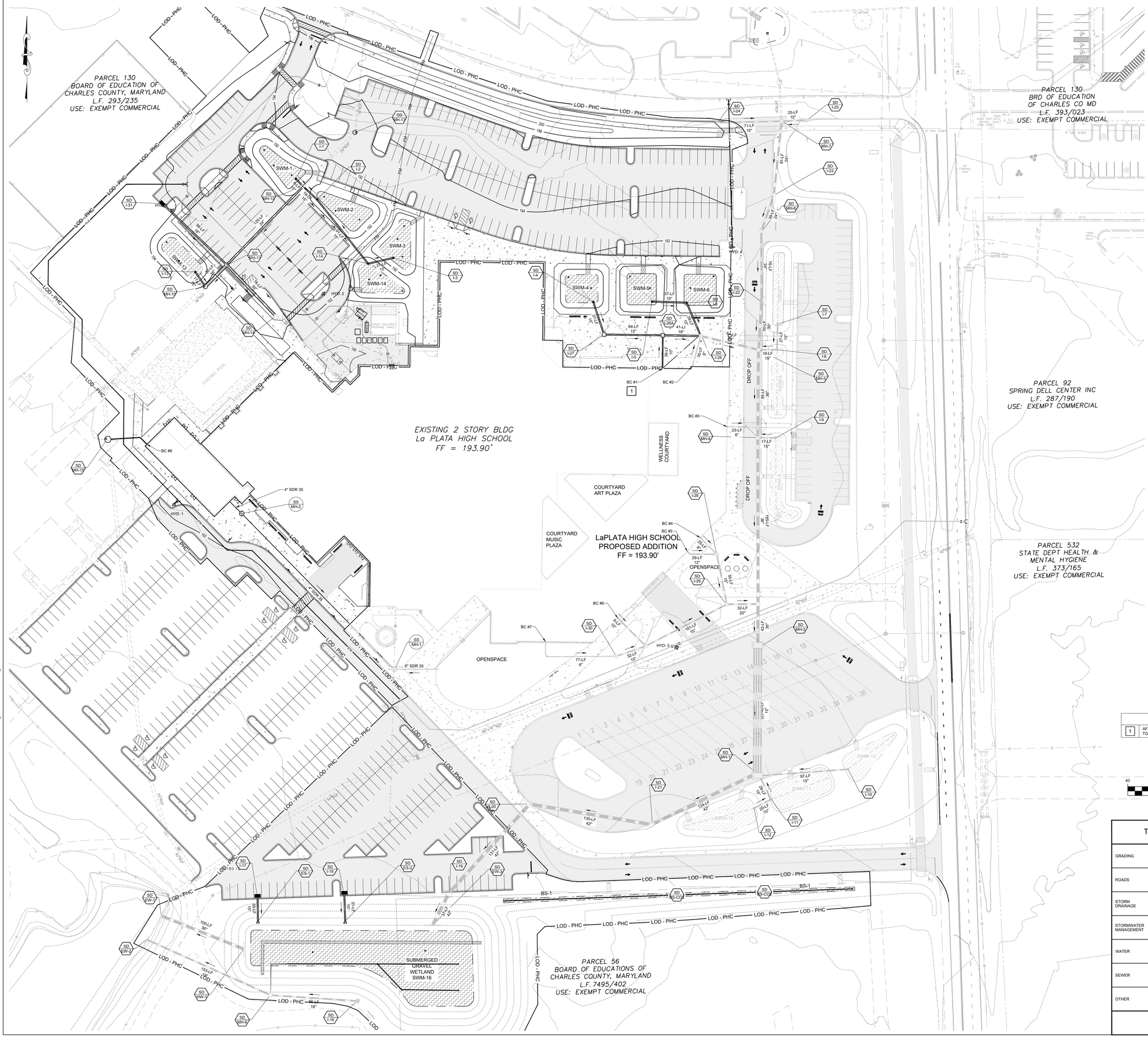
DETAILED GRADING & STORM DRAINAGE PLAN PHASE B

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:

C 302

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\09.SITE DESIGN PHASE\09.SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE B_STEP 2.DWG DATE PLOTTED: 3/9/2026


PARCEL 130
BOARD OF EDUCATION OF
CHARLES COUNTY, MARYLAND
L.F. 293/235
USE: EXEMPT COMMERCIAL
PARCEL 130
BRD OF EDUCATION
OF CHARLES CO MD
L.F. 393/023
USE: EXEMPT COMMERCIAL
PARCEL 92
SPRING DELL CENTER INC
L.F. 287/190
USE: EXEMPT COMMERCIAL
PARCEL 532
STATE DEPT HEALTH &
MENTAL HYGIENE
L.F. 373/165
USE: EXEMPT COMMERCIAL
PARCEL 56
BOARD OF EDUCATIONS OF
CHARLES COUNTY, MARYLAND
L.F. 7495/402
USE: EXEMPT COMMERCIAL
EXISTING 2 STORY BLDG
La PLATA HIGH SCHOOL
FF = 193.90'
LaPLATA HIGH SCHOOL
PROPOSED ADDITION
FF = 193.90'
COURTYARD
ART PLAZA
COURTYARD
MUSIC
PLAZA
WELLNESS
COURTYARD
OPENSPACE
DROP OFF
SUBMERGED
GRAVEL
WETLAND
SWM-16
SWM-1
SWM-2
SWM-3
SWM-4
SWM-5
SWM-6
SWM-7
SWM-8
SWM-9
SWM-10
SWM-11
SWM-12
SWM-13
SWM-14
LOD - PHC
BC #1
BC #2
BC #3
BC #4
BC #5
BC #6
BC #7
BC #8
BS-1
HYD: 1
HYD: 2
HYD: 3
HYD: 4
HYD: 5
EXISTING POOL
FENCE ENCLOSED
PROPANE TANKS
4" SDR 35
6" SDR 35
SD I-1
SD I-2
SD I-3
SD I-4
SD I-5
SD I-6
SD I-7
SD I-8
SD I-9
SD I-10
SD I-11
SD I-12
SD I-13
SD I-14
SD I-15
SD I-16
SD I-17
SD I-18
SD I-19
SD I-20
SD I-21
SD I-22
SD I-23
SD I-24
SD I-25
SD I-26
SD I-26A
SD I-27
SD I-28
SD I-29
SD I-30
SD I-31
SD MH-1
SD MH-2
SD MH-3
SD MH-4
SD MH-5
SD MH-6
SD MH-7
SD MH-10
SD MH-12
SD MH-13
SD ES-1
SD ES-2
SD EW-1
SD EW-2
SD EW-3
SD EW-4
SD EW-5
SD VW-1
SS MH-1
SS MH-2
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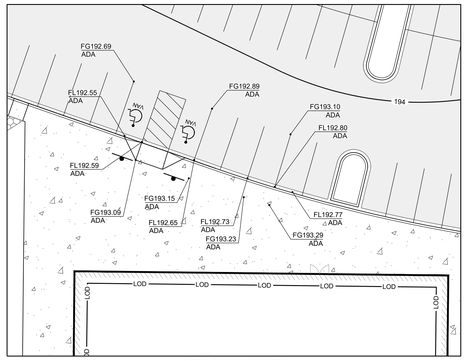
SS MH-20
SS



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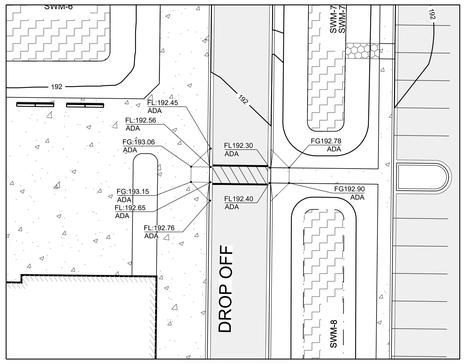
SCALE: 1"=20'



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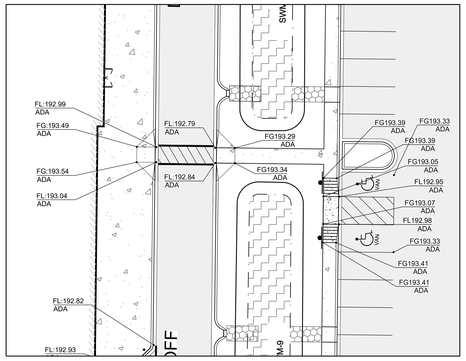

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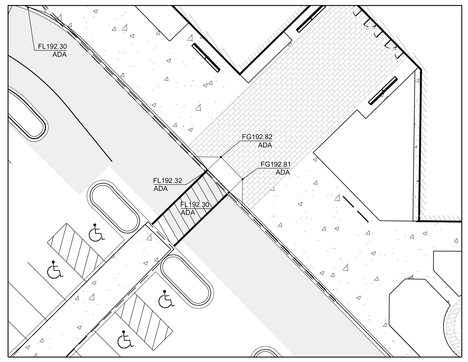

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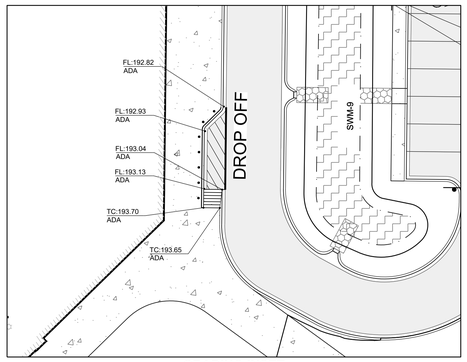

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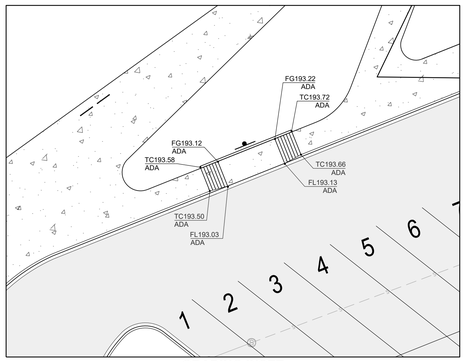

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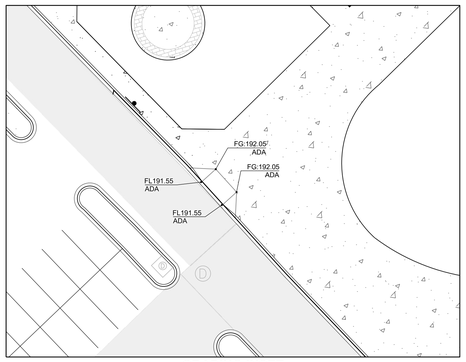
SCALE: 1"=20'



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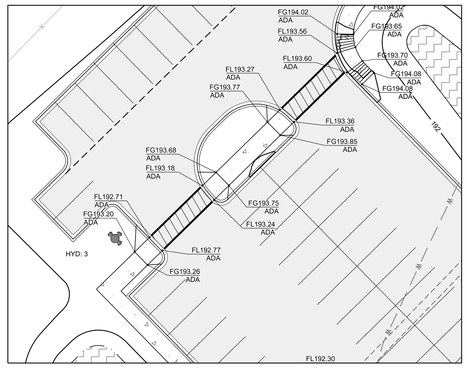

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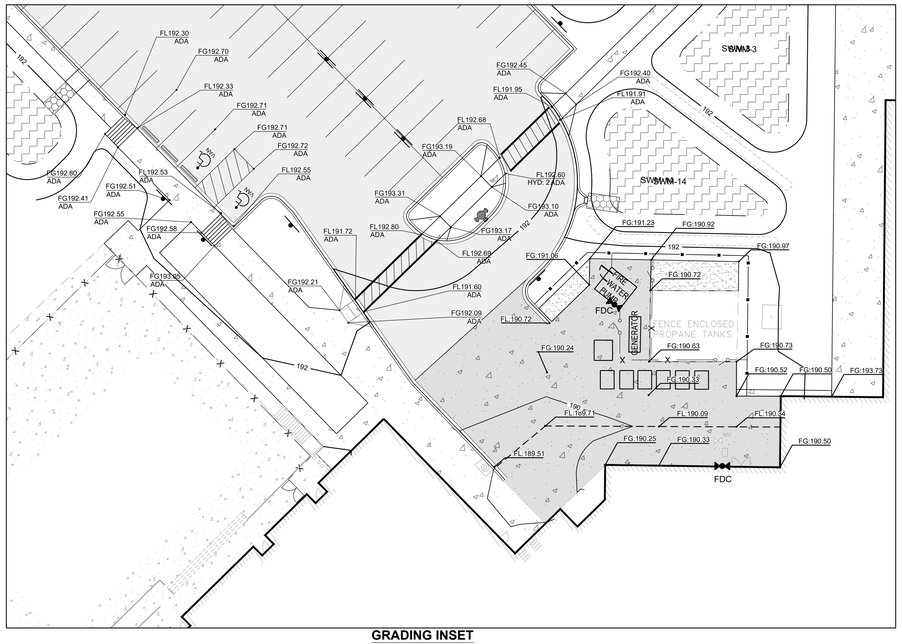

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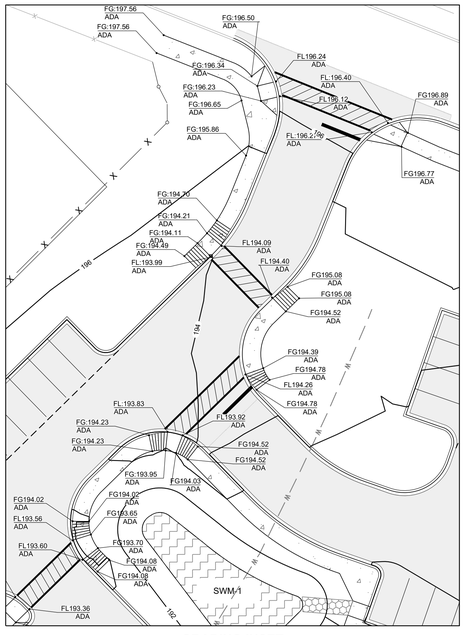

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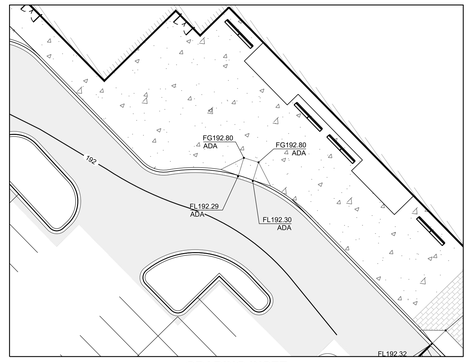

GRADING INSET
SCALE: 1"=20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1" = 20'

GRADING PLAN NOTES

1. ACCESS TO ALL EXISTING STRUCTURES SHALL BE MAINTAINED CONTINUOUSLY THROUGHOUT THE LIFE OF THE CONSTRUCTION.
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3. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE GRADE AND DRAINAGE OVER ALL PAVED SURFACES. NO PONDING OR PUDDLING IS ALLOWABLE FOLLOWING PAVEMENT PLACEMENT.
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5. ALL SIDEWALKS SHALL MEET CURRENT ADA STANDARDS EXCEPT WHERE STEPS ARE PROPOSED.
6. SEE ARCHITECTURAL PLANS FOR FOUNDATION, FLOOR PLAN AND COORDINATION OF UTILITY CONNECTION INFORMATION.
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Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
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NYIKOS GARCIA
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240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — 21331 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

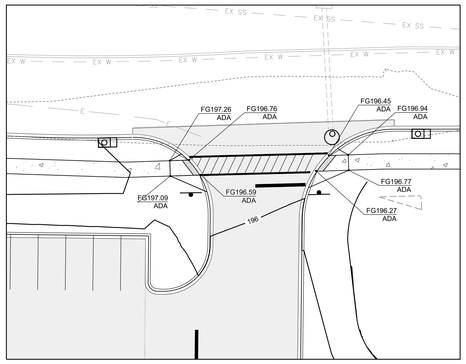
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED GRADING PLAN

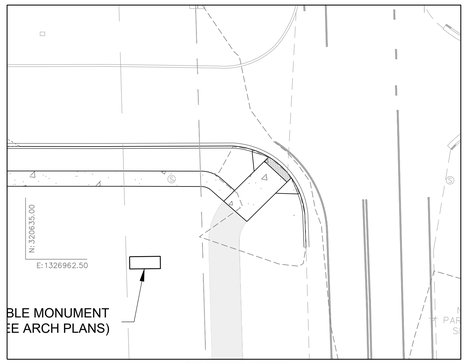
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 304

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\0_SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



GRADING INSET
SCALE: 1"=20'



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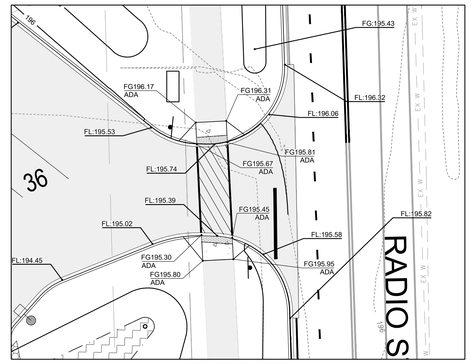

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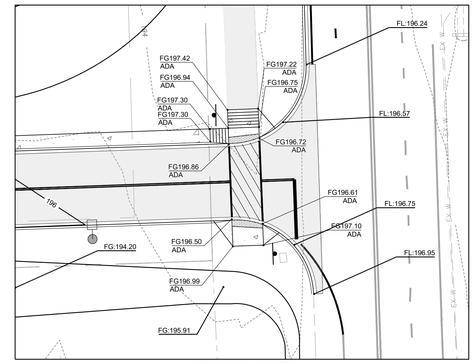

GRADING INSET
SCALE: 1"=20'

GRAPHIC SCALE
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(IN FEET)
1" = 20'

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Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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DLLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
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LA PLATA HIGH SCHOOL ADDITION

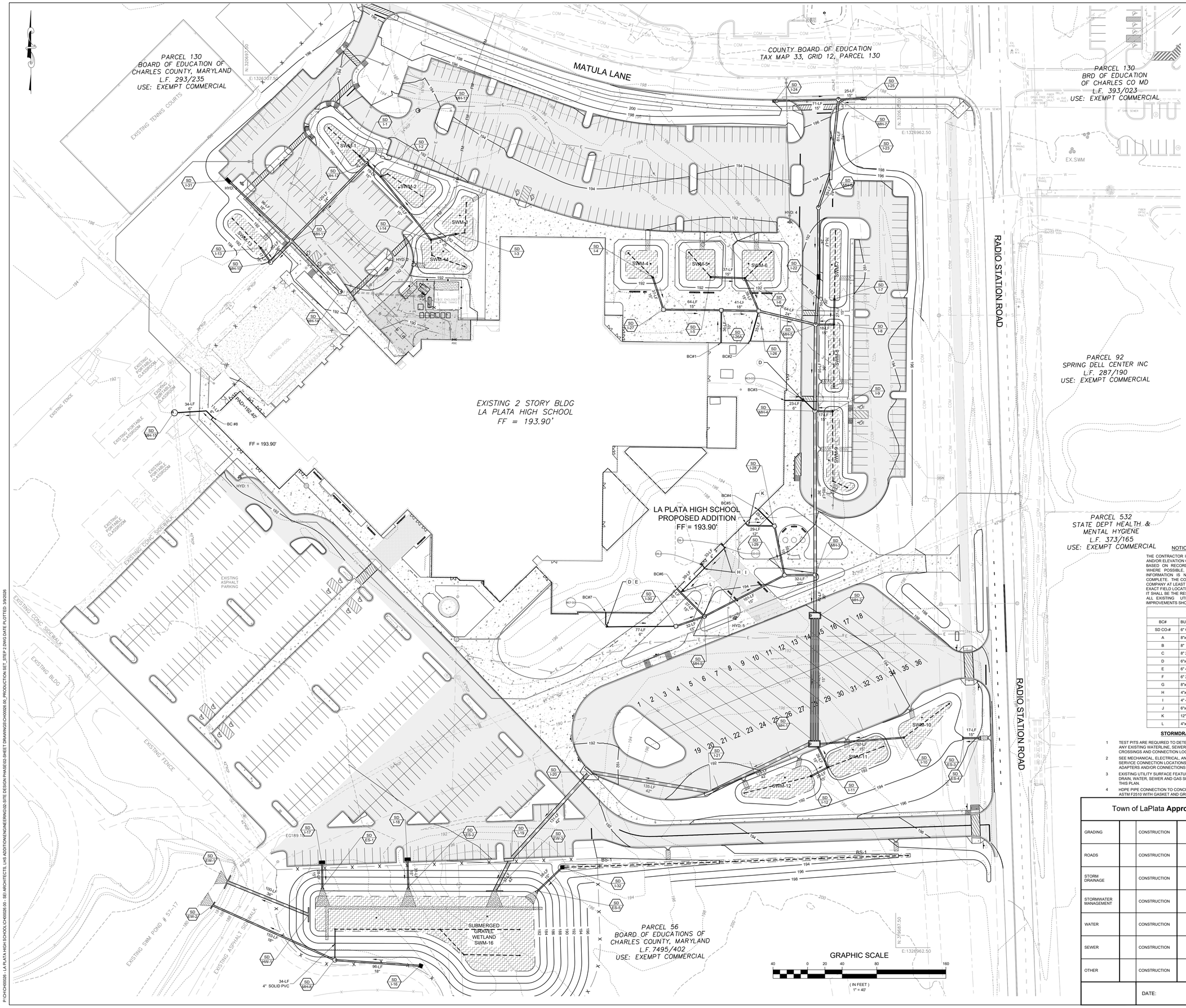
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED GRADING PLAN

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 305

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\0.SITE DESIGN PHASE\03-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG,DATE PLOTTED: 3/9/2026



P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\03-SITE DESIGN-PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2 DWG DATE PLOTTED: 3/9/2026

ARCHITECT

SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS

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PROFESSIONAL SEAL:

STATE OF MARYLAND — JOHN KEVIN LEWIS — 31181 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

NOTICE TO CONTRACTOR - CAUTION

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES AT THE CONTRACTOR'S EXPENSE. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THESE PLANS.

STORMDRAIN CALLOUT	
BC#	BUILDING CONNECTION
SD CO-#	6" CLEANOUT
A	8"x8"x8" WYE
B	8" 45 DEGREE HORIZONTAL BEND
C	8" 22.5 DEGREE HORIZONTAL BEND
D	6"x6"x6" WYE
E	6" 45 DEGREE HORIZONTAL BEND
F	6" 22.5 DEGREE HORIZONTAL BEND
G	8"x12"x12" WYE
H	4"x4"x4" WYE
I	4" 45 DEGREE HORIZONTAL BEND
J	6"x8"x8" WYE
K	12" 45 DEGREE HORIZONTAL BEND
L	4"x15"x15" WYE

STORMDRAIN PLAN NOTES

1. TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE AND STORM DRAIN AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.
2. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRE TO TIE-IN TO MEP SYSTEMS.
3. EXISTING UTILITY SURFACE FEATURES INCLUDING BUT NOT LIMITED TO STORM DRAIN, WATER, SEWER AND GAS SHALL BE ADJUSTED TO THE PROPOSED GRADES ON THIS PLAN.
4. HDPE PIPE CONNECTION TO CONCRETE STRUCTURES SHALL BE WATERTIGHT PER ASTM F2510 WITH GASKET AND GROUT PER ADS STD-203 OR APPROVED EQUAL.

Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
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STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

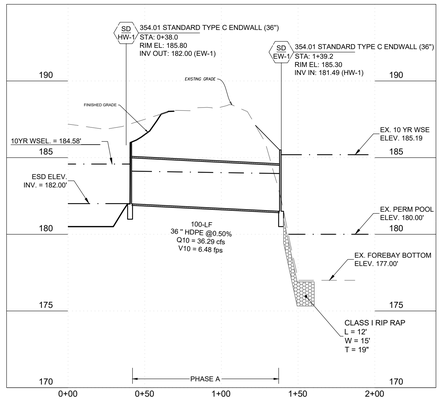
PRIVATE STORM DRAINGE PLAN

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN

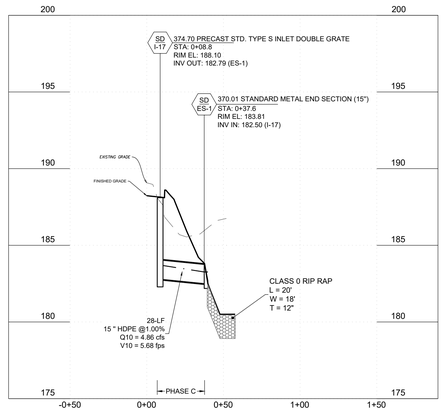
WORKING NORTH

SHEET NO:

C 400



SD EW-1 TO HW-1
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD ES-1 TO I-17
STORM PROFILE
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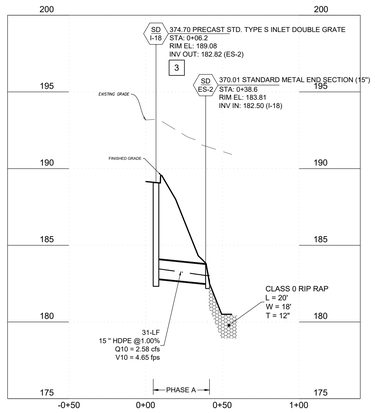
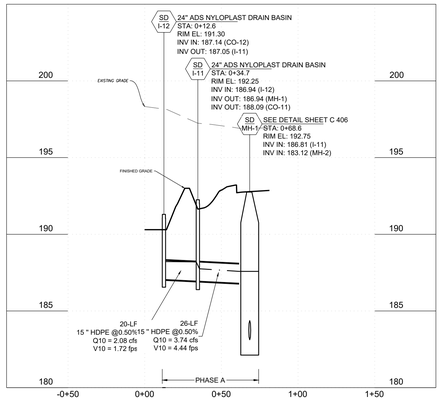
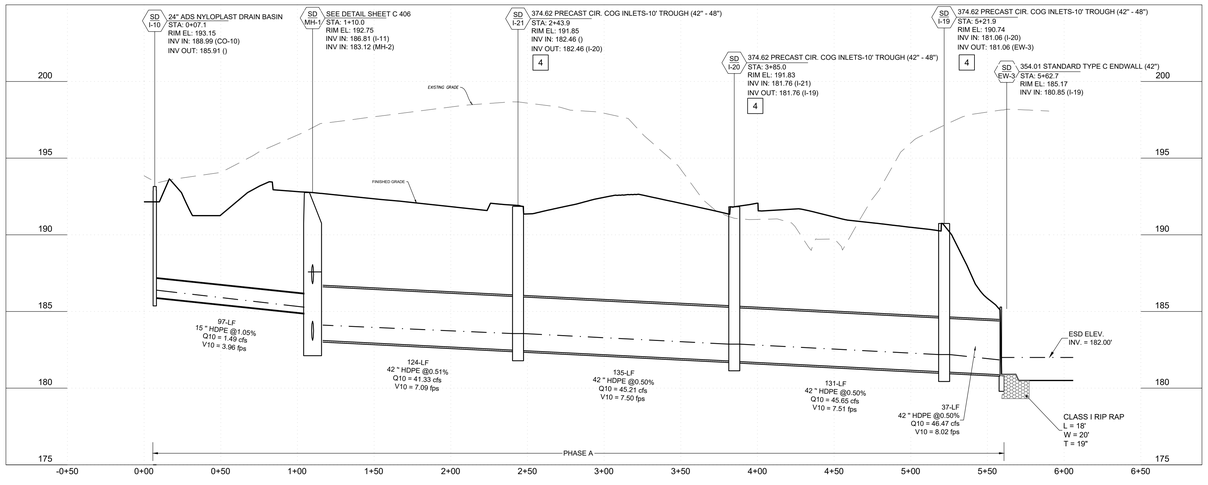
1" = 3' VERT.



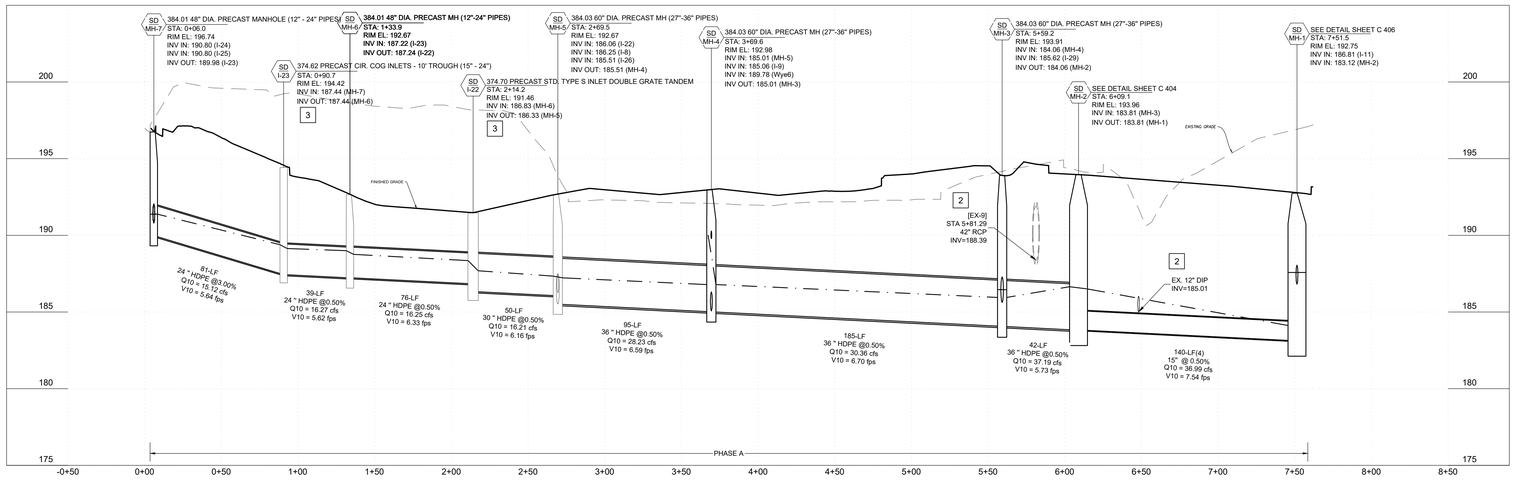
SD ES-2 TO I-18
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD MH-1 TO I-12
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD EW-3 TO I-10
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD MH-1 TO MH-7
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.

STORMDRAIN PROFILE LEGEND

10 YEAR HGL
PROPOSED GRADE
EXISTING GRADE

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1" = 40'

STORMDRAIN PROFILE KEYED NOTES

1	SEE PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS.
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Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

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9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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GALE ASSOCIATES
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COST ESTIMATOR
COST CON
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POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH E. BARRETT — REG. NO. 21181 — PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

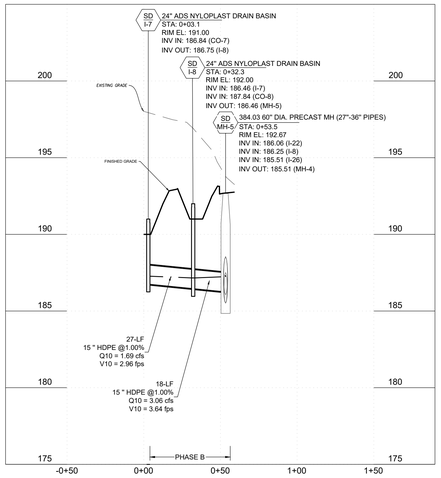
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
STORM DRAINAGE PROFILES

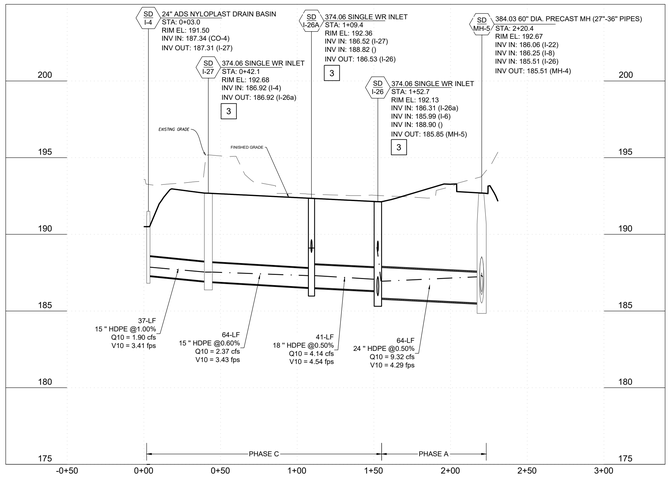
PROJECT NO:
SEI:21015.0000
COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 401

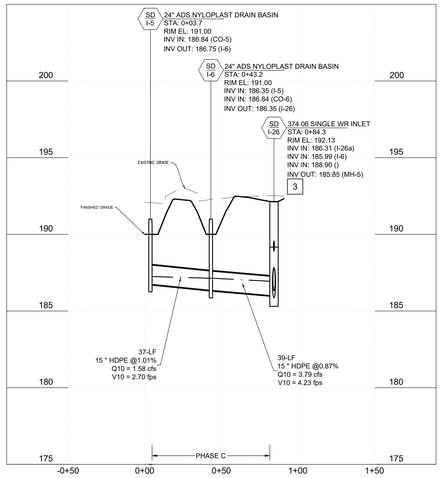
P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



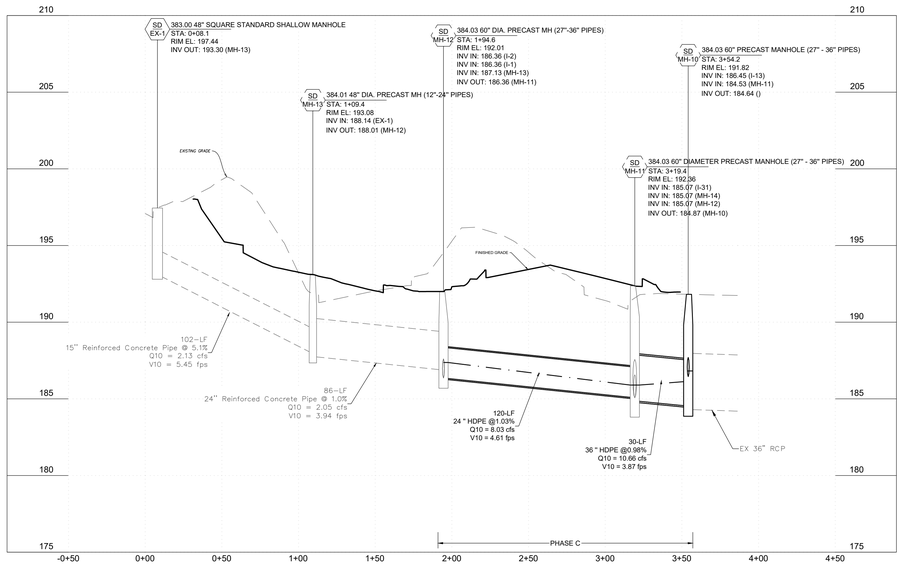
SD MH-5 TO I-7
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD MH-5 TO I-4
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD I-26 TO I-5
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD EX-2 TO EX-1
STORM PROFILE
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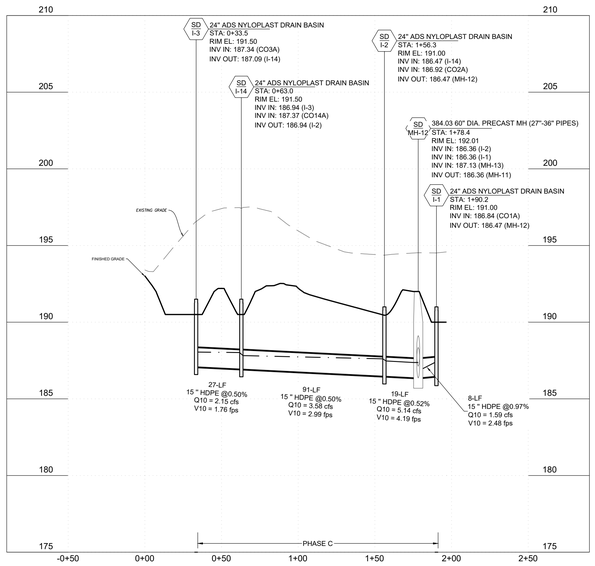
1" = 3' VERT.



SD I-1 TO 1-3
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.

STORMDRAIN PROFILE LEGEND

10 YEAR HGL
PROPOSED GRADE
EXISTING GRADE

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

STORMDRAIN PROFILE KEYED NOTES

1	SEE PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS.
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Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:	
		DATE:			DATE:	

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PROFESSIONAL SEAL:

STATE OF MARYLAND JOSEPH T. KOLODZIEJ 31181 REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
STORM DRAINAGE PROFILES

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00

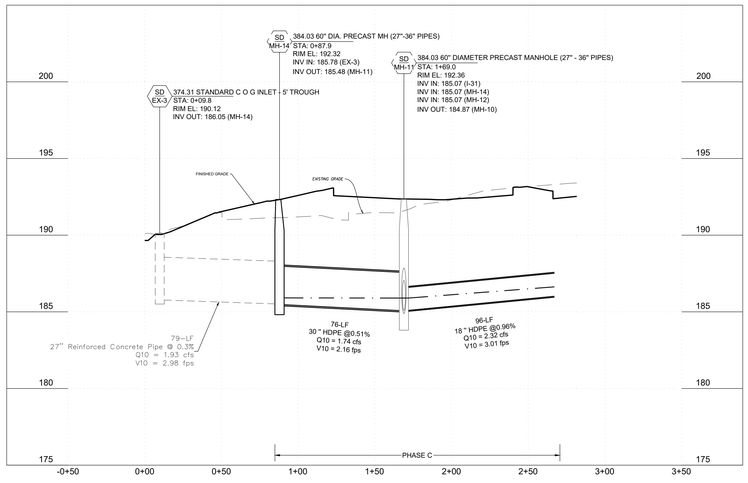
DATE: 03/09/2026

SCALE:
AS SHOWN

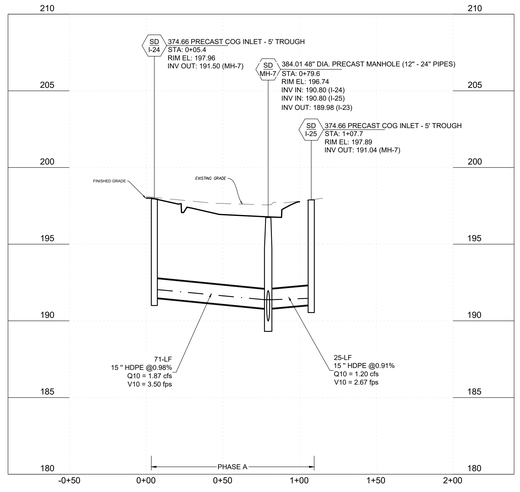
WORKING NORTH

SHEET NO:
C 402

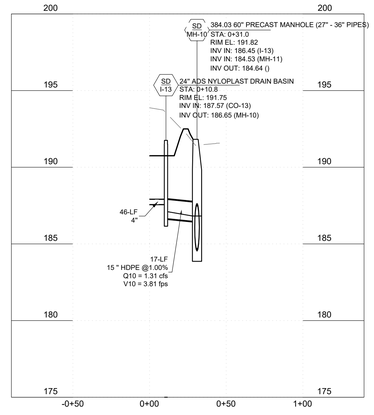
P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\03-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



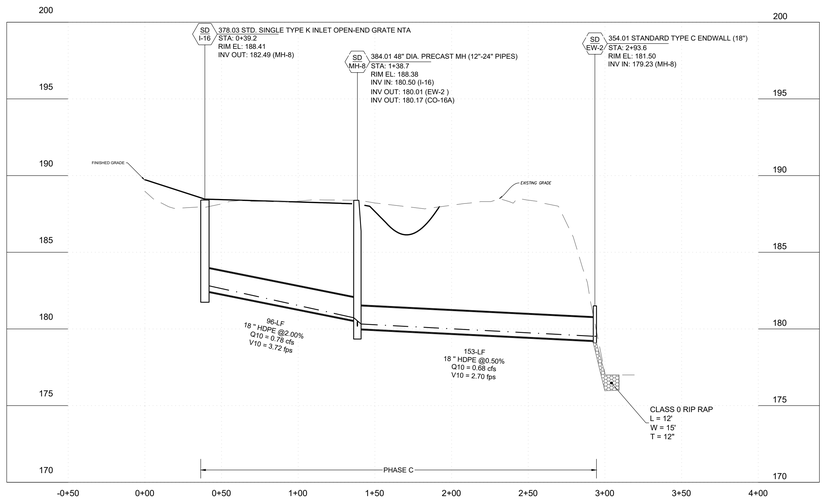
SD EX-3 TO I-31
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



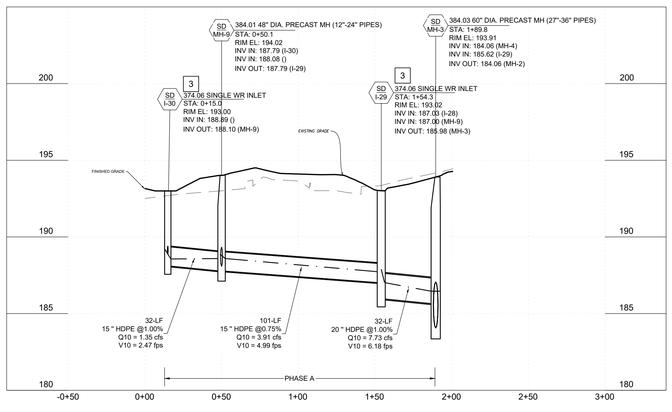
SD I-24 TO I-25
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



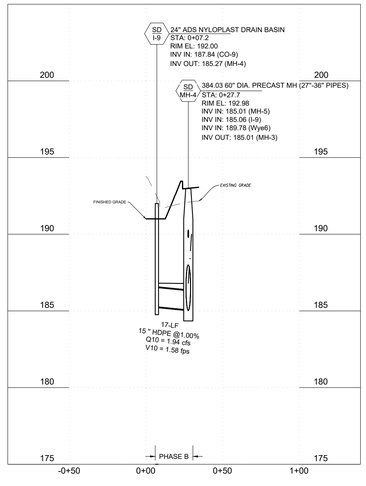
MH-10 TO I-13
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



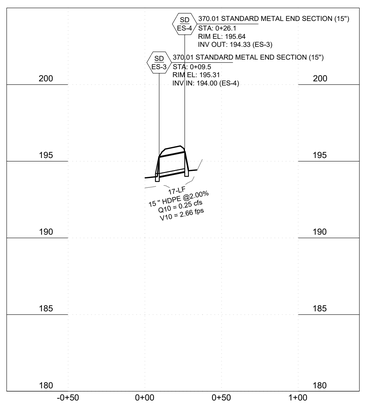
SD EW-2 TO I-16
WATER PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD I-30 TO MH-3
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



SD I-9 TO MH-4
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



ES-3 TO ES-4
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.

STORMDRAIN PROFILE LEGEND

10 YEAR HGL
PROPOSED GRADE
EXISTING GRADE

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1" = 40'

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ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
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WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
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PRINTS ISSUED

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	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

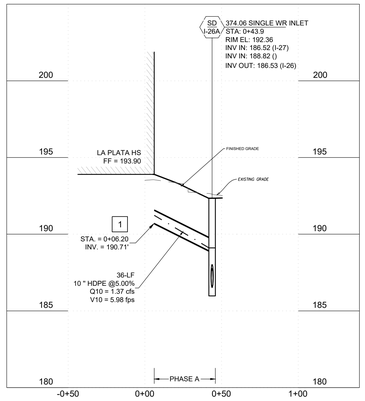
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
STORM DRAINAGE PROFILES

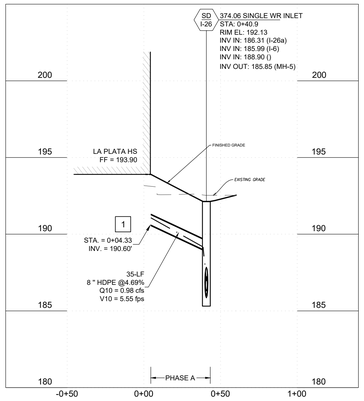
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 403

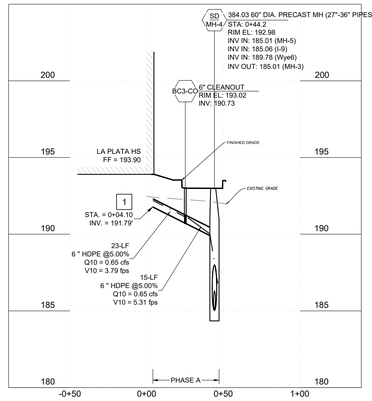
P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



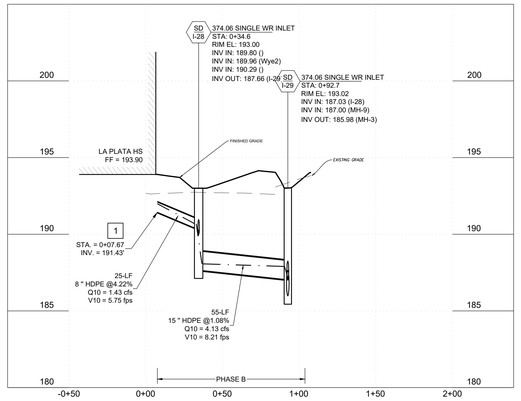
BUILDING CONNECTION # 1
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



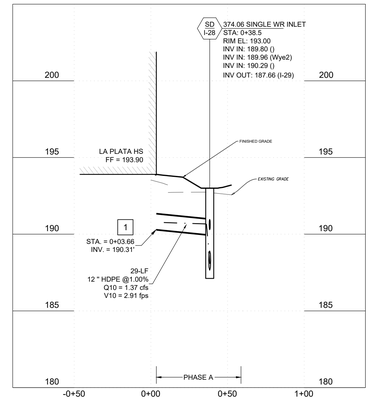
BUILDING CONNECTION # 2
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



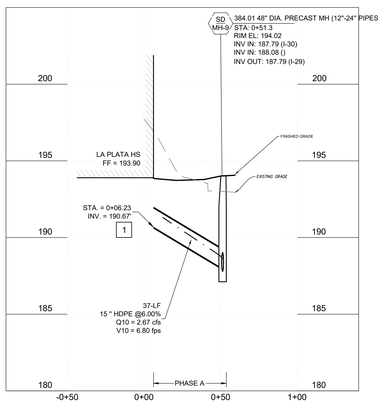
BUILDING CONNECTION # 3
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



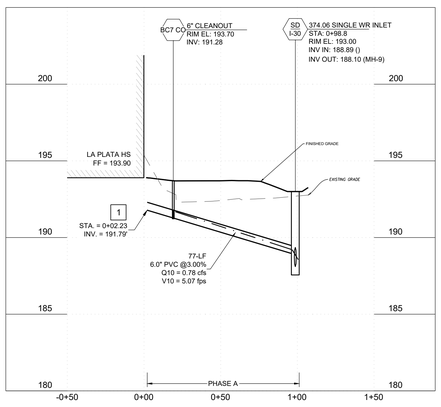
BUILDING CONNECTION # 4 TO I-29
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



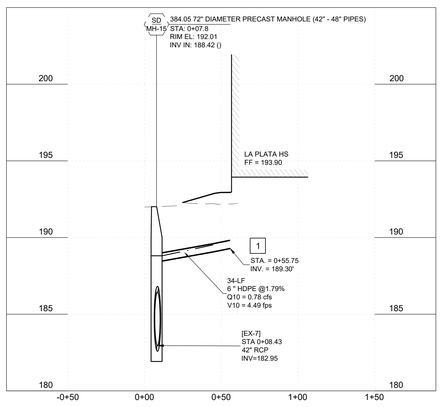
BUILDING CONNECTION # 5
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



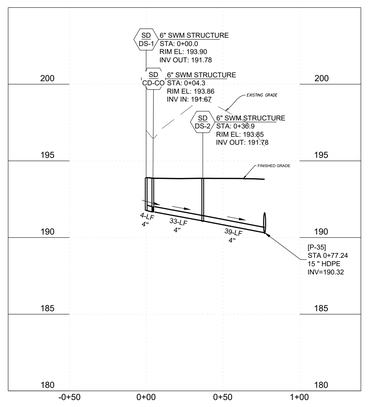
BUILDING CONNECTION # 6
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



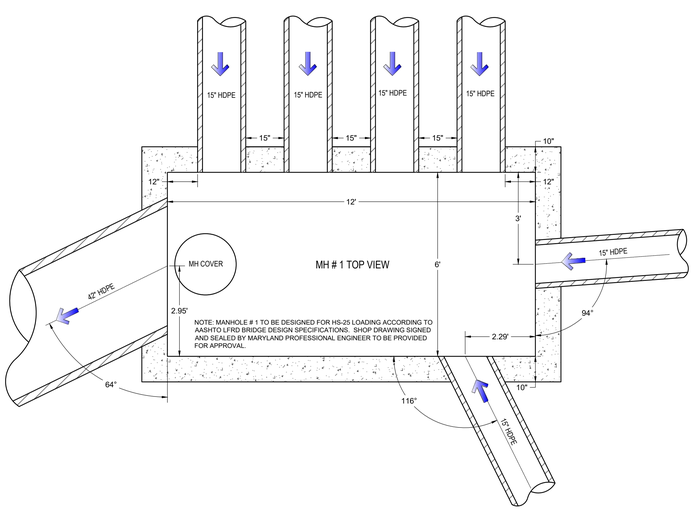
BUILDING CONNECTION # 7
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.

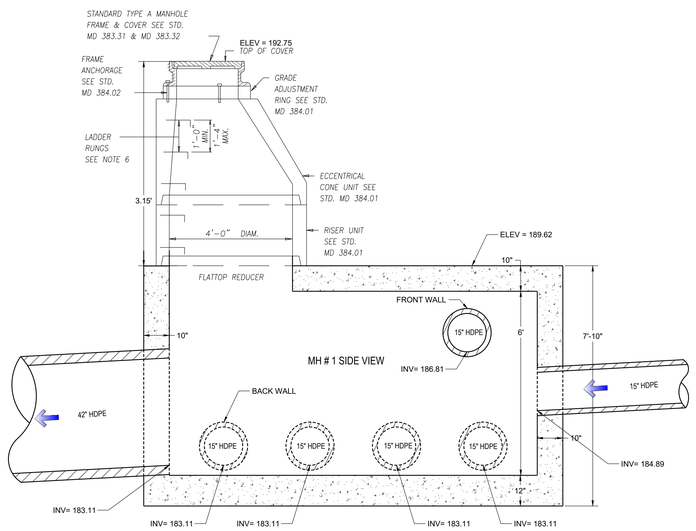


BUILDING CONNCECTION # 8
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.



CANOPY DRAIN
STORM PROFILE
SCALE: 1" = 30' HORZ.
1" = 3' VERT.





STORMDRAIN PROFILE LEGEND

10 YEAR HGL
PROPOSED GRADE
EXISTING GRADE

GRAPHIC SCALE
40 0 20 40 80 160
(IN FEET)
1" = 40'

STORMDRAIN PROFILE KEYED NOTES

1	SEE PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS.
2	TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE, STORM DRAIN, ELECTRICAL LINES AND COMMUNICATION LINES AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.
3	RIM ELEVATIONS PROVIDED FOR PRECAST TYPE 'S' INLER AN 'WR' INLETS ARE BOTTOM OF CURB (FLOW LINE) ELEVATIONS AR THE MID POINT OF INLET GRATE.
4	RIM ELEVATIONS PROVIDED FOR CDG/COS INLETS ARE TOP OF CURB ELEVATIONS AT THE CENTERLINE OF STRUCTURE.

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

SMOLEN • EMR • ILKOVITCH ARCHITECTS

9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

CIVIL

COA BARRETT
ENGINEERS | ENVIRONMENTAL SURVEYORS | LAND PLANNERS
410.257.2255 | 410.535.3101 | WWW.COABARRETT.COM

COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

STRUCTURAL

COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

MECH./ELECTRICAL/PLUMBING

RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE

GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR

COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN

COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MD 63131
314-894-1245

KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND · JOSEPH E. LEGGETT · PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

STORM DRAINAGE PROFILES

PROJECT NO: SEI:21015.0000
COA/B : CH00026.00

DATE: 03/09/2026

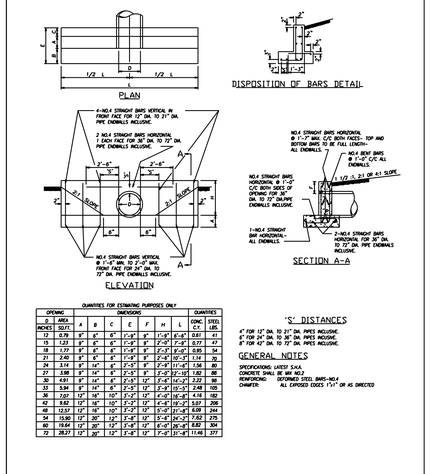
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 404

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



OPENING DIMENSIONS								QUANTITIES	
Ø DIA.	AREA SQ.FT.	A	B	C	E	F	H	L	CONC. CU.YDS.	STEEL LBS.
12	0.79	8"	6"	6"	1'-3"	9"	1'-9"	2'-6"	0.61	41
15	1.23	8"	6"	6"	1'-3"	9"	2'-0"	2'-6"	0.67	51
18	1.77	8"	6"	6"	1'-3"	9"	2'-3"	2'-6"	0.85	54
21	2.40	8"	6"	6"	1'-3"	9"	2'-6"	2'-6"	0.97	56
24	3.14	8"	6"	6"	1'-3"	9"	2'-9"	2'-6"	1.14	76
27	3.98	9"	6"	6"	1'-3"	9"	3'-0"	2'-6"	1.30	83
30	4.91	9"	6"	6"	1'-3"	9"	3'-3"	2'-6"	1.47	93
33	5.94	9"	6"	6"	1'-3"	9"	3'-6"	2'-6"	2.48	105
36	7.07	12"	10"	10"	2'-3"	12"	3'-9"	3'-0"	2.63	160
42	9.62	12"	10"	10"	2'-3"	12"	4'-3"	3'-0"	3.07	208
48	12.57	12"	10"	10"	2'-3"	12"	4'-9"	3'-0"	3.52	260
54	15.90	12"	10"	10"	2'-3"	12"	5'-3"	3'-0"	3.97	275
60	19.64	12"	10"	10"	2'-3"	12"	5'-9"	3'-0"	4.42	364
72	28.27	12"	10"	10"	2'-3"	12"	7'-0"	3'-0"	5.46	377

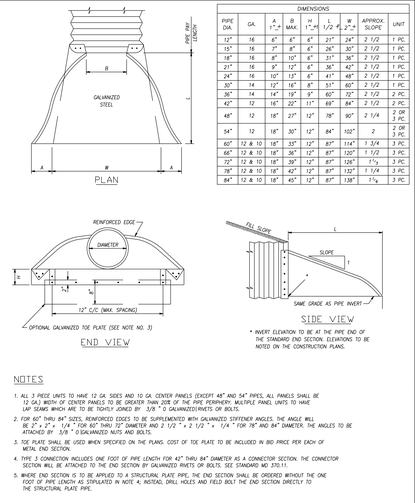
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

STANDARD TYPE C ENDWALL
METAL OR CONCRETE ROUND PIPE

STANDARD NO. MD 354.01

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 10-31-01	APPROVAL 7-12-02
	REVISED 10-1-01	REVISED 12-12-06
	REVISED	REVISED
	REVISED	REVISED



* INVERT ELEVATION TO BE AT THE PIPE END OF THE STANDARD END SECTION. ELEVATIONS TO BE NOTED ON THE CONSTRUCTION PLANS.

DIMENSIONS								
PIPE DIA.	GA.	A 1'-⅜"	B MAX.	H 1'-⅜"	L 1/2	W 2'-⅜"	APPROX. SLOPE	UNIT
12"	16	4"	4"	4"	2'-0"	2'-2"	2 1/2	1 PC.
15"	16	7"	8"	6"	2'-6"	2'-5"	2 1/2	1 PC.
18"	16	8"	10"	6"	3'-0"	2'-8"	2 1/2	1 PC.
21"	16	9"	12"	6"	3'-6"	2'-11"	2 1/2	1 PC.
24"	16	10"	13"	6"	4'-0"	3'-2"	2 1/2	1 PC.
30"	14	12"	16"	8"	5'-0"	3'-8"	2 1/2	1 PC.
36"	14	14"	19"	10"	6'-0"	4'-2"	2 1/2	1 PC.
42"	12	16"	22"	11"	6'-9"	4'-8"	2 1/2	2 PC.
48"	12	18"	27"	12"	7'-8"	5'-2"	2 1/4	2 OR 3 PC.
54"	12	18"	30"	12"	8'-4"	10'-2"	2	2 OR 3 PC.
60"	12 & 10	18"	33"	12"	8'-7"	11'-4"	1 3/4	3 PC.
66"	12 & 10	18"	36"	12"	8'-7"	12'-5"	1 1/2	3 PC.
72"	12 & 10	18"	39"	12"	8'-7"	13'-7"	1 1/4	3 PC.
84"	12 & 10	18"	45"	12"	8'-7"	15'-8"	1 1/4	3 PC.

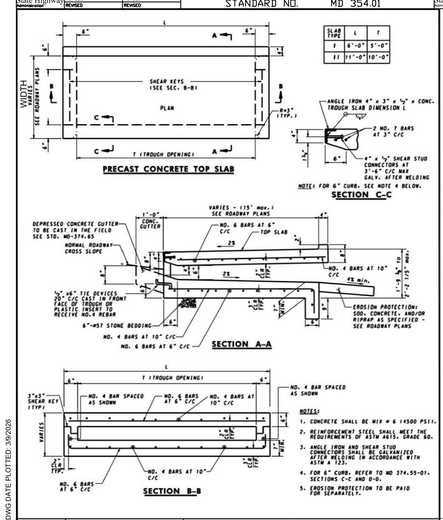
SPECIFICATION 303	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

STANDARD METAL END SECTION
ROUND METAL PIPE

STANDARD NO. MD 370.01

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 10-26-88	APPROVAL 12-12-86
	REVISED 10-1-01	REVISED
	REVISED	REVISED
	REVISED	REVISED



SLAB	L	T
I	6'-0"	5'-0"
II	11'-0"	10'-0"

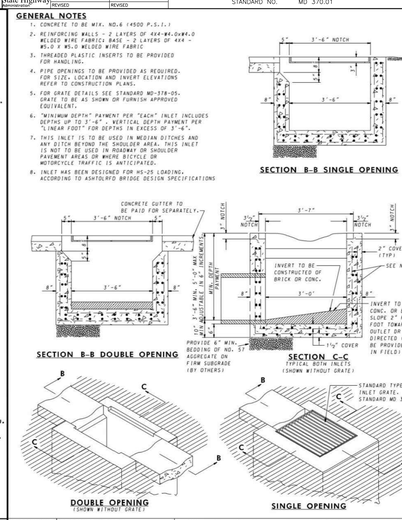
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST OR CAST-IN-PLACE
CGG /CGS OPENING FOR 8" CURB
5' OR 10' ONLY

STANDARD NO. MD 374.68

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 12-31-01	APPROVAL 7-12-02
	REVISED 1-9-04	REVISED 11-24-07
	REVISED	REVISED
	REVISED	REVISED



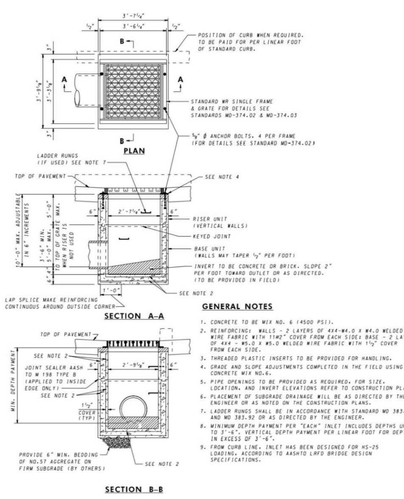
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST STANDARD
SINGLE OR DOUBLE OPENING
TYPE K INLET OPEN-END GRATE

STANDARD NO. MD 378.11

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 4-4-84	APPROVAL 8-1-84
	REVISED 10-1-01	REVISED 4-23-07
	REVISED 10-7-14	REVISED 9-29-14
	REVISED	REVISED


3'-7½"
3'-6½"
POSITION OF CURB WHEN REQUIRED, TO BE PAID FOR PER LINEAR FOOT OF STANDARD CURB.
STANDARD MD SINGLE FRAME & GRATE FOR DETAILS SEE STANDARDS MD-374.02 & MD-374.03
¾" Ø ANCHOR BOLTS, 4 PER FRAME (FOR DETAILS SEE STANDARD MD-374.02)
LADDER RUNGS (IF USED) SEE NOTE 7
TOP OF PAVEMENT
SEE NOTE 4
RISER UNIT (VERTICAL WALLS)
KEYED JOINT
BASE UNIT (WALLS MAY TAPER ½" PER FOOT)
INVERT TO BE CONCRETE OR BRICK. SLOPE 2" PER FOOT TOWARD OUTLET OR AS DIRECTED. (TO BE PROVIDED IN FIELD)
SEE NOTE 2
SECTION A-A
LAP SPLICE MAKE REINFORCING CONTINUOUS AROUND OUTSIDE CORNER
JOINT SEALER #ASH TO W 194 TYPE B (APPLIED TO INSIDE EDGE ONLY) SEE NOTE 2
1½" CONC. COVER (TYP.)
PROVIDE 6" MIN. BEDDING OF NO.57 AGGREGATE ON FIRM SUBGRADE (BY OTHERS)
SECTION B-B
GENERAL NOTES
1. CONCRETE TO BE MIX NO. 6 (4500 PSI).
2. REINFORCING - WALLS - 2 LAYERS OF 4X4-W4.0xW4.0 WELDED WIRE FABRIC WITH "HIMT" COVER FROM EACH SIDES BASE - 2 LAYERS OF 4X4-W5.0 X W5.0 WELDED WIRE FABRIC WITH 1½" COVER FROM EACH SIDE.
3. THREADED PLASTIC INSERTS TO BE PROVIDED FOR HANDLING.
4. GRADE AND SLOPE ADJUSTMENTS COMPLETED IN THE FIELD USING CONCRETE MIX NO.6.
5. PIPE OPENINGS TO BE PROVIDED AS REQUIRED, FOR SIZE, LOCATION, AND INVERT ELEVATIONS REFER TO CONSTRUCTION PLANS.
6. PLACEMENT OF SUBGRADE DRAINAGE WILL BE AS DIRECTED BY THE ENGINEER OR AS NOTED ON THE CONSTRUCTION PLANS.
7. LADDER RUNGS SHALL BE IN ACCORDANCE WITH STANDARD MD 383.91 AND MD 383.92 OR AS DIRECTED BY THE ENGINEER.
8. MINIMUM DEPTH PAYMENT PER "EACH" INLET INCLUDES DEPTHS UP TO 3'-6", VERTICAL DEPTH PAYMENT PER LINEAR FOOT FOR DEPTHS IN EXCESS OF 3'-6".
9. FROM CURB LINE, INLET HAS BEEN DESIGNED FOR MS-25 LOADING, ACCORDING TO AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.

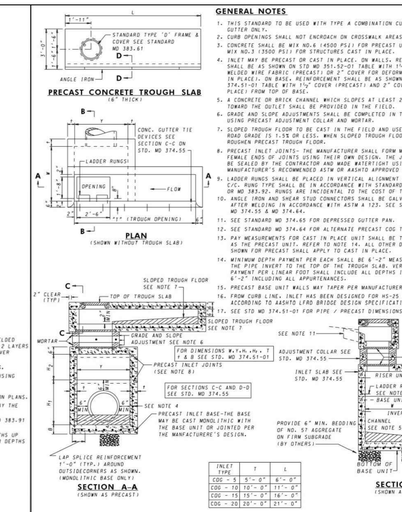
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST SINGLE WR INLET

STANDARD NO. MD 374.23

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 4-4-84	APPROVAL 8-1-84
	REVISED 10-1-01	REVISED 3-29-07
	REVISED 10-7-14	REVISED 9-29-14
	REVISED	REVISED



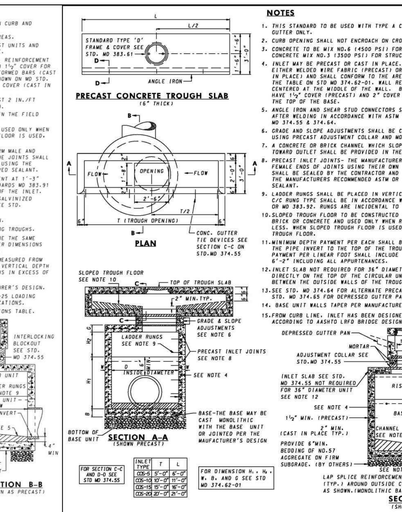
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST OR CAST IN PLACE
SQUARE AND RECTANGULAR COG INLETS
5', 10', 15' & 20'

STANDARD NO. MD 374.51

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 1-2-01	APPROVAL 7-26-10
	REVISED 8-3-10	REVISED 7-26-10
	REVISED 10-7-14	REVISED 9-29-14
	REVISED	REVISED



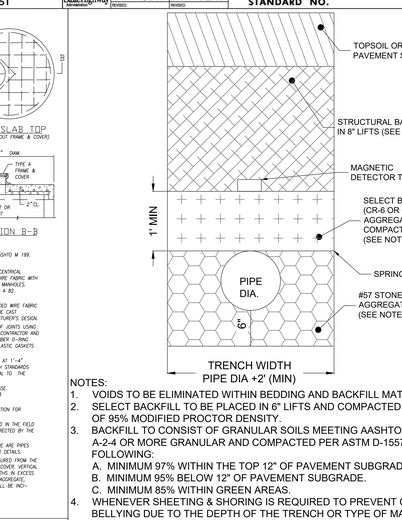
SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES

PRECAST OR CAST IN PLACE
CIRCULAR COG INLETS
5', 10', 15, & 20'

STANDARD NO. MD 374.63

SHA	APPROVAL ▲ SHA REVISIONS	APPROVAL ▲ FEDERAL HIGHWAY ADMINISTRATION
State Highway Administration	APPROVAL 1-2-01	APPROVAL 7-26-10
	REVISED 8-3-10	REVISED 7-26-10
	REVISED 10-7-14	REVISED 9-29-14
	REVISED	REVISED



SPECIFICATION 305	CATEGORY CODE ITEMS
APPROVED	DIRECTOR – OFFICE OF HIGHWAY DEVELOPMENT

Maryland

STRUCTURE DATA - STORM DRAIN

STRUCTURE TAG	STRUCTURE DETAILS	NORTHING EASTING	STANDARD
ES-1	RIM=183.81 INV IN=182.50 (I-17)	N319757.48 E1326299.26	370.01 STANDARD METAL END SECTION (15")
ES-2	RIM=183.81 INV IN=182.50 (I-18)	N319757.31 E1326398.64	370.01 STANDARD METAL END SECTION (15")
ES-3	RIM=195.31 INV IN=194.00 (ES-4)	N319930.01 E1327041.96	370.01 STANDARD METAL END SECTION (15")
ES-4	RIM=195.64 INV OUT=194.33 (ES-3)	N319930.01 E1327058.61	370.01 STANDARD METAL END SECTION (15")
ES-5	RIM=183.81 INV IN=182.50 (I-32)	N319753.02 E1326548.02	370.01 STANDARD METAL END SECTION (15")
EW-1	RIM=185.30 INV IN=181.49 (HW-1)	N319763.40 E1326189.38	354.01 STANDARD TYPE C ENDWALL (36")
EW-2	RIM=181.50 INV IN=179.23 (MH-8)	N319736.42 E1326172.38	354.01 STANDARD TYPE C ENDWALL (18")
EW-3	RIM=185.17 INV IN=180.85 (I-19)	N319752.95 E1326498.42	354.01 STANDARD TYPE C ENDWALL (42")
HW-1	RIM=185.80 INV OUT=182.00 (EW-1)	N319725.58 E1326283.22	354.01 STANDARD TYPE C ENDWALL (36")
I-1	RIM=191.00 INV IN=186.84 (C01A) INV OUT=186.47 (MH-12)	N320603.50 E1326342.42	24" ADS NYLOPLAST DRAIN BASIN
I-2	RIM=191.00 INV IN=186.47 (I-14) INV IN=186.92 (C02A) INV OUT=186.47 (MH-12)	N320579.86 E1326366.73	24" ADS NYLOPLAST DRAIN BASIN
I-3	RIM=191.50 INV IN=187.34 (C03A) INV OUT=187.09 (I-14)	N320513.38 E1326453.43	24" ADS NYLOPLAST DRAIN BASIN
I-4	RIM=191.50 INV IN=187.34 (CO-4) INV OUT=187.31 (I-27)	N320463.08 E1326681.58	24" ADS NYLOPLAST DRAIN BASIN
I-5	RIM=191.00 INV IN=186.84 (CO-5) INV OUT=186.75 (I-6)	N320463.60 E1326748.55	24" ADS NYLOPLAST DRAIN BASIN
I-6	RIM=191.00 INV IN=186.35 (I-5) INV IN=186.84 (CO-6) INV OUT=186.35 (I-26)	N320462.29 E1326787.96	24" ADS NYLOPLAST DRAIN BASIN
I-7	RIM=191.00 INV IN=186.84 (CO-7) INV OUT=186.75 (I-8)	N320437.95 E1326891.66	24" ADS NYLOPLAST DRAIN BASIN
I-8	RIM=192.00 INV IN=186.46 (I-7) INV IN=187.84 (CO-8) INV OUT=186.46 (MH-5)	N320408.68 E1326891.01	24" ADS NYLOPLAST DRAIN BASIN
I-9	RIM=192.00 INV IN=187.84 (CO-9) INV OUT=185.27 (MH-4)	N320308.16 E1326889.48	24" ADS NYLOPLAST DRAIN BASIN
I-10	RIM=193.15 INV IN=188.99 (CO-10) INV OUT=185.91 ( )	N319930.54 E1326971.75	24" ADS NYLOPLAST DRAIN BASIN
I-11	RIM=192.25 INV IN=186.94 (I-12) INV OUT=186.94 (MH-1) INV OUT=188.09 (CO-11)	N319896.28 E1326884.14	24" ADS NYLOPLAST DRAIN BASIN

STRUCTURE DATA - STORM DRAIN

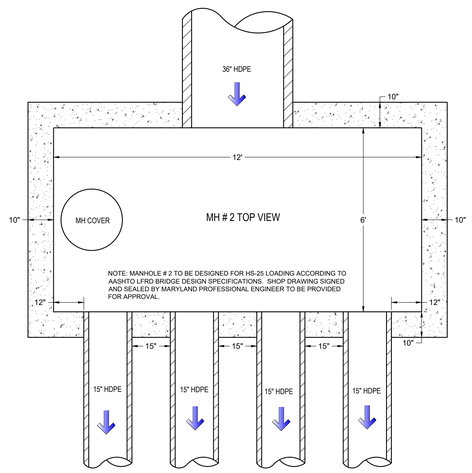
STRUCTURE TAG	STRUCTURE DETAILS	NORTHING EASTING	STANDARD
I-12	RIM=191.30 INV IN=187.14 (CO-12) INV OUT=187.05 (I-11)	N319885.92 E1326864.58	24" ADS NYLOPLAST DRAIN BASIN
I-13	RIM=191.75 INV IN=187.57 (CO-13) INV OUT=186.65 (MH-10)	N320497.30 E1326227.88	24" ADS NYLOPLAST DRAIN BASIN
I-14	RIM=191.50 INV IN=186.94 (I-3) INV IN=187.37 (CO14A) INV OUT=186.94 (I-2)	N320506.80 E1326424.79	24" ADS NYLOPLAST DRAIN BASIN
I-16	RIM=188.41 INV OUT=182.49 (MH-8)	N319666.42 E1326412.99	378.03 STD. SINGLE TYPE K INLET OPEN-END GRATE NTA
I-17	RIM=188.10 INV OUT=182.79 (ES-1)	N319786.21 E1326298.83	374.70 PRECAST STD. TYPE S INLET DOUBLE GRATE
I-18	RIM=189.08 INV OUT=182.82 (ES-2)	N319789.68 E1326397.68	374.70 PRECAST STD. TYPE S INLET DOUBLE GRATE
I-19	RIM=190.74 INV IN=181.06 (I-20) INV OUT=181.06 (EW-3)	N319789.39 E1326516.88	374.62 PRECAST CIR. COG INLETS-10' TROUGH (42" - 48")
I-20	RIM=191.83 INV IN=181.76 (I-21) INV OUT=181.76 (I-19)	N319890.89 E1326608.96	374.62 PRECAST CIR. COG INLETS-10' TROUGH (42" - 48")
I-21	RIM=191.85 INV IN=182.46 ( ) INV OUT=182.46 (I-20)	N319867.39 E1326748.06	374.62 PRECAST CIR. COG INLETS-10' TROUGH (42" - 48")
I-22	RIM=191.46 INV IN=186.83 (MH-6) INV OUT=186.33 (MH-5)	N320463.76 E1326873.24	374.70 PRECAST STD. TYPE S INLET DOUBLE GRATE TANDEM
I-23	RIM=194.42 INV IN=187.44 (MH-7) INV OUT=187.44 (MH-6)	N320584.94 E1326887.41	374.62 PRECAST CIR. COG INLETS - 10' TROUGH (15" - 24")
I-24	RIM=197.96 INV OUT=191.50 (MH-7)	N320667.42 E1326822.05	374.66 PRECAST COG INLET - 5' TROUGH
I-25	RIM=197.89 INV OUT=191.04 (MH-7)	N320670.28 E1326924.31	374.66 PRECAST COG INLET - 5' TROUGH
I-26	RIM=192.13 INV IN=186.31 (I-26a) INV IN=185.99 (I-6) INV IN=188.90 ( ) INV OUT=185.85 (MH-5)	N320424.39 E1326804.03	374.06 SINGLE WR INLET
I-26a	RIM=192.36 INV IN=186.52 (I-27) INV IN=188.82 ( ) INV OUT=186.53 (I-26)	N320425.23 E1326760.80	374.06 SINGLE WR INLET
I-27	RIM=192.68 INV IN=186.92 (I-4) INV OUT=186.92 (I-26a)	N320425.93 E1326693.82	374.06 SINGLE WR INLET
I-28	RIM=193.00 INV IN=189.80 ( ) INV IN=189.96 (Wye2) INV IN=190.29 ( ) INV OUT=187.66 (I-29)	N320175.56 E1326822.28	374.06 SINGLE WR INLET
I-29	RIM=193.02 INV IN=187.03 (I-28) INV IN=187.00 (MH-9) INV OUT=185.98 (MH-3)	N320118.58 E1326833.85	374.06 SINGLE WR INLET
I-30	RIM=193.00 INV IN=188.89 ( ) INV OUT=188.10 (MH-9)	N320059.43 E1326708.11	374.06 SINGLE WR INLET
I-31	RIM=385.75 INV OUT=186.05 (MH-11)	N320575.43 E1326190.24	374.70 PRECAST TYPE S INLET DOUBLE GRATE

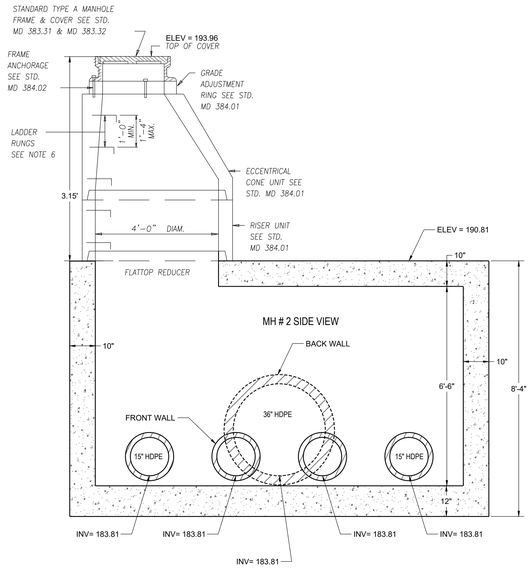
STRUCTURE DATA - STORM DRAIN

STRUCTURE TAG	STRUCTURE DETAILS	NORTHING EASTING	STANDARD
I-32	RIM=189.90 INV IN=186.22 (BS-CO4) INV OUT=183.75 (ES-5)	N319780.49 E1326576.84	378.03 STANDARD SINGLE TYPE K INLET OPEN-END GRATE NTA
MH-1	RIM=192.75 INV IN=186.81 (I-11) INV IN=183.12 (MH-2)	N319926.58 E1326869.07	SEE DETAIL SHEET C 406
MH-2	RIM=193.96 INV IN=183.81 (MH-3) INV OUT=183.81 (MH-1)	N320089.03 E1326869.05	SEE DETAIL SHEET C 404
MH-3	RIM=193.91 INV IN=184.06 (MH-4) INV IN=185.62 (I-29) INV OUT=184.06 (MH-2)	N320118.86 E1326869.36	384.03 60" DIA. PRECAST MH (27"-36" PIPES)
MH-4	RIM=192.98 INV IN=185.01 (MH-5) INV IN=185.06 (I-9) INV IN=189.78 (Wye6) INV OUT=185.01 (MH-3)	N320308.50 E1326869.01	384.03 60" DIA. PRECAST MH (27"-36" PIPES)
MH-5	RIM=192.67 INV IN=186.06 (I-22) INV IN=186.25 (I-8) INV IN=185.51 (I-26) INV OUT=185.51 (MH-4)	N320408.62 E1326869.88	384.03 60" DIA. PRECAST MH (27"-36" PIPES)
MH-6	RIM=192.67 INV IN=187.22 (I-23) INV OUT=187.24 (I-22)	N320544.07 E1326873.10	384.01 48" DIA. PRECAST MH (12"-24" PIPES)
MH-7	RIM=196.74 INV IN=190.80 (I-24) INV IN=190.80 (I-25) INV OUT=189.98 (I-23)	N320669.16 E1326896.25	384.01 48" DIA. PRECAST MANHOLE (12" - 24" PIPES)
MH-8	RIM=188.38 INV IN=180.50 (I-16) INV OUT=180.01 (EW-2) INV OUT=180.17 (CO-16A)	N319673.04 E1326313.70	384.01 48" DIA. PRECAST MH (12"-24" PIPES)
MH-9	RIM=194.02 INV IN=187.79 (I-30) INV IN=188.08 ( ) INV OUT=187.79 (I-29)	N320070.97 E1326741.24	384.01 48" DIA. PRECAST MH (12"-24" PIPES)
MH-10	RIM=191.82 INV IN=186.45 (I-13) INV IN=184.53 (MH-11) INV OUT=184.64 ( )	N320480.59 E1326239.31	384.03 60" PRECAST MANHOLE (27" - 36" PIPES)
MH-11	RIM=192.36 INV IN=185.07 (I-31) INV IN=185.07 (MH-14) INV IN=185.07 (MH-12) INV OUT=184.87 (MH-10)	N320505.45 E1326263.72	384.03 60" DIAMETER PRECAST MANHOLE (27" - 36" PIPES)
MH-12	RIM=192.01 INV IN=186.36 (I-2) INV IN=186.36 (I-1) INV IN=187.13 (MH-13) INV OUT=186.36 (MH-11)	N320594.92 E1326350.66	384.03 60" DIA. PRECAST MH (27"-36" PIPES)
MH-13	RIM=193.08 INV IN=188.14 (EX-1) INV OUT=188.01 (MH-12)	N320656.40 E1326409.82	384.01 48" DIA. PRECAST MH (12"-24" PIPES)
MH-14	RIM=192.32 INV IN=185.78 (EX-3) INV OUT=185.48 (MH-11)	N320446.87 E1326319.86	384.03 60" DIA. PRECAST MH (27"-36" PIPES)
MH-15	RIM=192.01 INV IN=188.42 ( )	N320306.50 E1326128.08	384.05 72" DIAMETER PRECAST MANHOLE (42" - 48" PIPES)

STORM DRAIN PIPE SCHEDULE

STRUCTURE	STRUCTURE	LENGTH	SLOPE	SIZE & MATERIAL
I-1	MH-12	12'	0.97%	15 " HDPE
MH-14	MH-11	81'	0.51%	30 " HDPE
MH-12	MH-11	125'	1.03%	24 " HDPE
I-13	MH-10	20'	1.00%	15 " HDPE
MH-11	MH-10	35'	0.98%	36 " HDPE
[illegible]	MH-9	32'	1.00%	15 " HDPE
	MH-9	37'	6.00%	15 " HDPE
EW-2	MH-8	155'	0.50%	18 " HDPE
I-23	MH-7	85'	3.00%	24 " HDPE
I-25	MH-7	27'	0.91%	15 " HDPE
I-24	MH-7	71'	0.98%	15 " HDPE
I-22	MH-6	80'	0.50%	24 " HDPE
MH-4	MH-5	100'	0.50%	36 " HDPE
MH-3	MH-4	190'	0.50%	36 " HDPE
MH-2	MH-3	50'	0.50%	36 " HDPE
I-29	MH-3	36'	1.00%	20 " HDPE
MH-1	MH-2	139'	0.50%	15 " HDPE
MH-11	I-31	101'	0.96%	18 " HDPE
MH-9	I-29	104'	0.75%	15 " HDPE
I-29	I-28	58'	1.08%	15 " HDPE
I-4	I-27	39'	1.00%	15 " HDPE
I-26a	I-27	67'	0.60%	15 " HDPE
I-26	I-26a	43'	0.50%	18 " HDPE
MH-5	I-26	68'	0.50%	24 " HDPE
I-6	I-26	41'	0.87%	15 " HDPE
MH-6	I-23	43'	0.50%	24 " HDPE
MH-5	I-22	55'	0.50%	30 " HDPE
I-20	I-21	141'	0.50%	42 " HDPE
I-19	I-20	140'	0.50%	42 " HDPE
EW-3	I-19	41'	0.50%	42 " HDPE
ES-2	I-18	32'	1.00%	15 " HDPE
MH-8	I-16	100'	2.00%	18 " HDPE
I-2	I-14	93'	0.50%	15 " HDPE
I-12	I-11	22'	0.50%	15 " HDPE
MH-1	I-11	27'	0.50%	15 " HDPE
MH-1	I-10	98'	1.05%	15 " HDPE
MH-4	I-9	20'	1.00%	15 " HDPE
MH-5	I-8	21'	1.00%	15 " HDPE
I-8	I-7	29'	1.00%	15 " HDPE
I-6	I-5	39'	1.01%	15 " HDPE
I-14	I-3	29'	0.50%	15 " HDPE
MH-12	I-2	22'	0.52%	15 " HDPE
HW-1	EW-1	101'	0.50%	36 " HDPE
I-32	ES-5	40'	3.14%	15 " HDPE
ES-4	ES-3	17'	2.00%	15 " HDPE
I-17	ES-1	29'	1.00%	15 " HDPE
[illegible]	MH-1	127'	0.51%	42 " HDPE
MH-2	MH-1	142'	0.54%	15 " HDPE
MH-2	MH-1	143'	0.55%	15 " HDPE
	MH-1	142'	0.54%	15 " HDPE





Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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210 888-9548

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410 842-6411

BUILDING ENVELOPE

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443-279-4500

COST ESTIMATOR

COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
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POOL DESIGN

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12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH E. BARRETT — 21181 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland
License No. 31181;
Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

STORM DRAINAGE SCHEDULE

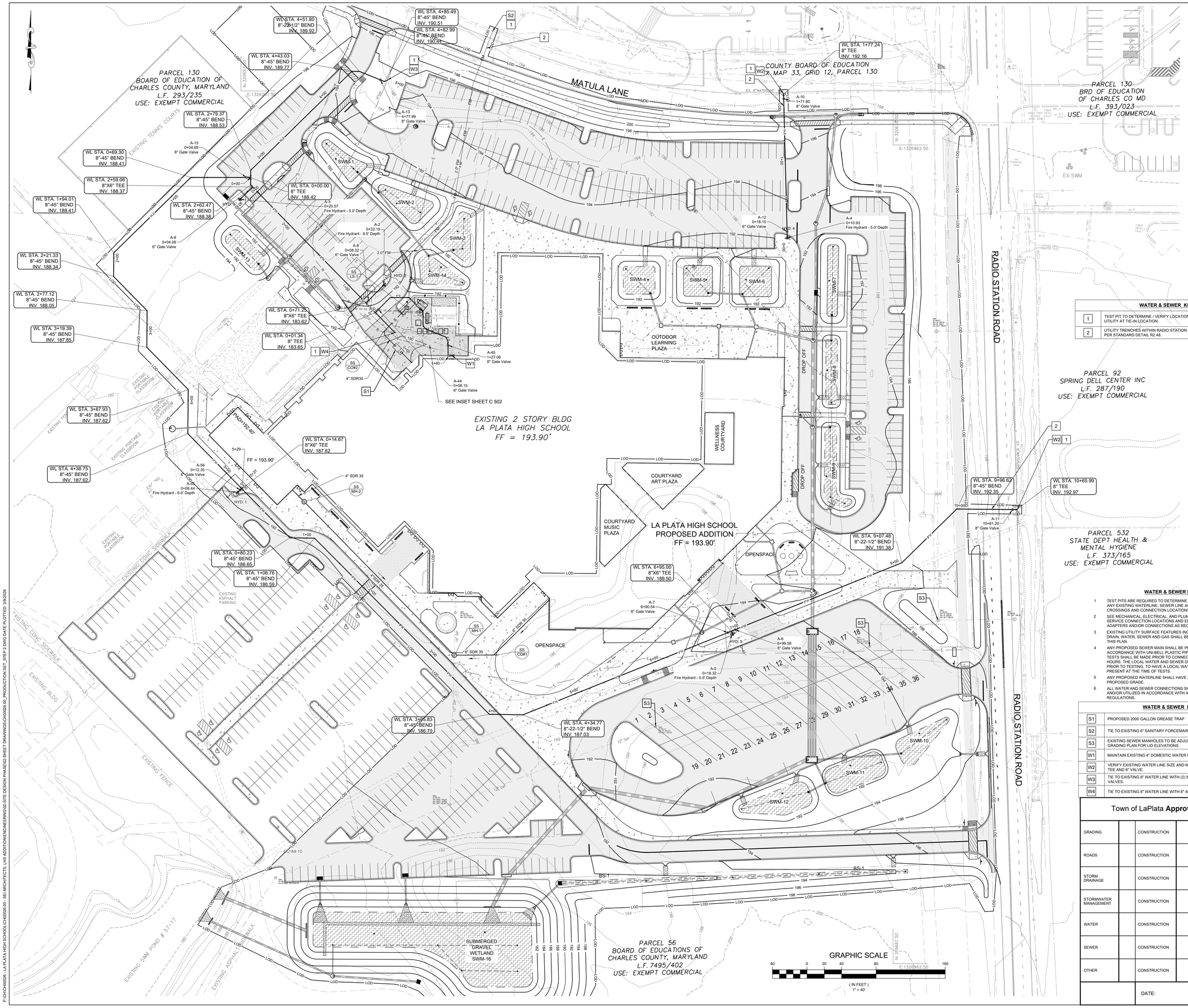
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 406

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



WATER & SEWER KEYED NOTES	
1	TEST PIT TO DETERMINE / VERIFY LOCATION, ELEVATION, SIZE AND MATERIAL OF EXISTING UTILITY AT TIE-IN LOCATION.
2	UTILITY TRENCHES WITHIN RADIO STATION ROAD AND MATULA LANE TO BE REPLACED PER STANDARD DETAIL R2.48.

WATER & SEWER PLAN NOTES

1. TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE AND STORM DRAIN AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.
2. SEE MECHANICAL, ELECTRICAL, AND PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRE TO TIE-IN TO MEP SYSTEMS.
3. EXISTING UTILITY SURFACE FEATURES INCLUDING BUT NOT LIMITED TO STORM DRAIN, WATER, SEWER AND GAS SHALL BE ADJUSTED TO THE PROPOSED GRADES ON THIS PLAN.
4. ANY PROPOSED SEWER MAIN SHALL BE PRESSURE AND LEAKAGE TESTED IN ACCORDANCE WITH UNI-BELL PLASTIC PIPE ASSOCIATION AND AS SPECIFIED HEREIN. TESTS SHALL BE MADE PRIOR TO CONNECTION TO NEW LINE FOR A MINIMUM OF 2 HOURS. THE LOCAL WATER AND SEWER DEPARTMENT IS TO BE NOTIFIED 48 HOURS PRIOR TO TESTING, TO HAVE A LOCAL WATER AND SEWER REPRESENTATIVE PRESENT AT THE TIME OF TESTS.
5. ANY PROPOSED WATERLINE SHALL HAVE A MINIMUM OF 42 INCHES OF COVER FROM PROPOSED GRADE.
6. ALL WATER AND SEWER CONNECTIONS SHALL BE CONSTRUCTED, ABANDONED, AND/OR UTILIZED IN ACCORDANCE WITH ALL FEDERAL, STATE, AND LOCAL REGULATIONS.

WATER & SEWER KEYED NOTES	
S1	PROPOSED 2000 GALLON GREASE TRAP
S2	TIE TO EXISTING 6" SANITARY FORCEMAIN WITH 6"X2" TAPPING SLEEVE, VALVE AND VAULT
S3	EXISTING SEWER MANHOLES TO BE ADJUSTED TO PROPOSED GRADE ELEVATIONS. SEE GRADING PLAN FOR LID ELEVATIONS.
W1	MAINTAIN EXISTING 4" DOMESTIC WATER LINE FROM EXISTING 8" LINE TO THE BUILDING.
W2	VERIFY EXISTING WATER LINE SIZE AND MATERIAL. TIE TO EXISTING WITH APPROPRIATE TEE AND 8" VALVE.
W3	TIE TO EXISTING 8" WATER LINE WITH (2) 8" 45 DEGREE HORIZONTAL BENDS AND 8" VALVES.
W4	TIE TO EXISTING 8" WATER LINE WITH 8" 45 DEGREE HORIZONTAL BEND.

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

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240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — No. 21431 — REGISTERED PROFESSIONAL ENGINEER

DLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

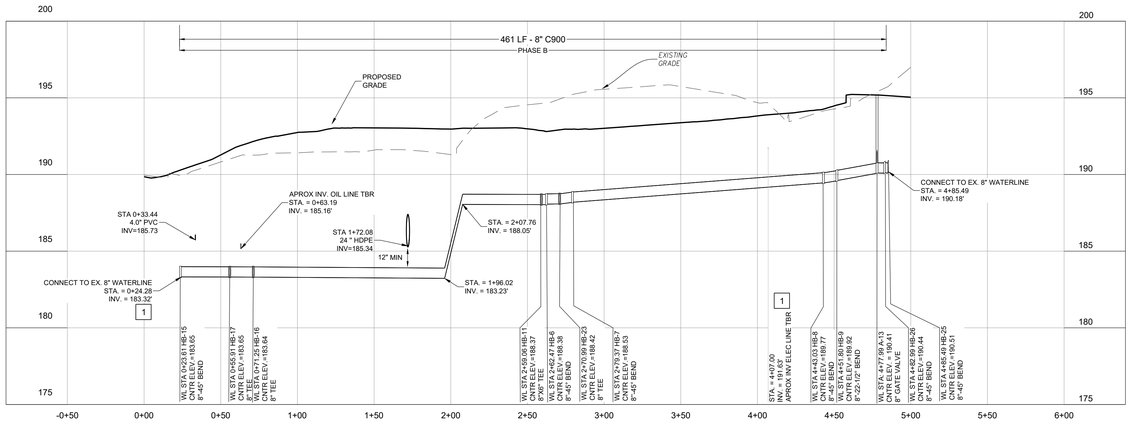
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
WATER & SANITARY SEWER PLAN

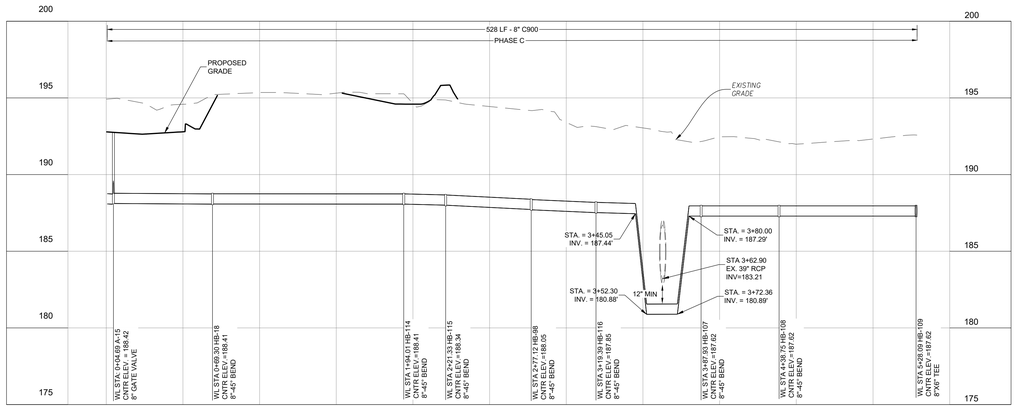
PROJECT NO: SEI:21015.0000 COAB : CH000026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 500

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH000026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\03-SITE DESIGN PHASE\03-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2 ZONE DATE PLOTTED: 3/9/2026



WATERLINE # 1
WATER PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.



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WATER PROFILE
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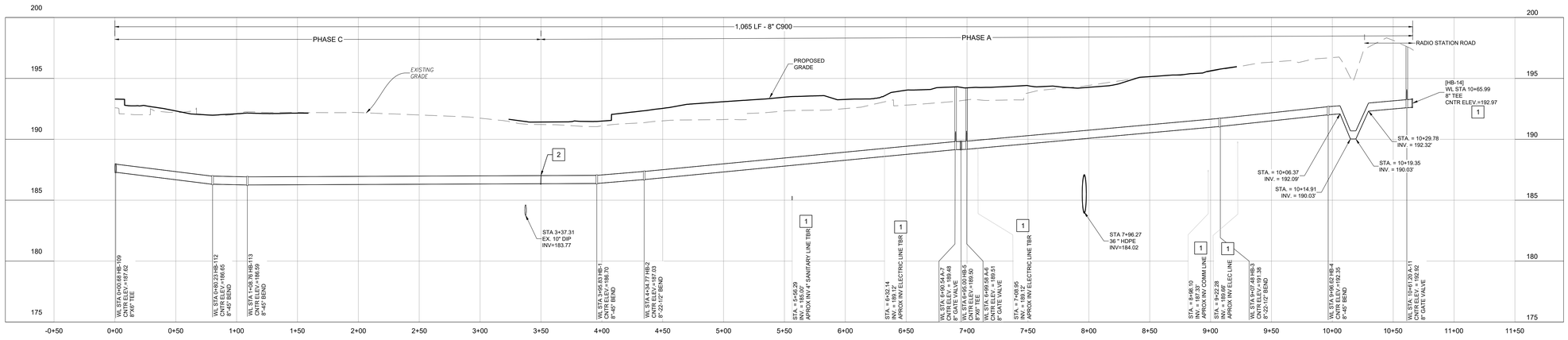
1" = 4' VERT.



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WATER PROFILE
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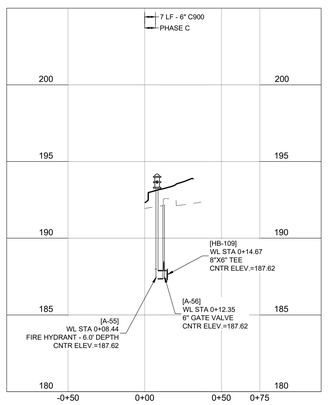
1" = 4' VERT.



FH # 1
STORM PROFILE
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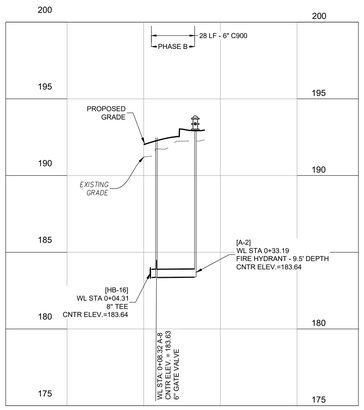

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WATER PROFILE
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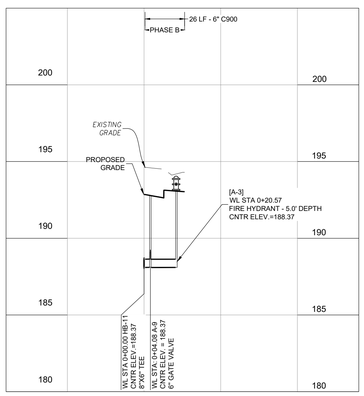
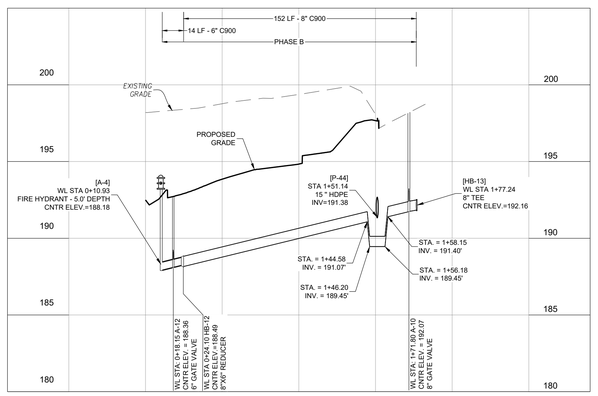
1" = 4' VERT.



FH # 3
WATER PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.



FH # 4
WATER PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.

WATER & SEWER KEYED NOTES

1	TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE, STORM DRAIN, ELECTRICAL LINES AND COMMUNICATION LINES AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.
2	PROVIDE TEMPORARY 8" CAP ON WATER LINE UNTIL EXTENSION DURING PHASE C
3	SEE MECHANICAL , ELECTRICAL, AND PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT

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MECH./ELECTRICAL/PLUMBING

RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE

GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR

COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN

COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31151; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

WATER PROFILES

PROJECT NO: SEI:21015.0000 COAB : CH00026.00

DATE: 03/09/2026

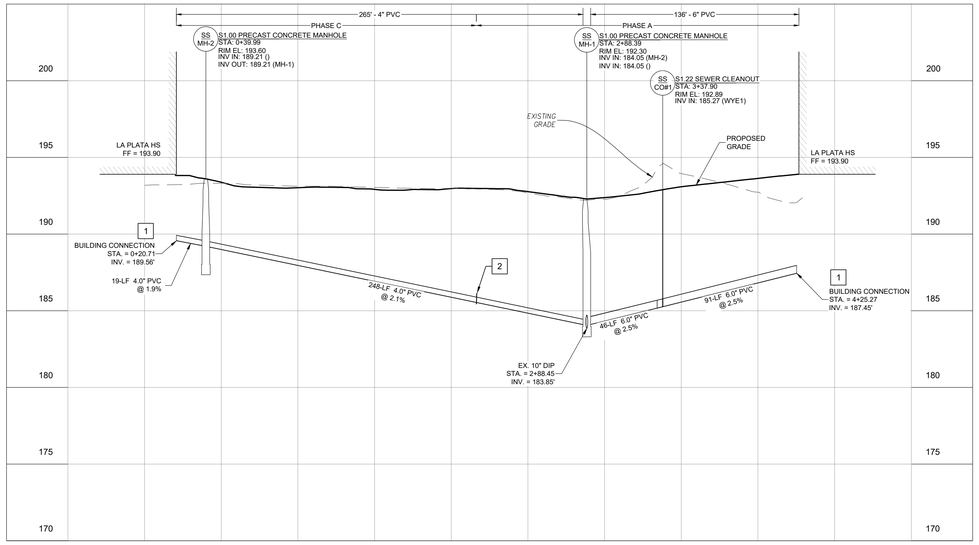
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

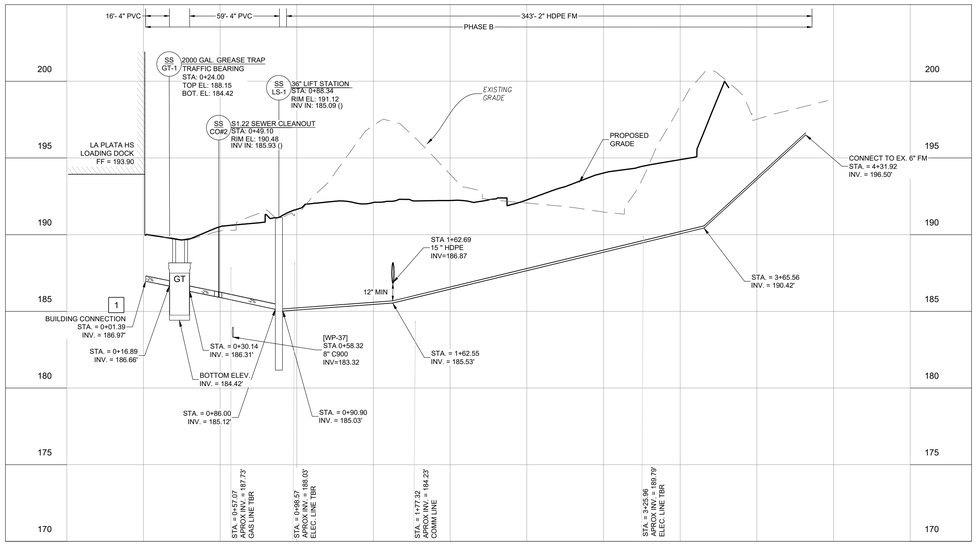
C 501

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\03.SITE DESIGN PHASE\03.SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



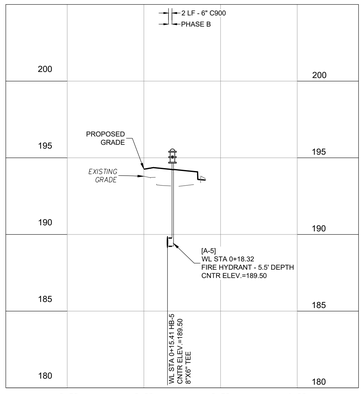
SANITARY MH 1 TO MH 2

SANITARY PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.



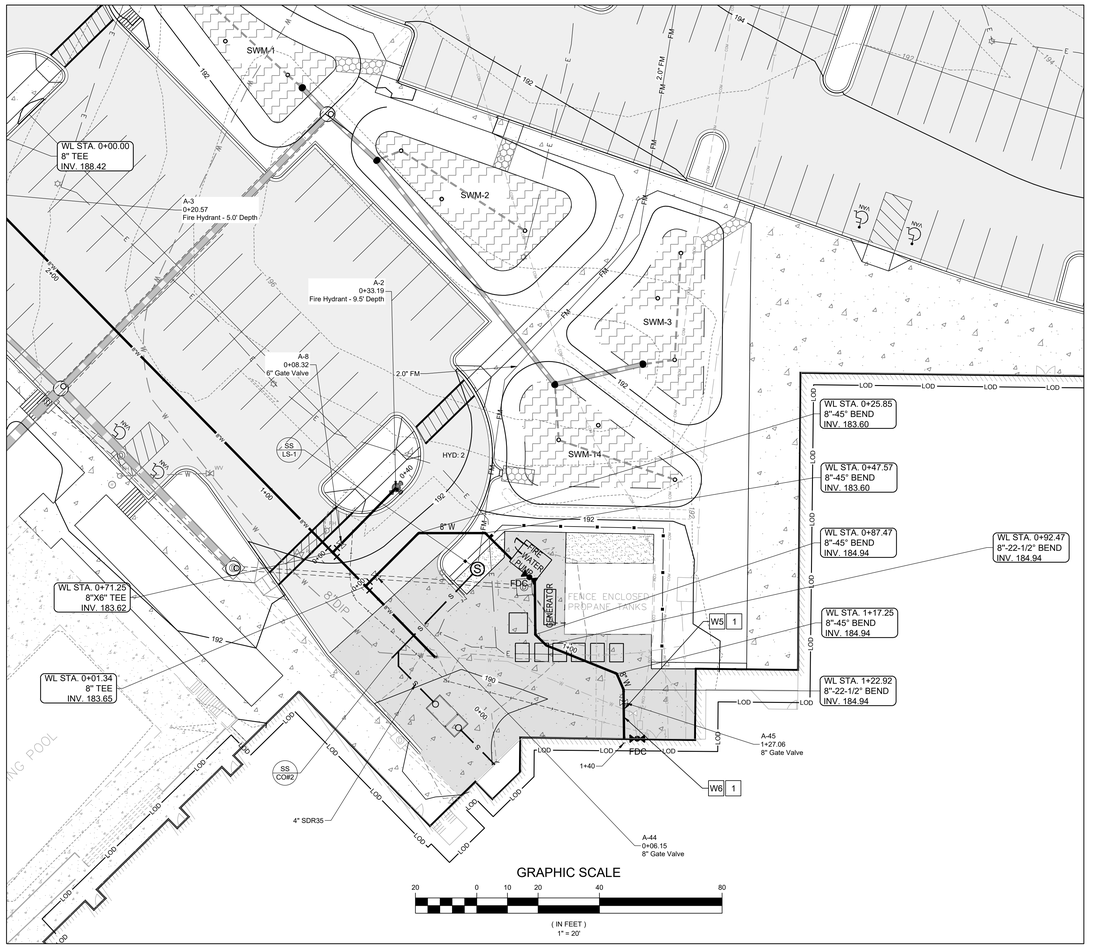
SANITARY GREASE TRAP

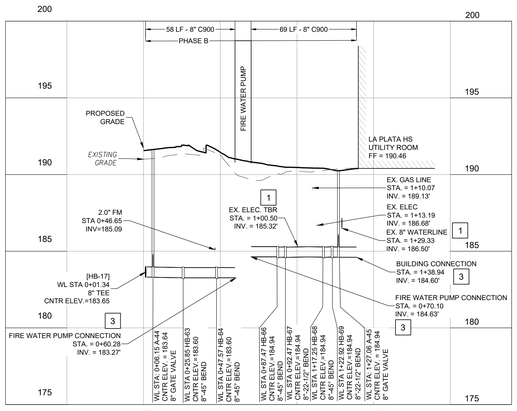
SANITARY PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.



FH # 5

WATER PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.





FIRE WATER PUMP

WATER PROFILE
SCALE: 1" = 40' HORZ.
1" = 4' VERT.

WATER & SEWER KEYED NOTES	
S1	PROPOSED 2000 GALLON GREASE TRAP
S2	TIE TO EXISTING 6" SANITARY FORCEMAIN WITH 6"X2" TAPPING SLEEVE, VALVE AND VAULT
S3	EXISTING SEWER MANHOLES TO BE ADJUSTED TO PROPOSED GRADE ELEVATIONS. SEE GRADING PLAN FOR LID ELEVATIONS.
W1	MAINTAIN EXISTING 4" DOMESTIC WATER LINE FROM EXISTING 8" LINE TO THE BUILDING.
W2	VERIFY EXISTING WATER LINE SIZE AND MATERIAL. TIE TO EXISTING WITH APPROPIATE TEE AND 8" VALVE.
W3	TIE TO EXISTING 8" WATER LINE WITH (2) 8" 45 DEGREE HORIZONTAL BENDS AND 8" VALVES.
W4	TIE TO EXISTING 8" WATER LINE WITH 8" 45 DEGREE HORIZONTAL BEND.
W5	REMOVE EXISTING TEE AND REPLACE WITH 8"x4" REDUCER TIED TO EXISTING 4" DOMESTIC WATER SERVICE.
W6	TIE TO EXISTING 8" FIRE SERVICE UTILIZE FOUR (4) 8" VERTICAL BENDS BETWEEN PROPOSED VALVE AND TIE-IN LOCATION AS NEEDED.

WATER & SEWER KEYED NOTES	
1	TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE, STORM DRAIN, ELECTRICAL LINES AND COMMUNICATION LINES AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.
2	PROVIDE TEMPORARY 8" CAP ON WATER LINE UNTIL EXTENSION DURING PHASE C
3	SEE MECHANICAL , ELECTRICAL, AND PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT

SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

CIVIL

COA BARRETT ENGINEERS | ENVIRONMENTAL SURVEYORS | LAND PLANNERS
410.257.2200 | 410.535.3101 | WWW.COABARRETT.COM

COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

STRUCTURAL

COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

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240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. KNOTT — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

WATER & SANITARY SEWER PROFILES

PROJECT NO: SEI:21015.0000 COA/B : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:

C 502

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026

NOTES:

1. CONCRETE STRENGTH f'_c = 3000 PSI AT 28 DAYS.
2. BOTTOM SURFACE AND FRONT FACE OF BLOCK (ie. 2E & 2F) SHALL REST AGAINST UNDISTURBED GROUND.
3. DEPTH FROM FINISHED GRADE TO TOP OF TEE ASSUMED TO EQUAL 4'-0"; IF DEEPER USE STANDARD DETAILS 9' SHALLOWER SPECIAL BLOCK DESIGN IS REQUIRED.
4. GROUNDWATER TABLE ASSUMED TO BE BELOW INVERT OF TEE. IF GROUNDWATER TABLE IS ABOVE TEE INVERT SPECIAL BLOCK DESIGN IS REQUIRED.
5. SOFT OR GROUND SOIL CONDITIONS REQUIRE SPECIAL BLOCK DESIGN.
6. SPECIAL BLOCK DESIGN IS REQUIRED FOR TEES WITH BRANCH DIAMETER OF 16" AND LARGER.
7. DIMENSIONS FOR E, F, AND G ARE MINIMUMS REQUIRED. DIMENSION FOR H SHALL BE AS SHOWN. IF DIMENSION E IS INCREASED, MAINTAIN CLEARANCE BETWEEN CONCRETE AND MECHANICAL JOINT TO ALLOW FOR BOLT REMOVAL.
8. TEST PRESSURES (WORKING & SURGE) ABOVE 200 PSI WILL REQUIRE SPECIAL BLOCKING DESIGN.

PIPE TYPE	PIPE DIAMETER (INCH	THRUST BLOCK DIMENSIONS D	E	F	G
DUCTILE IRON PIPE (D.I.P.)	4, 6 AND 8	1'-6"	1'-6"	0'-6"	1'-0"
	10, 12, AND 14	2'-6"	2'-6"	1'-0"	1'-0"
	4, 6 AND 8	1'-0"	1'-6"	0'-6"	1'-0"
SCH. 40 PVC	10 AND 12	2'-6"	2'-6"	1'-0"	1'-3"
	14	3'-0"	3'-0"	1'-0"	1'-6"
PVC (DR 18)	4, 6 AND 8	2'-0"	2'-0"	0'-8"	1'-0"
	10	3'-0"	3'-0"	1'-0"	1'-6"
	12	3'-6"	3'-6"	1'-0"	1'-9"
	14	4'-0"	3'-6"	1'-0"	2'-0"
PVC (DR 25)	4	1'-6"	1'-6"	0'-6"	0'-9"
	6	2'-0"	2'-0"	0'-8"	1'-0"
	8	3'-0"	3'-0"	1'-0"	1'-6"
	10	3'-6"	3'-6"	1'-0"	1'-9"
	12	4'-0"	4'-0"	1'-0"	2'-0"
	14	4'-6"	4'-6"	1'-0"	2'-3"

PLAN

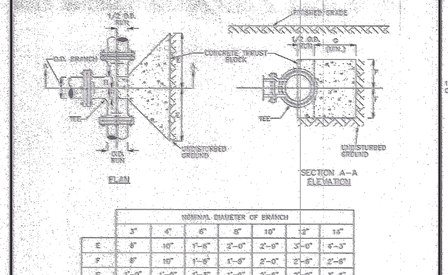
SECTION A–A

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: THRUST BLOCKS FOR HORIZONTAL BENDS

REVISIONS:

B 1.00



NOMINAL DIAMETER OF BRANCH	3"	4"	6"	8"	10"	12"	16"
E	8"	10"	1'-6"	2'-0"	2'-9"	3'-0"	5'-3"
F	8"	10"	1'-6"	1'-9"	2'-0"	2'-6"	2'-6"
G	1'-0"	1'-6"	1'-3"	1'-6"	2'-6"	2'-9"	3'-6"
H	3"	3"	3"	3"	3"	6"	9"

NOTES:

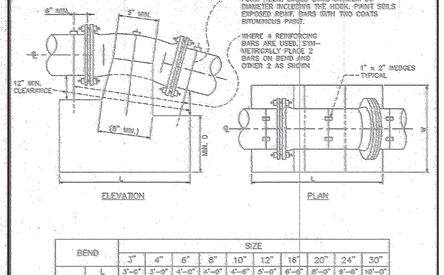
1. CONCRETE STRENGTH f'_c = 3000 PSI AT 28 DAYS.
2. BOTTOM SURFACE AND FRONT FACE OF BLOCK (ie. 2E & 2F) SHALL REST AGAINST UNDISTURBED GROUND.
3. DEPTH FROM FINISHED GRADE TO TOP OF TEE ASSUMED TO EQUAL 4'-0"; IF DEEPER USE STANDARD DETAILS 9' SHALLOWER SPECIAL BLOCK DESIGN IS REQUIRED.
4. GROUNDWATER TABLE ASSUMED TO BE BELOW INVERT OF TEE. IF GROUNDWATER TABLE IS ABOVE TEE INVERT SPECIAL BLOCK DESIGN IS REQUIRED.
5. SOFT OR GROUND SOIL CONDITIONS REQUIRE SPECIAL BLOCK DESIGN.
6. SPECIAL BLOCK DESIGN IS REQUIRED FOR TEES WITH BRANCH DIAMETER OF 16" AND LARGER.
7. DIMENSIONS FOR E, F, AND G ARE MINIMUMS REQUIRED. DIMENSION FOR H SHALL BE AS SHOWN. IF DIMENSION E IS INCREASED, MAINTAIN CLEARANCE BETWEEN CONCRETE AND MECHANICAL JOINT TO ALLOW FOR BOLT REMOVAL.
8. TEST PRESSURES (WORKING & SURGE) ABOVE 200 PSI WILL REQUIRE SPECIAL BLOCKING DESIGN.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. 6/23/05
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: THRUST BLOCKS FOR TEES & TAPPING ASSEMBLIES

REVISIONS:

B 1.01



END MINIMUM 6" OF REINFORCING BAR END TO FORM HOOK. ENDED BARS MINIMUM 36 DIAMETER INCLUDING THE HOOK. POINT SOILS EXPOSED REBAR. BARS WITH TWO COATS BITUMINOUS PAINT.

WHERE 4 REINFORCING BARS ARE USED, STRATEGICALLY PLACE 2 BARS ON BEND AND OTHER 2 AS SHOWN

BEND		SIZE 3"	4"	6"	8"	10"	12"	16"	20"	24"	30"
11 1/4°	L	3'-0"	3'-0"	4'-0"	4'-0"	4'-6"	5'-0"	6'-0"	8'-0"	9'-0"	10'-0"
	M	3'-0"	3'-0"	4'-0"	4'-0"	4'-6"	5'-0"	6'-0"	8'-0"	9'-0"	10'-0"
	N	3'-0"	3'-0"	3'-0"	4'-0"	4'-0"	5'-0"	5'-0"	6'-0"	6'-0"	6'-0"
	REINF. SIZE DIA. & SIZE	3 #7	3 #7	3 #7	3 #8	3 #8	3 #8	3 #10	3 #10	3 #10	3 #10
22 1/2°	L	3'-0"	4'-0"	5'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	11'-0"	12'-0"
	M	3'-0"	4'-0"	5'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	11'-0"	12'-0"
	N	3'-0"	3'-0"	3'-0"	3'-0"	5'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"
	REINF. SIZE DIA. & SIZE	3 #7	3 #7	3 #7	3 #8	4 #8	4 #8	3 #10	4 #10	4 #10	4 #10
45°	L	3'-0"	5'-0"	6'-0"	6'-0"	7'-0"	8'-0"	9'-0"	12'-0"	13'-0"	17'-0"
	M	3'-0"	5'-0"	6'-0"	7'-0"	8'-0"	9'-0"	12'-0"	15'-0"	17'-0"	20'-0"
	N	3'-0"	4'-0"	4'-0"	5'-0"	5'-0"	6'-0"	7'-0"	8'-0"	8'-0"	10'-0"
	REINF. SIZE DIA. & SIZE	3 #7	3 #7	3 #7	3 #8	4 #8	4 #8	4 #10	4 #10	4 #10	5 #11

NOTES:

1. f'_c = 3000psi AT 28 DAYS.
2. CARRY ALL BEARING SURFACES TO UNDISTURBED EARTH OR FIRM SUBGRADE.
3. THE ANCHORAGE DIMENSIONS ARE BASED ON THE TOTAL PRESSURE OF 300 psi. WHERE THE PRESSURE IS DIFFERENT, THE VOLUME OF CONCRETE (i.e. LxHxW) SHALL BE PROPORTIONED TO REQUIRED PRESSURE.
4. USE A HIGH-EARLY MIX AND ALLOW TO CURE A MINIMUM OF 4 HOURS PRIOR TO BACKFILLING.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. 6/23/05
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: ANCHORAGE FOR 11 1/4°, 22 1/2° & 45° UPPER VERTICAL BENDS

REVISIONS:

B 1.05

ARCHITECT

SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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NYIKOS GARCIA
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240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. HUNSAKER — No. 21581 — PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

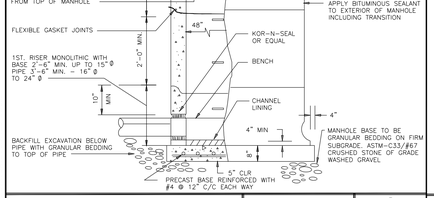
WATER & SANITARY SEWER DETAILS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH
SHEET NO: C 503

- A. MANHOLE STEPS SHALL BE MINIMUM 10" WIDE AND SPACED 12" WITH + 1" TOLERANCE, CENTER TO CENTER, IN VERTICAL ALIGNMENT AND ALIGN WITH BENCH.
- B. EMBED STEPS MINIMUM 3" WITH A MINIMUM PROJECTION OF 5".
- C. INSTALL BOTTOM STEP MINIMUM 5" AND MAXIMUM 16 1/2" ABOVE BENCH. THIS STEP MAY BE INSTALLED AT POINT OF MANUFACTURE BY DRILLING HOLES OF MINIMUM 1 1/2" DIAMETER AND 3" DEEP ON INSIDE OF MANHOLE, AND FILL VOID WITH NON-SHRINK GROUT. STEPS SHALL BE ALUMINUM OF REINFORCED PVC.

NOTE: MANHOLE

1. PROVIDE LIFTING HOLES OR DEVICES FOR ALL PRECAST SECTIONS. HOLE COMPLETELY THRU WALLS SHALL BE PLUGGED W/NEOPRENE OF RUBBER PLUG INSERTS, MORTARED FLUSH ON EACH SIDE OF WALL WITH NON-SHRINK GROUT. HOLES NOT COMPLETELY THRU WALL SHALL BE FILLED FLUCH WITH WALL WITH NON-SHRINK GROUT. MINIMUM OF 4000 PSI CONCRETE SHALL BE USED FOR PRECAST CONSTRUCTION.
2. UNLESS OTHERWISE NOTED, MAXIMUM DEPTH OF MANHOLE SHALL BE 16'-0".
3. PROVIDE FLEXIBLE GASKET CONNECTOR BETWEEN PIPE AND MANHOLE.
4. GRADE OF PIPE ENTERING OF LEAVING MANHOLE SHALL NOT EXCEED 10%.
5. MINIMUM HEIGHT OF RISERS = 1'-0". NO MORE THAN ONE 1'-0" RISERS IS PERMITTED ON EACH MANHOLE.
6. MAXIMUM SIZE PIPE TO BE USED WITH 48" DIAMETER MANHOLE IS 24"
7. MANHOLES OVER 16' DEEP SHALL BE A MINIMUM 5' MANHOLE

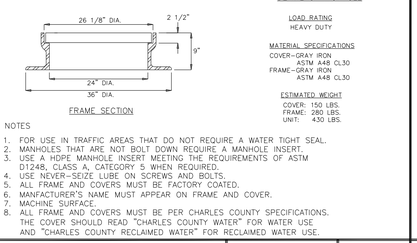


CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: PRECAST CONCRETE MANHOLE DETAIL, 48" DIAMETER

REVISIONS: DECEMBER 2022

S 1.00



LOAD RATING: HEAVY DUTY

MATERIAL SPECIFICATIONS: COVER–GRAY IRON ASTM A48 CL30; FRAME–GRAY IRON ASTM A48 CL30

ESTIMATED WEIGHT: COVER: 150 LBS. FRAME: 280 LBS. UNIT: 430 LBS.

NOTES

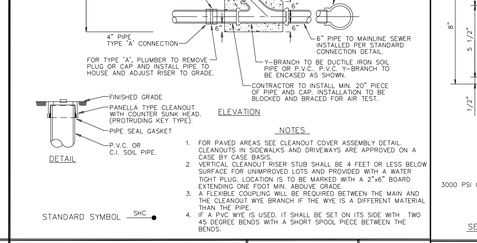
1. FOR USE IN TRAFFIC AREAS THAT DO NOT REQUIRE A WATER TIGHT SEAL.
2. MANHOLES THAT ARE NOT BOLT DOWN REQUIRE A MANHOLE INSERT.
3. USE A HDPE MANHOLE INSERT MEETING THE REQUIREMENTS OF ASTM D1248, CLASS A, CATEGORY 5 WHEN REQUIRED.
4. USE NEVER–SEIZE LUBE ON SCREWS AND BOLTS.
5. ALL FRAME AND COVERS MUST BE FACTORY COATED.
6. MANUFACTURER'S NAME MUST APPEAR ON FRAME AND COVER.
7. MACHINE SURFACE.
8. ALL FRAME AND COVERS MUST BE PER CHARLES COUNTY SPECIFICATIONS. THE COVER SHOULD READ "CHARLES COUNTY WATER" FOR WATER USE AND "CHARLES COUNTY RECLAIMED WATER" FOR RECLAIMED WATER USE.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: STANDARD TRAFFIC FRAME & COVER

REVISIONS: DECEMBER 2022

S 3.00



NOTES

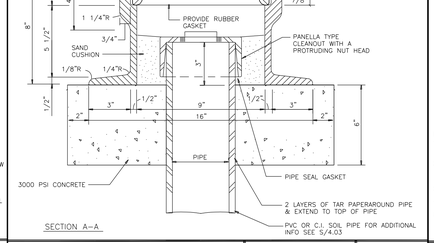
1. FOR PAVED AREAS SEE CLEANOUT COVER ASSEMBLY DETAIL. CLEANOUTS IN SIDEWALKS AND DRIVEWAYS ARE APPROVED ON A CASE BY CASE BASIS.
2. VERTICAL CLEANOUT RISER STUB SHALL BE 4 FEET OR LESS BELOW SURFACE FOR UNIMPROVED LOTS AND PROVIDED WITH A WATER TIGHT PLUG. LOCATION IS TO BE MARKED WITH A 2"x6" BOARD EXTENDING ONE FOOT MIN. ABOVE GRADE.
3. A FLEXIBLE COUPLING WILL BE REQUIRED BETWEEN THE MAIN AND THE CLEANOUT WYE BRANCH IF THE WYE IS A DIFFERENT MATERIAL THAN THE PIPE.
4. IF A PVC WYE IS USED, IT SHALL BE SET ON ITS SIDE WITH TWO 45 DEGREE BENDS WITH A SHORT SPOOL PIECE BETWEEN THE BENDS.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: STANDARD CLEAN–OUT NON–TRAFFIC AREA

REVISIONS: DECEMBER 2022

S 4.03

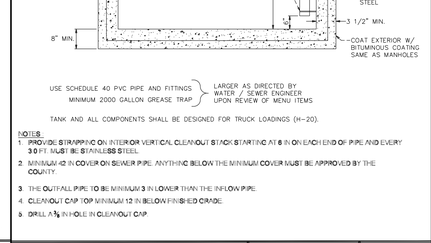


CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: CLEANOUT COVER ASSEMBLY TRAFFIC AREA

REVISIONS:

S 4.04



NOTES:

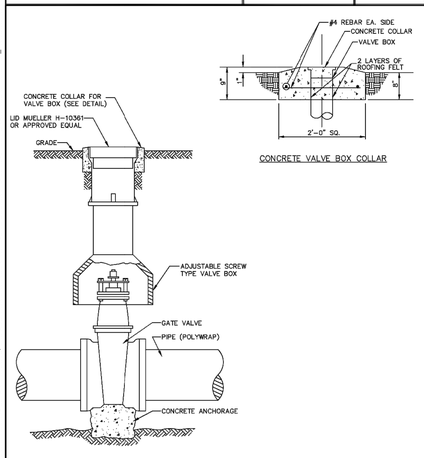
1. PROVIDE STRAPPING ON INTERIOR VERTICAL CLEANOUT STACK STARTING AT 6 IN ON EACH END OF PIPE AND EVERY 3.0 FT. MUST BE STAINLESS STEEL.
2. MINIMUM 42 IN COVER ON SEWER PIPE. ANYTHING BELOW THE MINIMUM COVER MUST BE APPROVED BY THE COUNTY.
3. THE OUTFALL PIPE TO BE MINIMUM 3 IN LOWER THAN THE INFLOW PIPE.
4. CLEANOUT CAP TOP MINIMUM 12 IN BELOW FINISHED GRADE.
5. DRILL A ⅜ IN HOLE IN CLEANOUT CAP.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Aug 8, 2023
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: OUTSIDE GREASE TRAP (INTERCEPTOR)

REVISIONS: DECEMBER 2022

S 5.04



NOTES:
(1) ALL VALVES SHALL BE RESILENT WEDGE AWWA C–509 AND AWWA C–515.
(2) PROVIDE CONCRETE COLLAR FOR VALVE BOXES IN UNPAVED AREAS.

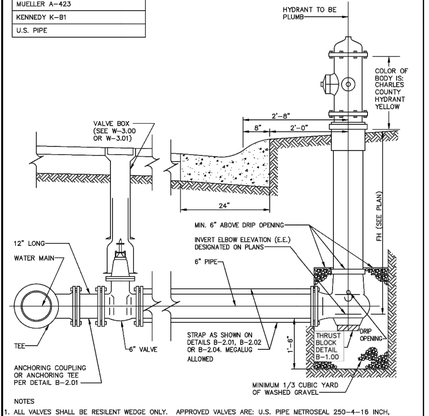
CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Oct 5, 2022
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: DETAIL OF GATE VALVE & BOX 16" & BELOW

REVISIONS: JUNE 1995, SEPTEMBER 2022

W 3.00

TYPE OF HYDRANT
MUELLER A–423
KENNEDY K–81
U.S. PIPE



NOTES

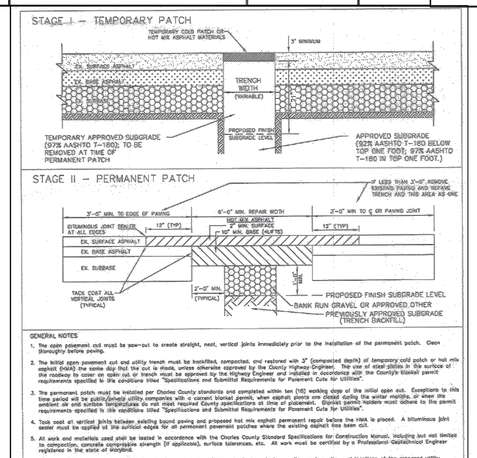
1. ALL VALVES SHALL BE RESILENT WEDGE ONLY. APPROVED VALVES ARE: U.S. PIPE METROSEAL 250–4–16 INCH, KENNEDY KEN–SEAL II – 4 TO 12 INCH, WATEROUS SERIES 500 – 4 12 INCH AND MUELLER SERIES A–2360 – 4 12 INCH
2. IN RURAL AREAS, PLACE HYDRANTS 2 FEET OFF OF SHOULDER.
3. FIRE HYDRANT NO MORE THAN 10 FEET BEHIND CURB.
4. ALL THREAD & ASSOCIATED HARDWARE MUST BE STAINLESS STEEL.
5. ADJUST FIRE HYDRANT TO MANUFACTURER'S SUGGESTED GRADE. REFER TO DETAIL 5.00–A FOR FIRE HYDRANT ADJUSTMENT S–BEND.
6. HYDRANTS BEING PLACED IN THE SERVICE SHOULD HAVE THE REFLECTIVE WHITE TAPE AROUND THE BOTTOM.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. Oct 5, 2022
CHIEF OF CODES, PERMITS, & INSPECTION SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

STANDARD DETAIL: FIRE HYDRANT

REVISIONS: JUNE 1995, SEPTEMBER 2022

W 5.00



GENERAL NOTES

1. The open pavement cut must be saw–cut to create straight, neat, vertical joints immediately prior to the installation of the permanent patch. Clean thoroughly before paving.
2. The initial open pavement cut and utility trench must be backfilled, compacted, and restored with 3" (compacted depth) of temporary cold patch or hot mix asphalt (HMA) the same day that the cut is made, unless otherwise approved by the County Highway Engineer. The use of steel plates in the surface of roadways to cover an open cut or trench must be approved by the Highway Engineer and installed in accordance with the County's blanket permit requirements specified in the conditions titled "Specifications and Submittal Requirements for Pavement Cuts for Utilities".
3. The permanent patch must be installed per Charles County standards and completed within ten (10) working days of the initial open cut. Exceptions to this time period will be public/private utility companies with a current blanket permit, when asphalt plants are closed during the winter months, or when the ambient air and surface temperatures do not meet the required County specifications at one day of placement. Contractors must adhere to the permit requirements specified in the conditions titled "Specifications and Submittal Requirements for Pavement Cuts for Utilities".
4. Tack coat all vertical joints between existing bound paving and proposed hot mix asphalt pavement repair before the HMA is placed. A bituminous joint sealer must be applied at the surficial edges for all permanent pavement patches where the existing asphalt has been cut.
5. All soils and materials used shall be tested in accordance with the Charles County Standard Specifications for Construction Manual, including but not limited to soil classification, concrete compressive strength (if applicable), surface tolerances, etc. All work must be certified by a Professional Geotechnical Engineer registered in the state of Maryland.
6. Additional milling and overlay areas will be evaluated on a case by case basis dependent upon the number, size, and locations of the proposed utility pavement cuts. The minimum depth of milling and/or thickness of overlay shall be 1–1/2". Open pavement cuts within the shoulder area will not require concurrent milling or surface asphalt non–skid into the adjacent travel lane.
7. If appropriate for the type of construction or repair, the keyhole technique may be used as an alternative to the conventional pavement cut, in accordance with Section 02833 of the Charles County Standard Specification for Construction Manual.

CHARLES COUNTY GOVERNMENT
DEPARTMENT OF PLANNING & GROWTH MANAGEMENT
APPROVED: Raymond A. Duckworth Jr. 4/12/06
CHIEF OF DEVELOPMENT & ENGINEERING SERVICES — DATE
PROFESSIONAL ENGINEER — DATE

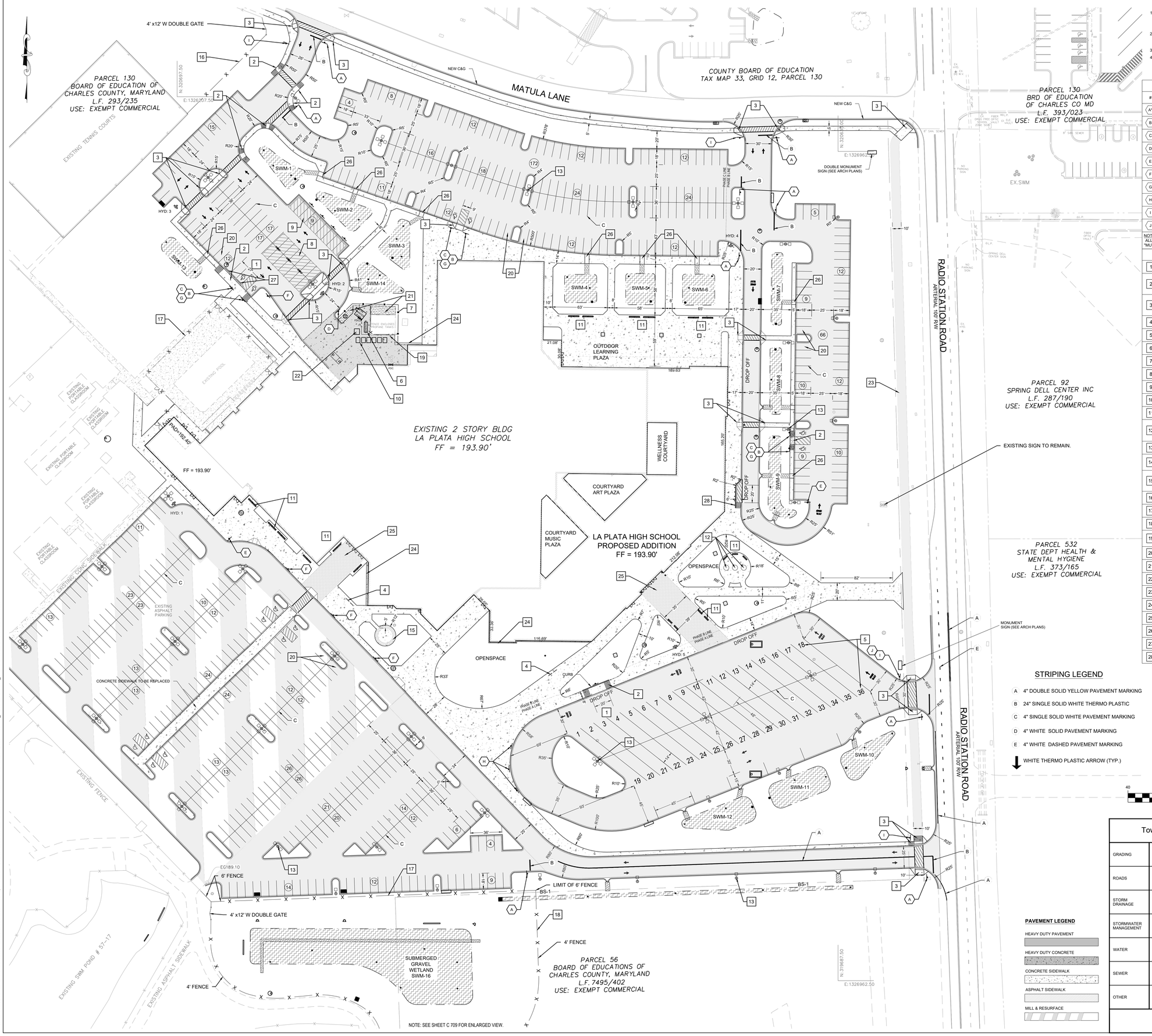
STANDARD DETAIL: REPAIRING PAVEMENT OPENINGS FOR UTILITY TRENCHES IN FLEXIBLE PAVING

REVISIONS

R 2.48

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:		DATE:	

P:\CHO\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GIS\SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS, STEP 2 DWG DATE PLOTTED: 3/9/2026



SITE PLAN NOTES

1. ALL CURB AND GUTTER SHALL BE 6" TYPE D CONCRETE CURB AND GUTTER (8" DEEP GUTTER PAN) PER MSHA STANDARD DETAL MD 620.02-01 UNLESS OTHERWISE NOTED. ALL CURB RADII ARE TO BE 3FT UNLESS OTHERWISE NOTED.
2. HANDICAP PARKING SPACE, RAMP, AND ACCESS TO BUILDING SHALL BE HARD SMOOTH SURFACE (ASPHALT, CONCRETE, OR OTHER PAVEMENT) ALL IN ACCORDANCE WITH A.D.A. REQUIREMENTS.
3. ALL EXISTING FEATURES ARE TO REMAIN UNLESS OTHERWISE NOTED.
4. EXISTING PAVED SURFACES WHICH ARE PROPOSED TO BE LANDSCAPED GREEN AREAS SHALL HAVE PAVEMENT, GRAVEL & SUB GRADE MATERIAL REMOVED AND REPLACED WITH TOPSOIL TO THE EXTENT REQUIRED TO PROVIDE SUITABLE SOILS FOR THE ESTABLISHMENT OF LANDSCAPE MATERIALS.

SIGN LEGEND

#	QUANTITY	DESCRIPTION OR TEXT ON SIGN	MUTCD STD NUMBER
A*	8	"STOP"	R1-1
B	6	HANDICAP "RESERVED PARKING"	R7-8
C	6	"VAN ACCESSIBLE"	R7-6
D	1	"NO PARKING - LOADING ZONE"	R7-6
E	-	"DO NOT ENTER"	R5-1
F	7	"NO PARKING FIRE LANE"	R8-3
G	6	"NO PARKING IN ACCESS AISLE"	R8-1(2)
H	3	NO PARKING BUS TURN AROUND	-
I	3	"NO SMOKING"	-
J	1	"BUS ONLY" 7AM TO 5:30PM	-

NOTES:
ALL SIGNS SHALL BE PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES "MUTCD" AS CURRENTLY AMENDED.

SITE PLAN KEYED NOTES

1	PROPOSED DEPRESSED CURB AND GUTTER
2	PROPOSED PARALLEL SIDEWALK RAMP PER MD-655.12, 5' WIDE UNLESS OTHERWISE NOTED. CONTRACTOR TO PROVIDE TEMP SURFACE ASPHALT PAVEMENT BETWEEN PHASES TO ELIMINATE 1.5" LIP AS NEEDED TO SATISFY ADA REQUIREMENTS.
3	PROPOSED PERPENDICULAR SIDEWALK RAMP PER MD-655.11, 5' WIDE UNLESS OTHERWISE NOTED. CONTRACTOR TO PROVIDE TEMP SURFACE ASPHALT PAVEMENT BETWEEN PHASES TO ELIMINATE 1.5" LIP AS NEEDED TO SATISFY ADA REQUIREMENTS.
4	PROPOSED BIKE RACK (TYP 2) SEE DETAIL SHEET C 606.
5	BUS NUMBERING TO BE 24" WHITE PAINTED NUMBERS.
6	PROPOSED GENERATOR LOCATION SEE MEP PLANS.
7	PROPOSED DECORATIVE FENCE SEE DETAIL SHEET C606.
8	14 PARKING SPACES "RESERVED FOR BUILDING SERVICE, MONDAY-FRIDAY" POST SIGNS AS SHOWN ON PLAN.
9	9 PARKING SPACES "RESERVED FOR KITCHEN STAFF, MONDAY-FRIDAY" POST SIGNS AS SHOWN ON PLAN.
10	PROPOSED LOCATION FOR (6) TRASH DUMPSTERS "BY OWNER".
11	PROPOSED BENCH (TYP 31 LOCATIONS)
12	PROPOSED FLAG POLES 10' O/C (RIGHT SIDE) 25' POLE, CHARLES COUNTY FLAG, GOLD BALL ORNAMENT (MIDDLE) 30' POLE, AMERICAN FLAG, EAGLE ORNAMENT (LEFT SIDE) 25' POLE, MARYLAND FLAG, GOLD CROSS ORNAMENT
13	PROPOSED SITE LIGHTING, SEE MECHANICAL DRAWINGS FOR SPECIFICATIONS.
14	MILL AND RESURFACE THE EXISTING PARKING LOT. EXISTING PAVEMENT MARKINGS TO BE REPLACED IN KIND WITH REGARDS TO COLOR, LAYOUT AND LOCATION.
15	NEW MEMORIAL AREA. BRICK PAVERS TO BE REINSTALLED AS SHOWN. SEE PAVER DETAIL SHEET C 605. MEMORIAL BENCHES, SIGNS AND ANY ADDITIONAL ITEMS NOT INDICATED SHALL BE RELOCATED TO THIS AREA. SEE EXISTING CONDITIONS PLAN FOR APPROX. LOCATIONS OF MEMORIAL ITEMS.
16	150 LF 4' BLACK VINYL COATED CHAINLINK FENCE WITH DOUBLE GATE WITH A MOW STRIP.
17	310 LF 6' BLACK VINYL COATED CHAINLINK FENCE WITH (4) VARIABLE WIDTH DOUBLE GATES.
18	641 LF 4' BLACK VINYL COATED CHAINLINK FENCE WITH (2) DOUBLE GATES WITH MOW STRIP. SEE SHEET C 709 FOR ENLARGED VIEW.
19	EXISTING GALV. CHAINLINK FENCE TO BE REMOVED. REPLACE WITH 110LF - 6' BLACK VINYL COATED CHAINLINK FENCE WITH (3) 3.5'W GATE AS SHOWN. NOTE: LAG POST TO CONCRETE WHERE REQUIRED TO AVOID WATERLINE.
20	FUTURE ELECTRIC VEHICLE CHARGING STATION LOCATIONS.
21	SERVICE AREA GRAVEL 3" NO.57 BLUE STONE. SEE DETAIL SHEET C 606.
22	PROPOSED LOCATION FOR 9 CY RECYCLING DUMPSTER "BY OWNER".
23	ALTERNATE # 8 - 10' WIDE ASPHALT SHARED USE PATH SEE DETAIL SHEET C. 605.
24	1' WIDE BUILDING MOWSTRIP SEE DETAIL SHEET C 606.
25	PROPOSED PAVER SIDEWALK SEE DETAIL SHEET C 605.
26	MD SHA 374.68 COG / COS INLET.
27	PRECAST CONCRETE WHEEL STOPS PER MD SHA 634.04.
28	PROPOSED BOLLARD LOCATIONS SEE DETAIL SHEET C 605.

STRIPING LEGEND

- A 4" DOUBLE SOLID YELLOW PAVEMENT MARKING
- B 24" SINGLE SOLID WHITE THERMO PLASTIC
- C 4" SINGLE SOLID WHITE PAVEMENT MARKING
- D 4" WHITE SOLID PAVEMENT MARKING
- E 4" WHITE DASHED PAVEMENT MARKING
- WHITE THERMO PLASTIC ARROW (TYP.)

PARKING LEGEND

(12) EXISTING PARKING — (12) PROPOSED PARKING

GRAPHIC SCALE

40 0 20 40 80 160
(IN FEET)
1" = 40'

PAVEMENT LEGEND

- HEAVY DUTY PAVEMENT
- HEAVY DUTY CONCRETE
- CONCRETE SIDEWALK
- ASPHALT SIDEWALK
- MILL & RESURFACE

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:	
		DATE:			DATE:	

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

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COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

MECH./ELECTRICAL/PLUMBING
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303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
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443-279-4500

COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

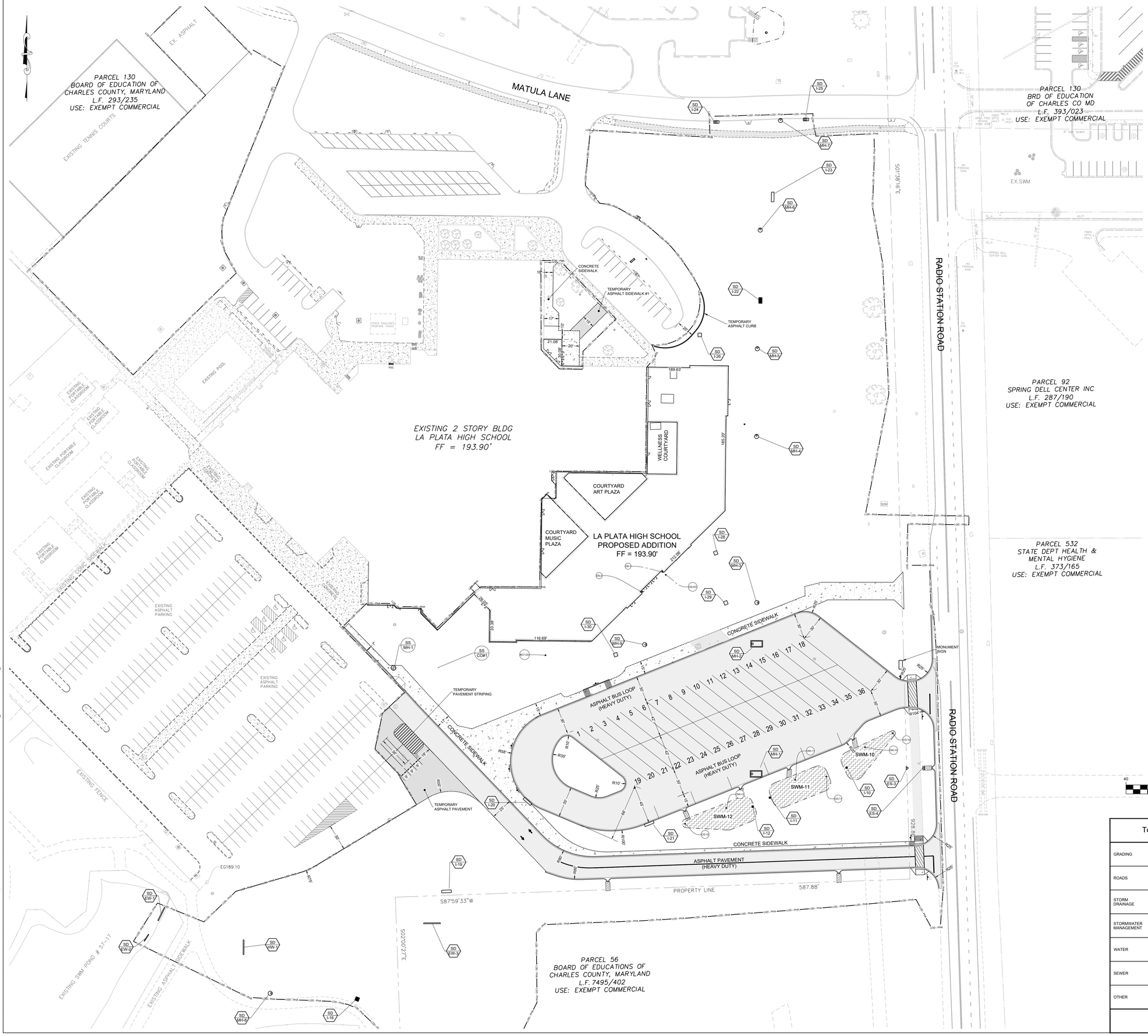
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
OVERALL SITE & LAYOUT PLAN

PROJECT NO: SEI:21015.0000
COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 600

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00 SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/17/2026


PARCEL 130
BOARD OF EDUCATION OF
CHARLES COUNTY, MARYLAND
L.F. 293/235
USE: EXEMPT COMMERCIAL
EXISTING TENNIS COURTS
EX. ASPHALT
MATULA LANE
PARCEL 130
BRD OF EDUCATION
OF CHARLES CO MD
L.F. 393/023
USE: EXEMPT COMMERCIAL
EX.SWM
RADIO STATION ROAD
PARCEL 92
SPRING DELL CENTER INC
L.F. 287/190
USE: EXEMPT COMMERCIAL
PARCEL 532
STATE DEPT HEALTH &
MENTAL HYGIENE
L.F. 373/165
USE: EXEMPT COMMERCIAL
EXISTING 2 STORY BLDG
LA PLATA HIGH SCHOOL
FF = 193.90'
LA PLATA HIGH SCHOOL
PROPOSED ADDITION
FF = 193.90'
COURTYARD
ART PLAZA
COURTYARD
MUSIC
PLAZA
WELLNESS
COURTYARD
CONCRETE
SIDEWALK
TEMPORARY
ASPHALT SIDEWALK #1
TEMPORARY
ASPHALT CURB
EXISTING POOL
EXISTING PORTABLE CLASSROOM
EXISTING ASPHALT PARKING
EXISTING CONCRETE SIDEWALK
EXISTING FENCE
TEMPORARY
PAVEMENT STRIPING
TEMPORARY
ASPHALT PAVEMENT
CONCRETE SIDEWALK
ASPHALT BUS LOOP
(HEAVY DUTY)
ASPHALT PAVEMENT
(HEAVY DUTY)
MONUMENT
SIGN
SWM-10
SWM-11
SWM-12
EXISTING SWM POND # 57-17
EXISTING ASPHALT SIDEWALK
PROPERTY LINE
587.88'
S87°59'33"W
S02°00'27"E
PARCEL 56
BOARD OF EDUCATIONS OF
CHARLES COUNTY, MARYLAND
L.F. 7495/402
USE: EXEMPT COMMERCIAL
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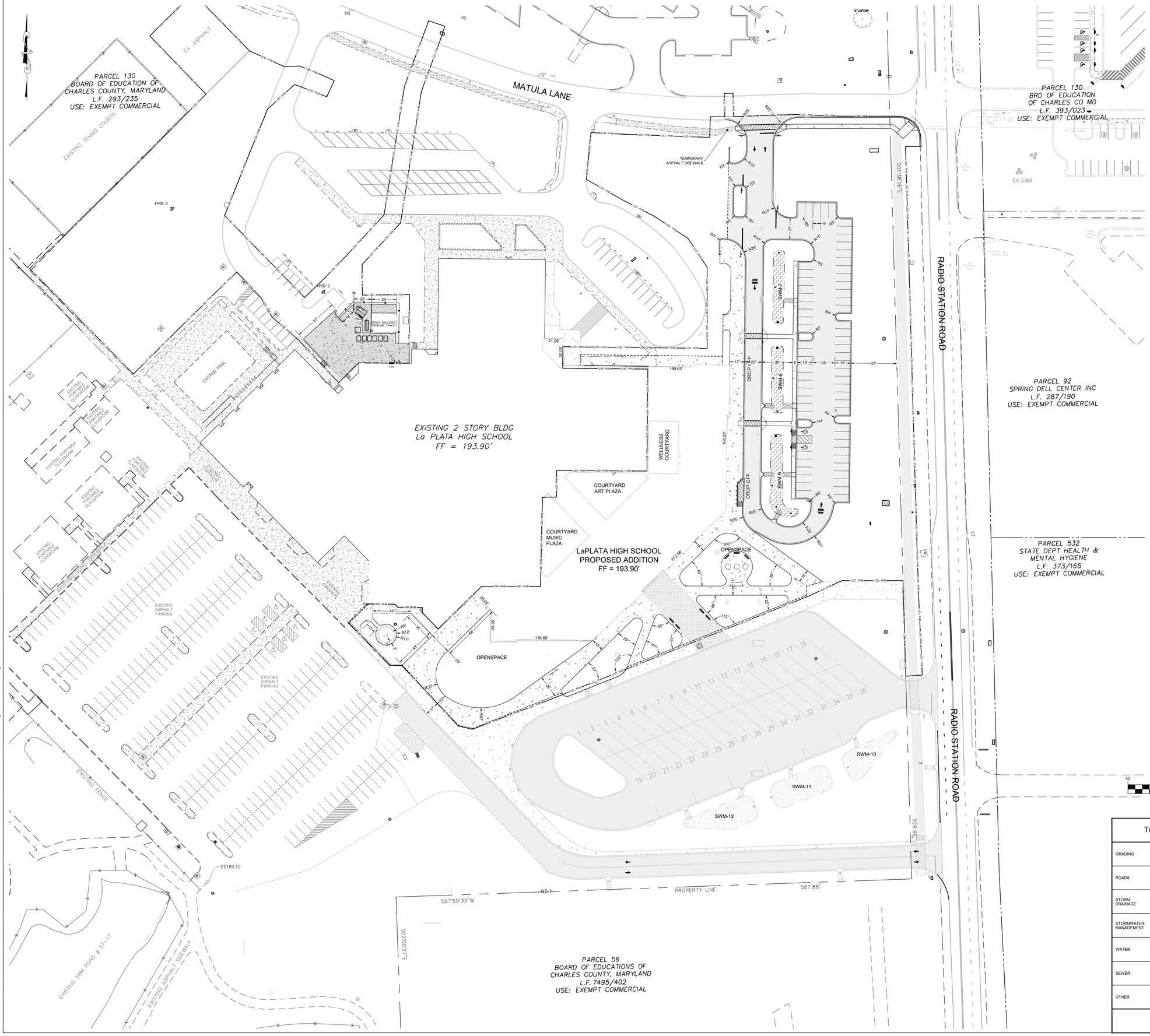

NOTE: SEE OVERALL SITE PLAN SHEET C 600 FOR ADDITIONAL SPECIFICATIONS.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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PROFESSIONAL SEAL:

STATE OF MARYLAND · JOSEPH T. LAMPE · PROFESSIONAL ENGINEER

DLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

DETAILED SITE & LAYOUT PLAN PHASE B

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00

DATE: 03/09/2026

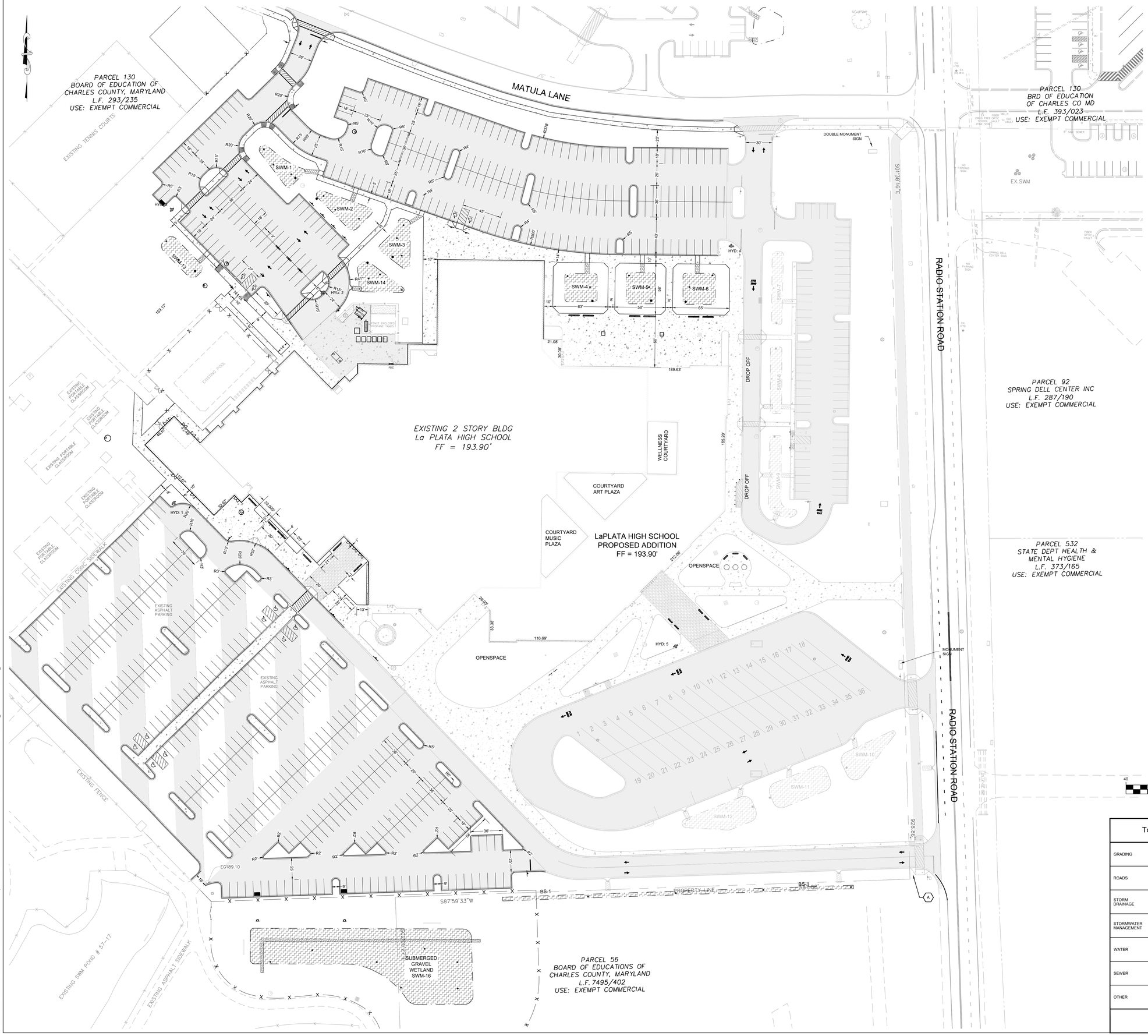
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 602

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026 00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GIS\ SITE DESIGN PHASE02\ SHEET DRAWINGS\CH00026 00_PRODUCTION PHASE B_STEP 2.DWG DATE PLOTTED: 3/9/2026



Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

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RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY
NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

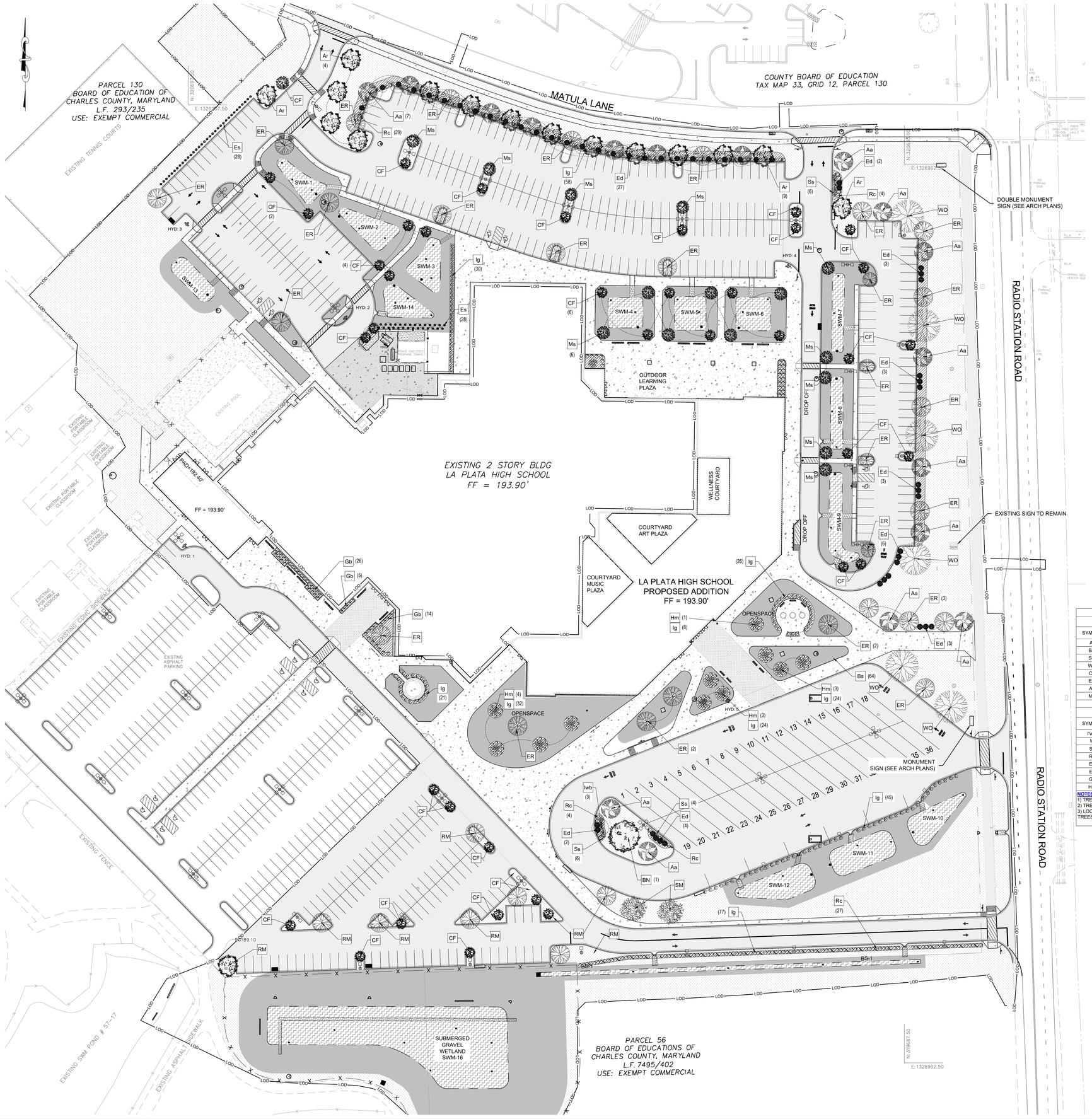
DETAILED SITE & LAYOUT PLAN PHASE C

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:

C 603

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI\ARCHITECTS, LHS ADDITION\ENGINEERING\03-SITE DESIGN PHASE\03-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE C_STEP 2.DWG DATE PLOTTED: 3/9/2026



NOTE: ALL CONTAINER SHRUBS SHALL BE NURSERY GROWN, WELL ESTABLISHED, AND FREE OF GIRDLING ROOTS. ROOT BALLS SHALL BE SCARIFIED AND CIRCLING ROOTS LOOSENED PRIOR TO INSTALLATION.

NOTE: THIS PROJECT WILL COMPLY WITH SECTION 191-41 (LIGHTING STANDARDS) OF THE LA PLATA MUNICIPAL CODE.

LANDSCAPE LEGEND

PROPOSED SOD AREA (93,342 SF)

PROPOSED SEED AREA (148,952 SF)

PROPOSED PLANTING BED (16,543SF)

NOTE: FOR SEEDING SPECIFICATIONS SEE SITE PLAN SHEET C 904.

PARKING LOT LANDSCAPING REQUIREMENTS				PROPOSED PLANT COUNT	
INTERIOR PARKING - PARKING LOT	(1) CLASS A TREE OR (2) CLASS B TREES PER (8) SPACES	374 PARKING SPACES / 8 =	47 CLASS A TREES OR 94 CLASS B TREES	25 CLASS A TREES 96 CLASS B TREES	THIS REQUIRMENT HAS BEEN MET
	MINIMUM PERCENT OF LANDSCAPING REQUIRED	374 REQ PARKING SPACES * 36 SUS PARKING = 81,756 SF TOTAL PARKING AREA	81,756 SF X 10% = 8,176 SF REQUIRED LANDSCAPE AREA	INTERIOR PARKING AREA LANDSCAPING: 16,432 SF PROVIDED	THIS REQUIRMENT HAS BEEN MET

PLANTING SCHEDULE

TREE

SYMBOL	CLASS	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	ROOT PREP
Ar	A	16	Acer rubrum	Red Maple	2.5-inch caliper	AS SHOWN	B&B
BN	A	1	Betula nigra	River Birch	2.5-inch caliper	AS SHOWN	B&B
SM	A	2	Sweetbay Magnolia	Magnolia virginiana	2.5-inch caliper	AS SHOWN	B&B
WO	A	6	White Oak	Quercus alba	2.5-inch caliper	AS SHOWN	B&B
CF	B	39	Cornus florida	Dogwood	8'-10 HT.,1.5-inch caliper	AS SHOWN	B&B
ER	B	37	Cercis canadensis	Eastern Redbud	8'-10 HT.,1.5-inch caliper	AS SHOWN	B&B
Aa	B	17	Amelanchier arborea	Serviceberry	8'-10 HT.,1.5-inch caliper	AS SHOWN	B&B
Ms	B	16	Malus spp.	Crabapple	8'-10 HT.,1.5-inch caliper	AS SHOWN	B&B

SHRUBS

SYMBOL		QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	ROOT PREP
Ilwb'		6	Ilex verticillata	Winterberry	3' HT.	AS SHOWN	B&B
Ig		345	Ilex glabra	Inkberry	3'-4'HT.	AS SHOWN	3 GAL.
Ss		17	Clethra alnifolia	Summersweet	3' HT.	AS SHOWN	B&B
Rc		66	Aronia arbutifolia	Red Chokeberry	3 HT.	AS SHOWN	B&B
Ed		53	Eupatorium dubium	Joe-Pye Weed	1 gal. container	AS SHOWN	CONT.
Es		62	Eragrostis spectabilis	Purple lovegrass	1 gal. container	AS SHOWN	CONT.
Gb		70	Gaylussacia baccata	Black huckleberry	3 gal. container	AS SHOWN	CONT.
Hm		13	Hydrangea macrophylla	Bigleaf hydrangea	5 gal. container	AS SHOWN	CONT.

NOTES:
1) TREE SPECIES MAY BE SUBSTITUTED UPON REQUEST TO AND APPROVAL OF THE TOWN OF LAPLATA.
2) TREES TO BE INSTALLED A MINIMUM OF 5 FEET BEHIND RIGHT-OF-WAY LINE.
3) LOCATION OF TREES MAY BE MODIFIED IN THE FIELD TO ACCOUNT FOR DRIVEWAYS, UTILITIES AND EXISTING TREES AS APPROVED BY PLANNING AND ZONING.

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

CIVIL
COA BARRETT ENGINEERS | ENVIRONMENTAL SURVEYORS | LAND PLANNERS
410.257.2255 | 410.535.3101 | WWW.COABARRETT.COM
COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

STRUCTURAL
COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

MECH./ELECTRICAL/PLUMBING
RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

LANDSCAPING PLAN

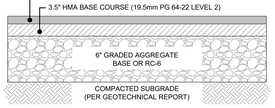
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

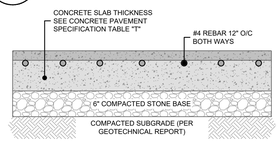
C 604

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02-SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



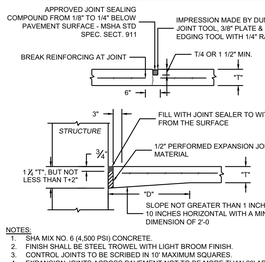
NOTES:
1. FINAL PAVEMENT DESIGN SUBJECT TO GEOTECHNICAL ENGINEER ON-SITE TESTING AND RECOMMENDATIONS BASED ON SUBGRADE CONDITIONS DESIGN PAVEMENT SECTION BASED ON SUBGRADE CRB > 9.
2. 1.5" HMA INTERMEDIATE SUPERPAVE 9.5mm AND 1.5 HMA SURFACE SUPERPAVE 9.5mm.

PS-A SITE — HEAVY DUTY ASPHALT
PAVEMENT SECTION: NTS



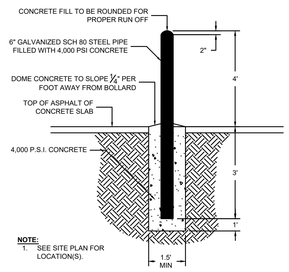
PS-C SITE — HEAVY DUTY CONCRETE
PAVEMENT SECTION: NTS

CONCRETE THICKNESS "T"	REINFORCEMENT ASTM A-185-73 FY = 65,000 PSI	USE
0'-8"	#4 REBAR 12"O/C BOTH WAYS	CONCRETE PAVEMENT



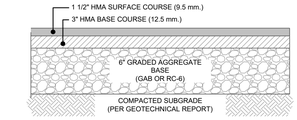
NOTES:
1. SHA MIX NO. 6 (4,500 PSI) CONCRETE.
2. FINISH SHALL BE STEEL TROWEL WITH LIGHT BROOM FINISH.
3. CONTROL JOINTS TO BE SCRIBED IN 10' MAXIMUM SQUARES.
4. EXPANSION JOINTS ACROSS PAVEMENT NOT TO BE MORE THAN 20' APART.
5. ½" PREFORMED BITUMINOUS EXPANSION MATERIAL TO BE KEPT ¼" BELOW SURFACE OF PAVEMENT AND FILLED WITH SEALANT.
6. WELD WIRE FABRIC SHALL BE FLAT SHEETS ONLY (ROLLED FABRIC IS NOT PERMITTED) AND SHALL BE PLACED ON CHAIRS. CHAIRS SHALL BE SELECTED TO LEVEL FABRIC ± 1/4 INCH OF THE HALF THICKNESS OF THE PAVEMENT. SPACE CHAIRS WITHIN 12 INCHES OF THE PAVEMENT EDGES AND 48 INCHES O.C. THROUGHOUT THE PAVEMENT
7. ISOLATION JOINTS SHALL BE CONSTRUCTED AROUND ALL STRUCTURES INCLUDING WALLS FOUNDATIONS, MANHOLES, CATCH BASINS TRENCH DRAINS OR OTHER PROTRUSIONS THROUGH THE CONCRETE PAVEMENT

PS-C2 SITE — HEAVY DUTY CONCRETE
PAVEMENT SPECIFICATION: NTS

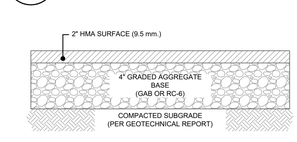


NOTE:
1. SEE SITE PLAN FOR LOCATION(S).

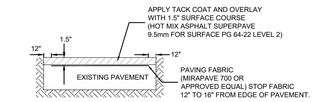
B-A SITE — BOLLARD DETAIL
NTS



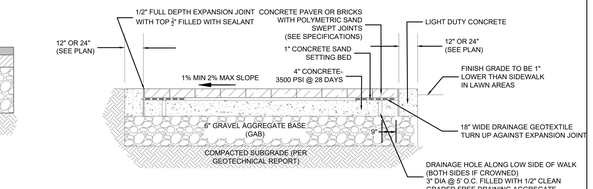
PS-B SITE — TEMPORARY ASPHALT PAVEMENT
PAVEMENT SECTION: NTS



PS-B2 SITE — TEMPORARY ASPHALT SIDEWALK
PAVEMENT SECTION: NTS

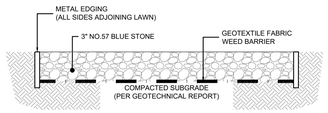


PS-B SITE — MILL & RESURFACE SECTION
PAVEMENT SECTION: NTS

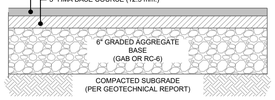


NOTES
1. CONCRETE UNIT PAVERS 2-1/2" THICK, 24" WIDE AND 24", 36, 48" LONG; ENGLISH BOND PATTERN.
2. BASIS OF DESIGN
   2.1. MANUFACTURER: HANOVER ARCHITECTURAL PRODUCTS
   2.2. MODEL: PREST PAVERS ON GRADE
   2.3. COLOR: MATRIX #1428 AND MATRIX 2127, TUDOR #13 FINISH

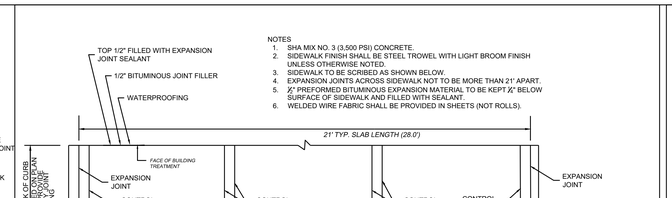
PS-E SITE — PAVER SIDEWALK
PAVEMENT SECTION: NTS



PS-E3 SITE — SERVICE AREA GRAVEL DETAIL
PAVEMENT SECTION: NTS

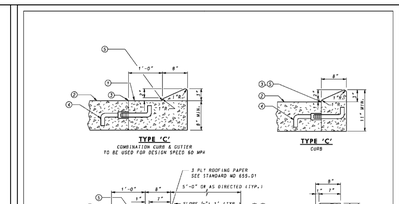


PS-E4 SITE — SHARED USE PATH
PAVEMENT SECTION: NTS



NOTES
1. SHA MIX NO. 3 (3,500 PSI) CONCRETE.
2. SIDEWALK FINISH SHALL BE STEEL TROWEL WITH LIGHT BROOM FINISH UNLESS OTHERWISE NOTED.
3. SIDEWALK TO BE SCRIBED AS SHOWN BELOW.
4. EXPANSION JOINTS ACROSS SIDEWALK NOT TO BE MORE THAN 21' APART.
5. ½" PREFORMED BITUMINOUS EXPANSION MATERIAL TO BE KEPT ¼" BELOW SURFACE OF SIDEWALK AND FILLED WITH SEALANT.
6. WELDED WIRE FABRIC SHALL BE PROVIDED IN SHEETS (NOT ROLLS).

PS SITE — CONCRETE SIDEWALK DETAIL
PAVEMENT SECTION: NTS

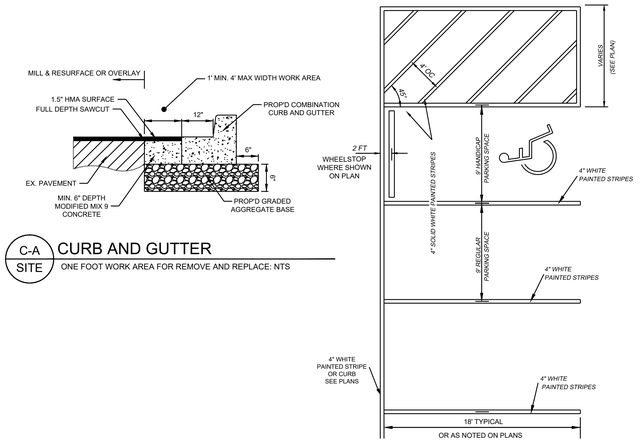


1. SLOPE GUTTER PAN ½" PER FOOT TOWARD FLOW LINE ON ALL ROADWAYS INCLUDING SUPERELEVATED SECTIONS, EXCEPT INTERCHANGE RAMPS.
2. ROADWAY PAVEMENT SLOPE.
3. ROADWAY PAVEMENT CONSTRUCTION JOINT.
4. PROVIDE LONGITUDINAL TIE DEVICE "J" BAR MODIFIED, REFER TO STANDARD MD MD 573.01.
5. FLOW LINE.

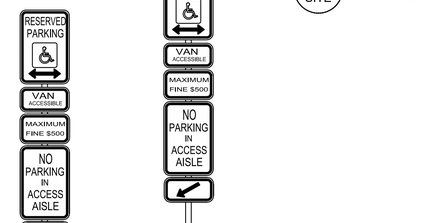
NOTES
A. RIGID PAVEMENT ROADWAY ADJACENT TO COMBINATION CURB AND GUTTER AND CLOSED SECTION ROADWAY USING RIGID PAVEMENT SHALL BE CONSTRUCTED AS INDICATED. THE DEVICES ARE NOT REQUIRED WHEN USING FLEXIBLE PAVEMENT FOR ROADWAY. THE DEVICES SHALL BE AS SHOWN ON STANDARD MD 573.01 FOR METHOD OF CONSTRUCTION AND DETAILS. THE DEVICES SHALL BE AS SHOWN ON STANDARD MD 573.02 FOR METHOD OF CONSTRUCTION AND DETAILS. THE DEVICES SHALL BE CONSTRUCTED AS INDICATED. THE DEVICES ARE NOT REQUIRED WHEN USING FLEXIBLE PAVEMENT FOR ROADWAY.
B. MAXIMUM JOINT SPACING FOR CONCRETE CURB AND COMBINATION CURB & GUTTER IS 10', SEE SPECIFICATION FOR LOCATIONS AND DESCRIPTION OF TREATMENT FOR THE TYPES OF JOINTS USED.
C. TYPE C OR D COMBINATION CURB AND GUTTER SHALL BE USED FOR ALL APPLICABLE NEW CONSTRUCTION AND IN THOSE AREAS WHERE THE COMBINATION CURB AND GUTTER IS TO BE REPLACED IN KIND.
D. TYPE C OR D CURB SHALL BE USED FOR THE REPLACEMENT OF LIKE KIND OF CURB ONLY. NOT TO BE USED FOR NEW CONSTRUCTION EXCEPT WHERE INDICATED ON APPROPRIATE INLET STANDARDS.

SPECIFICATION: 602	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
APPROVED: DIRECTOR, OFFICE OF ENGINEERING AND CONSTRUCTION		STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SHA STANDARDS AND SPECIFICATIONS	APPROVAL • SHA MEMBERS: APPROVAL 1-16-04; REVISED	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED	STANDARD TYPES C AND D CONCRETE CURB AND COMBINATION CONCRETE CURB & GUTTER
			STANDARD NO. MD 620.02-01

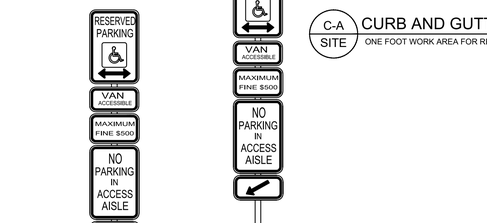
PS SITE — CONCRETE SIDEWALK DETAIL
PAVEMENT SECTION: NTS



C-A SITE — CURB AND GUTTER
ONE FOOT WORK AREA FOR REMOVE AND REPLACE: NTS



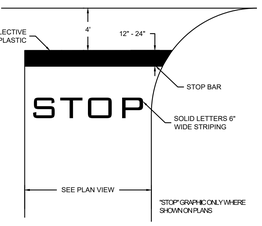
PS-A SITE — ADA PARKING SPACE WITH RAMPED ACCESS
PAVEMENT SPECIFICS: NOT TO SCALE



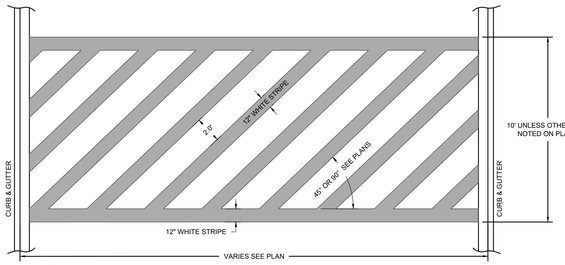
PS-B SITE — ADA PARKING SPACE WITH FLUSH ACCESS
PAVEMENT SPECIFICS: NOT TO SCALE

NOTE:
CONTRACTOR SHALL MAINTAIN A MAXIMUM CROSS SLOPE OF 2% AT ALL CROSSWALK LOCATIONS REGARDLESS OF PAVING MATERIAL USED.

D-A SITE — STOP LINE GRAPHIC DETAIL
NTS

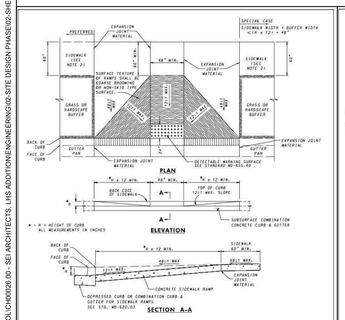


PS-C SITE — ADA STRIPING
PARKING STRIPING SPECIFICATIONS: NTS



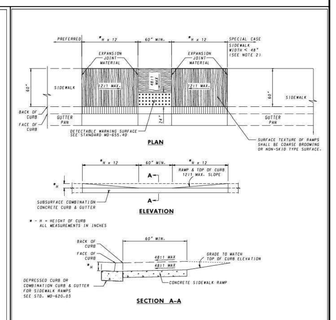
NOTES
1. ALL CROSSWALK MARKINGS SHALL BE WHITE PREFORMED THERMOPLASTIC UNLESS OTHERWISE SPECIFIED.
2. CROSSWALK SHOULD BE CENTERED ON ADA SIDEWALK RAMPS WHERE POSSIBLE.
3. SPACING SHOULD BE BETWEEN 1.25 AND 1.5 TIMES THE WIDTH OF THE PAVEMENT MARKING LINES.
4. CROSSWALK MARKINGS SHOULD BE INSTALLED PARALLEL TO TRAFFIC.
5. MARKINGS SHOULD BE EVENLY SPACED ALONG THE CROSSWALK AND PLACED TO AVOID WHEEL PATH WHERE POSSIBLE.

CW-A SITE — CROSSWALK DETAIL
NTS



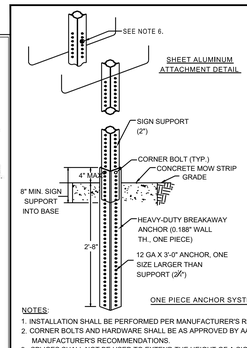
NOTES
1. TO BE USED ON WIDE SIDEWALKS OR SIDEWALKS WITH SIGNIFICANT SEPARATION FROM THE ROADWAY WHERE THE GEOMETRY SPECIFIED IN THE DETAILS ABOVE CAN BE SATISFIED. MAY BE MODIFIED TO SUIT A PARTICULAR LOCATION.
2. WHERE 48" SIDEWALK CAN NOT BE PROVIDED, A DESIGN WAIVER MUST BE REQUESTED.
3. NO TRANSVERSABLE SLOPE ON THE RAMP OR SIDEWALK SHALL EXCEED 1V:4H IN THE DIRECTION OF PEDESTRIAN TRAVEL. OR 48:1 WHERE THE RAMP CROSSES ACCESS GRADE 2% MAXIMUM.
4. EXPANSION JOINT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH STD. MD-655.01.
5. SIDEWALK RAMPS TO BE SHOWN ON PLANS SCRIBED LOCALLY AND REFERENCED WITH THE CENTER OF THE RAMP ALIGNED TO A STATION ON THE CONSTRUCTION CENTERLINE. RAMPLETS DETAILS SHALL BE SHOWN WHERE PROPOSED RAMP VARIES FROM STANDARD CASES.
6. TRANSITION PANELS TO TIE INTO EXISTING SIDEWALK MUST BE A MINIMUM OF 5' IN LENGTH.

SPECIFICATION: 653 & 611	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
APPROVED: DIRECTOR, OFFICE OF ENGINEERING AND CONSTRUCTION		STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SHA STANDARDS AND SPECIFICATIONS	APPROVAL • SHA MEMBERS: APPROVAL 1-16-04; REVISED	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED	SIDEWALK RAMPS PERPENDICULAR
			STANDARD NO. MD 655.11



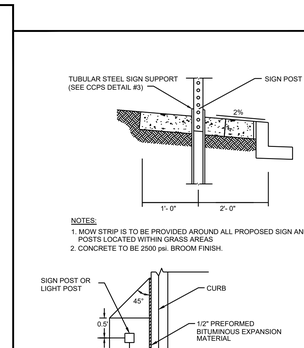
NOTES
1. TO BE USED WHERE SIDEWALK IS ADJACENT TO THE CURB. THIS STANDARD MAY BE MODIFIED TO SUIT A PARTICULAR LOCATION.
2. WHERE 60" SIDEWALK CAN NOT BE PROVIDED, A DESIGN WAIVER MUST BE REQUESTED.
3. NO TRANSVERSABLE SLOPE ON THE RAMP OR SIDEWALK SHALL EXCEED 1V:4H IN THE DIRECTION OF PEDESTRIAN TRAVEL. OR 48:1 WHERE THE RAMP CROSSES ACCESS GRADE 2% MAXIMUM.
4. EXPANSION JOINT MATERIAL SHALL BE INSTALLED IN ACCORDANCE WITH STD. MD-655.01.
5. SIDEWALK RAMPS TO BE SHOWN ON PLANS SCRIBED LOCALLY AND REFERENCED WITH THE CENTER OF THE RAMP ALIGNED TO A STATION ON THE CONSTRUCTION CENTERLINE. RAMPLETS DETAILS SHALL BE SHOWN WHERE PROPOSED RAMP VARIES FROM STANDARD CASES.
6. TRANSITION PANELS TO TIE INTO EXISTING SIDEWALK MUST BE A MINIMUM OF 5' IN LENGTH

SPECIFICATION: 653 & 611	CATEGORY CODE ITEMS	Maryland Department of Transportation STATE HIGHWAY ADMINISTRATION
APPROVED: DIRECTOR, OFFICE OF ENGINEERING AND CONSTRUCTION		STANDARDS FOR HIGHWAYS AND INCIDENTAL STRUCTURES
SHA STANDARDS AND SPECIFICATIONS	APPROVAL • SHA MEMBERS: APPROVAL 1-16-04; REVISED	APPROVAL • FEDERAL HIGHWAY ADMINISTRATION: APPROVAL 3-31-04; REVISED	SIDEWALK RAMPS PARALLEL
			STANDARD NO. MD 655.12



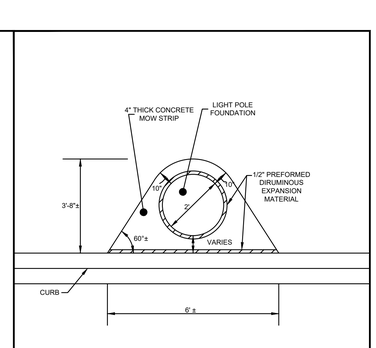
NOTES:
1. INSTALLATION SHALL BE PERFORMED PER MANUFACTURER'S RECOMMENDATIONS.
2. CORNER BOLTS AND HARDWARE SHALL BE AS APPROVED BY AASHTO AND PER MANUFACTURER'S RECOMMENDATIONS.
3. SPLICES SHALL NOT BE USED TO EXTEND THE HEIGHT OF A SIGN POST.
4. ONLY 2" SIGN SUPPORTS SHALL BE USED. SIGN POSTS GREATER THAN OR LESS THAN 2" ARE NOT PERMITTED.
5. FOR SHEET ALUMINUM ATTACHMENT, ALL BOLTS SHALL BE ⅜" F593 (18-8 TYPE 303-304) STAINLESS STEEL OR ANODIZED ALUMINUM HEX HEAD BOLT WITH WASHERS AND NUTS SPACED AT 12" MAXIMUM.
6. ALL STEEL COMPONENTS AND HARDWARE TO BE HOT DIPPED GALVANIZED

SIGN1 SITE — TUBULAR STEEL SIGN SUPPORTS
SIGN SPECIFICS: NOT TO SCALE (CCPS DETAIL #3)



NOTES:
1. MOW STRIP IS TO BE PROVIDED AROUND ALL PROPOSED SIGN AND POSTS LOCATED WITHIN GRASS AREAS
2. CONCRETE TO BE 2500 psi. BROOM FINISH.

SIGN2 SITE — MOWSTRIP DETAIL AT SIGN POST
SIGN SPECIFICS: NOT TO SCALE (CCPS DETAIL #1)



NOTES:
1. MOW STRIP IS TO BE PROVIDED AROUND ALL PROPOSED SIGN AND POSTS LOCATED WITHIN GRASS AREAS
2. CONCRETE TO BE 2500 psi. BROOM FINISH.

SIGN2 SITE — MOWSTRIP DETAIL AT LIGHT POST
SIGN SPECIFICS: NOT TO SCALE (CCPS DETAIL #2)

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:		DATE:	

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

CIVIL
COA BARRETT ENGINEERS | ENVIRONMENTAL SURVEYORS | LAND PLANNERS
410.257.2202 | 410.535.3101 | WWW.COABARRETT.COM

COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

STRUCTURAL
COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

MECH./ELECTRICAL/PLUMBING
RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

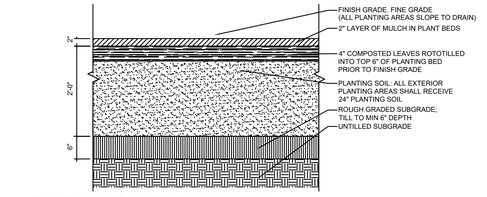
LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
SITE & LAYOUT DETAILS

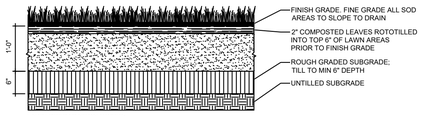
PROJECT NO: SEI:21015.0000 COA# : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH
SHEET NO:
C 605

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\02D-SITE DESIGN (PHASE02)\SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS_SITE\P 2.DWG DATE PLOTTED: 3/9/2026



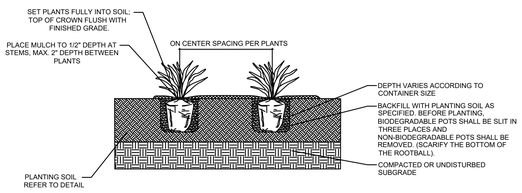
PLANTING BED AND SOD AREA PREPARATION NOTES:
1. ROTOTILL SUBGRADE TO A DEPTH OF 6 INCHES PRIOR TO PLACEMENT OF TOPSOIL AND ORGANIC MATERIALS.
2. PLACE PLANTING SOIL ON TOP OF TILLED SUBGRADE IN 6" LIFTS TO DEPTH REQUIRED.
3. COMPACT EACH LIFT PER SPECIFICATIONS.
4. FINE GRADE FINISHED PLANTING BED AREA PRIOR TO MULCHING.
5. PLANT AS PER DETAILS AND SPECIFICATIONS
6. FERTILIZE AS REQUIRED. SEE SPECIFICATIONS.
7. PROTECT PREPARED PLANTING BEDS AND SODDED AREAS FROM SUBSEQUENT CONSTRUCTION ACTIVITY.
8. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

1 PLANTING BED PREPARATION DETAIL
SECTION

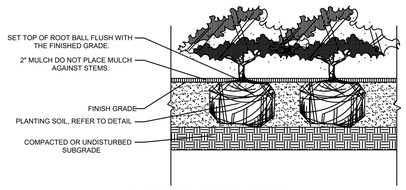


LAWN PREPARATION NOTES:
1. TILL SUBGRADE TO A DEPTH OF 6 INCHES PRIOR TO PLACEMENT OF TOPSOIL.
2. PLACE PLANTING SOIL ON TOP OF TILLED SUBGRADE IN 6" LIFTS TO DEPTH REQUIRED.
3. COMPACT EACH LIFT PER SPECIFICATIONS.
4. FINE GRADE SOD AREA.
5. FERTILIZE AS REQUIRED BY SOILTEST. REFER TO SPECIFICATIONS.
6. PROTECT AREAS FROM SUBSEQUENT CONSTRUCTION ACTIVITY AFTER PLACING SOD.
7. ALL DISTURBED AREAS NOT SPECIFIED AS MULCHED PLANTING BEDS OR SOD SHALL BE SEEDED.
8. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION.

2 LAWN DETAIL - SOD (TYP.)
SECTION

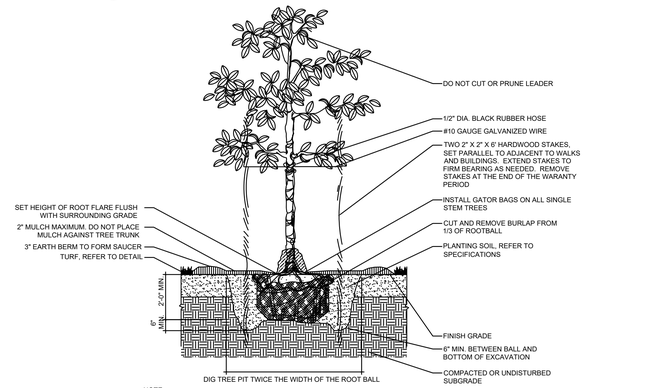


3 PERENNIAL PLANTING DETAIL
SECTION



NOTES:
1. FOR CONTAINER SHRUBS, COMPLETELY REMOVE ALL OF NON-BIODEGRADABLE CONTAINER AND SCARIFY ROOTBALL.
2. FOR B&B, CUT AND REMOVE BURLAP FROM TOP 1/3 OF ROOTBALL.
3. 1/2" MIN. DEPTH OF PLANTING SOIL FOR GROUNDCOVER BEDS.
4. SHRUBS IN PLANTING BEDS SHOULD BE CONTINUALLY MULCHED WITHIN A BED WITH CLEAN SPADED EDGE.
5. PLANT SHRUB IN CONTINUOUS PLANTING BEDS PER PLANTING PLAN.

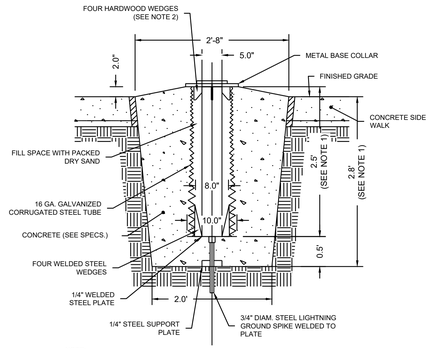
4 SHRUB PLANTING DETAIL
SECTION



NOTE:
1. REMOVE ANY BROKEN OR DAMAGED BRANCHES WITH CLEAN CUTS.
2. ALL TREES GREATER THAN 3" CALIPER SHOULD BE GUYED, RATHER THAN STAKED.
3. IF TREE COMES IN A BASKET, CUT TOP TWO ROWS OF WIRE IN FOUR PLACES AND FOLD DOWN INTO HOLE. CUT BURLAP AWAY FROM THE TRUNK AND FOLD DOWN INTO HOLE AFTER LOCATION AND DEPTH HAVE BEEN APPROVED BY THE LANDSCAPE ARCHITECT.

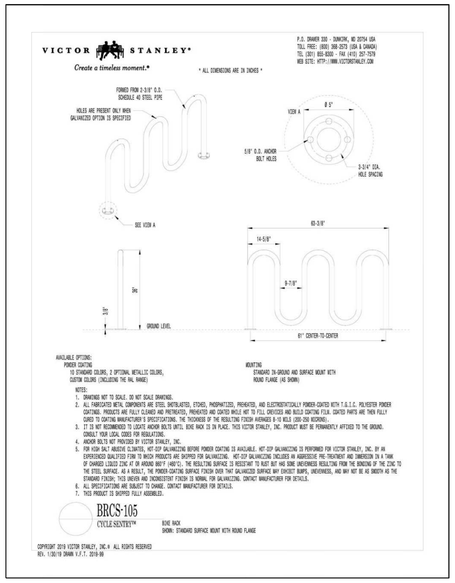
5 TREE PLANTING DETAIL
SECTION

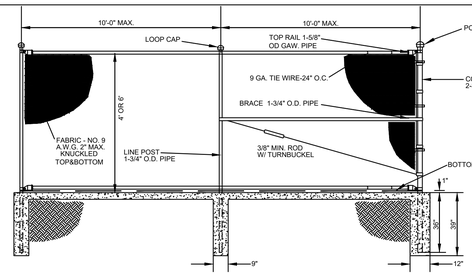
PLANTING NOTES:
1. ALL PLANT MATERIAL SHALL CONFORM TO THE SIZES GIVEN IN THE PLANT LIST AND SHALL BE NURSERY GROWN IN ACCORDANCE WITH THE "AMERICAN STANDARDS FOR NURSERY STOCK, ANSI Z60.1-2004" LATEST EDITION PREPARED BY THE AMERICAN ASSOCIATION OF NURSERYMEN, 230 SOUTHERN BUILDING, WASHINGTON, DC, 20005.
2. CONTRACTOR MUST VERIFY THE CORRECT LOCATION OF ANY EXISTING UTILITIES WHICH ARE UNDERGROUND, PRIOR TO PLANT INSTALLATION. THE CONTRACTOR SHALL CALL MISS UTILITY (1-800-257-7777) A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. CONTRACTOR IS RESPONSIBLE FOR OBTAINING ALL PERMITS AND REQUIREMENTS FOR CONSTRUCTION. DEPENDING ON UTILITY LOCATIONS HAND DIGGING MAY BE REQUIRED FOR PLANT INSTALLATION.
3. ALL PLANT BEDS SHALL BE MULCHED WITH A MINIMUM OF 2" AND A MAXIMUM OF 3" LAYER OF MULCH WITHIN TWO DAYS AFTER PLANTING. THIS SHALL BE SHREDDED HARDWOOD BARK, AND SHALL COVER ENTIRELY THE PLANTING BED. MULCH SHALL BE MAINTAINED THROUGH INITIAL ACCEPTANCE.
4. ALL PLANTS SHALL BE GUARANTEED TO REMAIN ALIVE AND HEALTHY FOR A PERIOD OF ONE FULL YEARS AFTER INITIAL ACCEPTANCE. ANY REPLACEMENT PLANTS, REQUIREMENTS, ETC. AND METHOD OF PLACING SHALL COMPLY WITH THE REQUIREMENTS SPECIFIED HEREIN AND ON THE DRAWINGS.
5. PLANT MATERIAL AVAILABILITY MAY VARY AT THE TIME OF CONSTRUCTION. ANY SUBSTITUTIONS ARE TO BE OF EQUIVALENT TYPE AND SIZE (OR LARGER), AND MUST BE SUBMITTED IN WRITING TO AND APPROVED BY LANDSCAPE ARCHITECT BEFORE INSTALLATION.
6. WHERE THE CONDITION EXISTS THAT BALLED AND BURLAPPED TREES ARE DELIVERED IN WIRE BASKETS, THE WIRE BASKETS SHALL BE CUT DOWN THE SIDE OF EACH MESH AND PEELED AWAY FROM THE ROOTBALL OR REMOVED IN ENTIRETY. NO PORTION OF THE WIRE BASKET SHALL REMAIN INTACT AROUND THE SIDES OF THE ROOTBALL OR EXTEND ABOVE FINISHED GRADE.
7. ANY DAMAGE TO THE EXISTING UTILITIES, BUILDINGS, PAVING, CURB, WALLS, AND VEGETATION (NOT SO DESIGNATED FOR REMOVAL ON THESE PLANS) SHALL BE REPAIRED TO PREVIOUS CONDITION OR REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
8. TREE STAKES SHALL BE REMOVED AFTER ONE FULL YEAR.
9. FILL PLANTER A MINIMUM OF 2 WEEKS PRIOR TO PLANTING TO ALLOW FOR SOIL SETTLEMENT. ADJUST SOIL LEVEL TO SPECIFIED DEPTHS PRIOR TO PLANTING.



NOTE:
1. CONFIRM DEPTH WITH MANUFACTURER BASED ON ACTUAL SELECTED FLAG POLE.
2. HOLD HARDWOOD WEDGES DOWN 2" AND FILL TOP 2" WITH ELASTOMERIC SEALANT FLUSH WITH TOP OF CONCRETE.

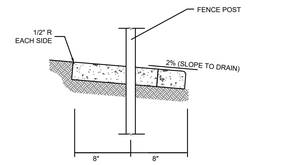
FLAGPOLE FOUNDATION DETAIL
NTS





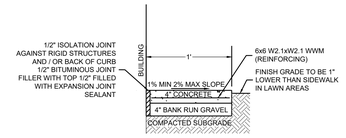
NOTES:
1.) ALL WIRE FABRIC AND FENCE HARDWARE SHALL BE PVC COATED (COLOR BLACK).

CHAIN LINK FENCE DETAILS



NOTES:
1. MOW STRIP IS TO BE PROVIDED ALONG ALL PROPOSED FENCES.
2. CONCRETE TO BE 2500 psi. BROOM FINISH.
3. EXPANSION JOINTS SHALL BE SPACED A MAX. OF 20.0' ON CENTER UNLESS OTHERWISE NOTED.
4. CONTROL JOINTS SHALL BE SPACED A MAX. OF 5.0' ON CENTER UNLESS OTHERWISE NOTED.

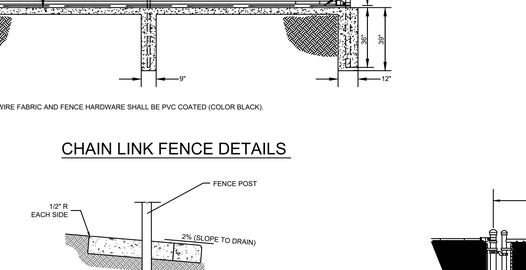
FENCE MOW STRIP DETAIL
NTS



SECTION

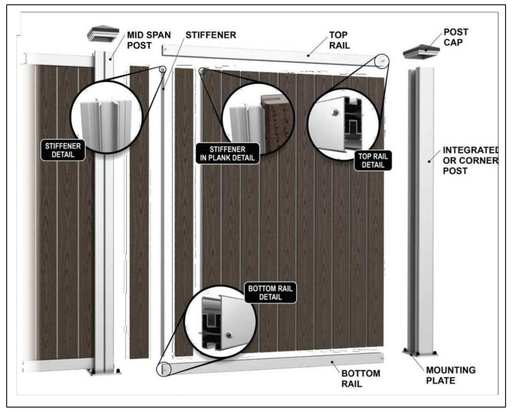
NOTES:
1. CONCRETE TO BE 2500 psi. BROOM FINISH.
2. EXPANSION JOINTS SHALL BE SPACED A MAX. OF 20.0' ON CENTER UNLESS OTHERWISE NOTED.

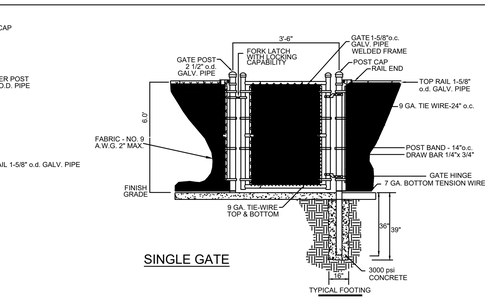
BUILDING MOW STRIP DETAIL
NTS



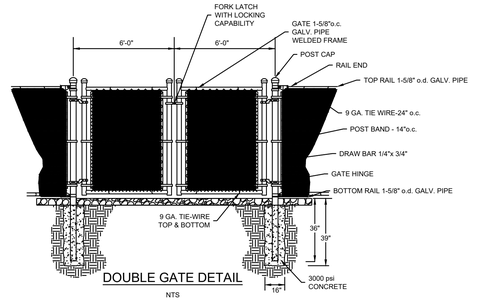
NOTES:
1. MOUNT BENCH MIN. 6" FROM BACK OF CONCRETE PAD.

BENCH ON CONCRETE PAD DETAIL
SECTION





SINGLE GATE



DOUBLE GATE DETAIL
NTS

F-A SITE

DECORATIVE FENCE
NTS

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
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9211 CORPORATE BLVD, SUITE 340
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KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

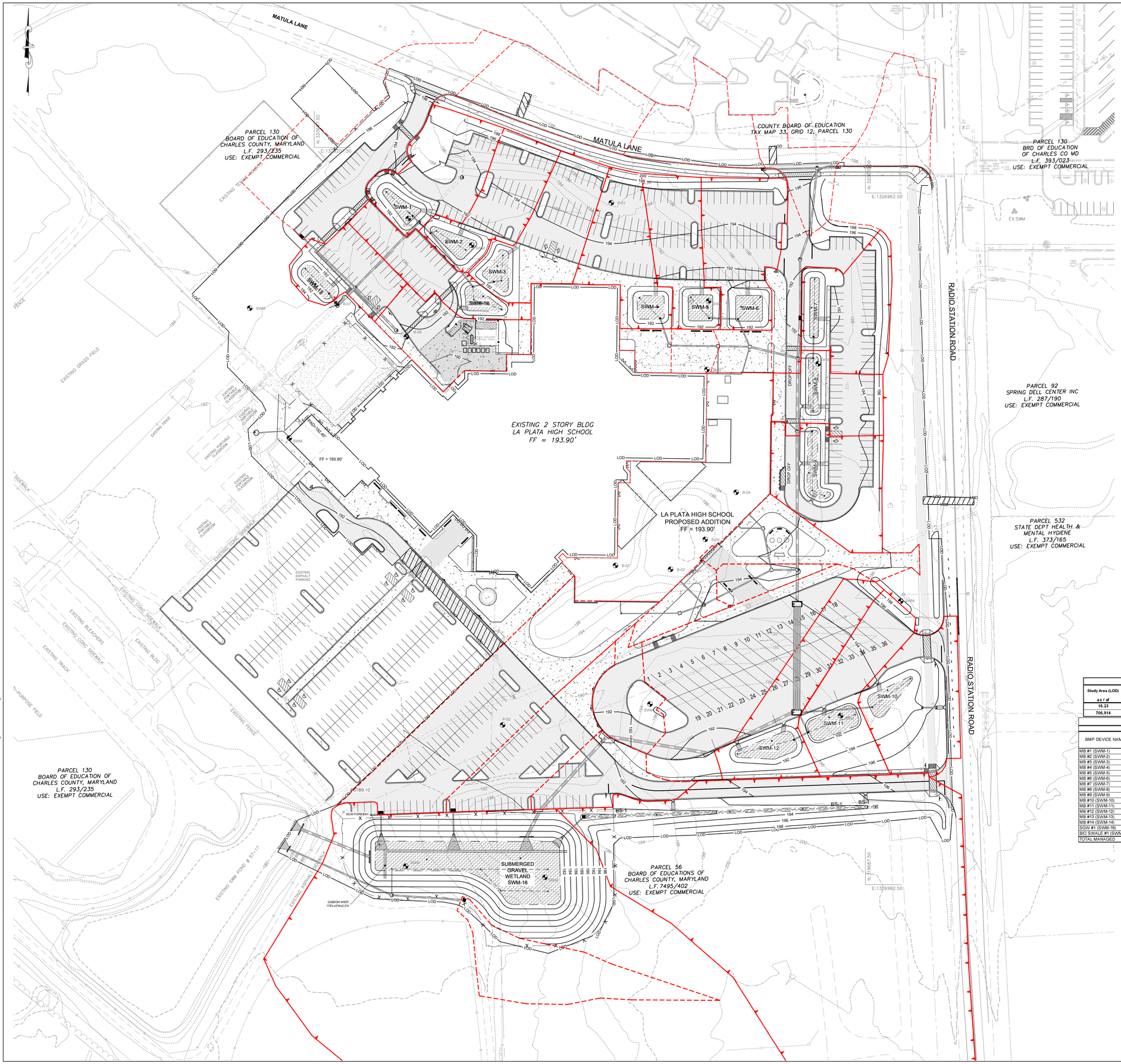
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
SITE & LANDSCAPING DETAILS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 606

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00\ - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\05 SITE DESIGN PHASE\05 SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS_STEP 2.DWG DATE PLOTTED: 3/6/2026



NOTE: EXCLUDED FROM THE STORM WATER MANAGEMENT STUDY AREAS LIMITED TO UTILITY INSTALLATIONS AND REPLACEMENT OF SITE IMPROVEMENTS IN-KIND (RECONSTRUCTION) WHICH ARE EXEMPT FROM SWM REQUIREMENTS.

STORMWATER MANAGMENT LEGEND

- PROP. SWM FACILTY
- C-DRAIN-SWM
- C-DRAIN-STRM

GRAPHIC SCALE

40 0 20 40 80 160

(IN FEET)
1" = 40'

Stormwater Management Summary Table

Study Area (LOD)	Existing Impervious	Proposed Impervious	I % Impervious	Rv	Qe	Target Pe	ESDv REQ	WQv REQ	Rev REQ	Target Cpv RCN	Qp/Qf
ac / sf	ac / sf	s.f.					ac-ft / cf	ac-ft / cf	ac-ft / cf		ac-ft / cf
16.23	4.61	6.99					1.36	0.74	0.13		N/A
706,914	200,841	391,738	55.4%	0.55	1.01	1.83	59,215	32,326	5,483	64	N/A

SWM BMP SUMMARY

BMP DEVICE NAME	BMP TYPE	SITE INFORMATION: DRAINAGE AREA (sf)	Impervious Area (sf)	Rv	Target Pe	Target ESDv (cf)	VOLUMES PROVIDED: Surface Area (sf)	Pe Credit	Rv	ESDv (cf)	Rev (cf)	MAX ESDv (cf)
MB #1 (SWM-1)	M-6	18,762	8,044	0.436	1.83	1,248	1,017	2.62	0.436	1,784	203	1,840
MB #2 (SWM-2)	M-6	15,932	10,028	0.616	1.83	1,499	1,351	2.70	0.616	2,210	270	2,210
MB #3 (SWM-3)	M-6	18,701	13,313	0.691	1.83	1,972	1,289	2.03	0.691	2,182	258	2,906
MB #4 (SWM-4)	M-6	16,764	11,944	0.691	1.83	1,769	1,169	2.01	0.691	1,945	234	2,607
MB #5 (SWM-5)	M-6	14,855	9,632	0.634	1.83	1,437	1,181	2.50	0.634	1,962	236	2,118
MB #6 (SWM-6)	M-6	20,203	14,736	0.706	1.83	2,179	1,293	1.79	0.706	2,129	259	3,211
MB #7 (SWM-7)	M-6	17,940	9,577	0.530	1.83	1,453	1,017	2.38	0.530	1,884	203	2,141
MB #8 (SWM-8)	M-6	13,161	8,622	0.640	1.83	1,285	950	2.59	0.640	1,817	198	1,894
MB #9 (SWM-9)	M-6	21,260	11,041	0.517	1.83	1,679	1,406	2.70	0.517	2,475	281	2,475
MB #10 (SWM-10)	M-6	21,347	6,151	0.309	1.83	1,008	1,492	2.70	0.309	1,486	298	1,486
MB #11 (SWM-11)	M-6	19,327	8,952	0.467	1.83	1,377	2,014	2.70	0.467	2,030	403	2,030
MB #12 (SWM-12)	M-6	20,987	12,369	0.580	1.83	1,860	1,971	2.38	0.580	2,414	394	2,741
MB #13 (SWM-13)	M-6	11,750	8,139	0.673	1.83	1,208	1,727	2.70	0.673	1,780	345	1,780
MB #14 (SWM-14)	M-6	12,870	9,231	0.696	1.83	1,366	1,699	2.70	0.696	2,014	340	2,014
SGW #1 (SWM-16)	M-2	1,038,801	406,004	0.402	1.83	63,709	14,471	0.95	0.402	32,878	2,894	93,902
BIO SWALE #1 (SWM-17)	M-8	185,747	35,292	0.221	1.83	6,266	2,100	0.80	0.221	2,730	420	9,236
TOTAL MANAGED		1,282,660	583,075							63,725		

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
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ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. MARTIN — 21677 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

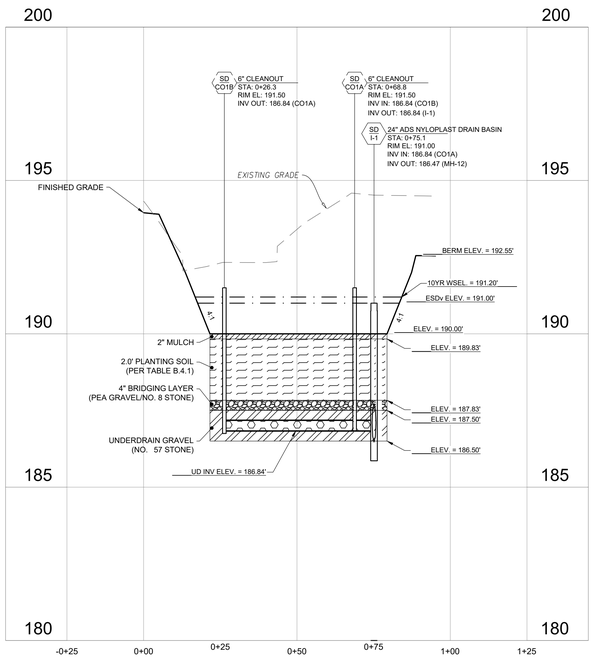
STORMWATER MANAGEMENT PLAN

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

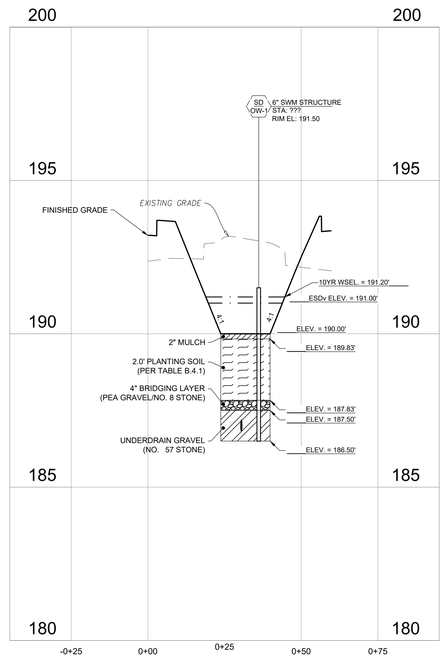
SHEET NO:

C 700

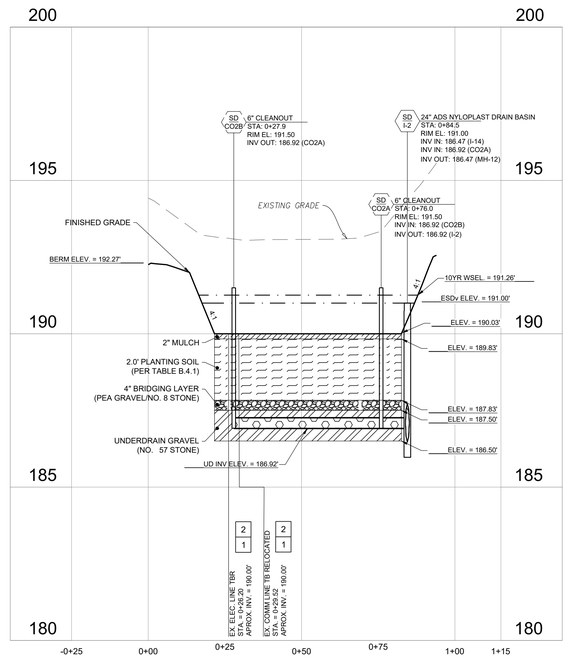
P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\DGN\0.SITE DESIGN PHASE\03.SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



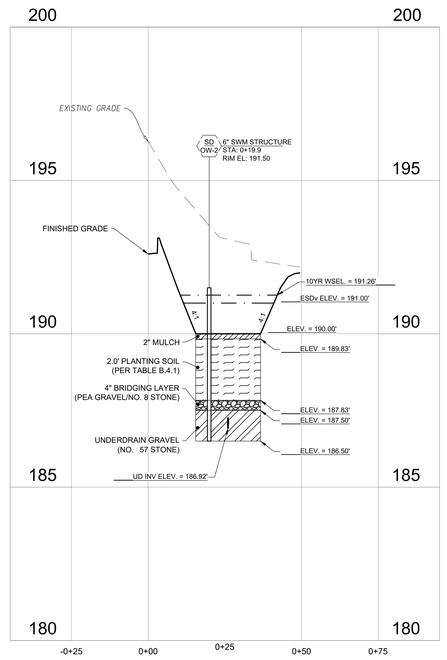
SWM-1 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



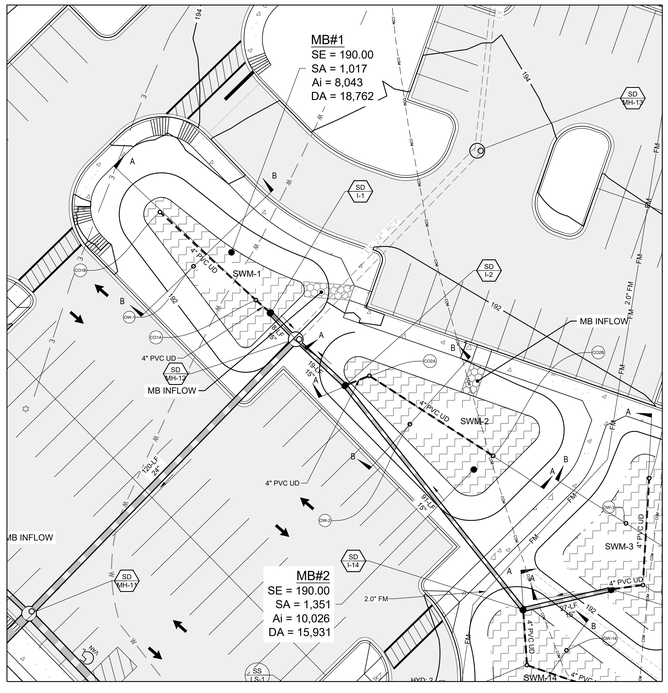
SWM-1 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



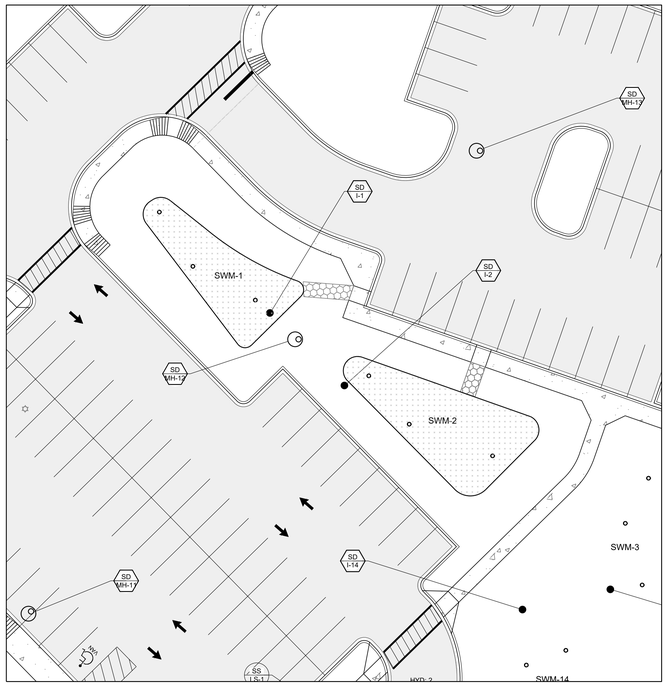
SWM-2 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SWM-2 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 1-2 PLAN
SCALE: 1"=20'



ENLARGED SWM 1-2 LANDSCAPING PLAN
SCALE: 1"=20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1" = 20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#1	MB#2	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	85	113	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		85	113	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		85	113	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

ENLARGED SWM PLAN & SECTIONS KEYED NOTES

1	EXISTING COMMUNICATION LINES TO BE RELOCATED. SEE PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS.
2	TEST PITS ARE REQUIRED TO DETERMINE THE EXACT LOCATION AND ELEVATION OF ANY EXISTING WATERLINE, SEWER LINE, STORM DRAIN, ELECTRICAL LINES AND COMMUNICATION LINES AT ALL UTILITY CROSSINGS AND CONNECTION LOCATIONS.

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
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PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. KOLODZIEJ — 31181 — REGISTERED PROFESSIONAL ENGINEER

DLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

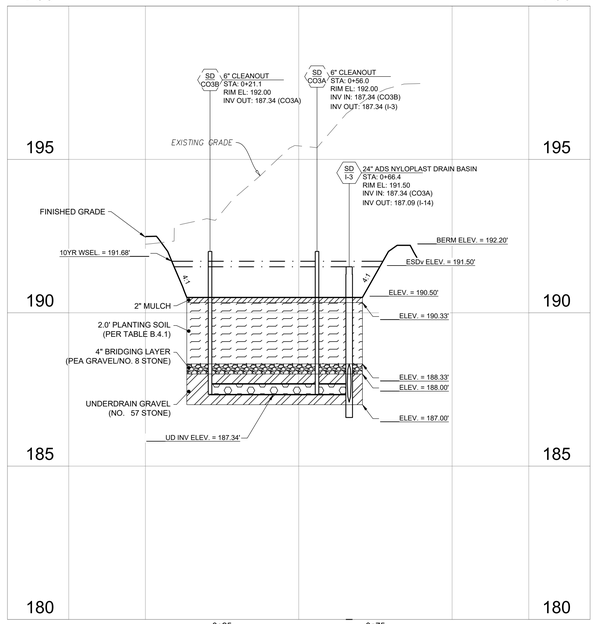
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

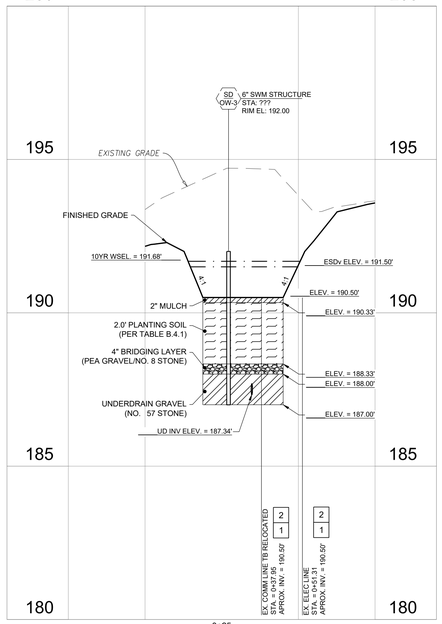
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 701

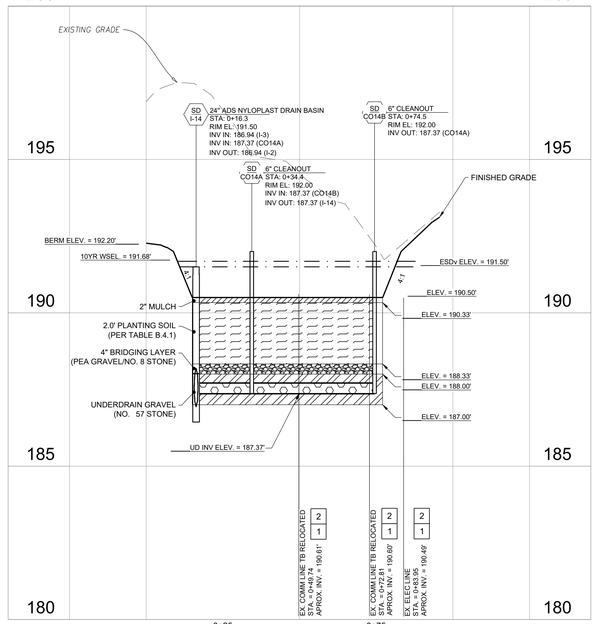
P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



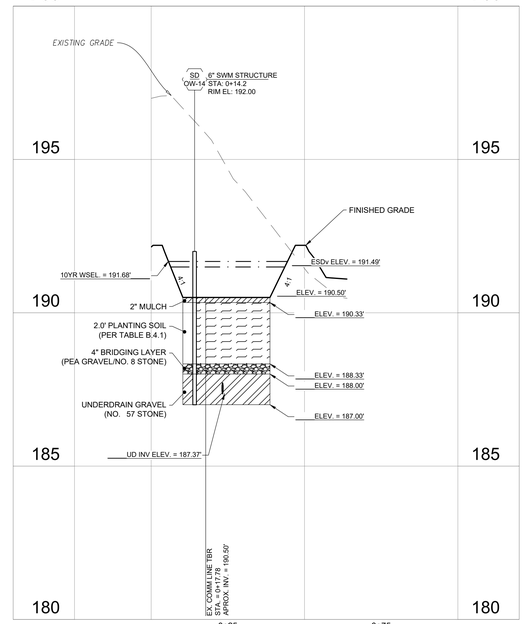
SWM-3 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



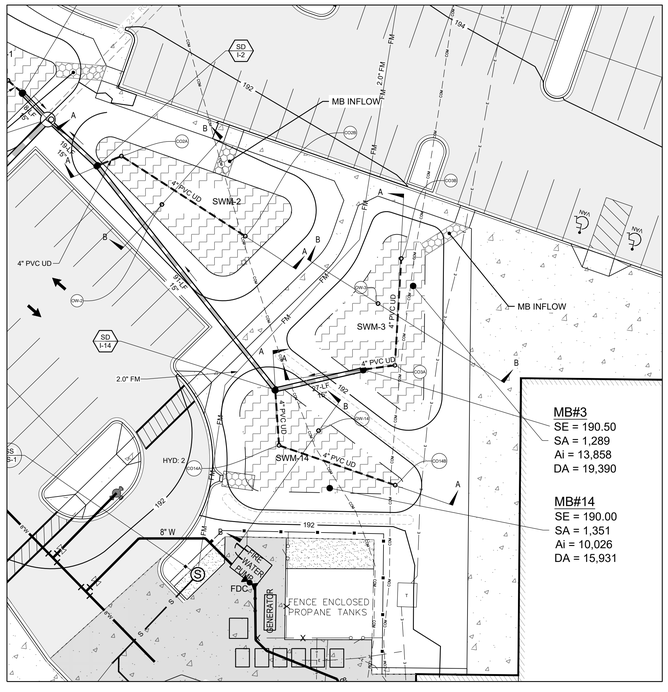
SWM-3 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



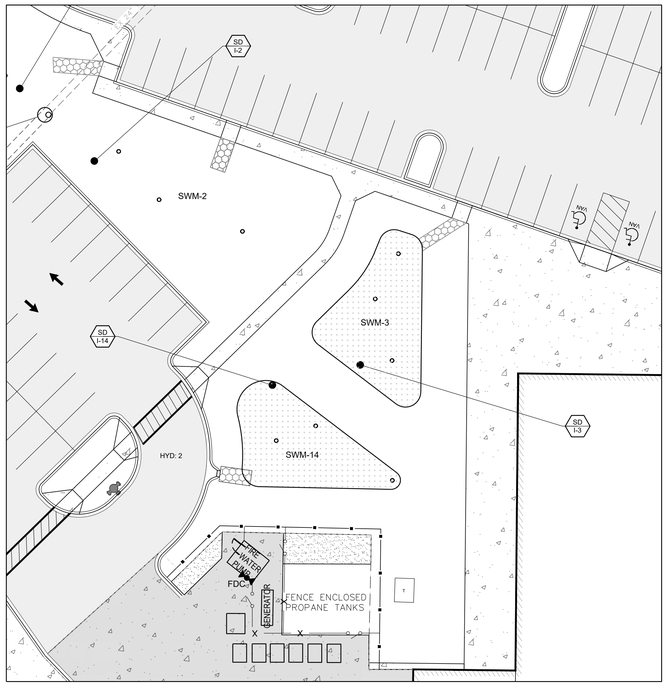
SWM-14 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SWM-14 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 3, 14 PLAN
SCALE: 1"=20'



ENLARGED SWM 3, 14 LANDSCAPING PLAN
SCALE: 1"=20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1" = 20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#3	MB#14	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	108	113	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		108	113	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		108	113	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

ENLARGED SWM PLAN & SECTIONS KEYED NOTES

1	EXISTING COMMUNICATION LINES TO BE RELOCATED. SEE PLUMBING DRAWINGS AND COORDINATE UTILITY SERVICE CONNECTION LOCATIONS AND ELEVATIONS. FURNISH AND INSTALL ADAPTERS AND/OR CONNECTIONS AS REQUIRED TO TIE-IN TO MEP SYSTEMS.
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Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
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PROFESSIONAL SEAL:

STATE OF MARYLAND · JOSEPH T. KOLB · 31181 · REGISTERED PROFESSIONAL ENGINEER

DLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

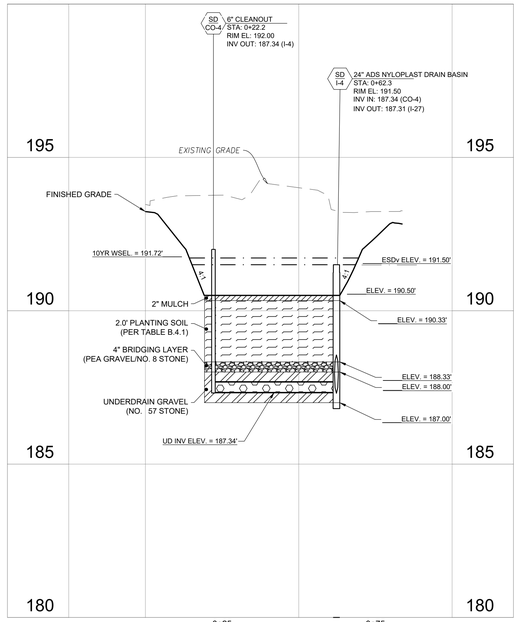
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

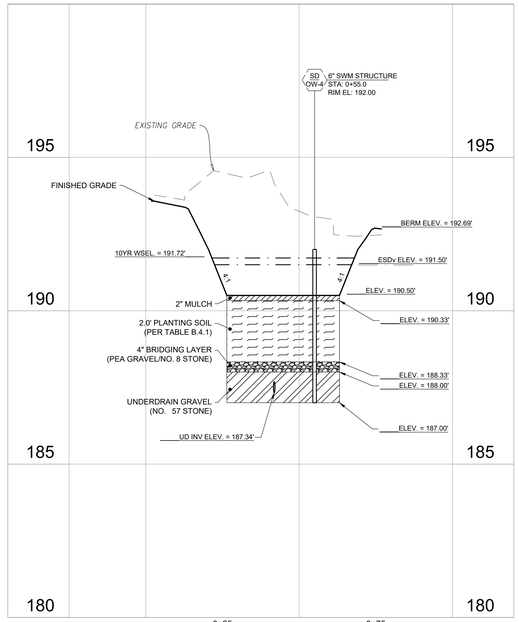
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 702

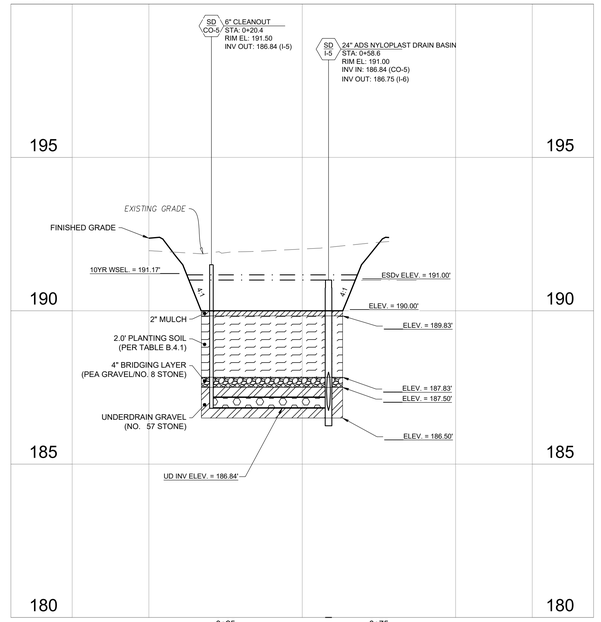
P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



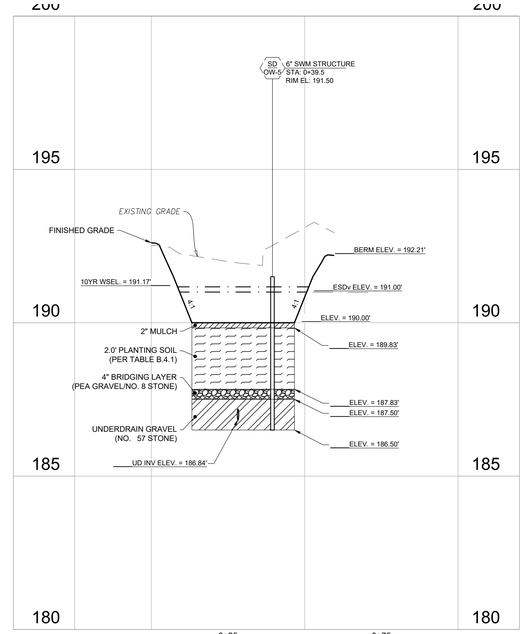
SWM-4 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



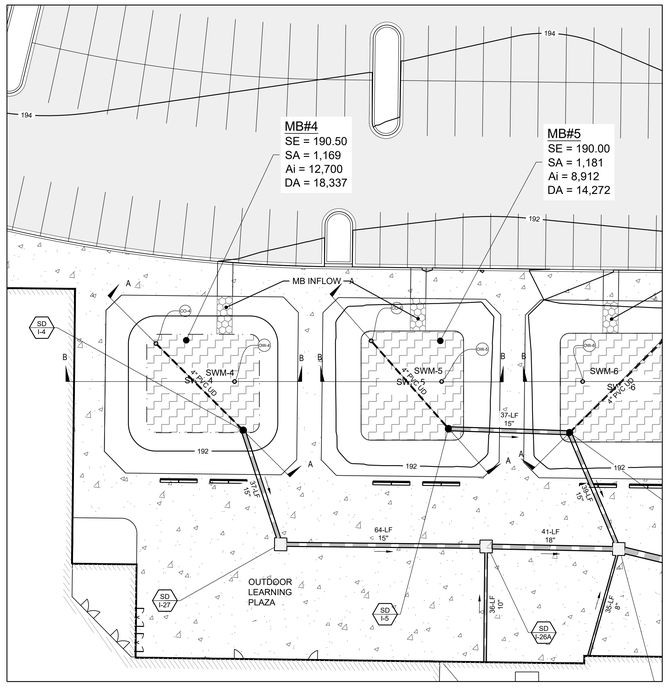
SWM-4 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



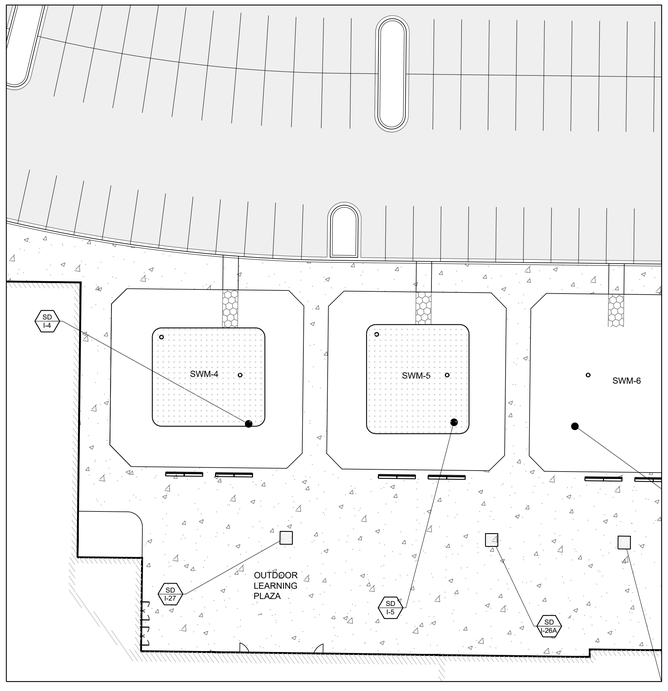
SWM-5 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SWM-5 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 4-5 PLAN
SCALE: 1"=20'



ENLARGED SWM 4-5 LANDSCAPING PLAN
SCALE: 1"=20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1" = 20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#4	MB#5	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	98	98	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		98	98	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		98	98	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

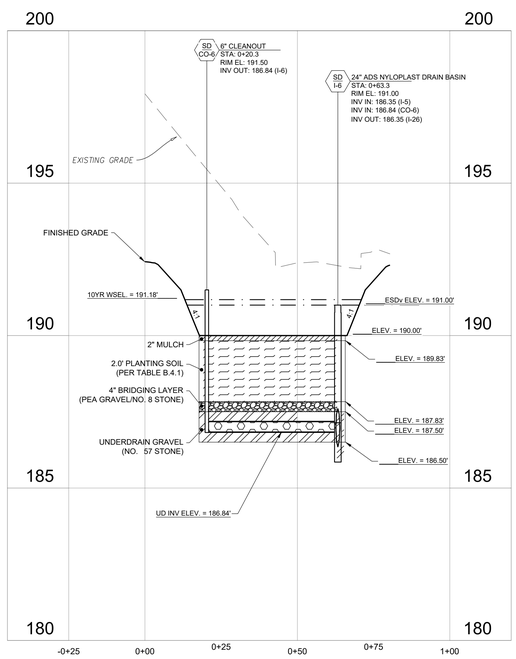
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

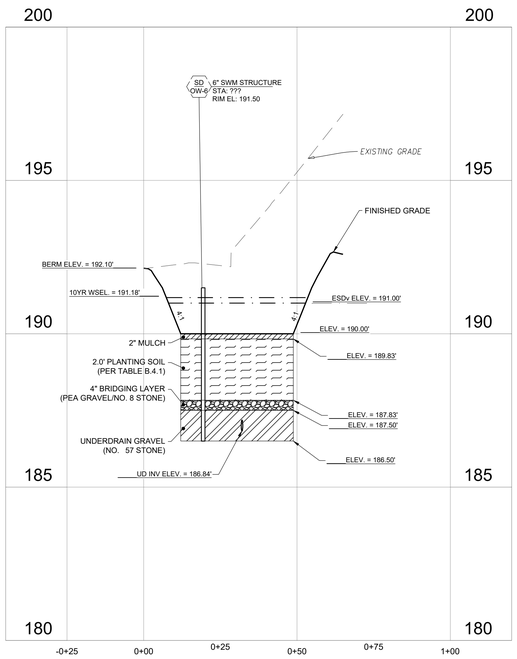
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 703

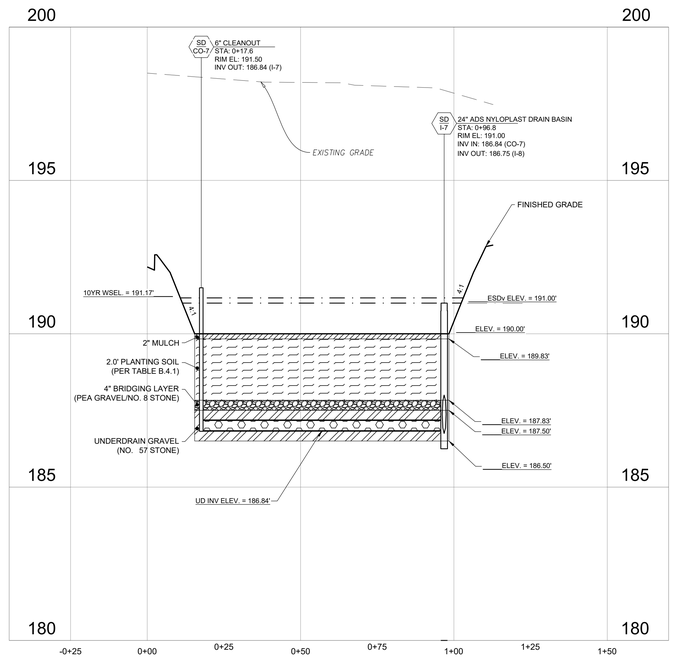
P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00_SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



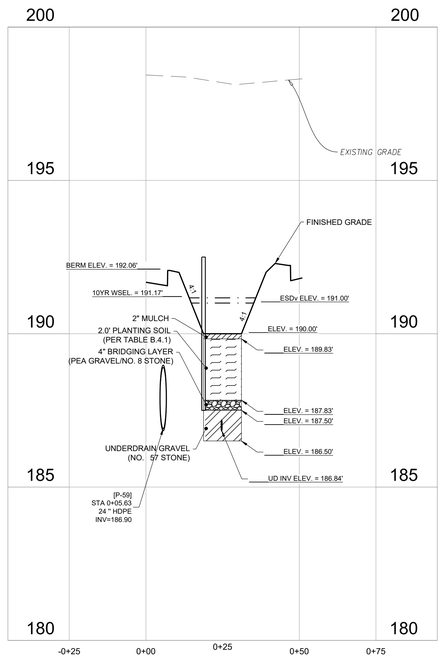
SWM-6 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



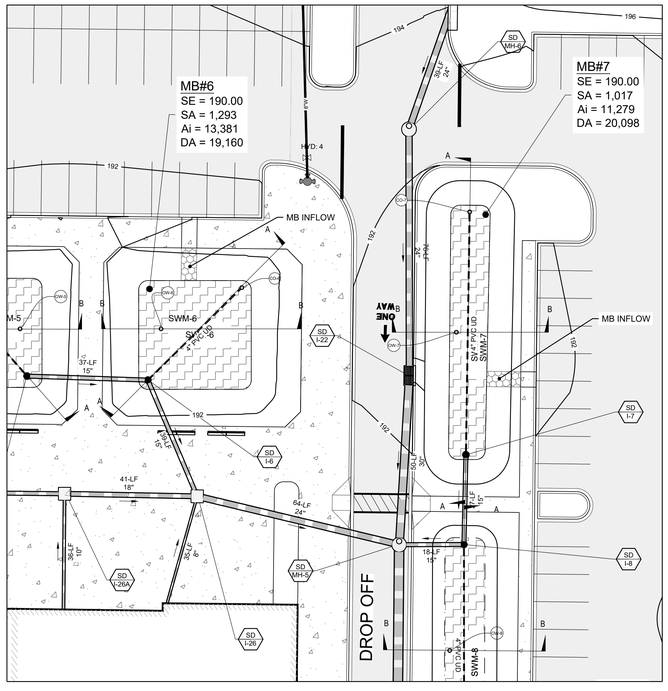
SWM-6 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



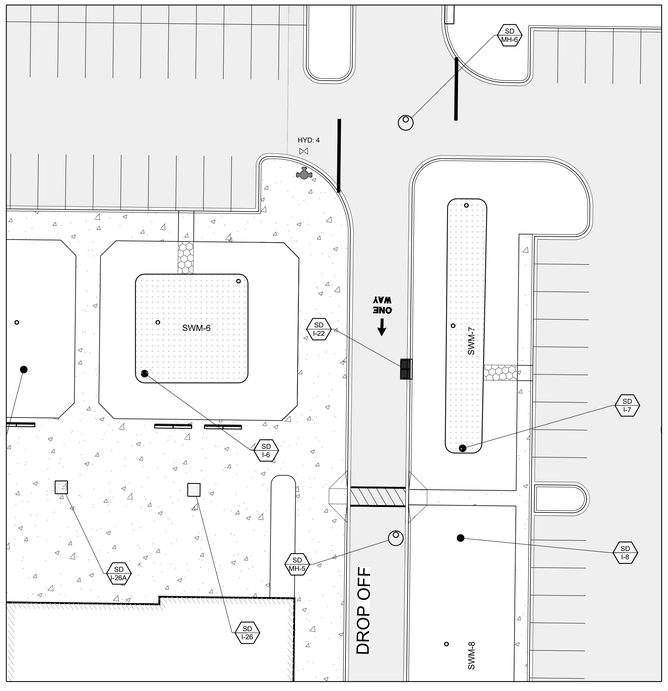
SWM-7 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SWM-7 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 6-7 PLAN
SCALE: 1"=20'



ENLARGED SWM 6-7 LANDSCAPING PLAN
SCALE: 1"=20'

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1" = 20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#6	MB#7	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	108	85	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		108	85	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		108	85	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
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ROCKVILLE, MD 20850
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410 535-3101

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210 888-9548

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303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
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GALE ASSOCIATES
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COST ESTIMATOR
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COUNSILMAN - HUNSAKER
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314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. KOLB — 31181 — REGISTERED PROFESSIONAL ENGINEER

DLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

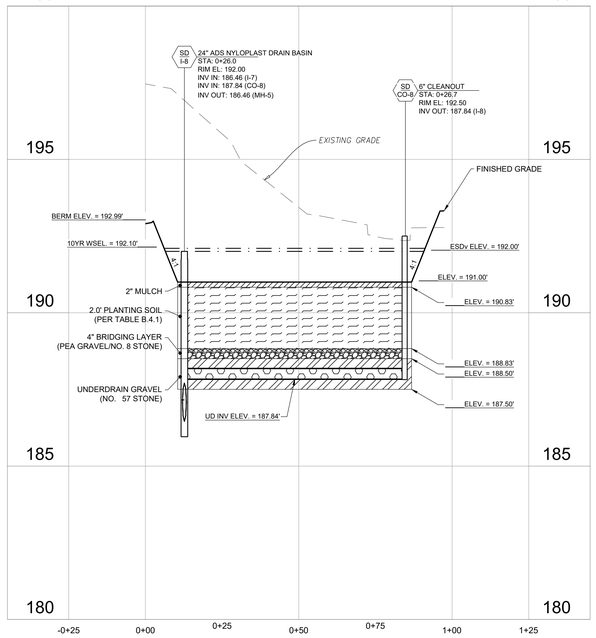
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

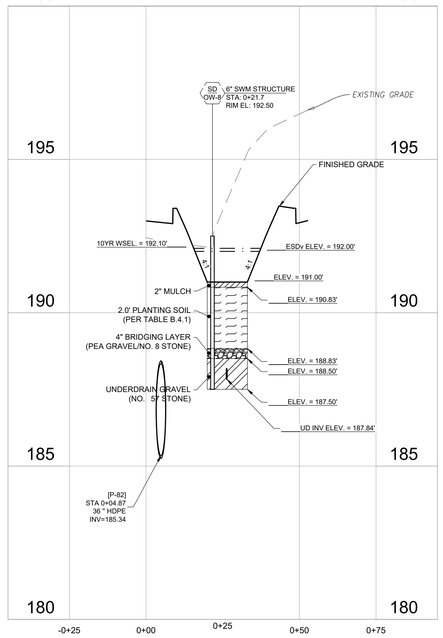
SHEET NO:
C 704

P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00_SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



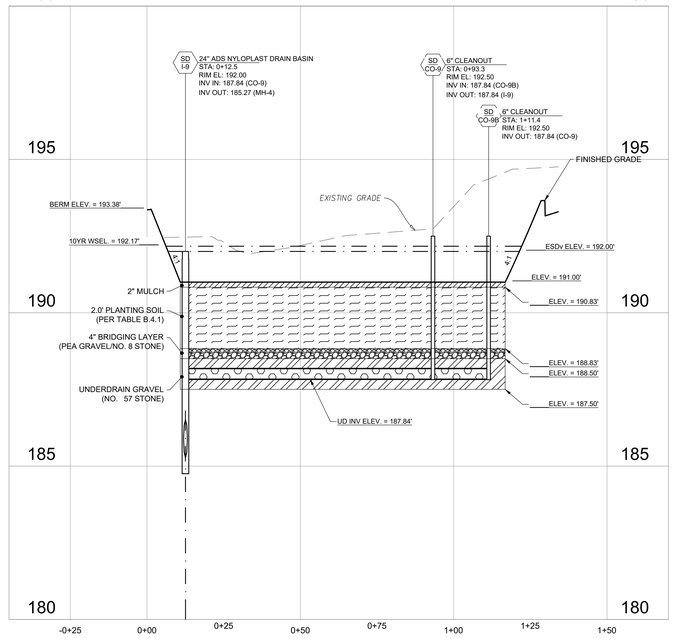
SWM-8 AA

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



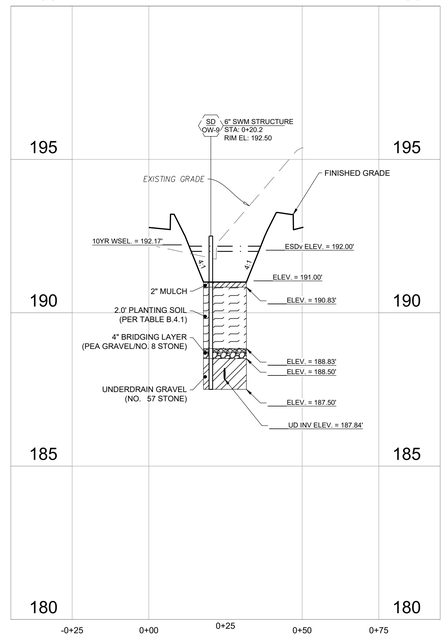
SWM-8 BB

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



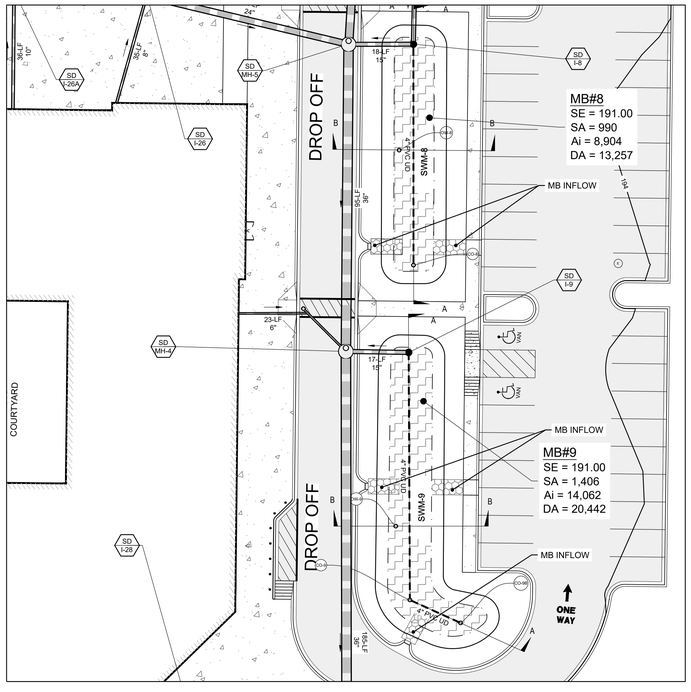
SWM-9 AA

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.

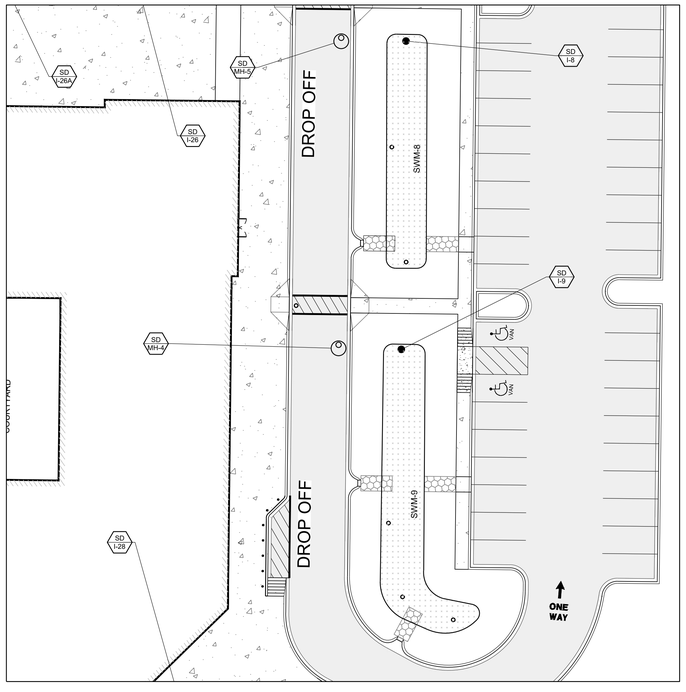


SWM-9 BB

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 8-9 PLAN
SCALE: 1"=20'



ENLARGED SWM 8-9 LANDSCAPING PLAN
SCALE: 1"=20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#8	MB#9	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	83	118	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		83	118	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		83	118	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT

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ROCKVILLE, MD 20850
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410 535-3101

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COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
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210 888-9548

MECH./ELECTRICAL/PLUMBING

RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE

GALE ASSOCIATES
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COST ESTIMATOR

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POOL DESIGN

COUNSILMAN - HUNSAKER
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KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND · JOSEPH T. KOLB · 31181 · REGISTERED PROFESSIONAL ENGINEER

DLR CERTIFICATION

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

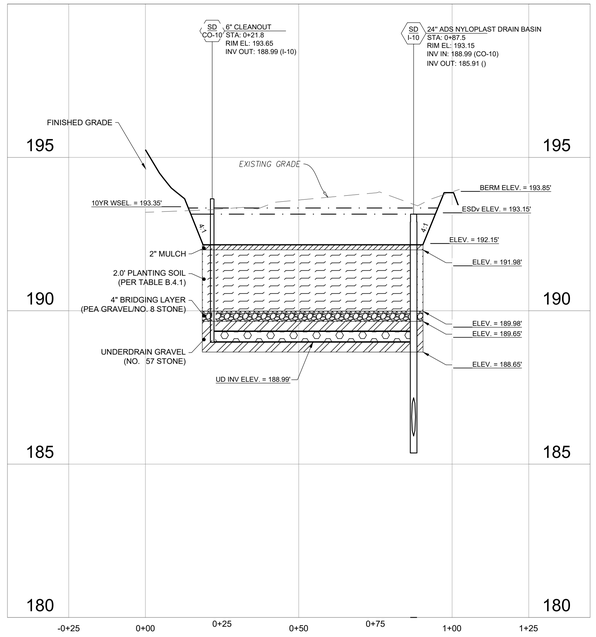
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

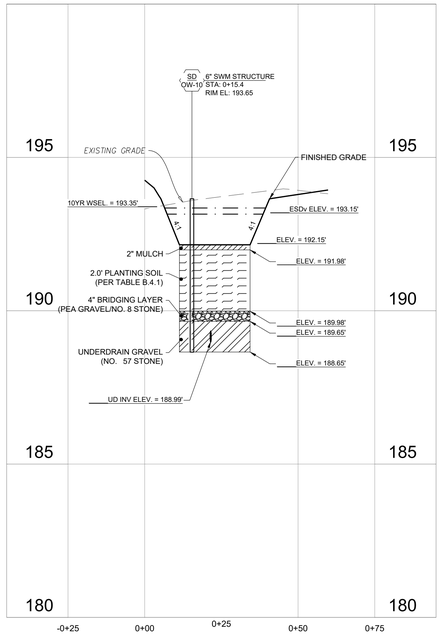
SHEET NO:

C 705

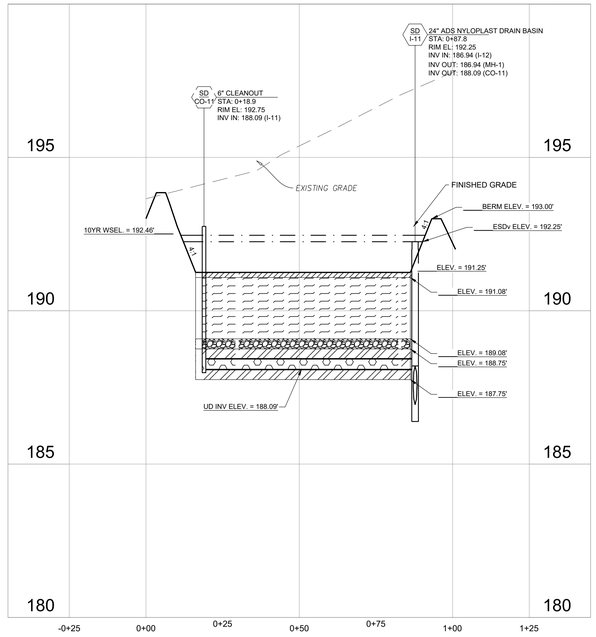
P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00_SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



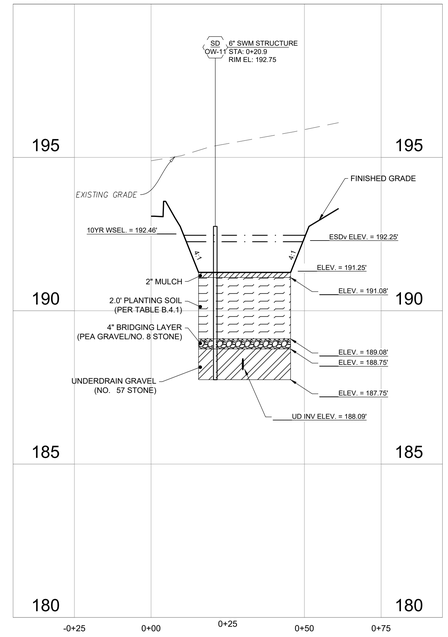
SWM-10 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



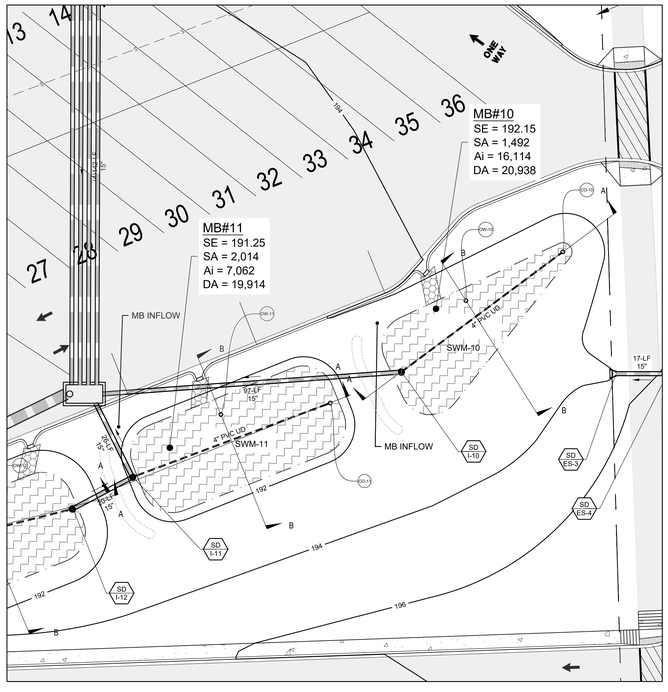
SWM-10 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



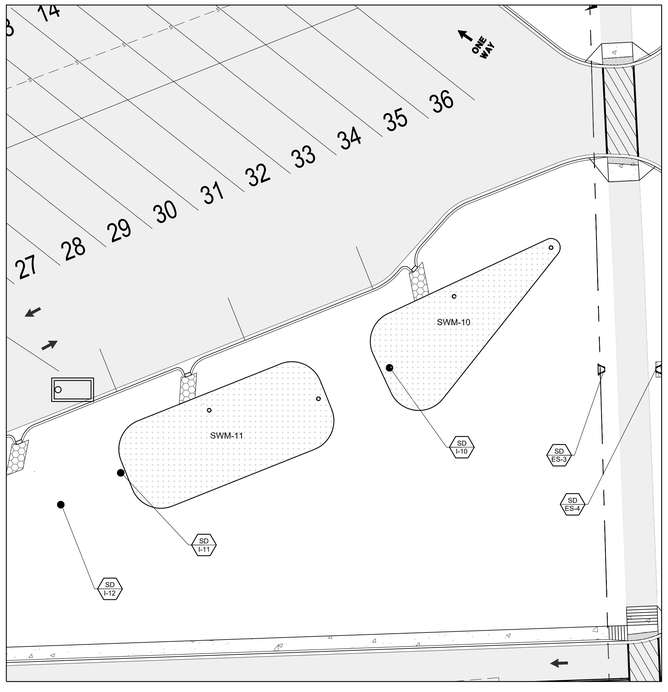
SWM-11 AA
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SWM-11 BB
SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 10-11 PLAN
SCALE: 1"=20'



ENLARGED SWM 10-11 LANDSCAPING PLAN
SCALE: 1"=20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#10	MB#11	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER							
	1 PER 4 SF = TOTAL	125	168	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		125	168	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		125	168	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

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BUILDING ENVELOPE
GALE ASSOCIATES
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COST ESTIMATOR
COST CON
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POOL DESIGN
COUNSILMAN - HUNSAKER
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KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
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PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH T. KELLY — No. 31181 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

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	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

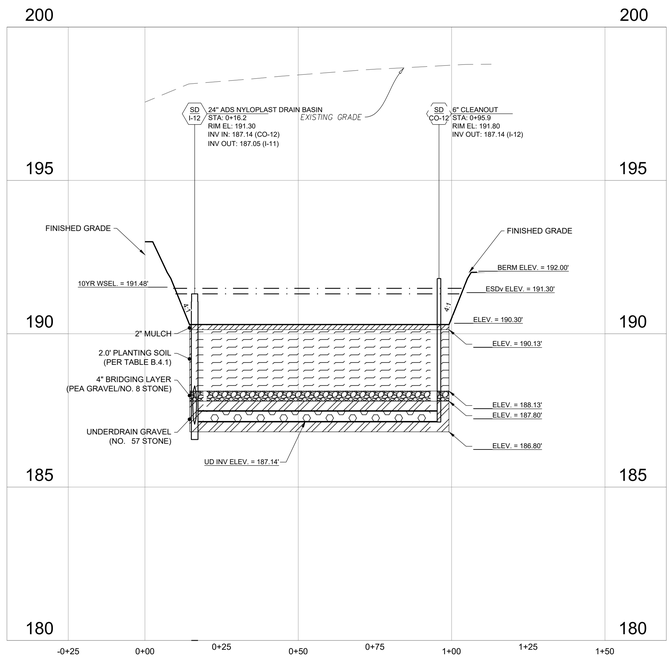
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

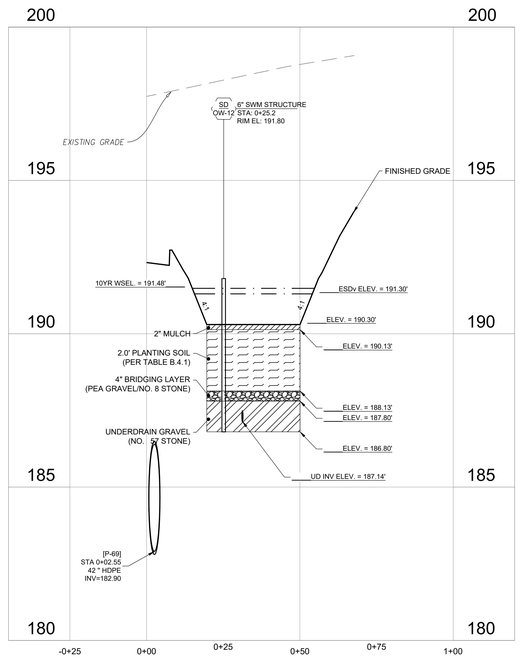
SHEET NO:
C 706

P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\20-SITE DESIGN PHASE\20_SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



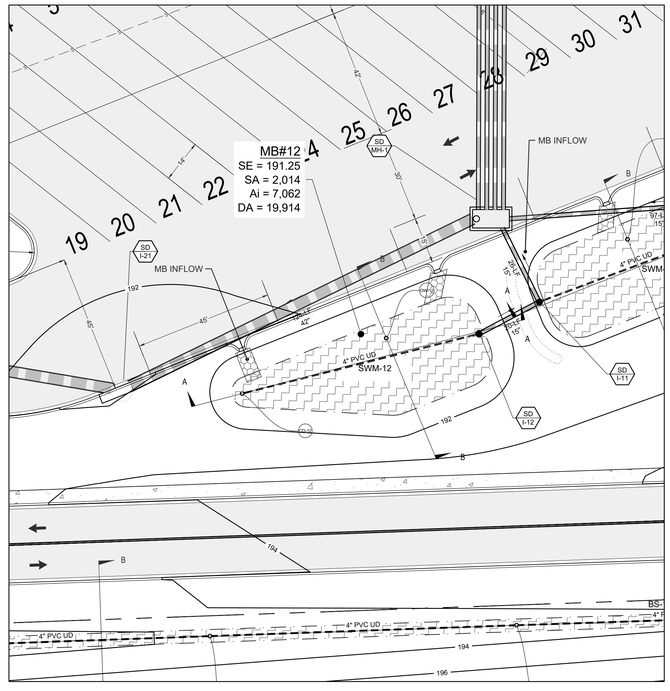
SWM-12 AA

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.

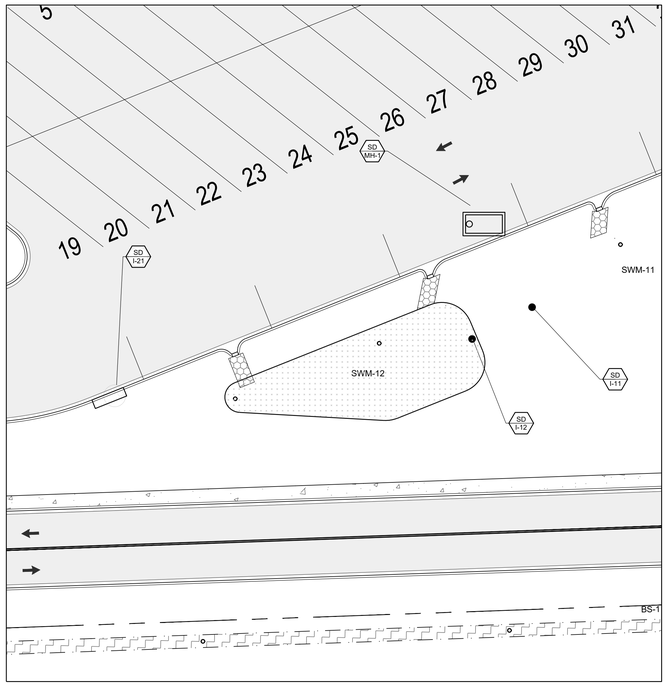


SWM-12 BB

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 12 PLAN
SCALE: 1"=20'



ENLARGED SWM 12 LANDSCAPING PLAN
SCALE: 1"=20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#12	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER						
	1 PER 4 SF = TOTAL	168	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		168	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		168	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

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ROCKVILLE, MD 20850
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	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

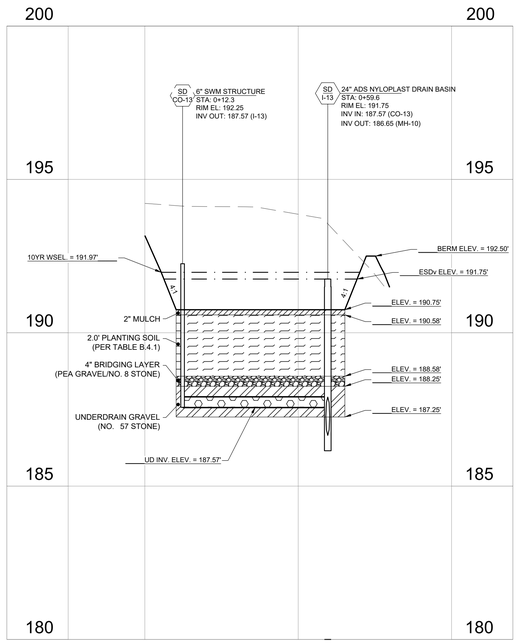
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

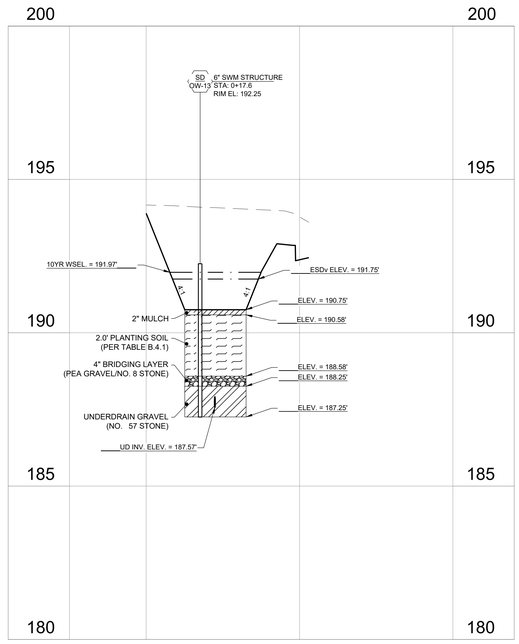
SHEET NO:
C 707

P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00_SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



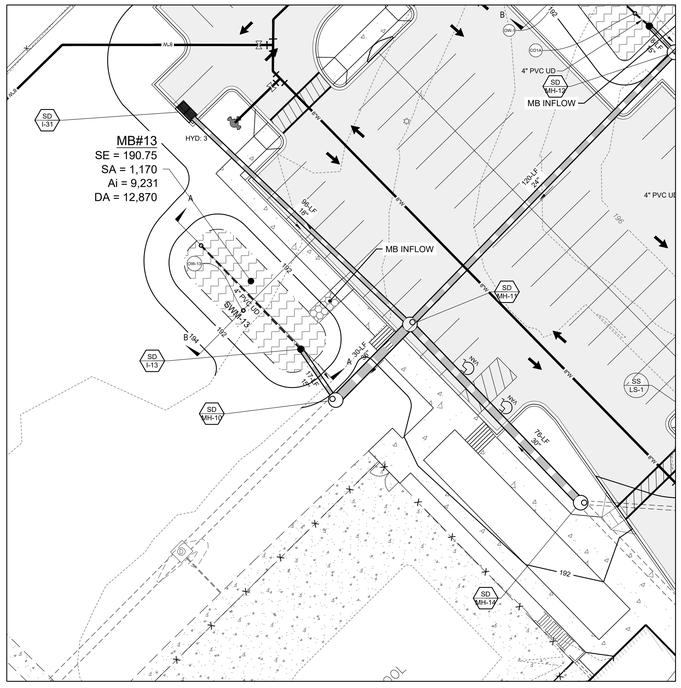
SWM-13 AA

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.

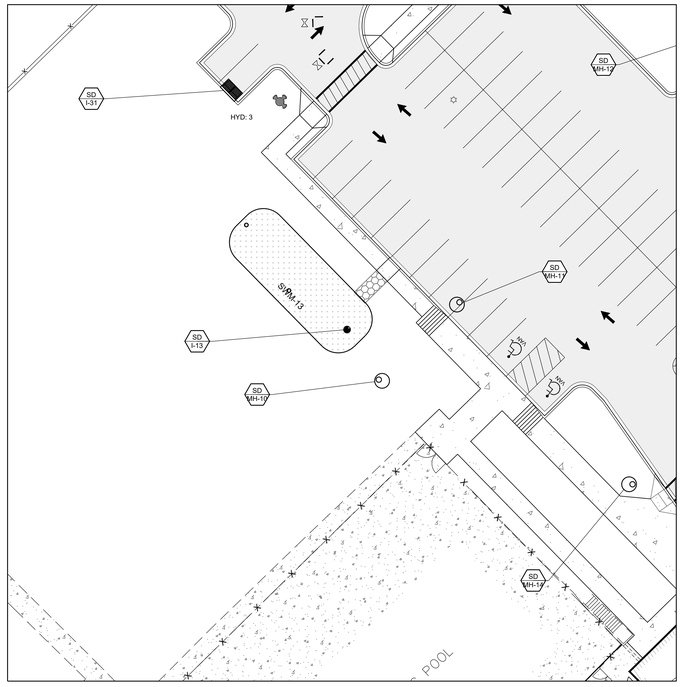


SWM-13 BB

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SWM 13 PLAN
SCALE: 1"=20'



ENLARGED SWM 13 LANDSCAPING PLAN
SCALE: 1"=20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	MB#13	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER						
	1 PER 4 SF = TOTAL	98	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		98	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		98	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

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POOL DESIGN

COUNSILMAN - HUNSAKER
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314-894-1245

KITCHEN

NYIKOS GARCIA
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240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH E. MARTIN — 31181 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

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License No. 31181;
Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

ENLARGED SWM PLAN & SECTIONS

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00

DATE: 03/09/2026

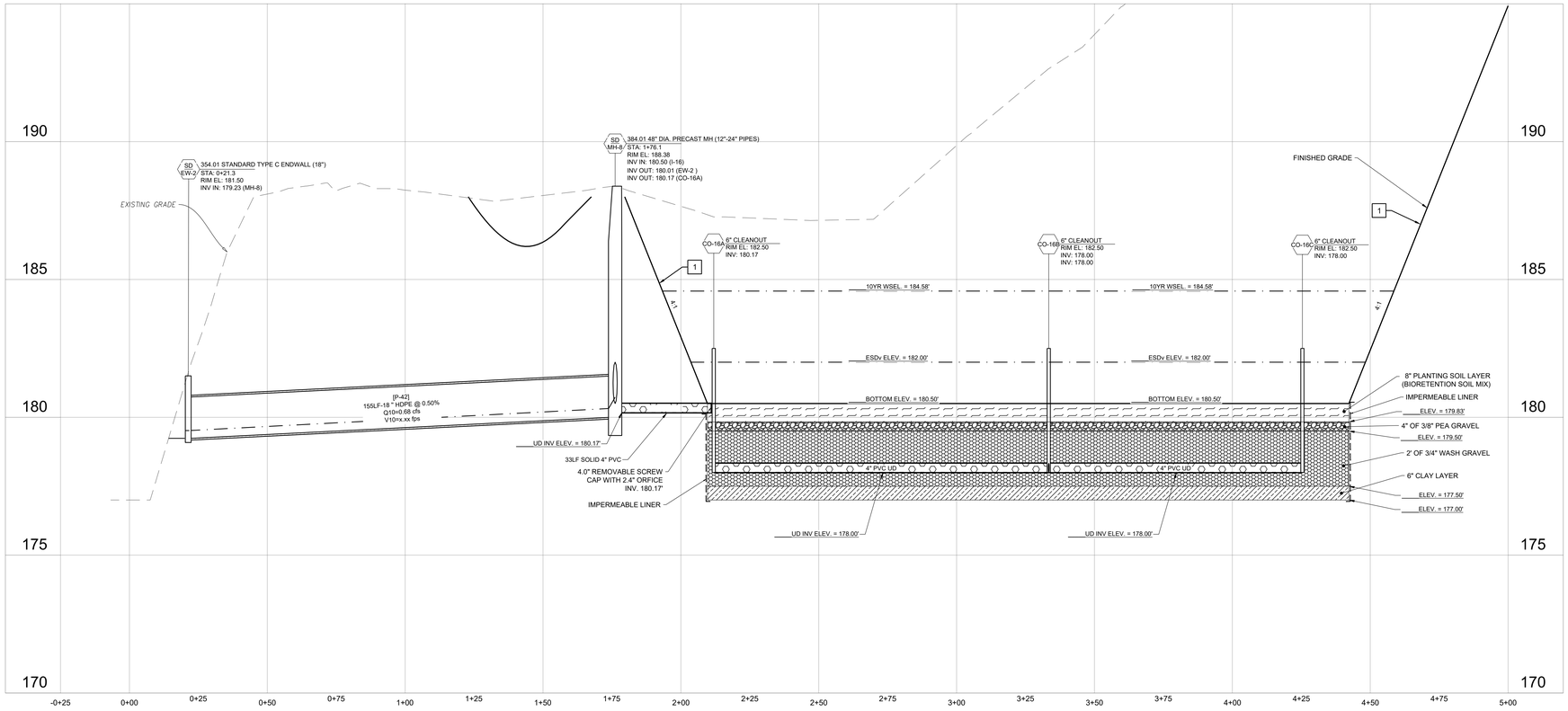
SCALE:
AS SHOWN

WORKING NORTH

SHEET NO:

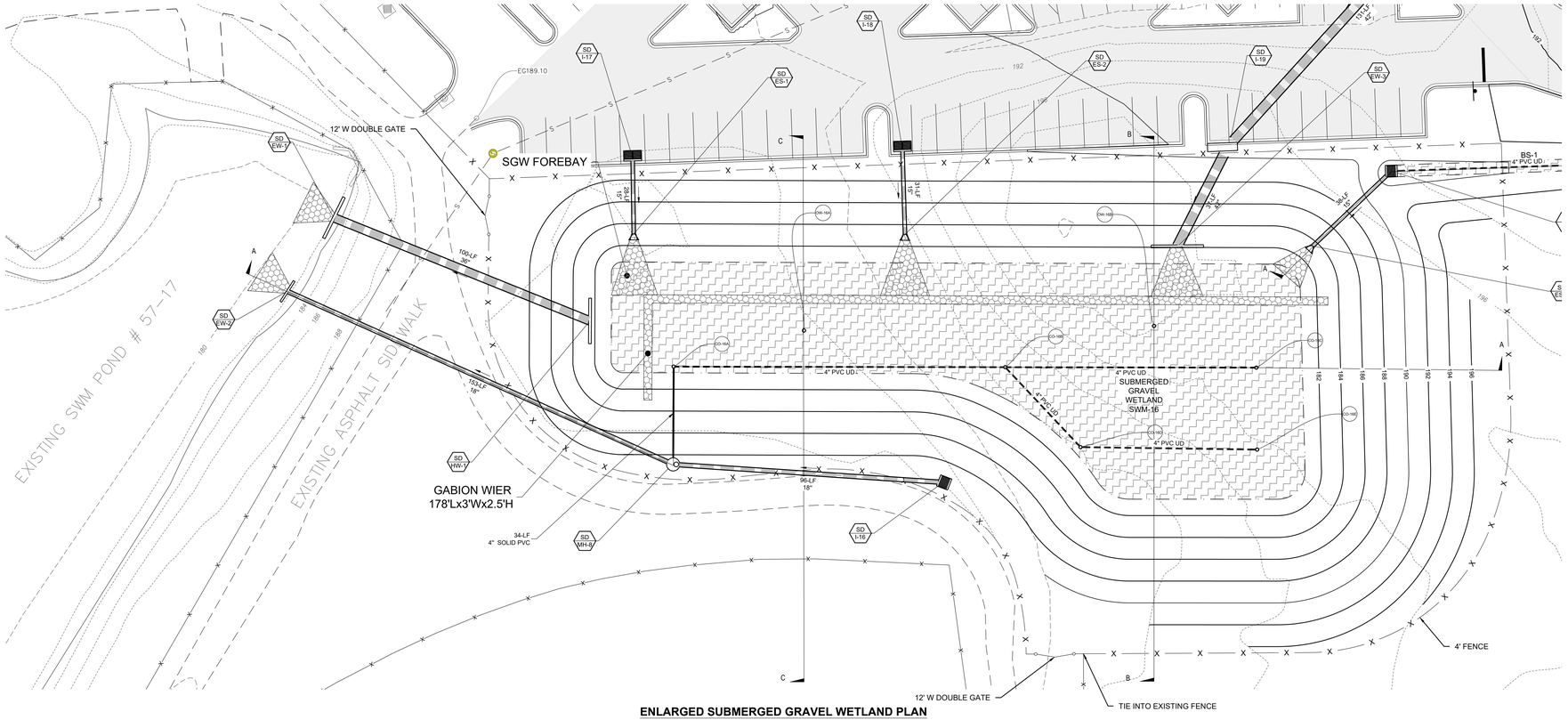
C 708

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GIS\SITE DESIGN PHASE\03 SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



SUBMERGED GRAVEL WETLAND A-A

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SUBMERGED GRAVEL WETLAND PLAN

SCALE: 1"=20'

KEYED NOTES

1	SIDE SLOPES, FOREBAY, AND EMBANKMENT TO BE STABLIZED WITH SOD. SEE LANDSCAPE PLAN.

SCD SMALL POND REVIEW EXEMPTION

THE PROPOSED STORMWATER MANAGEMENT DEVICE SGW (SWM-16) MEETS THE FOLLOWING EXCAVATED POND CRITERIA AND IS EXEMPT FROM SOIL CONSERVATION DISTRICT SMALL POND APPROVAL:

1. THE POND IS A LOW HAZARD CLASS 'A' POND
2. EMBANKMENT FILL TO THE TOP OF THE CONSTRUCTED DAM (0 FT) IS LESS THAN 2 FT IN HEIGHT ABOVE THE NATURAL GROUND SURFACE; AND
3. THE PROJECTION 'L' HORIZONTALLY DOWNSTREAM FROM THE POND BOTTOM (ELEVATION 177.0) IS BELOW THE EXISTING GROUND AND THE EXISTING DOWNSTREAM GROUND SLOPE WITHIN THE PROJECTION 'L' IS LESS THAN 10% AT ANY POINT WHERE L = 10H + 20 AND H = 188.15-177.0 = 11.15 FT; L = 131.5 FT

Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

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PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. MARTIN — 21655 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

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PRINTS ISSUED

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LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

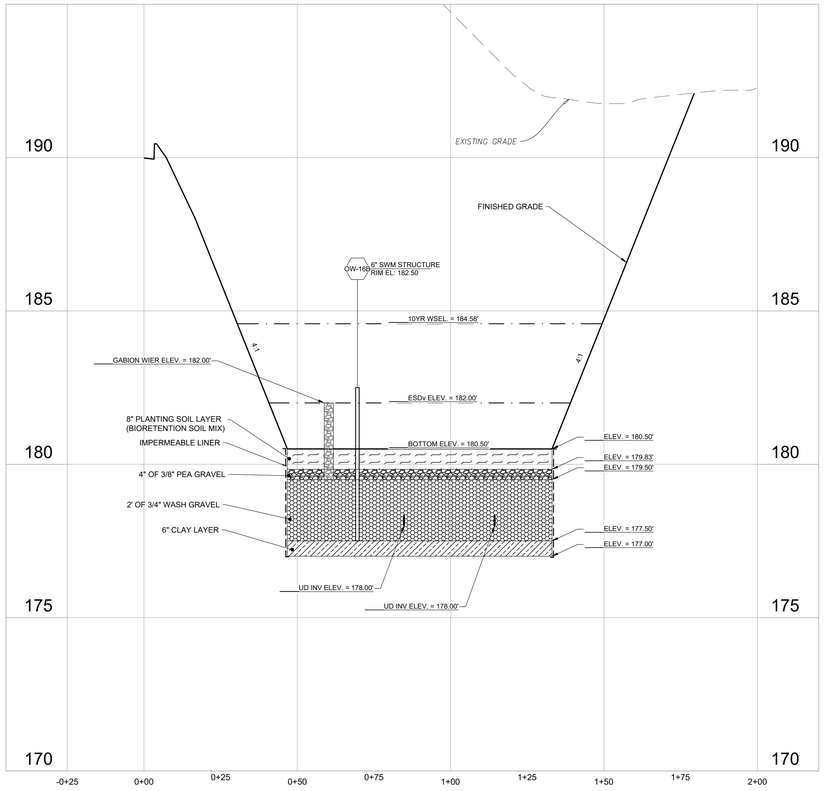
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:

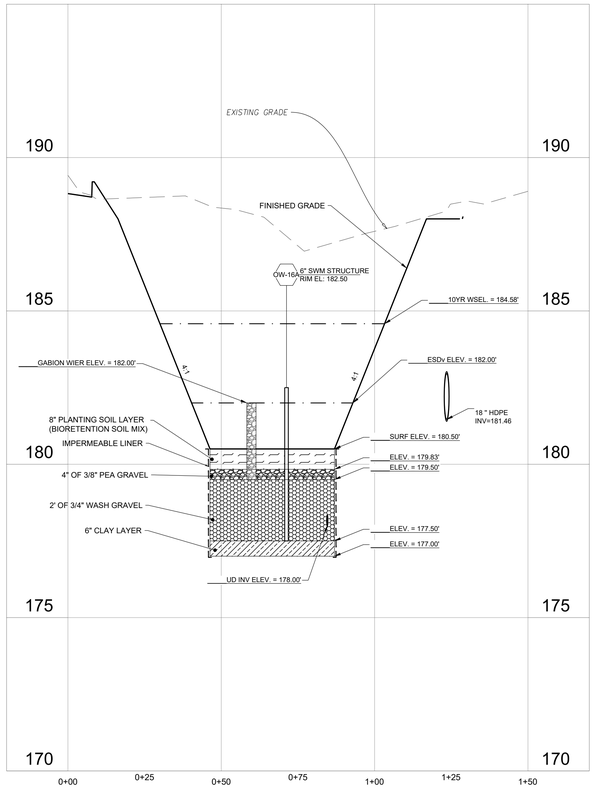
C 709

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\SITE DESIGN\PHASE02\SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



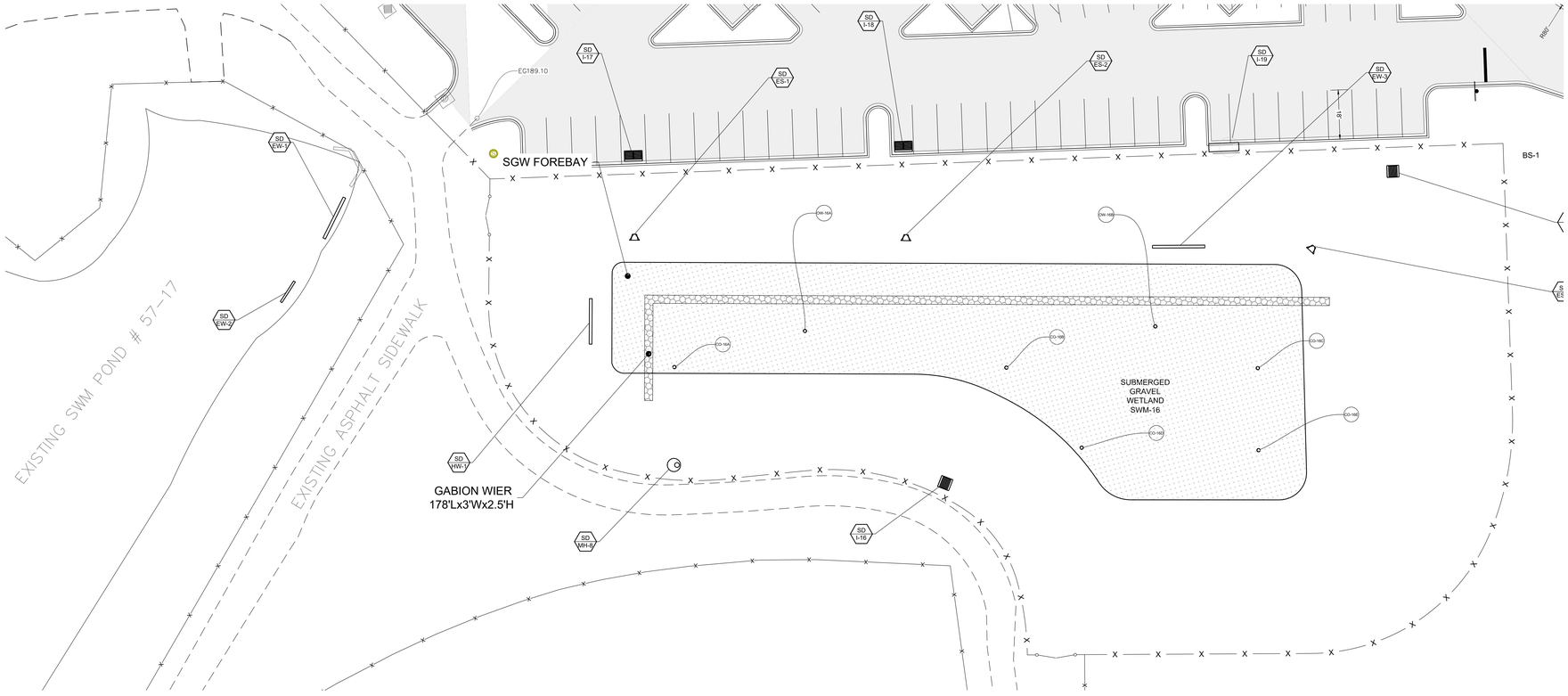
SUBMERGED GRAVEL WETLAND B-B

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



SUBMERGED GRAVEL WETLAND C-C

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



ENLARGED SUBMERGED GRAVEL WETLAND LANDSCAPE PLAN
SCALE: 1"=20'

LANDSCAPE SCHEDULE

SYMBOL	CRITERIA	SWM#16	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER						
	1 PER 4 SF = TOTAL	1206	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		1206	LOBELLA CARDINALUS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		1206	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**					Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS	
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STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

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STATE OF MARYLAND — JOSEPH M. MARTIN — 21033 — REGISTERED PROFESSIONAL ENGINEER

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LA PLATA HIGH SCHOOL ADDITION

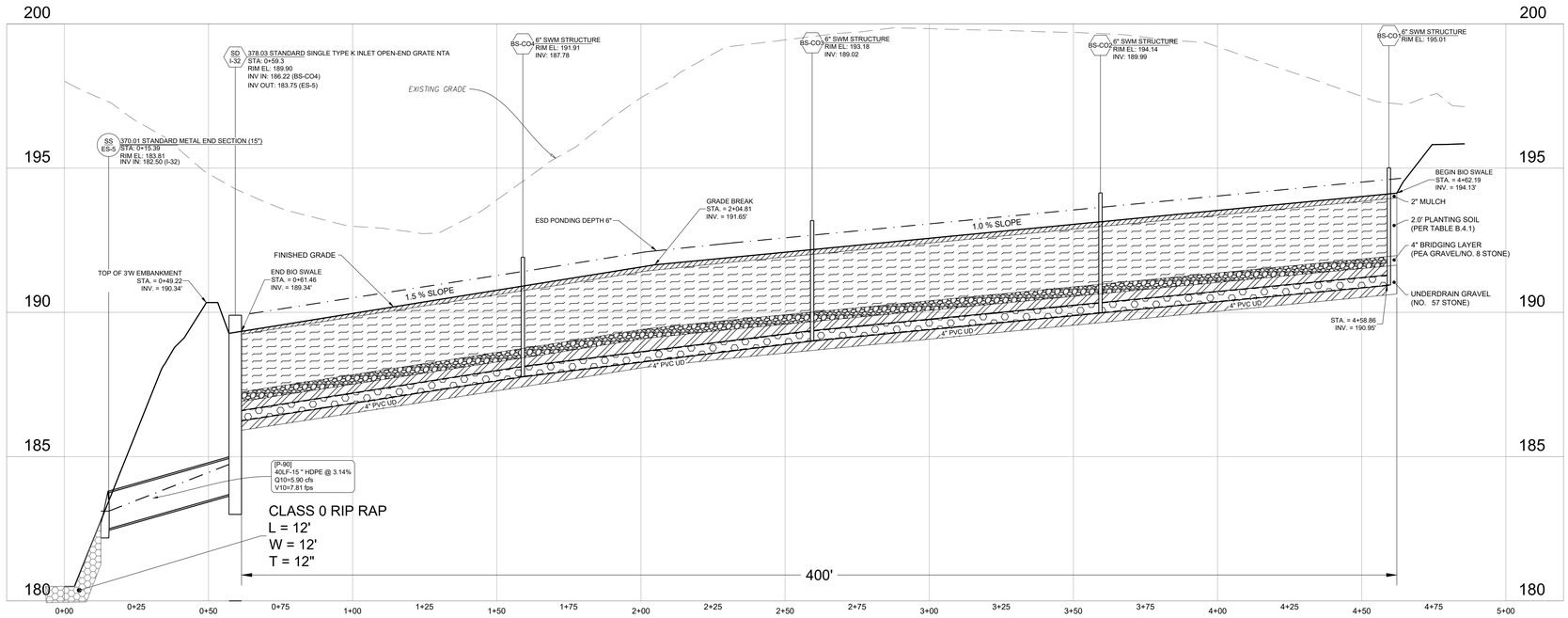
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
ENLARGED SWM PLAN & SECTIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

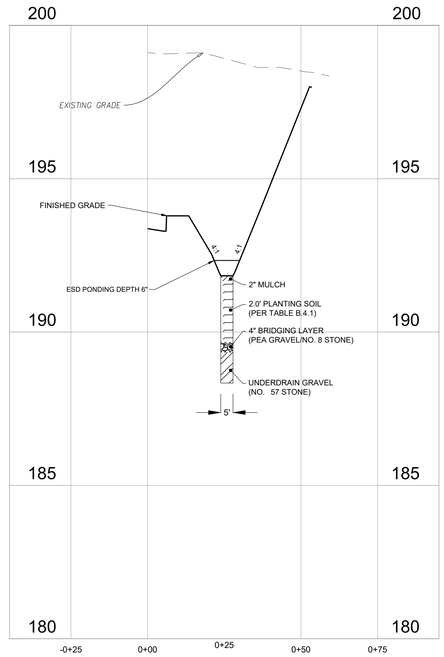
SHEET NO:
C 710

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\SITE DESIGN PHASE\03 SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



BIO-SWALE A-A

SWM SECTION
SCALE: 1" = 20' HORZ.
1" = 2' VERT.



BIO-SWALE B-B

SWM SECTION
SCALE: 1" = 20' HORZ.
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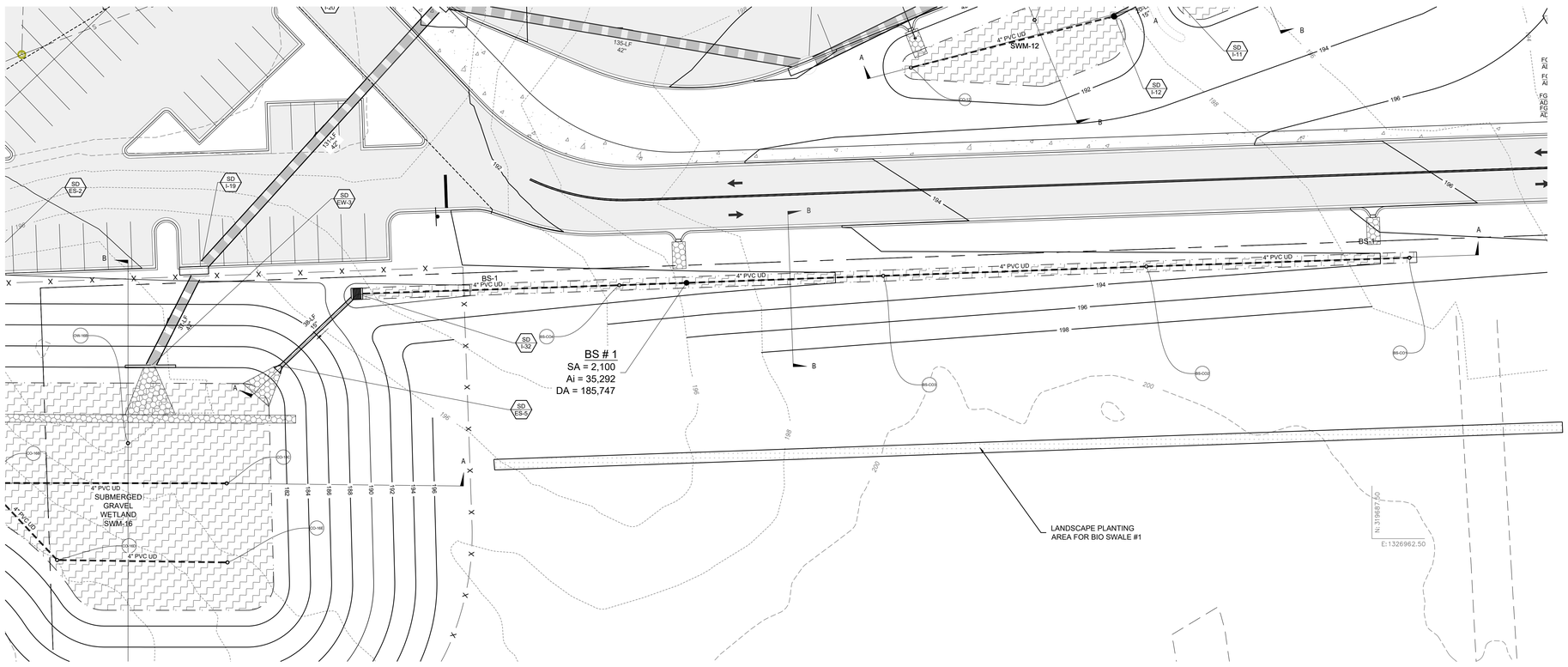

ENLARGED BIO-SWALE #1 PLAN & LANDSCAPE PLAN

SCALE: 1"=20'

LANDSCAPE SCHEDULE						
SYMBOL	CRITERIA	BS#1	BOTANICAL NAME	COMMON NAME	SIZE, ROOT, PREPARATION	SPACING
GROUND COVER						
	1 PER 4 SF = TOTAL	175	PANICUM VIRGATUM	SWITCHGRASS	1 GALLON CONT.	2' ON CENTER
		175	LOBELLA CARDINALIS	CARDINAL FLOWER	1 GALLON CONT.	2' ON CENTER
		175	IRIS BREVICAULIS	LAMANCE IRIS	1 GALLON CONT.	2' ON CENTER

Town of LaPlata **Approvals**						Remarks or Conditions
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ROADS		CONSTRUCTION		AS-BUILTS		
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STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
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LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

ENLARGED SWM PLAN & SECTIONS

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00

DATE: 03/09/2026

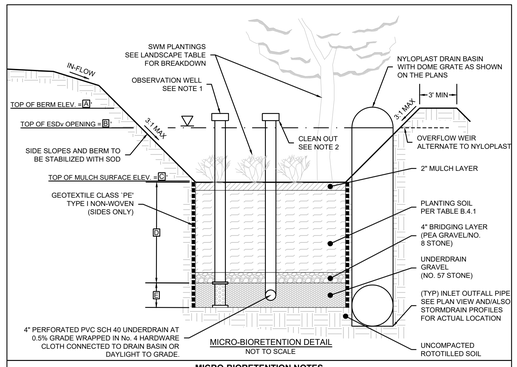
SCALE:
AS SHOWN

WORKING NORTH

SHEET NO:

C 711

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GIS_SITE DESIGN (PHASE)\02-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



MICRO-BIORETENTION DETAIL
NOT TO SCALE

MICRO-BIORETENTION NOTES

1	OBSERVATION WELL IS A STAND ALONE DEVICE WITH A BLOCK FOOT PLATE AT THE BOTTOM OF THE FACILITY CONSISTING OF 6 INCH SCHEDULE 40 PVC W/ REMOVABLE SCREW TOP LID. TOP TO BE 6 INCHES ABOVE ESDv ELEVATION. PVC SHALL BE SOLID ABOVE UNDERDRAIN GRAVEL AND SHALL BE PERFORATED PVC BELOW THE BRIDGING LAYER WRAPPED IN PERMEABLE FILTER FABRIC. ONE OBSERVATION WELL PER 1,000 SF OF SURFACE AREA.
2	CLEANOUT PIPE TO BE SOLID PVC AND CONNECTS TO UPSTREAM END OF UNDERDRAIN.

MICRO-BIORETENTION DESIGN TABLE

	A (ELEV)	B (ELEV)	C (ELEV)	D (FT)	E (FT)	LENGTH* (FT)	WIDTH* (FT)	SURFACE AREA
MB#1	192.55	191.00	190.00	2.50	1.00	56	18	1017.00
MB#2	192.35	191.00	190.00	2.50	1.00	62	23	1351.00
MB#3	192.20	191.50	190.50	2.50	1.00	26	50	1289.00
MB#4	192.69	191.50	190.50	2.50	1.00	36	32	1169.00
MB#5	192.21	191.00	190.00	2.50	1.00	33	36	1181.00
MB#6	192.10	191.00	190.00	2.50	1.00	36	35	1293.00
MB#7	192.06	191.00	190.00	2.50	1.00	82	12	1017.00
MB#8	192.99	192.00	191.00	2.50	1.00	76	13	990.00
MB#9	193.38	192.00	191.00	2.50	1.00	43	14	1406.00
MB#10	193.85	193.15	192.15	2.50	1.00	71	23	1492.00
MB#11	193.00	192.25	192.25	2.50	1.00	70	29	2014.00
MB#12	192.01	191.30	190.00	2.50	1.00	82	31	1971.00
MB#13	192.50	191.75	190.75	2.50	1.00	55	20	1170.00
MB#14	192.20	191.50	190.50	2.50	1.00	47	36	1351.00

SWM CONSTRUCTION

ITEM	DESCRIPTION	EST. TIME DAYS
1	ONCE CONTRIBUTING DRAINAGE AREAS ARE PERMANENTLY STABILIZED BEGIN CONSTRUCTION OF BIORETENTION AREA.	-
2	INSTALL STORMDRAIN OUTLET. EXCAVATE TO SUBGRADE PER PLANS. INSTALL PEA GRAVEL AND PERFORATED UNDERDRAIN PIPE AND GRAVEL.	10
3	INSTALL UPSTREAM SILT FENCE AS REQUIRED TO PROTECT FILTER MEDIA UNTIL UPSTREAM DRAINAGE AREA IS PERMANENTLY STABILIZED. INSTALL REMAINING FILTER MEDIA AND STABILIZATION PER DETAILS.	5
4	PREPARE AS-BUILT PLANS OF SWM DEVICES AND REQUEST PRE-FINAL INSPECTIONS. ADDRESS ANY DEFICIENCIES AND REQUEST FINAL INSPECTION.	10
	TOTAL ESTIMATED SWM CONSTRUCTION TIME:	25±

Table B.4.1 MATERIALS SPECS FOR MICRO-BIORETENTION & BIO-SWALES

MATERIAL	SPECIFICATIONS	SIZE	NOTES
PLANTINGS	SEE APPENDIX A, TABLE A.4	N/A	REFER TO LANDSCAPE SCHEDULES
PLANTING SOIL	LOAMY SANDS (60-65%) & COMPOST (35-50%) OR SANDY LOAM (30%), COARSE SAND (30%) & COMPOST (40%)	N/A	USDA SOIL TYPES OR SANDY LOAM; CLAY CONTENT LESS THAN 5%
ORGANIC CONTENT	MIN. 10% BY DRY WEIGHT (ASTM D 2974)		
MULCH	SHREDDED HARDWOOD		AGED 6 MONTHS, MINIMUM; NO PINE OR WOOD CHIPS
PEA GRAVEL	PEA GRAVEL; ASTM-D-448	NO. 8 OR NO. 9 (1/8" TO 3/8")	
ORNAMENTAL STONE	RIVER STONE: WASHED COBBLES	3" TO 5"	
GEOTEXTILE	PE TYPE III NON-WOVEN	N/A	FOR USE AS NECCESSARY
GRAVEL (UNDERDRAINS)	AASHTO M-43	No. 57 OR No. 6 BLUE STONE AGGREGATE (3/8" TO 3/4").	
UNDERDRAIN PIPING	AASHTO M-278, TYPE PS 28 OR AASHTO M-278	4" TO 6" RIGID SCH 40 PVC OR SDR 35	SLOTTED OR PERFORATED PIPE; 3/8" PERF, @ 6" ON CENTER, 4 HOLES PER ROW; MINIMUM OF 3" OF GRAVEL OVER PIPES; NOT NECCESSARY UNDERNEATH PIPES. PERFORATED PIPE SHALL BE WRAPPED WITH 1/4" GALVANIZED HARDWARE CLOTH
POURED IN PLACE CONCRETE (IF REQUIRED)	MSHA MIX NO. 3; F'C = 3500 PSI @ 28 DAYS, NORMAL WEIGHT, AIR-ENTRAINED, REINFORCING TO MEET ASTM-615-60	N/A	SAND SUBSTITUTIONS SUCH AS DIABASE AND GRAYSTONE (AASHTO) #10 ARE NOT ACCEPTABLE. NO CALCIUM CARBONATED OR DOLOMITIC SAND SUBSTITUTIONS ARE ACCEPTABLE. NO "ROCK DUST" CAN BE USED FOR SAND.
SAND	AASHTO-M-6 OR ASTM-C-33	0.02" to 0.04"	NO RECYCLED CONCRETE SUBSTITUTION IS ACCEPTABLE

B.4.C SPECIFICATIONS FOR MICRO-BIORETENTION. RAIN GARDENS, LANDSCAPE INFILTRATION & INFILTRATION BERMS

1. MATERIAL SPECIFICATIONS

THE ALLOWABLE MATERIALS TO BE USED IN THESE PRACTICES ARE DETAILED IN TABLE B.4.1.

2. FILTERING MEDIA OR PLANTING SOIL

THE SOIL SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIALS OR SUBSTANCES SHALL BE MIXED OR DUMPED WITHIN THE MICRO-BIORETENTION PRACTICE THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. THE PLANTING SOIL SHALL BE FREE OF BERMUDA GRASS, QUACKGRASS, JOHNSON GRASS, OR OTHER NOXIOUS WEEDS AS SPECIFIED UNDER COMAR 15.08.01.05.

THE PLANTING SOIL SHALL BE TESTED AND SHALL MEET THE FOLLOWING CRITERIA:

- SOIL COMPONENT - LOAMY SAND OR SANDY LOAM (USDA SOIL TEXTURAL CLASSIFICATION)
- ORGANIC CONTENT - MINIMUM 10% BY DRY WEIGHT (ASTM D2974). IN GENERAL, THIS CAN BE MET WITH A MIXTURE OF LOAMY SAND (60% - 65%) AND COMPOST (35% TO 40%) OR SANDY LOAM (30%), COARSE SAND (30%), AND COMPOST (40%).
- CLAY CONTENT - MEDIA SHALL HAVE A CLAY CONTENT OF LESS THAN 5%.
- PH RANGE - SHOULD BE BETWEEN 5.5 - 7.0. AMENDMENTS (E.G., LIME, IRON SULFATE PLUS SULFUR) MAY BE MIXED INTO THE SOIL TO INCREASE OR DECREASE PH.

THERE SHALL BE AT LEAST ONE SOIL TEST PER PROJECT. EACH TEST SHALL CONSIST OF BOTH THE STANDARD SOIL TEST FOR PH, AND ADDITIONAL TESTS OF ORGANIC MATTER, AND SOLUBLE SALTS. A TEXTURAL ANALYSIS IS REQUIRED FROM THE SITE STOCKPILED TOPSOIL. IF TOPSOIL IS IMPORTED, THEN A TEXTURE ANALYSIS SHALL BE PERFORMED FOR EACH LOCATION WHERE THE TOPSOIL WAS EXCAVATED.

3. COMPACTION

IT IS VERY IMPORTANT TO MINIMIZE COMPACTION OF BOTH THE BASE OF BIORETENTION PRACTICES AND THE REQUIRED BACKFILL. WHEN POSSIBLE, USE EXCAVATION HOES TO REMOVE ORIGINAL SOIL. IF PRACTICES ARE EXCAVATED USING A LOADER, THE CONTRACTOR SHOULD USE WIDE TRACK OR MARSH TRACK EQUIPMENT, OR LIGHT EQUIPMENT WITH TURF TYPE TIRES. USE OF EQUIPMENT WITH NARROW TRACKS OR NARROW TIRES, RUBBER TIRES WITH LARGE LUGS, OR HIGH-PRESSURE TIRES WILL CAUSE EXCESSIVE COMPACTION RESULTING IN REDUCED INFILTRATION RATES AND IS NOT ACCEPTABLE. COMPACTION WILL SIGNIFICANTLY CONTRIBUTE TO DESIGN FAILURE.

COMPACTION CAN BE ALLEVIATED AT THE BASE OF THE BIORETENTION FACILITY BY USING A PRIMARY TILLING OPERATION SUCH AS A CHISEL PLOW, RIPPER, OR SUBSOILER. THESE TILLING OPERATIONS ARE TO REFRACTURE THE SOIL PROFILE THROUGH THE 12 INCH COMPACTION ZONE. SUBSTITUTE METHODS MUST BE APPROVED BY THE ENGINEER. ROTOTILLERS TYPICALLY DO NOT TILL DEEP ENOUGH TO REDUCE THE EFFECTS OF COMPACTION FROM HEAVY EQUIPMENT.

ROTOTILL 2 TO 3 INCHES OF SAND INTO THE BASE OF THE BIORETENTION FACILITY BEFORE BACKFILLING THE OPTIONAL SAND LAYER. PUMP ANY PONDED WATER BEFORE PREPARING (ROTOTILLING) BASE.

WHEN BACKFILLING THE TOPSOIL OVER THE SAND LAYER, FIRST PLACE 3 TO 4 INCHES OF TOPSOIL OVER THE SAND, THEN ROTOTILL THE SAND/TOPSOIL TO CREATE A GRADATION ZONE. BACKFILL THE REMAINDER OF THE TOPSOIL TO FINAL GRADE.

WHEN BACKFILLING THE BIORETENTION FACILITY, PLACE SOIL IN LIFTS 12" TO 18". DO NOT USE HEAVY EQUIPMENT WITHIN THE BIORETENTION BASIN. HEAVY EQUIPMENT CAN BE USED AROUND THE PERIMETER OF THE BASIN TO SUPPLY SOILS AND SAND. GRADE BIORETENTION MATERIALS WITH LIGHT EQUIPMENT SUCH AS A COMPACT LOADER OR A DOZER/LOADER WITH MARSH TRACKS.

4. PLANT MATERIAL

RECOMMENDED PLANT MATERIAL FOR MICRO-BIORETENTION PRACTICES CAN BE FOUND IN APPENDIX A, SECTION A.2.3.

5. PLANT INSTALLATION

COMPOST IS A BETTER ORGANIC MATERIAL SOURCE, IS LESS LIKELY TO FLOAT, AND SHOULD BE PLACED IN THE INVERT AND OTHER LOW AREAS. MULCH SHOULD BE PLACED IN SURROUNDING TO A UNIFORM THICKNESS OF 2" TO 3". SHREDDED OR CHIPPED HARDWOOD MULCH IS THE ONLY ACCEPTED MULCH. PINE MULCH AND WOOD CHIPS WILL FLOAT AND MOVE TO THE PERIMETER OF THE BIORETENTION AREA DURING A STORM EVENT AND ARE NOT ACCEPTABLE. SHREDDED MULCH MUST BE WELL AGED (6 TO 12 MONTHS) FOR ACCEPTANCE.

ROOTSTOCK OF THE PLANT MATERIAL SHALL BE KEPT MOIST DURING TRANSPORT AND ON-SITE STORAGE. THE PLANT ROOT BALL SHOULD BE PLANTED SO 1/8TH OF THE BALL IS ABOVE FINAL GRADE SURFACE. THE DIAMETER OF THE PLANTING PIT SHALL BE AT LEAST SIX INCHES LARGER THAN THE DIAMETER OF THE PLANTING BALL. SET AND MAINTAIN THE PLANT STRAIGHT DURING THE ENTIRE PLANTING PROCESS. THOROUGHLY WATER GROUND BED COVER AFTER INSTALLATION.

TREES SHALL BE BRACED USING 2" BY 2" STAKES ONLY AS NECESSARY AND FOR THE FIRST GROWING SEASON ONLY. STAKES ARE TO BE EQUALLY SPACED ON THE OUTSIDE OF THE TREE BALL.

GRASSES AND LEGUME SEED SHOULD BE DRILLED INTO THE SOIL TO A DEPTH OF AT LEAST ONE INCH. GRASS AND LEGUME PLUGS SHALL BE PLANTED FOLLOWING THE NON-GRASS GROUND COVER PLANTING SPECIFICATIONS.

THE TOPSOIL SPECIFICATIONS PROVIDE ENOUGH ORGANIC MATERIAL TO ADEQUATELY SUPPLY NUTRIENTS FROM NATURAL CYCLING. THE PRIMARY FUNCTION OF THE BIORETENTION STRUCTURE IS TO IMPROVE WATER QUALITY. ADDING FERTILIZERS DEFEATS, OR AT A MINIMUM, IMPEDES THIS GOAL. ONLY ADD FERTILIZER IF WOOD CHIPS OR MULCH ARE USED TO AMEND THE SOIL. ROTOTILL AREA FERTILIZER AT A RATE OF 2 POUNDS PER 1000 SQUARE FEET.

6. UNDERDRAINS

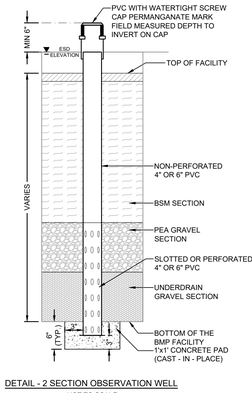
UNDERDRAINS SHOULD MEET THE FOLLOWING CRITERIA:

- PIPE- SHOULD BE 4" TO 6" DIAMETER, SLOTTED OR PERFORATED RIGID PLASTIC PIPE (ASTMF 758, TYPE PS 28, OR AASHTO-M-278) IN A GRAVEL LAYER. THE PREFERRED MATERIAL IS SLOTTED, 4" RIGID PIPE (E.G., PVC OR HDPE).
- PERFORATIONS- IF PERFORATED PIPE IS USED, PERFORATIONS SHOULD BE 3/8" DIAMETER LOCATED 6" ON CENTER WITH A MINIMUM OF FOUR HOLES PER ROW. PIPE SHALL BE WRAPPED WITH A ¼" (NO. 4 OR 4X4) GALVANIZED HARDWARE CLOTH.
- GRAVEL- THE GRAVEL LAYER (NO. 57 STONE PREFERRED) SHALL BE AT LEAST 3" THICK ABOVE AND BELOW THE UNDERDRAIN.
- THE MAIN COLLECTOR PIPE SHALL BE AT A MINIMUM 0.5% SLOPE.
- A RIGID, NON-PERFORATED OBSERVATION WELL MUST BE PROVIDED (ONE PER EVERY 1,0000 SQUARE FEET) TO PROVIDE A CLEAN-OUT PORT AND MONITOR PERFORMANCE OF THE FILTER.
- A 4" LAYER OF PEA GRAVEL (1/8" TO 3/8" STONE) SHALL BE LOCATED BETWEEN THE FILTER MEDIA AND UNDERDRAIN TO PREVENT MIGRATION OF FINES INTO THE UNDERDRAIN. THIS LAYER MAY BE CONSIDERED PART OF THE FILTER BED WHEN BED THICKNESS EXCEEDS 24".

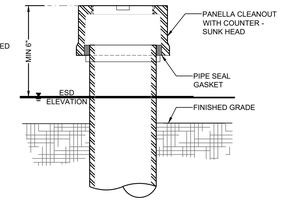
THE MAIN COLLECTOR PIPE FOR UNDERDRAIN SYSTEMS SHALL BE CONSTRUCTED AT A MINIMUM SLOPE OF 0.5%. OBSERVATION WELLS AND/OR CLEAN-OUT PIPES MUST BE PROVIDED (ONE MINIMUM PER EVERY 1000 SQUARE FEET OF SURFACE AREA).

7. MISCELLANEOUS

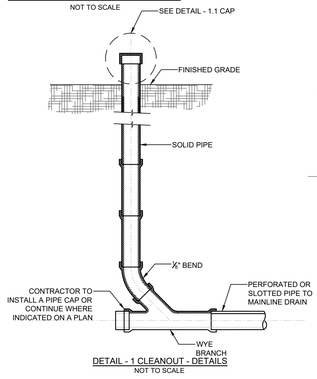
THESE PRACTICES MAY NOT BE CONSTRUCTED UNTIL ALL CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED.



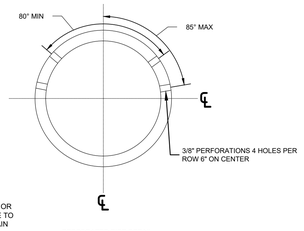
DETAIL - 2 SECTION OBSERVATION WELL
NOT TO SCALE



DETAIL - 1.1 CAP
NTS.



DETAIL - 1 CLEANOUT - DETAILS
NOT TO SCALE



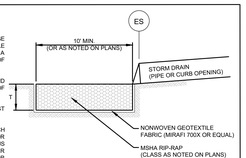
PERFORATED PIPE DETAIL

OBSERVATION WELL NOTES:

1. CONTRACTOR SHALL MARK DEPTH TO THE BOTTOM OF ESD FACILITY ON THE TOP OF THE OBSERVATION WELL.
2. CONTRACTOR SHALL PROVIDE 3/8 " DIAMETER AIR HOLE IN PVC CAP.

CONSTRUCTION SPECIFICATIONS / NOTES:

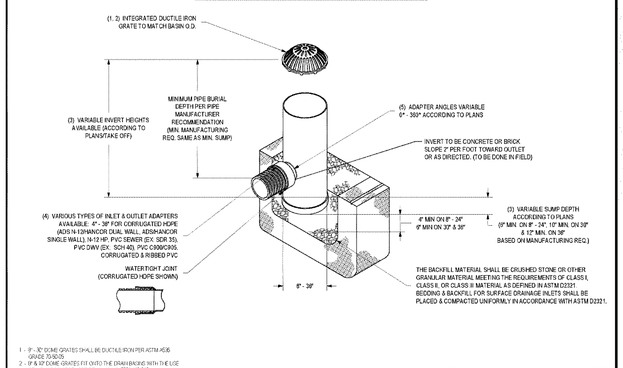
1. STONE SIZES FOR CLASSIFICATIONS OF RIP-RAP SHALL BE PER CHART BELOW.
2. PROTECT GEOTEXTILE FROMPUNCTURING, CUTTING, OR TEARING. REPAIR ANY DAMAGE OTHER THAN AN OCCASIONAL SMALL HOLE BY PLACING ANOTHER PIECE OF GEOTEXTILE OVER THE DAMAGED PART OR BY COMPLETELY REPLACING THE GEOTEXTILE. PROVIDE A MINIMUM OF ONE FOOT OVERLAP FOR ALL REPAIRS AND FOR JOINING TWO PIECES OF GEOTEXTILE TOGETHER.
3. PREPARE THE SUBGRADE FOR GEOTEXTILE AND RIPRAP TO THE REQUIRED LINES AND GRADES. COMPACT ANY FILL REQUIRED IN THE SUBGRADE TO A DENSITY OF APPROXIMATELY THAT OF THE SURROUNDING.
4. EXTEND GEOTEXTILE AT LEAST 6-INCHES BEYOND EDGES OF RIPRAP AND EMBED AT LEAST 4-INCHES AT SIDES OF RIPRAP.
5. CONSTRUCT RIPRAP OUTLET TO FULL COURSE THICKNESS IN ONE OPERATION AND IN SUCH A MANNER AS TO AVOID DISPLACEMENT OF UNDERLYING MATERIALS. PLAN STONE FOR RIPRAP OUTLET IN A MANNER THAT WILL ENSURE THAT IT IS REASONABLY HOMOGENOUS WITH THE SMALLER STONES AND SPALLS FILLING THE VOIDS BETWEEN THE LARGER STONES. PLACE RIPRAP IN MANNER TO PREVENT DAMAGE TO THE FILTER BLANKET OR GEOTEXTILE. HAND PLACE TO THE EXTENT NECESSARY.
6. WHERE NO ENDWALL IS USED, CONSTRUCT THE UPSTREAM END OF THE APRON SO THAT THE WIDTH IS TWO TIMES THE DIAMETER OF THE OUTLET PIPE, AND EXTEND THE STONE UNDER THE OUTLET BY MINIMUM OF 15-INCHES.
7. CONSTRUCT APRON WITH 0.0% SLOPE ALONG ITS LENGTH AND WITHOUT OBSTRUCTIONS. PLACE STONE SO THAT IT BLENDS IN WITH EXISTING GROUND.
8. MAINTAIN LINE, GRADE, AND CROSS SECTION. KEEP OUTLET FREE OF EROSION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. AFTER HIGH FLOWS INPECT FOR SCOUR AND RIPRAP DISLODGED RIPRAP. MAKE NECESSARY REPAIRS IMMEDIATELY.
9. PADS ENTERING TRAPS OR BASINS SHALL CONFORM TO RIPRAP INFLOW PROTECTION STANDARDS. OTHER PADS SHALL BE ROCK OUTLET PROTECTION TYPE II OR TYPE III. PADS BETWEEN OUTLET AND INLET END SECTIONS SHALL EXTEND THE FULL LENGTH BETWEEN THE END SECTIONS.



RIPRAP SIZES			
CLASS	d_{50}	d_{100}	Thickness (T)
CLASS 0	6 IN.	9 IN.	12 IN.
CLASS I	9.5 IN.	15 IN.	19 IN.
CLASS II	16 IN.	24 IN.	32 IN.
CLASS III	23 IN.	34 IN.	46 IN.

STONE OUTLET PAD DETAIL
NTS

NYLOPLAST DRAIN BASIN WITH DOME GRATE



1. 8" - 30" DOME GRATES SHALL BE DUCTILE IRON PER ASTM A536 GRADE 70-50-05
2. 8" & 10" DOME GRATES FIT INTO THE DRAIN BASINS WITH THE USE OF AN ADAPTER (SEE DRAWING NO. 7501-10-06)
3. GRATES ARE 7.7 LBS. (LESS DRAWING NO.) AND ACCORDING TO PLAN DETAILS. RISERS ARE NEEDED FOR RAISING OVERFLOW CREST TO SHIFTING RESTRICTIONS. (SEE DRAWING NO. 7501-10-06)
4. DRAINAGE CONNECTION STUB JOINT TIGHTNESS SHALL CONFORM TO ACTUAL SIZES FOR CORRUGATED HDPE (ADS N-12/HANCOR DUAL WALL N-12 HP, & PVC (SEWER) (F - DE)
5. ADAPTERS CAN BE MOUNTED ON ANY ANGLE UP TO 360°. TO DETERMINE MINIMUM ANGLE BETWEEN ADAPTERS USE DRAWING NO. 7501-10-012
6. 8" - 30" DOME GRATES HAVE NO LOAD RATING

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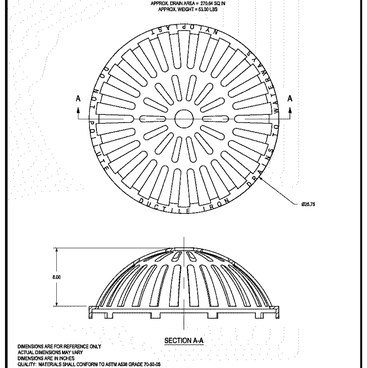
DRAWN BY	EBC	MATERIAL	
DATE	10-25-10		
REVISED BY	NBR	PROJECT NO./NAME	
DATE	06-12-19		
DWG SIZE	A	SCALE	1:40
SHEET	1 OF 1	DWG NO.	7501-10-397
REV	0		

Nyloplast — 3126 VERONA AVE BUFORD, GA 30518 PHN (770) 932-2443 FAX (770) 932-2490 www.nyloplastus.com

TITLE: DRAIN BASIN WITH DOME GRATE QUICK SPEC INSTALLATION DETAIL

2499CGD



DIMENSIONS ARE FOR REFERENCE ONLY
ACTUAL DIMENSIONS MAY VARY
DIMENSIONS ARE IN INCHES
QUALITY: MATERIALS SHALL CONFORM TO ASTM A536 GRADE 70-50-05
PAINT: CASTINGS ARE FURNISHED WITH A BLACK PAINT
LOCKING DEVICE AVAILABLE UPON REQUEST

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DRAWN BY	ESC	MATERIAL	DUCTILE IRON
DATE	3-8-05		
REVISED BY	ESC	PROJECT NO./NAME	24 IN DOME GRATE
DATE	3-24-11		
DWG SIZE	A	SCALE	1:5
SHEET	1 OF 1	DWG NO.	7501-11-0218
REV	0		

Nyloplast — 3126 VERONA AVE BUFORD, GA 30518 PHN (770) 932-2443 FAX (770) 932-2490 www.nyloplastus.com

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

CIVIL
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410.257.2202 | 410.535.3101 | WWW.COABARRETT.COM
COA BARRETT, LLC
100 JIBSAIL RD PRINCE FREDRICK, MARYLAND 20678
410 535-3101

STRUCTURAL
COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
9220 WIGHTMAN RD, SUITE 120, MONTGOMERY VILLAGE, MD
210 888-9548

MECH./ELECTRICAL/PLUMBING
RTM - ALBAN ENGINEERING INC.
303 INTERNATIONAL CIRCLE, SUITE 450, HUNT VALLEY, MD 21030
410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
1122 KENILWORTH DE, SUITE 206, TOWSON, MD 21204
443-279-4500

COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH ALLEN HUNSAKER — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

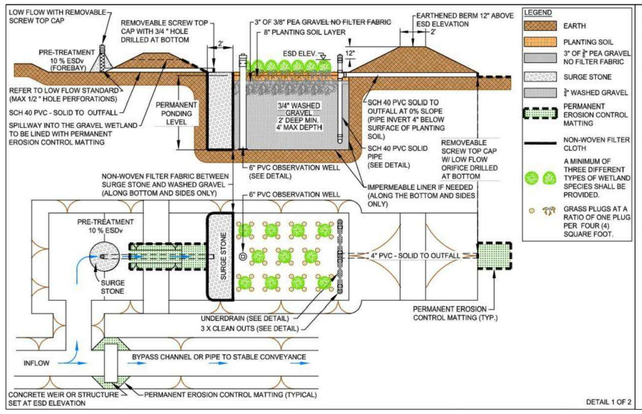
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
SWM DETAILS & SPECIFICATIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 712

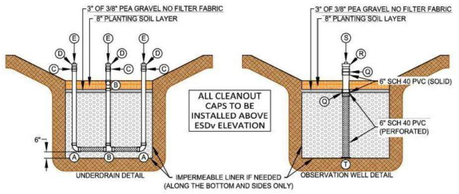
P:\CHCH00026 - LA PLATA HIGH SCHOOL\CH00026 00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GIS SITE DESIGN PHASE\02-SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS_STEP 2 DWG DATE PLOTTED: 3/9/2026



DETAIL 1 OF 2

NOTES

1. MINIMUM DRAINAGE AREA 1 ACRE, ADDRESS GROUND WATER RECHARGE SEPARATELY.
2. TEMPORARY PONDING PROVIDED FOR AT LEAST 75% (INCLUDING PRE-TREATMENT) OF THE ESDv WITH ORIFICE SIZED TO DRAIN TO THE PERMANENT PONDING LEVEL IN 24-48 HRS. WATER LEVEL NOT TO EXCEED PLANT TOLERANCE.
3. MINIMUM LENGTH = 15' (LENGTH TO WIDTH RATIO = 2:1).
4. A DENSE STAND OF PLANTS SHALL BE CREATED BY PLANTING WETLAND SHRUBS AT A RATIO OF AT LEAST 400 SHRUBS PER ACRE OF SURFACE AREA, WITH WETLAND GRASS PLUGS AT A RATIO OF ONE PLUG PER FOUR (4) SQUARE FOOT.
5. REFER TO BIORETENTION SPECIFICATIONS FOR PLANTING SOIL MIX SPECIFICATIONS.



DETAIL 2 OF 2

UNDERDRAIN DETAIL NOTES:

1. ALL PIPING / COUPLINGS TO BE SCHEDULE 40 PVC., USE 4" (FOUR) INCH PIPING UNLESS 6" (SIX) INCH IS NEEDED.
2. CEMENT ALL FITTINGS TO CREATE WATER TIGHT CONNECTION.
3. MINIMUM MATERIALS NEEDED:
   - (A) 2 (TWO) 90° 4" OR 6" PVC - ELBOWS
   - (B) 2 (TWO) 4" OR 6" PVC - TEE
   - (C) 3 (THREE) 4" OR 6" - COUPLINGS
   - (D) 3 (THREE) 4" OR 6" PVC CLEANOUT ADAPTERS
   - (E) 3 (THREE) 4" OR 6" PVC CLEANOUT PLUGS, WITH ¼" AIR HOLE

OBSERVATION WELL DETAIL NOTES:

1. ALL PIPING / COUPLINGS TO BE SCHEDULE 40 PVC AND 6" (SIX) INCHES IN DIAMETER
2. CEMENT ALL FITTINGS TO CREATE WATER TIGHT CONNECTION.
3. MINIMUM MATERIALS NEEDED:
   - (Q) 2 (TWO) 6" PVC - COUPLINGS
   - (R) 1 (ONE) 6" PVC CLEANOUT ADAPTERS
   - (S) 1 (ONE) 6" PVC CLEANOUT PLUGS, WITH ¼" AIR HOLE
   - (T) FOOT PLATE, 12" X 12" ALUMINUM, ¼" THICK OR OTHER SOLID, NON CORROSIVE MATERIAL

SUBMERGED GRAVEL WETLAND TYPICAL DETAILS

NTS

MATERIAL SPECS FOR SUBMERGED GRAVEL WETLANDS

MATERIAL	SPECIFICATIONS	SIZE	NOTES
PLANTINGS	NATIVE WETLAND PLANS	N/A	REFER TO LANDSCAPE SCHEDULES
PLANTING SOIL (BIORETENTION SOIL MIX)	LOAMY SANDS (60-65%) & COMPOST (35-50%) OR SANDY LOAM (30%), COARSE SAND (30%) & COMPOST (40%)	N/A	USDA SOIL TYPES OR SANDY LOAM; CLAY CONTENT LESS THAN 5%
ORGANIC CONTENT	MIN. 10% BY DRY WEIGHT (ASTM D 2974)		
GRAVEL JACKET	AASHTO M-43	NO. 2 (1-1/2" TO 3")	FOR USE AROUND LOW FLOW DEVICE
PEA GRAVEL	PEA GRAVEL: ASTM-D-448	NO. 8 OR NO. 9 (1/8" TO 3/8")	
CURTAIN DRAIN	MSHA CLASS 'D' SURGE STONE	4" TO 7"	
GEOTEXTILE	PE TYPE III NON-WOVEN	N/A	FOR USE AS SHOWN
GRAVEL MEDIA (3/4" WASH GRAVEL)	AASHTO M-43	No. 57 OR No. 6 AGGREGATE (3/8" TO 3/4")	
PIPING (UNDERDRAIN, CLEANOUTS, OBSERVATION WELL, LOW FLOW DEVICE)	AASHTO M-278, TYPE PS 28 OR AASHTO M-278	4" TO 6" RIGID SCH 40 PVC	PERFORATED PIPE; 3/8" PERF, @ 6" ON CENTER, 4 HOLES PER ROW; MINIMUM OF 3" OF GRAVEL OVER PIPES; NOT NECCESSARY UNDERNEATH PIPES. PERFORATED PIPE SHALL BE WRAPPED WITH 1/4" GALVANIZED HARDWARE CLOTH
IMPERMEABLE LINER		30 MIL POLYETHYLENE (HDPE)	BOTTOM AND SIDES ONLY (IF SHOWN)

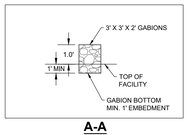
SWM CONSTRUCTION

ITEM	DESCRIPTION	EST. TIME DAYS
1	ONCE CONTRIBUTING DRAINAGE AREAS ARE TEMPORARILY STABILIZED BEGIN CONSTRUCTION OF SUBMERGED GRAVEL WETLANDS.	-
2	EXCAVATE TO SUBGRADE PER PLANS. INSTALL UNDERDRAIN GRAVEL AND INFLOW/OUTFLOW SURGE STONE PADS.	10
3	INSTALL UPSTREAM DIVERSION FENCE AS REQUIRED TO PROTECT FILTER MEDIA UNTIL UPSTREAM DRAINAGE AREA IS PERMANENTLY STABILIZED. INSTALL REMAINING FILTER MEDIA AND STABILIZATION PER DETAILS.	5
4	PREPARE AS-BUILT PLANS OF SWM DEVICES AND REQUEST PRE-FINAL INSPECTIONS. ADDRESS ANY DEFICIENCIES AND REQUEST FINAL INSPECTION.	10
	TOTAL ESTIMATED SWM CONSTRUCTION TIME:	25±

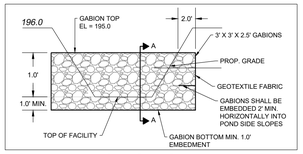
GABION NOTES:

THE NOTES ARE ADOPTED FROM MSHA SPECIFICATIONS 313 AND 906.

1. PROVIDE NONWOVEN GEOTEXTILE, AS SPECIFIED IN MDE SECTION H-1 MATERIALS, UNDER THE BOTTOM AND ALONG SIDES (BELOW GRADE) OF ALL GABION BASKETS.
2. ALL WIRE INCLUDING TIE AND CONNECTING WIRE SHALL HAVE A TENSILE STRENGTH OF AT LEAST 60,000 PSI WHEN TESTED PER A 370. ALL WIRE SIZES AND MESH SPACING SHALL BE AS RECOMMENDED BY THE MANUFACTURER.
   - STAINLESS STEEL INTERLOCKING FASTENERS MEETING A 313 MAY BE SUBSTITUTED FOR WIRE TIES. WHEN SUBJECTED TO DIRECTIONAL TENSION ALONG ITS AXIS, THE FASTENER SHALL REMAIN IN A CLOSED AND LOCKED CONDITION FOR A MINIMUM FORCE OF 900 LBS.
   - GALVANIZED COATING FOR FABRIC, TIES, AND CONNECTING WIRE SHALL NOT BE AT LEAST 0.8 OZ/FL WHEN TESTED PER A 90.
   - PVC COATING FOR FABRIC, TIES, AND CONNECTING WIRES SHALL EXHIBIT NO WEIGHT LOSS WHEN TESTED PER MSMT 509. COLOR SHALL MEET FEDERAL STANDARD 595, GRAY COLOR NO. 26440 OR GREEN COLOR NO. 24533, AND MATCH THROUGHOUT THE PROJECT.
3. EXCAVATE TO THE SPECIFIED LINES AND GRADES. ENSURE THAT THE SUBGRADE IS SMOOTH FIRM, AND FREE FROM PROTRUDING OBJECTS OR VOIDS THAT WOULD AFFECT THE PROPER PLACEMENT OF THE WIRE BASKETS OR DAMAGE THE GEOTEXTILE. FOR EXCAVATED MATERIAL, REFER TO MSHA 402.03.01.
4. PLACE GEOTEXTILE ON THE PREPARED SUBGRADE, OVERLAP ADJACENT STRIPS AT LEAST 2FT. REPLACE OR REPAIR GEOTEXTILE DAMAGED DURING PLACEMENT OF THE WIRE BASKETS.
5. SET THE EMPTY WIRE BASKET UNITS ON THE GEOTEXTILE AND BIND THE VERTICAL ENDS TOGETHER WITH WIRE TIES OR INTERLOCKING FASTENERS SPACED TO PERMIT STRETCHING OF THE UNITS TO REMOVE KINKS. USE STRETCHING METHODS THAT DO NOT DAMAGE THE BASKETS. USE STAKES, PINS, OR OTHER APPROVED METHODS TO ENSURE PROPER ALIGNMENT.
6. CAREFULLY FILL THE BASKET UNITS WITH STONE PLACED BY HAND OR MACHINE TO ENSURE GOOD ALIGNMENT WITH A MINIMUM OF VOIDS BETWEEN STONES. AVOID BULGING OF THE MESH. DO NOT DROP THE STONE FROM A HEIGHT GREATER THAN 36IN. PLACE THE STONE TO PROVIDE A MINIMUM OF TWO COURSES.
   - PLACE THE TOP LAYER OF STONE TO A UNIFORM SURFACE. AVOID ANY BULGING OF THE LID MESH. AFTER A BASKET UNIT IS FILLED, BEND THE LID OVER UNTIL IT MEETS THE ENDS OF THE UNIT. SECURE THE LID TO THE SIDES AND ENDS WITH WIRE TIES OR INTERLOCKING FASTENERS. WHEN A COMPLETE BASKET UNIT CANNOT BE INSTALLED BECAUSE OF SPACE LIMITATIONS, CUT THE BASKET UNIT TO FIT AS DIRECTED.
7. BACKFILL ANY EXCAVATION VOIDS EXISTING ALONG THE EDGES OF THE COMPLETED GABIONS AND COMPACT IN AN ACCEPTABLE MANNER.
8. BLEND GABIONS INTO EXISTING GROUND.



A-A
FOREBAY CROSS SECTION
SCALE: N.T.S



TYPICAL GABION WALL
FOREBAY EMBANKMENT
SCALE: N.T.S

SPECIFICATIONS FOR SUBMERGED GRAVEL WETLANDS

1) MATERIAL SPECIFICATIONS

THE ALLOWABLE MATERIALS TO BE USED IN THE FACILITY AREA ARE DETAILED ON THIS SHEET.

2) PLANTING SOIL

THE SOIL SHALL BE A UNIFORM MIX, FREE OF STONES, STUMPS, ROOTS OR OTHER SIMILAR OBJECTS LARGER THAN TWO INCHES. NO OTHER MATERIAL OR SUBSTANCES SHALL BE MIXED OR DUMPED WITHIN THE BIORETENTION AREA THAT MAY BE HARMFUL TO PLANT GROWTH, OR PROVE A HINDRANCE TO THE PLANTING OR MAINTENANCE OPERATIONS. THE PLANTING SOIL SHALL BE FREE OF BERMUDA GRASS, QUACKGRASS, JOHNSON GRASS, OR OTHER NOXIOUS WEEDS AS SPECIFIED UNDER COMAR 15.08.01.05.

THE PLANTING SOIL SHALL BE TESTED AND SHALL MEET THE FOLLOWING CRITERIA:

- SOIL COMPONENT - LOAMY SAND OR SANDY LOAM (USDA SOIL TEXTURAL CLASSIFICATION)
- ORGANIC CONTENT - MINIMUM 10% BY DRY WEIGHT (ASTM D 2974). IN GENERAL, THIS CAN BE MET WITH A MIXTURE OF LOAMY SAND (60%-65%) AND COMPOST (35%-40%) OR SANDY LOAM (30%), COARSE SAND (30%), AND COMPOST (40%).
- CLAY CONTENT - MEDIA SHALL HAVE A CLAY CONTENT OF LESS THAN 5%.
- pH RANGE - SHOULD BE BETWEEN 5.5 - 7.0. AMENDMENTS (e.g. LIME, IRON SULFATE PLUS SULFUR) MAY BE MIXED INTO THE SOIL TO INCREASE OR DECREASE pH.

THERE SHALL BE A MINIMUM OF ONE TEST PER PROJECT. EACH TEST SHALL CONSIST OF BOTH THE STANDARD SOIL TEST FOR PH, AND ADDITIONAL TESTS OF ORGANIC MATTER, AND SOLUBLE SALTS. A TEXTURE ANALYSIS IS REQUIRED FROM THE SITE STOCKPILED TOPSOIL. IF TOPSOIL IS IMPORTED, THEN A TEXTURE ANALYSIS SHALL BE PERFORMED FOR EACH LOCATION WHERE THE TOPSOIL WAS EXCAVATED. SINCE DIFFERENT LABS CALIBRATE THEIR TESTING EQUIPMENT DIFFERENTLY, ALL TESTING RESULTS SHALL COME FROM THE SAME TESTING FACILITY.

SHOULD THE PH FALL OUT OF THE ACCEPTABLE RANGE, IT MAY BE MODIFIED (HIGHER) WITH LIME OR (LOWER) WITH IRON SULFATE PLUS SULFUR.

3) COMPACTION

IT IS VERY IMPORTANT TO MINIMIZE COMPACTION OF BOTH THE BASE OF THE FACILITY AND THE REQUIRED BACKFILL. WETLAND CONSTRUCTION SHALL BE PERFORMED WITH LIGHTWEIGHT, WIDE-TRACKED EQUIPMENT TO MINIMIZE DISTURBANCE AND COMPACTION. EXCAVATED MATERIALS SHALL BE PLACED IN A CONTAINED AREA.

4) PLANT MATERIAL

USE NATIVE WETLAND STOCK OBTAINED FROM A LOCAL AQUATIC NURSERY. FREQUENT INSPECTION AND MAINTENANCE WILL BE NECESSARY UNTIL WETLAND PLANTINGS ARE WELL ESTABLISHED.

5) PLANT INSTALLATION

ROOT STOCK OF THE PLANT MATERIAL SHALL BE KEPT MOIST DURING TRANSPORT AND ON-SITE STORAGE. THE PLANT ROOT BALL SHOULD BE PLANTED SO 1IBTH OF THE BALL IS ABOVE FINAL GRADE SURFACE. THE DIAMETER OF THE PLANTING PIT SHALL BE AT LEAST SIX INCHES LARGER THAT THE DIAMETER OF THE PLANTING BALL. SET AND MAINTAIN THE PLANT STRAIGHT DURING THE ENTIRE PLANTING PROCESS. THOROUGHLY WATER GROUND BED COVER AFTER INSTALLATION.

TREES SHALL BE BRACED USING 2" BY 2" STAKES ONLY AS NECESSARY AND FOR THE FIRST GROWING SEASON ONLY. STAKES ARE TO BE EQUALLY SPACED ON THE OUTSIDE OF THE TREE BALL.

GRASS AND LEGUME PLUGS SHALL BE PLANTED FOLLOWING THE NON-GRASS GROUND COVER PLANTING SPECIFICATIONS.

6) MISCELLANEOUS

THE FACILITY MAY NOT BE CONSTRUCTED UNTIL ALL CONTRIBUTING DRAINAGE AREA HAS BEEN STABILIZED OR PROPER SEDIMENT CONTROLS MUST BE INSTALLED TO PROTECT THE AREA. SURFACE RUNOFF SHALL BE DIVERTED AWAY FROM THE PRACTICE DURING INSTALLATION/GRADING OPERATIONS. ANY PUMPING OPERATIONS SHALL DISCHARGE FILTERED WATER TO A STABLE OUTLET.

7) INSPECTION AND MAINTENANCE CRITERIA

MAINTENANCE OF THE STORMWATER MANAGEMENT DEVICES IS RESPONSIBILITY OF CHARLES COUNTY PUBLIC SCHOOLS IN ACCORDANCE WITH THE MEMORANDUM OF UNDERSTANDING BETWEEN THE TOWN OF LA PLATA AND CHARLES COUNTY PUBLIC SCHOOLS. THE FOLLOWING ITEMS SHOULD BE ADDRESSED TO ENSURE PROPER MAINTENANCE AND LONG-TERM PERFORMANCE OF THE FACILITIES:

DURING THE FIRST YEAR OF OPERATION, INSPECTIONS SHOULD BE CONDUCTED AFTER EVERY MAJOR STORM EVENT AND POORLY ESTABLISHED AREAS REVEGETATED.

A DENSE STAND OF WETLAND VEGETATION SHOULD BE MAINTAINED THROUGH THE LIFE OF THE FACILITY WITH PLANTINGS REPLACED AS NEEDED.

THE FACILITY AND INFLOW/OUTLET SHALL BE INSPECTED FOR SOIL EROSION, DEBRIS, AND OBSTRUCTIONS ROUTINELY AND AFTER HEAVY RAINFALLS. ANY EROSION SHOULD BE REPAIRED. TRASH SHALL BE REMOVED AS NEEDED. SEDIMENT SHALL BE REMOVED ANNUALLY OR WHEN ACCUMULATION EXCEEDS 1".

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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COMPREHENSIVE STRUCTURAL SOLUTIONS, LLC
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210 888-9548

MECH./ELECTRICAL/PLUMBING
RTM - ALBAN ENGINEERING INC.
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410 842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
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443-279-4500

COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — No. 21318 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

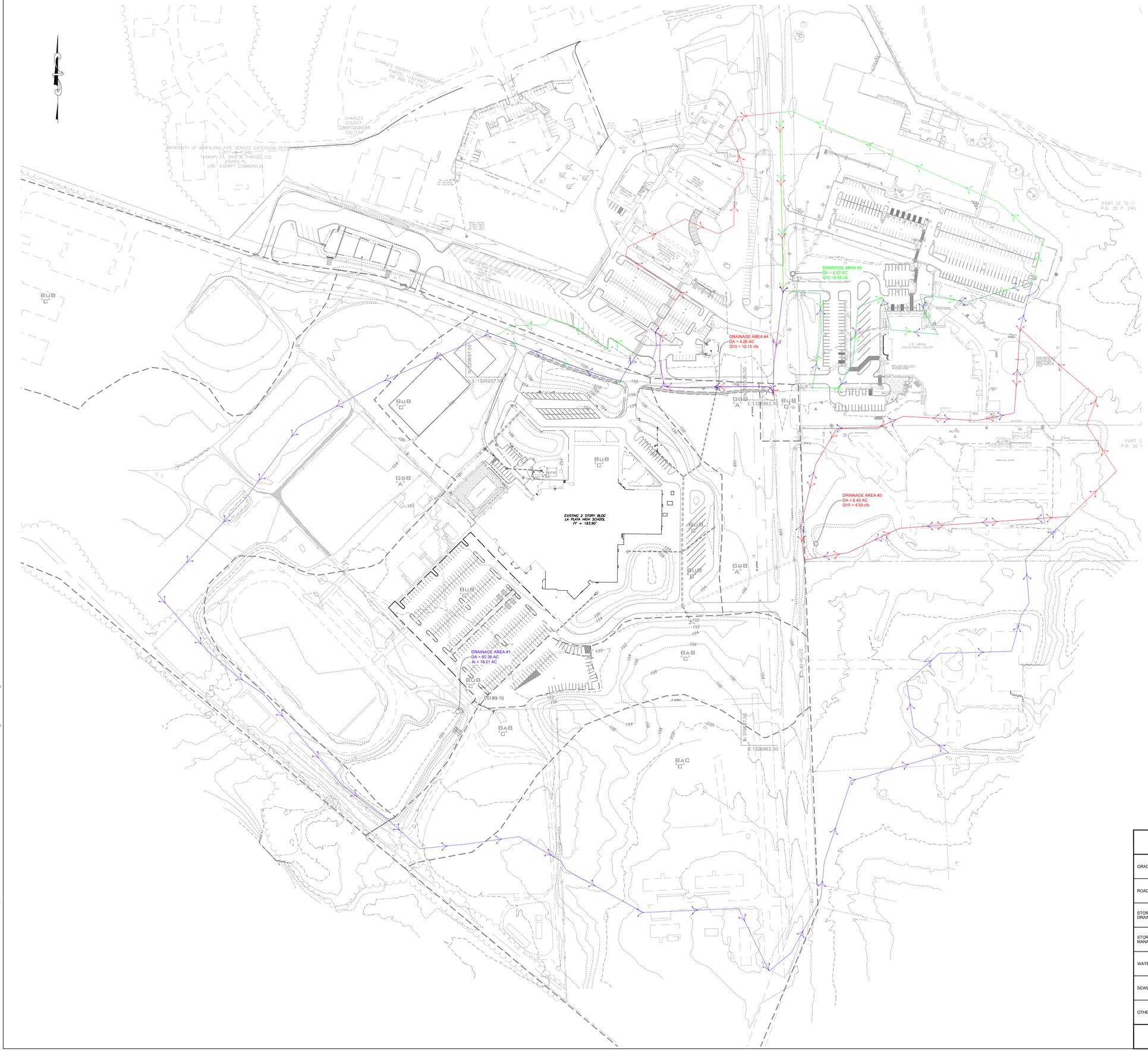
SHEET TITLE:
SWM DETAILS & SPECIFICATIONS

PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 713

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\SITE DESIGN\PHASE02\SHEET DRAWINGS\CH00026.00_PRODUCTION CVR & DETAILS_SITE2.DWG DATE PLOTTED: 3/9/2026

PRE-DEVELOPMENT - DRAINAGE AREA #1			
COVER DESCRIPTION	A SOIL SF ±	C SOIL SF ±	SUM SF ±
WOODS	139,618	146,852	286,470
OPEN	362,276	1,187,410	1,549,686
GRAVEL	-	-	-
IMPERVIOUS	73,712	719,581	793,293
TOTAL	575,606	2,053,843	2,629,449



DRAINAGE AREA MAP LEGEND

- PRE DEVELOPMENT DRAINAGE AREA # 1
- PRE DEVELOPMENT DRAINAGE AREA # 2
- PRE DEVELOPMENT DRAINAGE AREA # 3
- PRE DEVELOPMENT DRAINAGE AREA # 4

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1" = 100'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT

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License No. 31181;
Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

PRE-DEVELOPMENT DRAINAGE AREA MAP

PROJECT NO:
SEI:21015.0000
COAB : CH00026.00

DATE: 03/09/2026

SCALE:
AS SHOWN

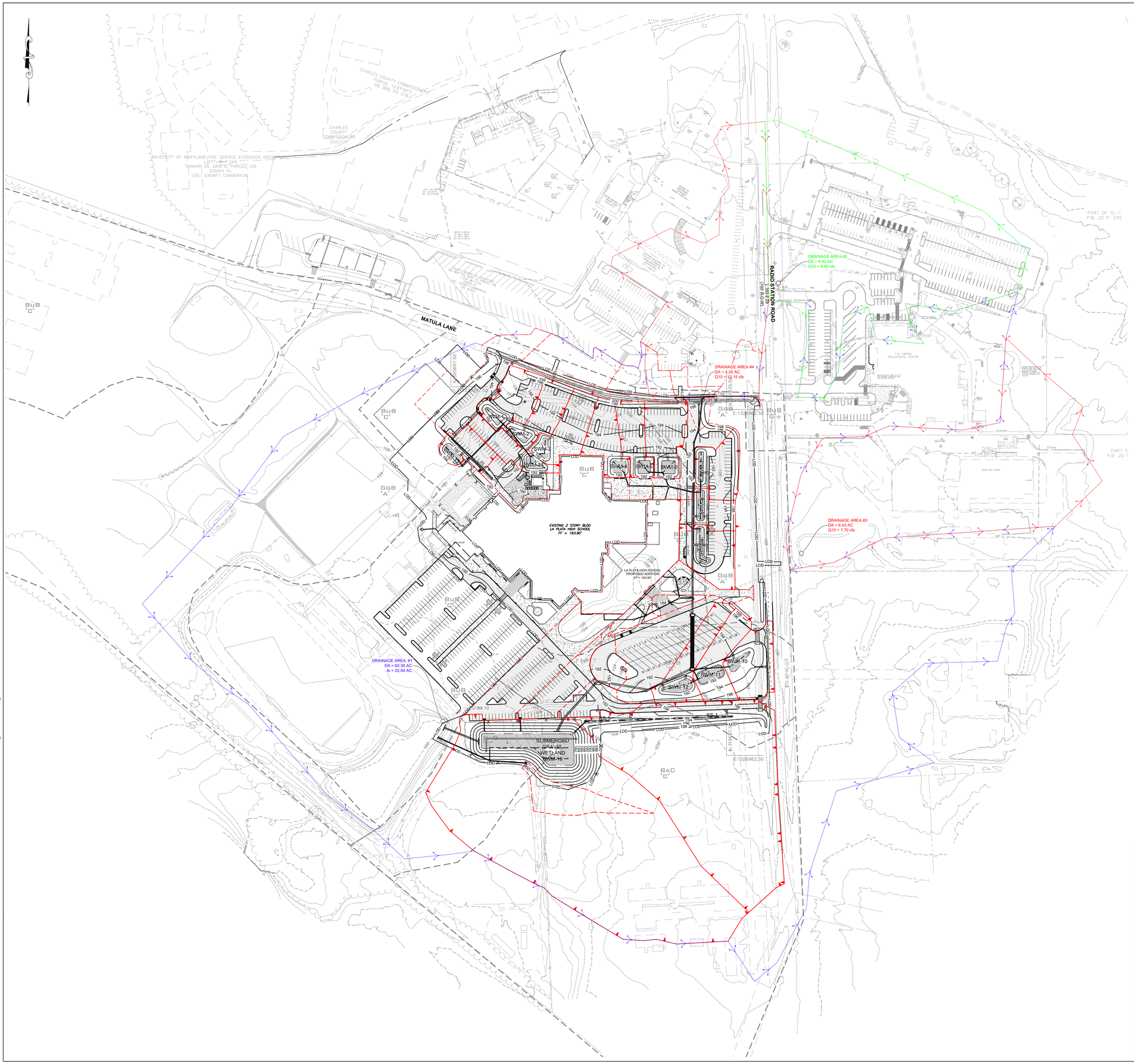
WORKING NORTH

SHEET NO:

C 800

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\SITE DESIGN\PHASE02\SHEET DRAWINGS\CH00026.00_PRODUCTION SET - STEP 2.DWG,DATE PLOTTED: 3/9/2026

POST-DEVELOPMENT - DRAINAGE AREA #1			
COVER DESCRIPTION	A SOIL SF ±	C SOIL SF ±	SUM SF ±
WOODS	139,618	115,056	254,674
OPEN	319,473	1,060,254	1,379,727
GRAVEL	-	-	-
IMPERVIOUS	116,514	878,532	995,046
TOTAL	435,994	2,053,842	2,629,447



DRAINAGE AREA MAP LEGEND

- POST DEVELOPMENT DRAINAGE AREA # 1
- POST DEVELOPMENT DRAINAGE AREA # 2
- POST DEVELOPMENT DRAINAGE AREA # 3
- POST DEVELOPMENT DRAINAGE AREA # 4
- PROP. SWM FACILTY
- C-DRAIN-SWM
- C-DRAIN-STRM

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1" = 100'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

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STATE OF MARYLAND — JOSEPH T. KOLODZIEJ — 31181

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

POST-DEVELOPMENT DRAINAGE AREA MAP

PROJECT NO: SEI:21015.0000 COAB : CH00026.00

DATE: 03/09/2026

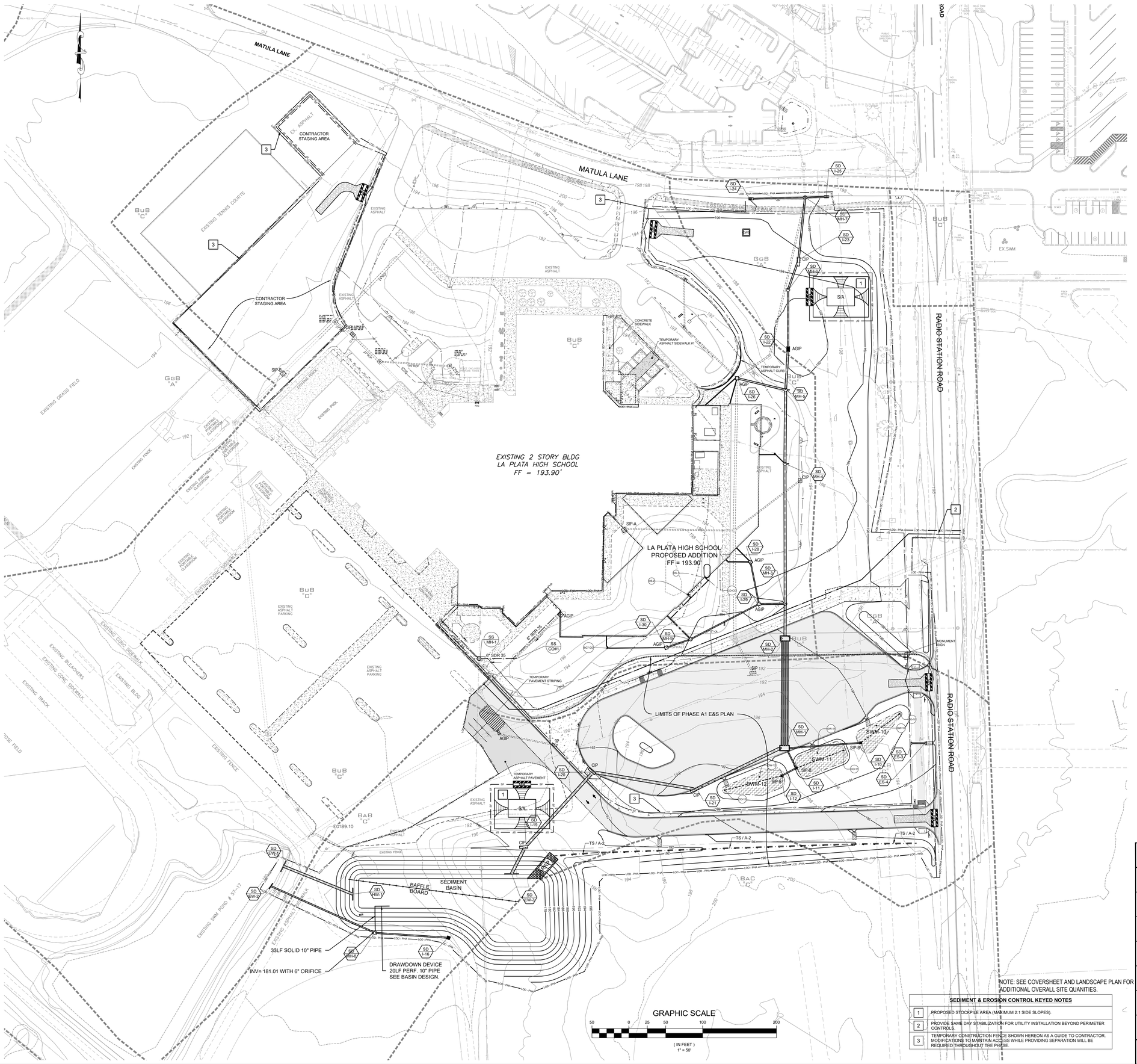
SCALE: AS SHOWN

WORKING NORTH

SHEET NO:

C 801

P:\CH\CH00026_LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\00-SITE DESIGN PHASE\00-SHEET DRAWINGS\CH00026.00_PRODUCTION SET_STEP 2.DWG DATE PLOTTED: 3/9/2026



NOTE: SEE COVERSHEET AND LANDSCAPE PLAN FOR ADDITIONAL OVERALL SITE QUANITIES.

SEDIMENT & EROSION CONTROL KEYED NOTES

1	PROPOSED STOCKPILE AREA (MAXIMUM 2:1 SIDE SLOPES).
2	PROVIDE SAME DAY STABILIZATION FOR UTILITY INSTALLATION BEYOND PERIMETER CONTROLS.
3	TEMPORARY CONSTRUCTION FENCE SHOWN HEREON AS A GUIDE TO CONTRACTOR. MODIFICATIONS TO MAINTAIN ACCESS WHILE PROVIDING SEPARATION WILL BE REQUIRED THROUGHOUT THE PHASE.

SEQUENCE OF SITE CONSTRUCTION PHASE A

A CONTRACTOR / DEVELOPER TO NOTIFY THE COMPLIANCE PROGRAM, WATER MANAGEMENT ADMINISTRATION, MARYLAND DEPARTMENT OF THE ENVIRONMENT (410) 537-3510, 5 DAYS PRIOR TO COMMENCING WORK.

B ALL SEDIMENT CONTROLS SHALL BE REGULARLY INSPECTED AND MAINTAINED IN ACCORDANCE WITH MDE 2011 REGULATIONS. EROSION AND SEDIMENT PRACTICES, AND SITE IN GENERAL, MUST BE INSPECTED WEEKLY AND AFTER EACH RAIN EVENT BY THE CONTRACTOR OR OTHER RESPONSIBLE PERSON THROUGHOUT THE LIFE OF THIS CONSTRUCTION. ANY NEEDED MAINTENANCE SHALL BE PERFORMED IMMEDIATELY.

C STANDARD STABILIZATION NOTE:
FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1), AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED. SAME DAY STABILIZATION SHALL OCCUR IN AREAS WHERE SEDIMENT AND EROSION CONTROLS HAVE BEEN REMOVED.

D UTILITY TRENCH NOTE:
ALL TRENCHES OR HOLES CREATED FOR UTILITY INSTALLATION SHALL BE BACKFILLED, COMPACTED AND STABILIZED AT THE END OF EACH WORKING DAY. EXCAVATED TRENCH MATERIAL SHALL BE PLACED ON THE HIGH SIDE OF THE TRENCH OR HOLE. NO TRENCH/HOLE SHALL BE OPEN MORE THAN CAN BE STABILIZED THE SAME DAY. IF AN AREA MUST BE LEFT UNSTABILIZED OVERNIGHT, SILT FENCE WILL BE PLACED IMMEDIATELY DOWNHILL OF ALL DISTURBED AREAS AND STOCKPILES AND APPROPRIATE SAFETY MEASURES WILL BE INSTALLED AS REQUIRED.

E DEWATERING OF UTILITY TRENCHES AND/OR FOUNDATION EXCAVATIONS SHALL BE DIRECTED TO A PORTABLE SEDIMENT TANK OR OTHER APPROVED DEWATERING PRACTICE PRIOR TO DISCHARGE TO EXISTING STORM DRAIN SYSTEM.

ITEM	DESCRIPTION	ESTIMATED TIME DAYS
1	CONTRACTOR / DEVELOPER TO NOTIFY THE COMPLIANCE PROGRAM, WATER MANAGEMENT ADMINISTRATION, MARYLAND DEPARTMENT OF THE ENVIRONMENT (410) 537-3510, 5 DAYS PRIOR TO COMMENCING WORK.	
2	DISTURB (CLEAR, GRUB & DEMO) ONLY WHERE NEEDED TO INSTALL REQUIRED PERIMETER EROSION AND SEDIMENT CONTROL PRACTICES FOR PHASE A1.	10
3	INSTALL PHASE INITIAL A1 EROSION AND SEDIMENT CONTROL PRACTICES WHERE INDICATED ON THIS APPROVED EROSION AND SEDIMENT CONTROL PLAN. THAT ONLY INCLUDES THE SCE#1, TEMPORARY SWALE, SEDIMENT BASIN AND ASSOCIATED OUTFALL. EXCESS EXCAVATED MATERIAL TO BE HAULED OFFSITE TO APPROVED SITE.	20
4	OBTAIN THE APPROVAL OF THE MDE INSPECTOR (410-537-3510). THE APPROVAL OF THE SEDIMENT CONTROL INSPECTOR IS REQUIRED UPON INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS, BUT BEFORE PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.	-
-	SEDIMENT CONTROL PRACTICES WILL BE MAINTAINED ACCORDING TO THE MARYLAND 2011 STANDARDS AND COUNTY REGULATIONS, UNTIL THE ENTIRE SITE IS STABILIZED, INSPECTED AND FINAL APPROVAL IS GIVEN BY THE APPROPRIATE STATE/COUNTY AGENCY.	-
5	EXCAVATE, GRADE AND CONSTRUCT PROPOSED DRIVEWAY ACCESS FROM RADIO STATION ROAD TO EXISTING PARKING LOT.	45
6	INSTALL TEMPORARY ASPHALT CURB, TEMPORARY ASPHALT PAVEMENT IN MAIN PARKING LOT AND TEMPORARY ASPHALT SIDEWALK #1.	15
7	DISTURB (CLEAR, GRUB & DEMO) ONLY WHERE NEEDED AND INSTALL REMAINING PHASE A PERIMETER EROSION AND SEDIMENT CONTROL PRACTICES.	15
8	OBTAIN THE APPROVAL OF THE CHARLES COUNTY EROSION AND SEDIMENT CONTROL INSPECTOR (301-645-0700). THE APPROVAL OF THE SEDIMENT CONTROL INSPECTOR IS REQUIRED UPON INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS, BUT BEFORE PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.	-
9	INSTALL TEMPORARY ASPHALT PAVEMENT IN SERVICE AREA PARKING LOT AND TEMPORARY ASPHALT SIDEWALK #2. PERFORM DEMOLITION ACTIVITIES TO REMOVE EXISTING SITE IMPROVEMENTS INCLUDING PAVEMENT, CURBS AND SIDEWALKS. STRIP AND STOCKPILE EXISTING TOPSOIL. BEGIN ROUGH GRADE THE SITE TO THE LIMITS AND GRADES SHOWN ON THE APPROVED PLAN.	60
10	INSTALL STORM DRAIN SYSTEM MH-7 TO EW-3 AND MH-17 TO MH-10 AS NEEDED TO BEGIN BUILDING CONSTRUCTION. IMMEDIATELY INSTALL INLET PROTECTION AS STORMDRAIN IS CONSTRUCTED.	30
11*	EXCAVATE FOUNDATIONS AND BEGIN BUILDING ADDITION AND NATATORIUM CONSTRUCTION.	60
12*	CONTINUE UTILITY INSTALLATION INCLUDING REMAINING PHASE A STORM DRAIN (WITH INLET PROTECTION AS SHOWN), WATER & SEWER. CONTINUE BUILDING CONSTRUCTION. ROUGH GRADE STORMWATER MANAGEMENT FACILITIES (SWM #10 - #12) TO BOTTOM OF PLANTING SOIL MEDIA (1 FT ABOVE FINAL INVERT OF FACILITIES) AND INSTALL SILT FENCE (NOT SHOWN) AROUND TOP OF FACILITY) TO LIMIT SEDIMENT FROM ENTERING THE SWM AREA.	120
13*	INSTALL SUBBASE CURB & GUTTER, BASE & INTERMEDIATE COURSE ASPHALT, SIDEWALKS AND CONCRETE FLAT WORK. CONTINUE BUILDING CONSTRUCTION. COMPLETE FINE GRADING AND PERMANENTLY STABILIZE WITH 4" TOPSOIL AND SOD.	30
14	ONCE CONTRIBUTING DRAINAGE AREAS ARE PERMANENTLY STABILIZED PERFORM FINAL EXCAVATION AND IMPLEMENTATION OF STORMWATER MANAGEMENT SYSTEMS (SWM #10 - #12). INCLUDING INSTALLATION OF UNDERDRAIN, GRAVEL AND FILTER MEDIA.	20
15	COMPLETE FINE GRADING AND PERMANENTLY STABILIZE ALL DISTURBED AREAS AS THEY ARE BROUGHT TO FINISHED GRADE WITH TOPSOIL, SEED & MULCH OR EROSION CONTROL MATTING (CURLEX) WHERE SHOWN AS PER CHARLES COUNTY SOIL CONSERVATION DISTRICT DETAILS & SPECIFICATIONS FOR VEGETATIVE ESTABLISHMENT.	30
16	ONCE ALL AREAS ARE ADEQUATELY STABILIZED. REQUEST THE EROSION AND SEDIMENT CONTROL INSPECTOR'S APPROVAL FOR THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL PRACTICES AND DEVICES. SEDIMENT AND EROSION CONTROLS CANNOT BE REMOVED UNTIL THE SITE HAS ADEQUATE STABILIZATION. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED AND THE SEDIMENT CONTROL INSPECTOR HAS APPROVED SUCH REMOVAL.	5
17	REMOVE PHASE A EROSION AND SEDIMENT CONTROL PRACTICES WITH APPROVAL FROM MARYLAND DEPARTMENT OF THE ENVIRONMENT SEDIMENT CONTROL INSPECTOR (UNLESS TO REMAIN IN PHASE B), AND PERMANENTLY STABILIZE AREA AFFECTED BY REMOVAL OF DEVICES WITH TOPSOIL SEED & MULCH AS PER CHARLES SOIL CONSERVATION DISTRICT STANDARDS.	2
	TOTAL ESTIMATED SITE WORK CONSTRUCTION TIME:	462

*ITEMS WHICH MAY BE DONE CONCURRENTLY

SEDIMENT & EROSION CONTROL

DESCRIPTION	SYMBOL	UNITS	QUANTITY
LIMIT OF DISTURBANCE (LOD)	LOD	AC ±	11.76
CLEARED AREA		AC ±	0.73
VEGETATED AREA		AC ±	-
STABILIZATION MATTING		SY ±	-
STABILIZATION CONSTRUCTION ENTRANCE	SCE	EACH	4
SILT FENCE	SF	LF ±	1015
SUPER SILT FENCE	SSF	LF ±	287
SILT FENCE ON PAVEMENT	SFOP	LF ±	-
SMART FENCE	SMF	LF ±	-
DIVERSION FENCE	DF	LF ±	-
FILTER LOG	FL-18	LF ±	-
INLET PROTECTION	IP	EACH	20
STONE / GABION OUTLET STRUCTURE		EACH	-
EARTH DIKE		LF ±	-
TEMPORARY SWALE		LF ±	495
MOUNTABLE BERM	MB	EACH	3
SEDIMENT TRAP		CF ±	-
EARTHWORK CUT		CY ±	-
EARTHWORK FILL		CY ±	-

NOTE: QUANTITIES ARE FOR OBTAINING PERMITS ONLY. QUANTITIES TO BE VERIFIED BY CONTRACTOR.

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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COST ESTIMATOR
COST CON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
COUNSILMAN - HUNSAKER
12851 MANCHESTER RD, SUITE 120 ST. LOUIS, MO 63131
314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

STATE OF MARYLAND — JOSEPH A. BARRETT — 21677 — REGISTERED PROFESSIONAL ENGINEER

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

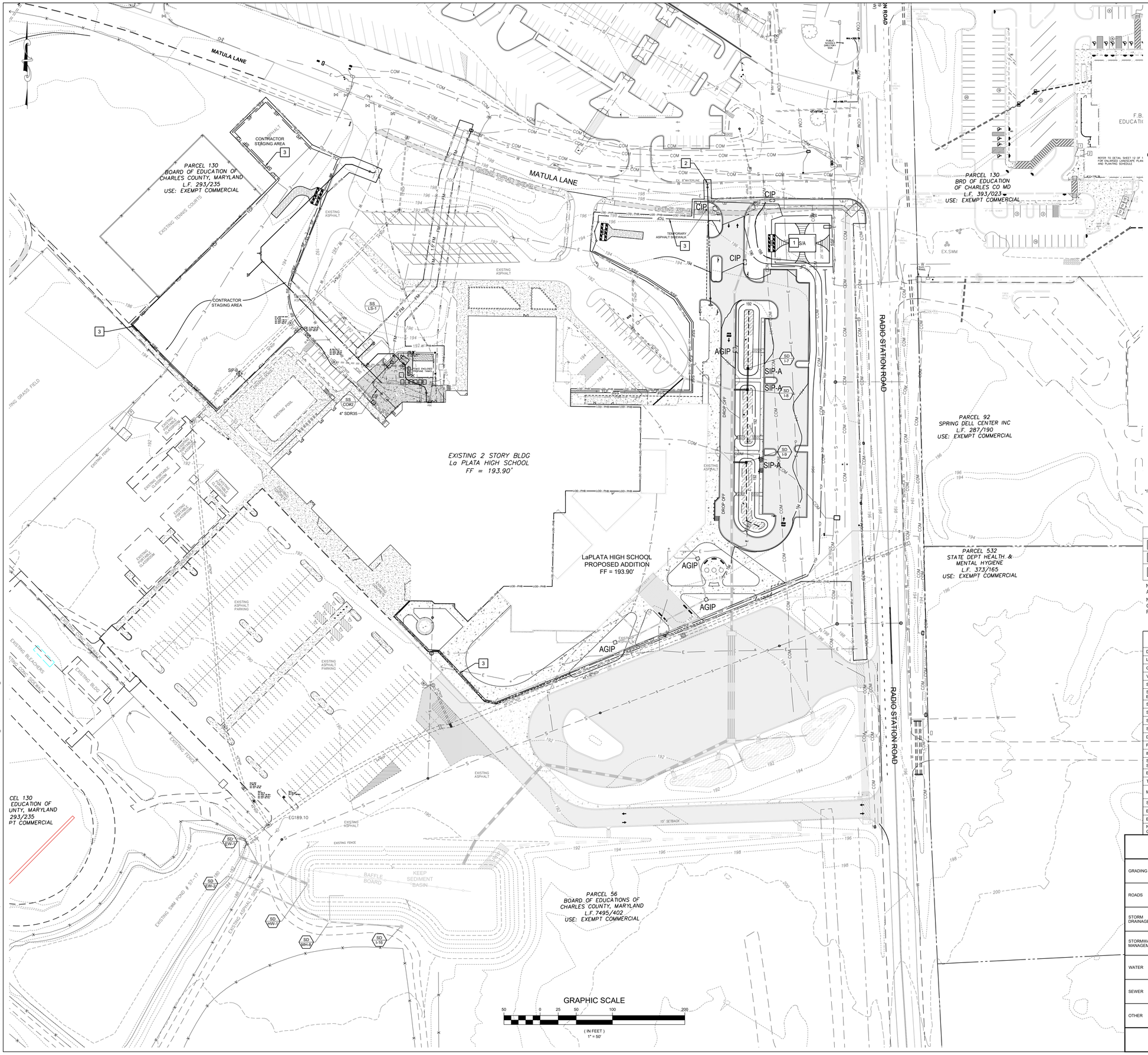
CHARLES COUNTY PUBLIC SCHOOLS

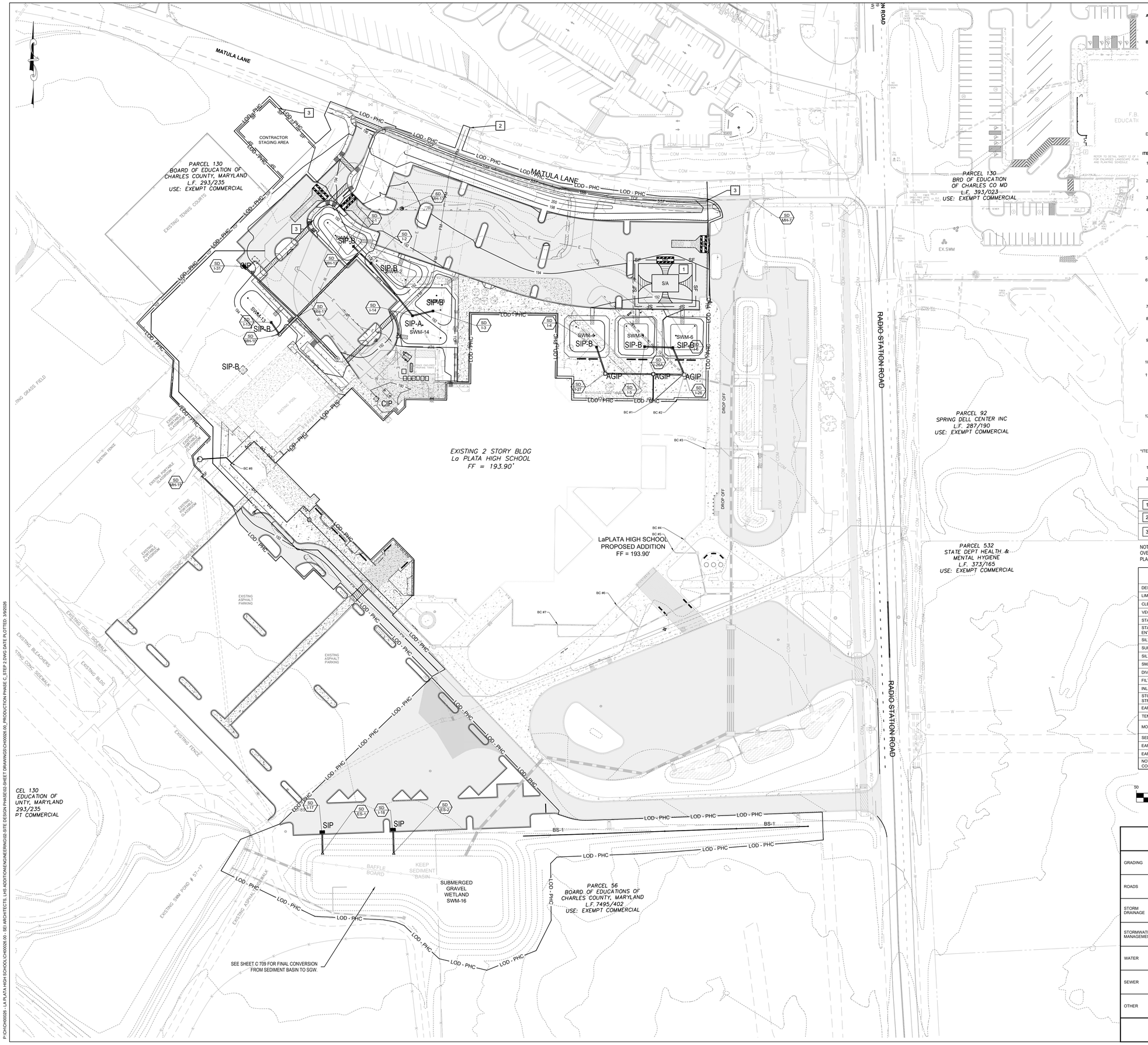
SHEET TITLE:
SEDIMENT & EROSION CONTROL PLAN PHASE A

PROJECT NO: SEI:21015.0000
COA B : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH

SHEET NO:
C 900

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\03-SITE DESIGN PHASE\03-SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE_A_STEP 2.DWG DATE PLOTTED: 3/9/2026


MATULA LANE
RADIO STATION ROAD
CONTRACTOR STAGING AREA
PARCEL 130
BOARD OF EDUCATION OF CHARLES COUNTY, MARYLAND
L.F. 293/235
USE: EXEMPT COMMERCIAL
EXISTING TENNIS COURTS
EXISTING 2 STORY BLDG
La PLATA HIGH SCHOOL
FF = 193.90'
LaPLATA HIGH SCHOOL
PROPOSED ADDITION
FF = 193.90'
EXISTING POOL
EXISTING ASPHALT
EXISTING ASPHALT PARKING
TEMPORARY ASPHALT SIDEWALK
CIP
AGIP
SIP-A
DROP OFF
SIP-B
SS LS-1
SS CORE
4" SDR35
EXISTING SWM POND # 57-17
BAFFLE BOARD
KEEP SEDIMENT BASIN
EXISTING FENCE
EXISTING BLEACHERS
EXISTING BLDG
EXISTING SIDEWALK
EXISTING ASPHALT SIDEWALK
EXISTING CONCRETE SIDEWALK
EXISTING CHAIN LINK FENCE
EXISTING SHRUBS
EXISTING TREES
EXISTING ASPHALT TENNIS COURTS
EXISTING CONCRETE TENNIS COURTS
EXISTING PORTABLE CLASSROOM
EXISTING PAVILION
EXISTING GAZEBO
EXISTING GRASS FIELD
EXISTING PLAYGROUND
EXISTING ASPHALT PLAYGROUND
EXISTING CONCRETE PLAYGROUND
EXISTING ASPHALT PARKING
EXISTING CONCRETE PARKING
EXISTING CONCRETE SIDEWALK
EXISTING ASPHALT SIDEWALK
EXISTING FENCE
EXISTING SHRUBS
EXISTING TREES
EXISTING ASPHALT
EXISTING CONCRETE
EXISTING CONCRETE SIDEWALK
EXISTING ASPHALT SIDEWALK
EXISTING CHAIN LINK



SEQUENCE OF SITE CONSTRUCTION PHASE C

A ALL SEDIMENT CONTROLS SHALL BE REGULARLY INSPECTED AND MAINTAINED IN ACCORDANCE WITH MDE 2011 REGULATIONS. EROSION AND SEDIMENT PRACTICES, AND SITE IN GENERAL, MUST BE INSPECTED WEEKLY AND AFTER EACH RAIN EVENT BY THE CONTRACTOR OR OTHER RESPONSIBLE PERSON THROUGHOUT THE LIFE OF THIS CONSTRUCTION. ANY NEEDED MAINTENANCE SHALL BE PERFORMED IMMEDIATELY.

B STANDARD STABILIZATION NOTE:
FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1) AND SEVEN DAYS (7) AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED. SAME DAY STABILIZATION SHALL OCCUR IN AREAS WHERE SEDIMENT AND EROSION CONTROLS HAVE BEEN REMOVED.

C UTILITY TRENCH NOTE:
ALL TRENCHES OR HOLES CREATED FOR UTILITY INSTALLATION SHALL BE BACKFILLED, COMPACTED AND STABILIZED AT THE END OF EACH WORKING DAY. EXCAVATED TRENCH MATERIAL SHALL BE PLACED ON THE HIGH SIDE OF THE TRENCH OR HOLE. NO TRENCH/HOLE SHALL BE OPEN MORE THAN CAN BE STABILIZED THE SAME DAY. IF AN AREA MUST BE LEFT UNSTABILIZED OVERNIGHT, SILT FENCE WILL BE PLACED IMMEDIATELY DOWNHILL OF ALL DISTURBED AREAS AND STOCKPILES AND APPROPRIATE SAFETY MEASURES WILL BE INSTALLED AS REQUIRED.

D DEWATERING OF UTILITY TRENCHES AND/OR FOUNDATION EXCAVATIONS SHALL BE DIRECTED TO A PORTABLE SEDIMENT TANK OR OTHER APPROVED DEWATERING PRACTICE PRIOR TO DISCHARGE TO EXISTING STORM DRAIN SYSTEM.

ITEM	DESCRIPTION	ESTIMATED TIME DAYS
1	CONTRACTOR / DEVELOPER TO NOTIFY THE COMPLIANCE PROGRAM, WATER MANAGEMENT ADMINISTRATION, MARYLAND DEPARTMENT OF THE ENVIRONMENT (410) 537-3510, 5 DAYS PRIOR TO COMMENCING WORK.	5
2	DISTURB (CLEAR & GRUB) ONLY WHERE NEEDED TO INSTALL REQUIRED PHASE C PERIMETER EROSION AND SEDIMENT CONTROL PRACTICES. INSTALL TEMPORARY ASPHALT PAVEMENT.	10
3	INSTALL EROSION AND SEDIMENT CONTROL PRACTICES WHERE INDICATED ON THIS APPROVED EROSION AND SEDIMENT CONTROL PLAN.	15
4	OBTAIN THE APPROVAL OF THE MDE INSPECTOR (410-537-3510). THE APPROVAL OF THE SEDIMENT CONTROL INSPECTOR IS REQUIRED UPON INSTALLATION OF PERIMETER EROSION AND SEDIMENT CONTROLS, BUT BEFORE PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.	-
-	SEDIMENT CONTROL PRACTICES WILL BE MAINTAINED ACCORDING TO THE MARYLAND 2011 STANDARDS AND COUNTY REGULATIONS, UNTIL THE ENTIRE SITE IS STABILIZED, INSPECTED AND FINAL APPROVAL IS GIVEN BY THE APPROPRIATE STATE/COUNTY AGENCY.	-
5*	PERFORM DEMOLITION ACTIVITIES TO REMOVE EXISTING SITE IMPROVEMENTS INCLUDING PAVEMENT, CURBS AND SIDEWALKS. STRIP AND STOCKPILE EXISTING TOPSOIL. BEGIN ROUGH GRADE THE SITE TO THE LIMITS AND GRADES SHOWN ON THE APPROVED PLAN.	60
6*	INSTALL REMAINING UTILITIES INCLUDING WATER AND STORM DRAIN. ROUGH GRADE SWM FACILITIES (SWM-1 TO SWM-4 & SWM-13, SWM 14) TO BOTTOM OF PLANTING SOIL MEDIA (ONE FOOT ABOVE FINAL INVERT OF FACILITIES) AND INSTALL SILT FENCE (NOT SHOWN) AROUND THE TOP OF THE FACILITY TO LIMIT SEDIMENT FROM ENTERING SWM AREA.	60
7	INSTALL SUBBASE, CURB & GUTTER, BASE & INTERMEDIATE COURSE ASPHALT SIDEWALKS AND CONCRETE FLATWORK.	90
8	ONCE CONTRIBUTING DRAINAGE AREAS ARE PERMANENTLY STABILIZED PERFORM FINAL EXCAVATION AND IMPLEMENTATION OF STORMWATER MANAGEMENT SYSTEMS (SWM 1 - 6 & 13,14). IMMEDIATELY STABILIZE SIDE SLOPES AND BERM WITH SOD AND COVERT SEDIMENT BASIN TO SGW.	10
9	COMPLETE FINE GRADING AND PERMANENTLY STABILIZE ALL DISTURBED AREAS AS THEY ARE BROUGHT TO FINISHED GRADE WITH TOPSOIL AND SOD PER CHARLES COUNTY SOIL CONSERVATION DISTRICT DETAILS & SPECIFICATIONS FOR VEGETATIVE ESTABLISHMENT.	30
10	INSTALL FINAL SURFACE COURSE ASPHALT, FINAL STRIPING AND LANDSCAPING (ALL PHASES).	
11	ONCE ALL AREAS ARE ADEQUATELY STABILIZED. REQUEST THE EROSION AND SEDIMENT CONTROL INSPECTOR'S APPROVAL FOR THE REMOVAL OF THE EROSION AND SEDIMENT CONTROL PRACTICES AND DEVICES. SEDIMENT AND EROSION CONTROLS CANNOT BE REMOVED UNTIL THE SITE HAS ADEQUATE STABILIZATION. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED AND THE SEDIMENT CONTROL INSPECTOR HAS APPROVED SUCH REMOVAL.	5
12	REMOVE EROSION AND SEDIMENT CONTROL PRACTICES WITH APPROVAL FROM MARYLAND DEPARTMENT OF THE ENVIRONMENT SEDIMENT CONTROL INSPECTOR, AND PERMANENTLY STABILIZE AREA AFFECTED BY REMOVAL OF DEVICES WITH TOPSOIL SEED & MULCH AS PER CHARLES SOIL CONSERVATION DISTRICT STANDARDS.	10
	TOTAL ESTIMATED SITE WORK CONSTRUCTION TIME;	290

*ITEMS WHICH MAY BE DONE CONCURRENTLY

SEDIMENT & EROSION CONTROL NOTES

1 ALL PHASE B SEDIMENT CONTROLS SHOWN HEREON ARE TO REMAIN AND BE MAINTAINED DURING PHASE C.

2 WITH INSPECTOR AND CCPS APPROVAL, PHASE C MAY COMMENCE AND BE COMPLETED CONCURRENTLY WITH PHASE B

SEDIMENT & EROSION CONTROL KEYED NOTES

1	PROPOSED STOCKPILE AREA (MAXIMUM 2:1 SIDE SLOPES).
2	PROVIDE SAME DAY STABILIZATION FOR UTILITY INSTALLATION BEYOND PERIMETER CONTROLS.
3	TEMPORARY CONSTRUCTION FENCE SHOWN HEREON AS A GUIDE TO CONTRACTOR. MODIFICATIONS TO MAINTAIN ACCESS WHILE PROVIDING SEPARATION WILL BE REQUIRED THROUGHOUT THE PHASE.

NOTE: SEE COVERSHEET AND LANDSCAPE PLAN FOR ADDITIONAL OVERALL SITE QUANTITIES. QUANTITIES FROM PHASE B THAT REMAIN IN PLACE NOT INCLUDED BELOW.

SEDIMENT & EROSION CONTROL

DESCRIPTION	SYMBOL	UNITS	QUANTITY
LIMIT OF DISTURBANCE (LOD)	LOD	AC ±	9.09
CLEARED AREA		AC ±	-
VEGETATED AREA		AC ±	-
STABILIZATION MATTING		SY ±	-
STABILIZATION CONSTRUCTION ENTRANCE	SCE	EACH	3
SILT FENCE	SF	LF ±	276
SUPER SILT FENCE	SSF	LF ±	707
SILT FENCE ON PAVEMENT	SFOP	LF ±	-
SMART FENCE	SMF	LF ±	-
DIVERSION FENCE	DF	LF ±	-
FILTER LOG	FL-18	LF ±	-
INLET PROTECTION	IP	EACH	15
STONE / GABION OUTLET STRUCTURE		EACH	-
EARTH DIKE		LF ±	-
TEMPORARY SWALE		LF ±	-
MOUNTABLE BERM	MB	EACH	3
SEDIMENT TRAP		CF ±	-
EARTHWORK CUT		CY ±	-
EARTHWORK FILL		CY ±	-

NOTE: QUANTITIES ARE FOR OBTAINING PERMITS ONLY. QUANTITIES TO BE VERIFIED BY CONTRACTOR.

GRAPHIC SCALE

50 0 25 50 100 200

(IN FEET)
1" = 50'

Town of LaPlata **Approvals**						Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS		
ROADS		CONSTRUCTION		AS-BUILTS		
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS		
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS		
WATER		CONSTRUCTION		AS-BUILTS		
SEWER		CONSTRUCTION		AS-BUILTS		
OTHER		CONSTRUCTION		AS-BUILTS		THIS PERMIT EXPIRES ON:
		DATE:				DATE:

ARCHITECT
SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
301-770-0177(P) 301-330-3224(F)

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POOL DESIGN
COUNSILMAN - HUNSAKER
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314-894-1245

KITCHEN
NYIKOS GARCIA
7146 STARMOUNT WAY NEW MARKET, MD 21774
240-683-9530

PROFESSIONAL SEAL:

DLLR CERTIFICATION

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland License No. 31181; Expiration Date: 01/13/27

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

SEDIMENT & EROSION CONTROL PLAN PHASE C

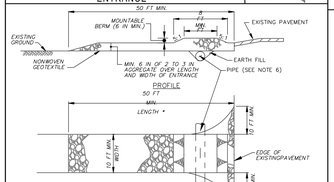
PROJECT NO: SEI:21015.0000 COAB : CH00026.00
DATE: 03/09/2026
SCALE: AS SHOWN
WORKING NORTH
SHEET NO:

C 902

P:\CH\CH00026 - LA PLATA HIGH SCHOOL\CH00026.00 - SEI ARCHITECTS, LHS ADDITION\ENGINEERING\GD\0.SITE DESIGN PHASE\02.SHEET DRAWINGS\CH00026.00_PRODUCTION PHASE C_STEP 2.DWG DATE PLOTTED: 3/9/2026

DETAIL B-1 STABILIZED CONSTRUCTION ENTRANCE

STANDARD SYMBOL: SCE



CONSTRUCTION SPECIFICATIONS

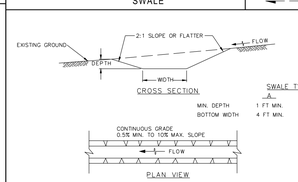
1. PLACE STABILIZED CONSTRUCTION ENTRANCE IN ACCORDANCE WITH THE APPROVED PLAN. VEHICLES MUST TRAVEL OVER THE ENTIRE LENGTH OF THE SCE. USE MINIMUM LENGTH OF 50 FEET (*50 FEET FOR SINGLE RESIDENCE LOT). USE MINIMUM WIDTH OF 10 FEET. FLARE SCE TO FEET MINIMUM AT THE EXISTING ROAD TO PROVIDE A TURNING RADIUS.
2. PIPE ALL SURFACE WATER FLOWING TO OR DIVERTED TOWARD THE SCE UNDER THE ENTRANCE, MAINTAINING POSITIVE DRAINAGE. PROTECT PIPE INSTALLED THROUGH THE SCE WITH A MOUNTABLE BERM WITH 5:1 SLOPES AND A MINIMUM OF 12 INCHES OF STONE OVER THE PIPE. PROVIDE PIPE AS SPECIFIED ON APPROVED PLAN. WHEN THE SCE IS LOCATED AT A HIGH SPOT AND HAS NO DRAINAGE TO CONVEY, A PIPE IS NOT NECESSARY. A MOUNTABLE BERM IS REQUIRED WHEN SCE IS NOT LOCATED AT A HIGH SPOT.
3. PREPARE SUBGRADE AND PLACE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H-1 MATERIALS.
4. PLACE CRUSHED AGGREGATE (2 TO 3 INCHES IN SIZE) OR EQUIVALENT RECYCLED CONCRETE (WITHOUT REBAR) AT LEAST 6 INCHES DEEP OVER THE LENGTH AND WIDTH OF THE SCE.
5. MAINTAIN ENTRANCE IN A CONDITION THAT MINIMIZES TRACKING OF SEDIMENT. ADD STONE OR MAKE OTHER REPAIRS AS CONDITIONS DEMAND TO MAINTAIN CLEAN SURFACE, MOUNTABLE BERM, AND SPECIFIED DIMENSIONS. IMMEDIATELY REMOVE SOIL AND/OR SEDIMENT SPILLED, DROPPED, OR TRACKED ONTO ADJACENT ROADWAY BY VACUUMING, SCRAPING, AND/OR SWEEPING. WASHING ROADWAY TO REMOVE MUD TRACKED ONTO PAVEMENT IS NOT ACCEPTABLE UNLESS WASH WATER IS DIRECTED TO AN APPROVED SEDIMENT CONTROL PRACTICE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL C-2 TEMPORARY SWALE

STANDARD SYMBOL: A-1



SWALE TYPE	A	B
MIN. DEPTH	1 FT MIN.	1 FT MIN.
BOTTOM WIDTH	4 FT MIN.	6 FT MIN.

FLOW CHANNEL STABILIZATION

A–1	SEED WITH STRAW MULCH AND TACK. (NOT ALLOWED FOR CLEAR WATER DIVERSION.)
A–2/B–2	SEED WITH SOIL STABILIZATION MATTING OR LINE WITH SOD.
A–3/B–3	4 TO 7 INCH STONE OR EQUIVALENT RECYCLED CONCRETE PRESSED INTO SOIL A MINIMUM OF 7 INCHES AND FLUSH WITH GROUND.

CONSTRUCTION SPECIFICATIONS

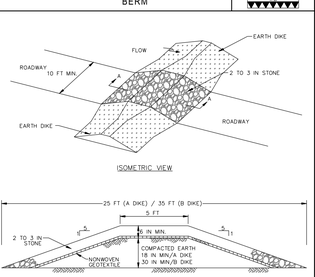
1. REMOVE AND DISPOSE OF ALL TREES, BRUSH, STUMPS, OBSTRUCTIONS, AND OTHER OBJECTIONABLE MATERIAL SO AS NOT TO INTERFERE WITH PROPER FUNCTION OF TEMPORARY SWALE.
2. EXCAVATE OR SHAPE TEMPORARY SWALE TO LINE, GRADE, AND CROSS SECTION AS SPECIFIED. BANK PROJECTIONS OR OTHER IRREGULARITIES ARE NOT ALLOWED.
3. STABILIZE TEMPORARY SWALE WITHIN THREE DAYS OF INSTALLATION. STABILIZE SWALES USED FOR CLEAR WATER DIVERSION WITHIN 24 HOURS OF INSTALLATION.
4. CONSTRUCT FLOW CHANNEL ON AN UNINTERRUPTED, CONTINUOUS GRADE, ADJUSTING THE LOCATION DUE TO FIELD CONDITIONS AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE.
5. PROVIDE OUTLET PROTECTION AS REQUIRED ON APPROVED PLAN.
6. MAINTAIN LINE, GRADE, AND CROSS SECTION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS, AND MAINTAIN POSITIVE DRAINAGE. KEEP TEMPORARY SWALE AND POINT OF DISCHARGE FREE OF EROSION, AND CONTINUOUSLY MEET REQUIREMENTS FOR ADEQUATE VEGETATIVE ESTABLISHMENT IN ACCORDANCE WITH SECTION B–4 VEGETATIVE STABILIZATION.
7. UPON REMOVAL OF TEMPORARY SWALE, GRADE AREA FLUSH WITH EXISTING GROUND, WITHIN 24 HOURS OF REMOVAL STABILIZE DISTURBED AREA WITH TOPSOIL, SEED, AND MULCH, OR AS SPECIFIED ON APPROVED PLAN.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL C-8 MOUNTABLE BERM

STANDARD SYMBOL: MB



CONSTRUCTION SPECIFICATIONS

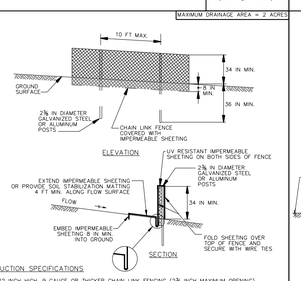
1. USE MINIMUM WIDTH OF 10 FEET TO ALLOW FOR VEHICULAR PASSAGE.
2. PLACE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS, OVER THE EARTH MOUND PRIOR TO PLACING STONE.
3. PLACE 2 TO 3 INCH STONE OR EQUIVALENT RECYCLED CONCRETE AT LEAST 6 INCHES DEEP OVER THE LENGTH AND WIDTH OF THE MOUNTABLE BERM.
4. MAINTAIN LINE, GRADE, AND CROSS SECTION. ADD STONE OR MAKE OTHER REPAIRS AS CONDITIONS DEMAND TO MAINTAIN SPECIFIED DIMENSIONS. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. MAINTAIN POSITIVE DRAINAGE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL C-9 DIVERSION FENCE

STANDARD SYMBOL: DF



CONSTRUCTION SPECIFICATIONS

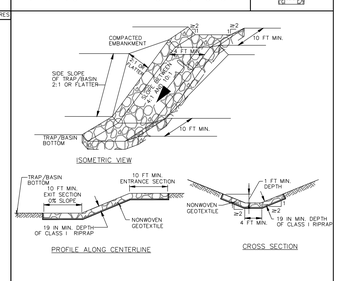
1. USE 42 INCH HIGH, 9 GAUGE OR THICKER CHAIN LINK FENCING (2¼ INCH MAXIMUM OPENING).
2. USE 2¾ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND SIX FOOT LENGTH SPACED NO FURTHER THAN 10 FEET APART. THE POSTS DO NOT NEED TO BE SET IN CONCRETE.
3. FASTEN CHAIN LINK FENCE SECURELY TO THE FENCE POSTS WITH WIRE TIES.
4. SECURE TO MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING TO CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT TOP, MID SECTION, AND BELOW GROUND SURFACE.
5. EXTEND SHEETING A MINIMUM OF 4 FEET ALONG FLOW SURFACE AND EMBED END A MINIMUM OF 8 INCHES INTO GROUND. SOIL STABILIZATION MATTING MAY BE USED IN LIEU OF IMPERMEABLE SHEETING ALONG FLOW SURFACE.
6. WHEN TWO SECTIONS OF SHEETING ADJOIN EACH OTHER, OVERLAP BY 6 INCHES AND FOLD WITH SEAM FACING DOWNGRADE.
7. KEEP FLOW SURFACE ALONG DIVERSION FENCE AND POINT OF DISCHARGE FREE OF EROSION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. MAINTAIN POSITIVE DRAINAGE. REPLACE IMPERMEABLE SHEETING IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL D-3-1 RIPRAP INFLOW PROTECTION

STANDARD SYMBOL: RIP



CONSTRUCTION SPECIFICATIONS

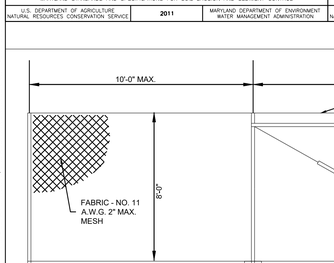
1. PROVIDE NONWOVEN GEOTEXTILE, AS SPECIFIED IN SECTION H–1 MATERIALS, UNDER THE BOTTOM AND ALONG SIDES OF ALL RIPRAP.
2. CONSTRUCT INFLOW CHANNEL WITH CLASS I RIPRAP OR EQUIVALENT RECYCLED CONCRETE LINING TO A MINIMUM DEPTH OF 19 INCHES (2 × D_{50}) AND A 1 FOOT DEEP FLOW CHANNEL. INFLOW RIPRAP PROTECTION SHALL BE 10 FEET (5 × D_{50}) MINIMUM CROSS SECTION WITH 2:1 OR FLATTER SIDE SLOPES AND A 4 FOOT MINIMUM BOTTOM WIDTH.
3. INSTALL ENTRANCE AND EXIT SECTIONS AS SHOWN ON THE PROFILE.
4. BLEND RIPRAP INTO EXISTING GROUND.
5. MAINTAIN LINE, GRADE, AND CROSS SECTION. REMOVE ACCUMULATED SEDIMENT AND DEBRIS. KEEP POINTS OF INFLOW AND OUTFLOW FREE OF EROSION.

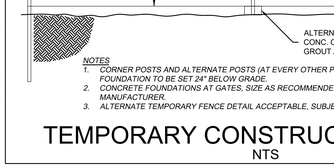
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF





JOINING TWO ADJACENT SILT FENCE SECTIONS (TOP VIEW)

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MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-1 SILT FENCE

STANDARD SYMBOL: SF

CONSTRUCTION SPECIFICATIONS

1. USE WOOD POSTS 1½ x 1½ x ¾ INCH (MINIMUM) SQUARE CUT OF SOUND QUALITY HARDWOOD. AS AN ALTERNATIVE, USE STANDARD T- OR "U"-SECTION STEEL POSTS WEIGHING NOT LESS THAN 1 POUND PER LINEAR FOOT.
2. USE 36 INCH MINIMUM POSTS DRIVEN 16 INCH MINIMUM INTO GROUND NO MORE THAN 6 FEET APART.
3. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS AND FASTEN GEOTEXTILE SECURELY TO UPSLOPE SIDE OF FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP AND MID–SECTION.
4. PROVIDE MANUFACTURER CERTIFICATION TO THE AUTHORIZED REPRESENTATIVE OF THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT THE GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H–1 MATERIALS.
5. EMBED GEOTEXTILE A MINIMUM OF 8 INCHES VERTICALLY INTO THE GROUND. BACKFILL AND COMPACT THE SOIL ON BOTH SIDES OF FABRIC.
6. WHERE TWO SECTIONS OF GEOTEXTILE ADJOIN, OVERLAP, TWIST, AND STAPLE TO POST IN ACCORDANCE WITH THIS DETAIL.
7. EXTEND BOTH ENDS OF THE SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SILT FENCE.
8. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN SILT FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL FENCE.

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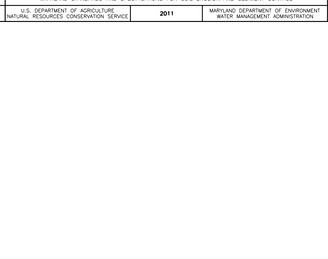
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-3 SUPER SILT FENCE

STANDARD SYMBOL: SSF



CONSTRUCTION SPECIFICATIONS

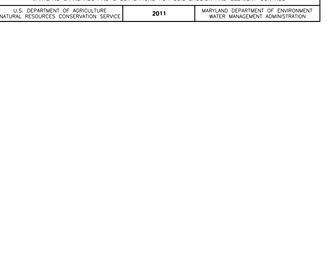
1. INSTALL 2¾ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND SIX FOOT LENGTH SPACED NO FURTHER THAN 10 FEET APART. DRIVE THE POSTS A MINIMUM OF 36 INCHES INTO THE GROUND.
2. FASTEN 9 GAUGE OR HEAVIER GALVANIZED CHAIN LINK FENCE (2¼ INCH MAXIMUM OPENING) 42 INCHES IN HEIGHT SECURELY TO THE FENCE POSTS WITH WIRE TIES OR HOG RINGS.
3. FASTEN WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS, SECURELY TO THE UPSLOPE SIDE OF THE FENCE POSTS WITH WIRE TIES OR STAPLES AT TOP, TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 8 INCHES INTO THE GROUND.
4. WHERE ENDS OF THE GEOTEXTILE COME TOGETHER, THE ENDS SHALL BE OVERLAPPED BY 6 INCHES, FOLDED, AND STAPLED TO PREVENT SEDIMENT BY PASS.
5. EXTEND BOTH ENDS OF THE SUPER SILT FENCE A MINIMUM OF FIVE HORIZONTAL FEET UPSLOPE AT 45 DEGREES TO THE MAIN FENCE ALIGNMENT TO PREVENT RUNOFF FROM GOING AROUND THE ENDS OF THE SUPER SILT FENCE.
6. PROVIDE MANUFACTURER CERTIFICATION TO THE INSPECTION/ENFORCEMENT AUTHORITY SHOWING THAT GEOTEXTILE USED MEETS THE REQUIREMENTS IN SECTION H–1 MATERIALS.
7. REMOVE ACCUMULATED SEDIMENT AND DEBRIS WHEN BULGES DEVELOP IN FENCE OR WHEN SEDIMENT REACHES 25% OF FENCE HEIGHT. REPLACE GEOTEXTILE IF TORN. IF UNDERMINING OCCURS, REINSTALL CHAIN LINK FENCING AND GEOTEXTILE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: 5 MESH, SIP



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MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-1 STANDARD INLET PROTECTION

STANDARD SYMBOL: 5 MESH, SIP

CONSTRUCTION SPECIFICATIONS

1. USE WOVEN SLIT FILM GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
2. EXCAVATE COMPLETELY AROUND THE INLET TO A DEPTH OF 18 INCHES BELOW THE NOTCH ELEVATION.
3. FOR TYPE A, USE NOMINAL 2 INCH X 4 INCH CONSTRUCTION GRADE LUMBER POSTS, DRIVEN 1 FOOT INTO THE GROUND AT EACH CORNER OF THE INLET. PLACE NAIL STRIPS BETWEEN THE POSTS ON THE ENDS OF THE INLET. ASSEMBLE THE TOP PORTION OF THE 2X4 FRAME AS SHOWN, STRETCH ½ INCH GALVANIZED HARDWARE CLOTH TIGHTLY AROUND THE FRAME AND FASTEN SECURELY. FASTEN GEOTEXTILE SECURELY TO THE HARDWARE CLOTH WITH TIES SPACED EVERY 24 INCHES AT TOP AND MID SECTION. EMBED GEOTEXTILE AND HARDWARE CLOTH A MINIMUM OF 18 INCHES BELOW THE WEIR CREST. THE ENDS OF THE GEOTEXTILE MUST MEET AT A POST, BE OVERLAPPED AND FOLDED, THEN FASTENED TO THE POST.

   FOR TYPE B, USE 2¾ INCH DIAMETER GALVANIZED STEEL POSTS OF 0.095 INCH WALL THICKNESS AND 6 FOOT LENGTH, DRIVEN A MINIMUM OF 36 INCHES BELOW THE WEIR CREST AT EACH CORNER OF THE STRUCTURE. FASTEN 9 GAUGE OR HEAVIER CHAIN LINK FENCE, 42 INCHES IN HEIGHT, SECURELY TO THE FENCE POSTS WITH WIRE TIES. FASTEN GEOTEXTILE SECURELY TO THE CHAIN LINK FENCE WITH TIES SPACED EVERY 24 INCHES AT THE TOP AND MID SECTION. EMBED GEOTEXTILE AND CHAIN LINK FENCE A MINIMUM OF 18 INCHES BELOW THE WEIR CREST.
4. BACKFILL AROUND THE INLET IN LOOSE 4 INCH LIFTS AND COMPACT UNTIL SOIL IS LEVEL WITH THE NOTCH ELEVATION ON THE ENDS AND TOP ELEVATION ON THE SIDES.
5. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

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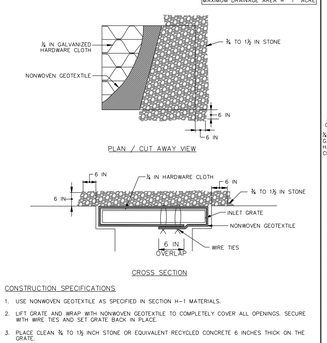
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-2 AT-GRADE INLET PROTECTION

STANDARD SYMBOL: AGIP

MAXIMUM DRAINAGE AREA = 1 ACRE



CONSTRUCTION SPECIFICATIONS

1. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
2. LIFT GRATE AND WRAP WITH NONWOVEN GEOTEXTILE TO COMPLETELY COVER ALL OPENINGS. SECURE WITH WIRE TIES AND SET GRATE BACK IN PLACE.
3. PLACE CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE 6 INCHES THICK ON THE GRATE.
4. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

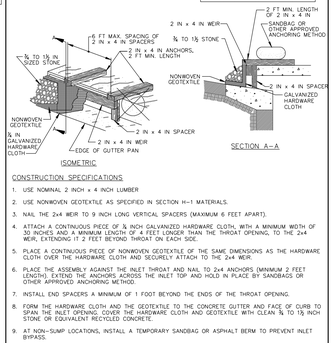
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL E-9-3 CURB INLET PROTECTION

STANDARD SYMBOL: CIP

MAXIMUM DRAINAGE AREA = ¾ ACRE



CONSTRUCTION SPECIFICATIONS

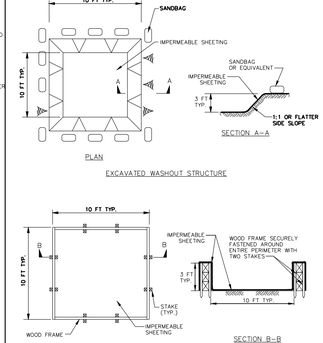
1. USE NOMINAL 2 INCH x 4 INCH LUMBER
2. USE NONWOVEN GEOTEXTILE AS SPECIFIED IN SECTION H–1 MATERIALS.
3. NAIL THE 2x4 WEIR TO 6 INCH LONG VERTICAL SPACERS (MAXIMUM 6 FEET APART).
4. ATTACH A CONTINUOUS PIECE OF ¾ INCH GALVANIZED HARDWARE CLOTH, WITH A MINIMUM WIDTH OF 30 INCHES AND A MINIMUM LENGTH OF 4 FEET LONGER THAN THE THROAT OPENING, TO THE 2x4 WEIR, EXTENDING IT 2 FEET BEYOND THROAT ON EACH SIDE.
5. PLACE A CONTINUOUS PIECE OF NONWOVEN GEOTEXTILE OF THE SAME DIMENSIONS AS THE HARDWARE CLOTH OVER THE HARDWARE CLOTH AND SECURELY ATTACH TO THE 2x4 WEIR.
6. PLACE THE ASSEMBLY AGAINST THE INLET THROAT AND NAIL TO 2x4 ANCHORS (MINIMUM 2 FEET LENGTH). EXTEND THE ANCHORS ACROSS THE INLET TOP AND HOLD IN PLACE BY SANDBAGS OR OTHER APPROVED ANCHORING METHOD.
7. INSTALL END SPACERS A MINIMUM OF 1 FOOT BEYOND THE ENDS OF THE THROAT OPENING.
8. FORM THE HARDWARE CLOTH AND THE GEOTEXTILE TO THE CONCRETE GUTTER AND FACE OF CURB TO SPAN THE INLET OPENING. COVER THE HARDWARE CLOTH AND GEOTEXTILE WITH CLEAN ¾ TO 1½ INCH STONE OR EQUIVALENT RECYCLED CONCRETE.
9. AT NON–SUMP LOCATIONS, INSTALL A TEMPORARY SANDBAG OR ASPHALT BERM TO PREVENT INLET BYPASS.
10. STORM DRAIN INLET PROTECTION REQUIRES FREQUENT MAINTENANCE. REMOVE ACCUMULATED SEDIMENT AFTER EACH RAIN EVENT TO MAINTAIN FUNCTION AND AVOID PREMATURE CLOGGING. IF INLET PROTECTION DOES NOT COMPLETELY DRAIN WITHIN 24 HOURS AFTER A STORM EVENT, IT IS CLOGGED. WHEN THIS OCCURS, REMOVE ACCUMULATED SEDIMENT AND CLEAN, OR REPLACE GEOTEXTILE AND STONE.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

STANDARD SYMBOL: CWS



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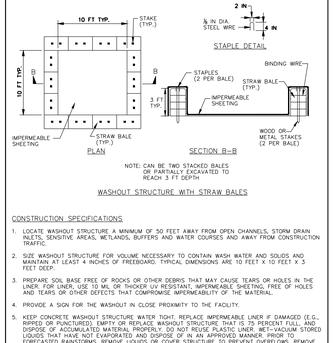
MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE | 2011 | MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL H-6 ONSITE CONCRETE WASHOUT STRUCTURE

STANDARD SYMBOL: CWS



CONSTRUCTION SPECIFICATIONS

1. LOCATE WASHOUT STRUCTURE A MINIMUM OF 50 FEET AWAY FROM OPEN CHANNELS, STORM DRAIN INLETS, SENSITIVE AREAS, WETLANDS, BUFFERS AND WATER COURSES AND AWAY FROM CONSTRUCTION TRAFFIC.
2. SIZE WASHOUT STRUCTURE FOR VOLUME NECESSARY TO CONTAIN WASH WATER AND SOLIDS AND MAINTAIN AT LEAST 4 INCHES OF FREEBOARD. TYPICAL DIMENSIONS ARE 10 FEET X 10 FEET X 3 FEET DEEP.
3. PREPARE SOIL BASE FREE OF ROCKS OR OTHER DEBRIS THAT MAY CAUSE TEARS OR HOLES IN THE LINER. FOR LINER, USE 10 MIL OR THICKER UV RESISTANT, IMPERMEABLE SHEETING, FREE OF HOLES AND TEARS OR OTHER DEFECTS THAT COMPROMISE IMPERMEABILITY OF THE MATERIAL.
4. PROVIDE A SIGN FOR THE WASHOUT IN CLOSE PROXIMITY TO THE FACILITY.
5. KEEP CONCRETE WASHOUT STRUCTURE WATER TIGHT. REPLACE IMPERMEABLE LINER IF DAMAGED (E.G., RIPPED OR PUNCTURED). EMPTY OR REPLACE WASHOUT STRUCTURE THAT IS 75 PERCENT FULL, AND DISPOSE OF ACCUMULATED MATERIAL PROPERLY. DO NOT REUSE PLASTIC LINER. WET–VACUUM STORED WASH WATER AND SOLIDS FOR DISPOSAL OFFSITE. IF WASHOUT STRUCTURE IS TO REMAIN OVER WINTER OR FORECASTED PRECIPITATIONS, REMOVE LIQUIDS OR COVER STRUCTURE TO PREVENT OVERFLOWS. REMOVE HARDENED SOLIDS, WHOLE OR BROKEN UP, FOR DISPOSAL OR RECYCLING. MAINTAIN RUNOFF DIVERSION AROUND EXCAVATED WASHOUT STRUCTURE UNTIL STRUCTURE IS REMOVED.

2 OF 2

MARYLAND STANDARDS AND SPECIFIC

G-2 STANDARD AND SPECIFICATIONS

FOR

SEDIMENT BASINS

Definition

A temporary pool formed by excavation and/or construction of an embankment and equipped with a draw-down device.

Purpose

To intercept sediment-laden runoff and retain sediment in order to protect drainage ways, properties, and rights-of-way downstream of the sediment basin from sedimentation.

Conditions Where Practice Applies

A sediment basin is required where sediment trap drainage areas are exceeded. Stormwater management ponds may be used as sediment basins provided they meet the requirements of this section and that the construction sequence addresses converting the sediment basin to the permanent stormwater management pond.

Conditions of Use

This standard applies to the installation of temporary sediment basins on sites where:

1. Failure of the structure would not result in loss of life, damage to homes or buildings, or interruption of use or service of public roads or utilities;
2. The drainage area does not exceed 100 acres;
3. The maximum embankment height does not exceed 15 feet measured from the natural ground to the embankment top along the centerline of embankment; and
4. The basin is to be removed within 36 months after the beginning of construction of the basin.

Where any of these criteria cannot be met, the structure must be designed in accordance with Environmental Article, Title 5, Subtitle 5, Annotated Code of Maryland or Natural Resource Conservation Service (NRCS) Maryland Conservation Practice Standard Code No. 378 for Ponds.

Design Criteria

1. Local Requirements. In addition to the requirements herein, the design and construction must comply with local laws, ordinances, rules and regulations.
2. Stormwater Management. Where a sediment basin is to be used as a permanent pond, the total volume must be equal to or exceed the capacity requirements for the permanent pond or pervious areas must be made for additional grading when the facility is converted to a permanent structure.
3. Location. Locate the basin to obtain the maximum storage benefit from the terrain and for ease of clean-out. The basin should be located to avoid conflicts with utilities and construction activities. Where possible, locate so that storm drains may outfall or be diverted into the basin. Do not locate

basin any closer than 20 feet from an existing building foundation. Basins should not be located in areas where the groundwater elevation is higher than the bottom of the basin. Basins in structural fill areas (e.g., proposed roadways and building foundations) are discouraged.

4. Storage Volume. Provide at least 3600 cubic feet of storage for each acre of drainage. The volume is measured from the bottom of the basin to the elevation of the principal spillway crest and is to be divided equally into "dry" storage (1800 ft³/acre) and "wet" storage (1800 ft³/acre). The dry storage will draw down to the wet pool elevation. The 3600 cubic feet of storage is approximately equal to 1 inch of runoff per acre of drainage area.
5. Clean Out. The clean out elevation is cut-half the wet storage depth. Determine and note the elevation corresponding to the maximum allowable sediment level in the design data on the plans as a elevation below the top of the riser.
6. Surface Area. The ratio of surface area (acres) to discharge (cubic feet/second) must be greater than or equal to 0.0033. The surface area is measured at the design high water elevation for the 10-year frequency storm.
7. Inflow.
   a. Establish points of concentrated inflow and specify the type of inflow protection. See Section D – Erosion Control.
   b. Locate inflow points to maximize the flow distance to the outlet. Length to width ratio must be 2:1 or greater, where length is the distance between the inlet and outlet. Where a 2:1 effective length to width ratio between inflow and outflow cannot be obtained, baffles are required. See Detail G-2-4 Baffle Boards.
   c. Provide dikes/berms where necessary to ensure that runoff is directed to the protected inflow points of the basin. The top elevation of any dike or berm directing water to a sediment basin must be equal to, or higher than, the elevation of the basin embankment.
   d. Specify in the sequence of construction that the basin must be constructed prior to the water conveyances.
8. Drawings. Contours for basin grading must be shown on the plan. A profile and cross-section of the spillway(s) and details for all appurtenances must be provided. Include bottom, wet storage, dry storage, and cleanout elevations; dimensions of outlet protection; and embankment width and elevation.
9. Cut-Off Trench. Provide for a cut-off trench along the centerline of the proposed embankment, a minimum depth of 4 feet and a bottom width (minimum 4 feet) wide enough to permit operation of excavation and compaction equipment. The cut-off trench must be excavated with side slopes 1:1 or flatter and be continuous for the entire length of proposed embankment.
10. Impervious Core. Provide an impervious core with a minimum top width of 4 feet along the centerline of the proposed embankment. Impervious core must be continuous as shown in Detail Impervious core and must extend upwards with 1:1 side slopes from the cut-off trench up to the 10-year water surface elevation.
11. Embankment. Elevations of the top of earth fill at constructed and settled height of the embankment must be shown on the profile. The top of the dam embankment is to be level. The top width must be a minimum of 8 feet for embankments up to 10 feet in height. For embankments

between 10 feet and 15 feet in height, the minimum top width is 10 feet. The combined upstream and downstream side slopes of the embankment must have a combined total of five horizontal to one vertical (5:1) minimum with neither slope steeper than two horizontal to one vertical (2:1).

12. Hydrologic Analysis. Compute the runoff in accordance with NRCS TR-55 Urban Hydrology or the method outlined in Chapter 2 Estimating Runoff of the NRCS "Engineering Field Manual for Conservation Practices." Base runoff computations on "worst soil cover" conditions. Ensure that the combined capacities of the principal and emergency spillways are sufficient to pass the "routed" peak rate of runoff from the 10-year frequency storm. The start elevation for routing must correspond to the wet pool elevation (i.e. wet storage volume must not be included in the routing).
13. Draw-Down Device. The dry storage volume is to be dewatered to the wet pool elevation over a 10 hour period. This can be done by constructing a perforated horizontal or vertical draw-down device with an orifice to control discharge. Use the chart or equations in Table G.10 to determine the appropriate orifice size. Design the pipe perforations so that the total area of the perforations is equal to or greater than 4 times the area of the control orifice. Alternate draw-down methods may be designed as allowed by the appropriate approving authority.
14. Outlet. Locate basin to discharge onto stable ground, stable channel, or into a storm drain system. Discharge to a buffer may be required. Provide an outlet that conveys the discharge in a non-erosive manner to a stable area. Protect against scour at the discharge end of the pipe spillway in accordance with the Section D-4 Outlet Protection.
15. Drainage Easements. Where discharge occurs at the property line, comply with local ordinances and drainage easement requirements. Show adequate notes and references concerning the easements on the erosion and sediment control plan.
16. Emergency Spillway. An emergency spillway is required when the principal spillway is not designed to pass the 10-year frequency storm. The entire flow area of the emergency spillway must be in undisturbed ground (not fill). The control section is to be trapezoidal with a minimum bottom width of eight feet and have a straight, level length of at least 25 feet. The outlet section should have sufficient slope such that the discharge capacity of the spillway is not restricted and allows the discharge to be released at a non-erosive velocity.
   a. The minimum capacity of the emergency spillway must pass the peak rate of runoff from the 10-year frequency storm, less any reduction due to flow in the principal spillway. Determine the emergency spillway dimensions by using Figure G.3 Emergency Spillway Design and Table G.9 or Figure G.4.
   b. The velocity of flow in the exit channel must not exceed 5 feet per second for vegetated channels. For channels with erosion protection other than vegetation, erosion velocities are within the non-erosive range for the type of protection used.
   c. Freeboard (elevation difference between the 10-year storm water surface in the emergency spillway and the top of the settled embankment) must be at least a minimum of one (1) foot. Where no emergency spillway is provided, design the freeboard to a minimum of two (2) feet.
   d. The principal spillway crest elevation must be a minimum of one (1) foot below the elevation of the control section of the emergency spillway.
17. Principal Spillway. Provide a principal spillway which consists of a vertical pipe or concrete box (riser) joined to a pipe (barrel) that extends through the embankment and discharges beyond the

downstream toe of the fill.

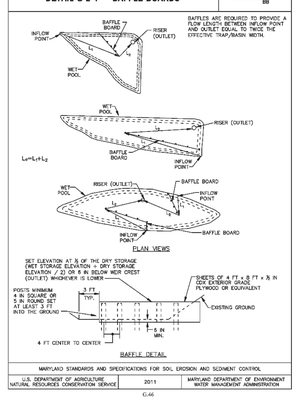
18. Riser and Barrel Assembly.
   a. The barrel must pass at least 10 percent of the 10-year, 24-hour frequency storm and be at least 10 inches in diameter. If the principal spillway is designed to pass the entire 10-year storm, then the barrel must have a minimum cross-sectional area of three (3) square feet.
   b. The design of the barrel should be based on Table G.7, Table G.8, or hydraulic calculations. For plastic pipe, Table G.7 can be used for corrugated lined pipe and Table G.8 for smooth lined pipe. Use manufacturer specification for leading.
   c. Pipe material must conform to NRCS Maryland Conservation Practice Standard Code No. 378 for Ponds.
   d. An anti-vortex device and trash rack are required for all risers. For corrugated metal pipe risers, meet the specifications in Detail G-2-3 Concentric Trash Rack and Anti-Vortex Device. For other types of risers, refer to NRCS Maryland Conservation Practice Standard Code No. 378 for Ponds.
   e. The riser must include a base of sufficient weight to prevent flotation of the riser. Concrete riser bases must be at least twice the diameter of the riser, a minimum of 18 inches thick, and contain steel reinforcement as shown in Detail G-2-2 Corrugated Riser Base. The riser needs to be embedded 9 inch minimum into the base. Anti-flotation calculations must be provided for risers over 8 feet in height, based on the following:
      i. Analyze the riser for flotation, assuming all orifices and pipes are plugged.
      ii. Provide a factor of safety of 1.2 or greater. (Downward forces ≥ 1.2 x upward forces.)
   f. Precast concrete structures must include details for a projection collar. If the riser contains multiple sections, provide a mechanical connection at each joint as shown on Detail G-2-8 Precast Riser Connector to prevent joint separation which may be caused by differential earth pressures in the embankment.
   g. To prevent piping along the barrel, include a filter diaphragm or anti-seep collars around the barrel. Anti-seep collars may not be acceptable on permanent structures. For filter diaphragm design refer to NRCS Part 628 Dams, National Engineering Handbook, Chapter 43. Anti-seep collars are to be designed according to Figures G.5 and G.6.
19. Removal of Basin.
   a. Specify on the plan the type(s) of dewatering device(s) to be used in accordance with Section F – Dewatering.
   b. The location and disposal method(s) for sediment removed from a basin must be shown on the plans. Do not deposit the sediment downstream from the basin or adjacent to a drainage way or floodplain. Offsite disposal sites must be covered by an approved erosion and sediment control plan.
   c. Silt fence or other sediment control practices may be required during basin installation and removal.
   d. Upon removal, the wet soil around the basin must also be removed to facilitate compaction.

Maintenance

Sediment and debris must be removed and the basin restored to its original dimensions when sediment accumulates to the clean-out elevation (50% of the wet storage depth). Removed sediment must be deposited in an approved area in such a manner that it will not erode. The points of inflow and outflow as well as the interior of the basin must be cleared of any accumulated debris and kept free of erosion. The embankments must continuously meet the requirements for Adequate Vegetative Establishment in accordance with Section B-4 Vegetative Stabilization. Any trees, brush, or other woody vegetation growing on the embankment or near the principal spillway must be removed. The line, grade, and cross section must be maintained. Water tight connections must be maintained. **If the dry storage volume does not drain within 10 hours, the geotextile around the draw-down device must be replaced.**

DETAIL G-2-4 BAFFLE BOARDS

STANDARD SYMBOL: BB

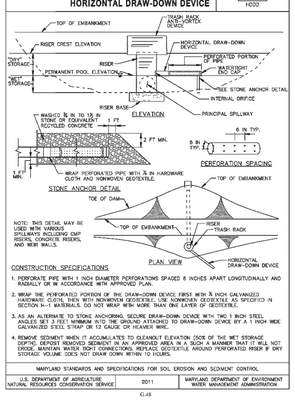


MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION

DETAIL G-2-6 SEDIMENT BASIN SCHEMATIC HORIZONTAL DRAW-DOWN DEVICE

STANDARD SYMBOL: HDD

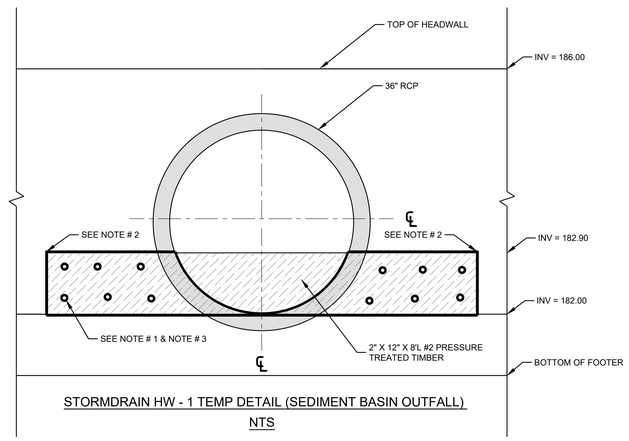


CONSTRUCTION SPECIFICATIONS

1. PERFORATE PIPE WITH 1 INCH DIAMETER PERFORATIONS SPACED 6 INCHES APART LONGITUDINALLY AND RADIALLY OR IN ACCORDANCE WITH APPROVED PLAN.
2. WRAP THE PERFORATED PORTION OF THE DRAW-DOWN DEVICE FIRST WITH ¾ INCH GALVANIZED HARDWARE CLOTH AND THEN WITH NONWOVEN GEOTEXTILE FABRIC AS SPECIFIED IN SECTION H–1 MATERIALS. DO NOT WRAP MORE THAN ONE LAYER OF GEOTEXTILE.
3. AS AN ALTERNATE TO STONE ANCHORING, SECURE DRAW-DOWN DEVICE WITH TWO 1 INCH STEEL ANGLES SET 3 FEET, MINIMUM INTO THE GROUND ATTACHED TO DRAW-DOWN DEVICE BY A 1 INCH WIDE GALVANIZED STEEL STRAP OR TO CAUSE OR WEAVER WIRE.
4. REMOVE SEDIMENT WHEN IT ACCUMULATES TO CLEANOUT ELEVATION (SIDE OF THE WET STORAGE DEPTH). DEPOSIT REMOVED SEDIMENT IN AN APPROVED AREA IN A SUCH A MANNER THAT IT WILL NOT ERODE. SEDIMENT TRAPS / DIVERSIONS SHALL REPLACE GEOTEXTILE AROUND PERFORATED RISER IF DRY STORAGE VOLUME DOES NOT DRAW DOWN WITHIN 10 HOURS.

MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL

U.S. DEPARTMENT OF AGRICULTURE NATURAL RESOURCES CONSERVATION SERVICE	2011	MARYLAND DEPARTMENT OF ENVIRONMENT WATER MANAGEMENT ADMINISTRATION



STORMDRAIN HW - 1 TEMP DETAIL (SEDIMENT BASIN OUTFALL)

NTS

NOTES

1. TIMBER TO BE SECURED TO CONCRETE HEADWALL WITH ⅜" X 5" HOT DIPPED GALVANIZED STEEL THREADED STUD WEDGE ANCHORS. TWO ROWS 12" OC.
2. CAULK ALL JOINTS BETWEEN CONCRETE AND TIMBER WITH POLYURATHANE SEALANT TO CREATE WATERTIGHT JOINT.
3. UPON REMOVAL OF TEMPORARY BLOCKAGE, THREADED STUDS TO BE REMOVED AND ALL HOLES FILLED WITH EPOXY.

CHARLES SOIL CONSERVATION DISTRICT DETAILS AND SPECIFICATIONS FOR VEGETATIVE ESTABLISHMENT.

STANDARD STABILIZATION NOTE:

FOLLOWING INITIAL SOIL DISTURBANCE OR RE-DISTURBANCE, SEEDING FOR PERMANENT OR TEMPORARY STABILIZATION SHALL BE COMPLETED WITHIN THREE (3) CALENDAR DAYS AS TO THE SURFACE OF ALL PERIMETER CONTROLS, DIKES, SWALES, DITCHES, PERIMETER SLOPES, AND ALL SLOPES GREATER THAN 3 HORIZONTAL TO 1 VERTICAL (3:1); AND SEVEN (7) CALENDAR DAYS AS TO ALL OTHER DISTURBED OR GRADED AREAS ON THE PROJECT SITE NOT UNDER ACTIVE GRADING. ONCE VEGETATION IS ESTABLISHED, THE SITE SHALL HAVE 95% GROUNDCOVER TO BE CONSIDERED ADEQUATELY STABILIZED.

1. **PERMANENT SEEDING:**

PERMANENT SEEDING SUMMARY

HARDINESS ZONE (FROM FIGURE B.3): ZONE 7A SEED MIXTURE (FROM TABLE B.3): _____					FERTILIZER RATE (10-20-20)			LIME RATE
NO.	SPECIES	APPLICATION RATE (IB / SF)	SEEDING DATES	SEEDING DEPTHS	N	P2O5	K20	
	KENTUCKY BLUEGRASS	2.0/1000SF	3/1-6/1 8/1-10/1	¼ - ½ IN	45 LB/AC (1.0 LB / 1000 SF)	90 LB/AC 2 LB/ 1000 SF)	90 LB/AC 2 LB/ 1000 SF)	2.5 TONS/AC (100 LB/ 1000 SF)
				¼ - ½ IN				
				¼ - ½ IN				

COMPLETE THE CHART AS PER THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL IF USING ALTERNATIVES TO THE STANDARD NOTES BELOW.

A. SOIL TESTS: LIME AND FERTILIZER WILL BE APPLIED PER SOIL TESTS RESULTS FOR SITES GREATER THAN 5 ACRES. SOIL TESTS WILL BE DONE AT COMPLETION OF INITIAL ROUGH GRADING OR AS RECOMMENDED BY THE SEDIMENT CONTROL INSPECTOR. RATES AND ANALYSES WILL BE PROVIDED TO THE GRADING INSPECTOR AS WELL AS THE CONTRACTOR. THE MINIMUM SOIL CONDITIONS REQUIRED FOR PERMANENT VEGETATIVE ESTABLISHMENT ARE:
   a. SOIL PH SHALL BE BETWEEN 6.0 AND 7.0.
   b. SOLUBLE SALTS SHALL BE LESS THAN 500 PARTS PER MILLION (PPM).
   c. THE SOIL SHALL CONTAIN LESS THAN 40% CLAY BUT ENOUGH FINE GRAINED MATERIAL (> 30% SILT PLUS CLAY) TO PROVIDE THE CAPACITY TO HOLD A MODERATE AMOUNT OF MOISTURE. AN EXCEPTION IS IF LOVEGRASS OR SERECIA LESPEDEZA IS TO BE PLANTED, THEN A SANDY SOIL (< 30% SILT PLUS CLAY) WOULD BE ACCEPTABLE.
   d. SOIL SHALL CONTAIN 1.5% MINIMUM ORGANIC MATTER BY WEIGHT.
   e. SOIL MUST CONTAIN SUFFICIENT PORE SPACE TO PERMIT ADEQUATE ROOT PENETRATION.
   f. IF THESE CONDITIONS CANNOT BE MET BY SOILS ON SITE, ADDING TOPSOIL IS REQUIRED IN ACCORDANCE WITH SECTION B-4-2 TITLED STANDARDS AND JANUARY 12, 2013 SPECIFICATIONS FOR SOIL PREPARATION, TOPSOIL, AND SOIL AMENDMENTS AS FOUND IN THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL.

B. SEEDBED PREPARATION: AREA TO BE SEEDED SHALL BE LOOSE AND FRIABLE TO A DEPTH OF AT LEAST 3 TO 5 INCHES. THE TOP LAYER SHALL BE LOOSENED BY RAKING, DISKING OR OTHER ACCEPTABLE MEANS BEFORE SEEDING OCCURS. FOR SITES LESS THAN 5 ACRES, APPLY 100 POUNDS DOLOMITIC LIMESTONE, HYDRATED OR BURNT LIME MAY BE SUBSTITUTED EXCEPT WHEN HYDRO SEEDING, AND 10 POUNDS OF 10-20-20 FERTILIZER PER 1,000 SQUARE FEET. HARROW OR DISK LIME AND FERTILIZER INTO THE SOIL TO A DEPTH OF AT LEAST 3 TO 5 INCHES ON SLOPES FLATTER THAN 3:1.

C. SEEDING: APPLY 5-6 POUNDS PER 1,000 SQUARE FEET OF TALL FESCUE BETWEEN FEBRUARY 15 AND APRIL 30 OR BETWEEN AUGUST 15 AND OCTOBER 31. APPLY SEED UNIFORMLY ON A MOIST FIRM SEEDBED WITH A CYCLONE SEEDER, CULTIPACKER SEEDER OR HYDROSEEDER (SLURRY INCLUDES SEEDS AND FERTILIZER, RECOMMENDED ON STEEP SLOPES ONLY). MAXIMUM SEED DEPTH SHOULD BE ½ INCH IN CLAYEY SOILS AND ¾ INCH IN SANDY SOILS WHEN USING OTHER THAN THE HYDROSEEDER METHOD. IRRIGATE WHERE NECESSARY TO SUPPORT ADEQUATE GROWTH UNTIL VEGETATION IS FIRMLY ESTABLISHED. IF OTHER SEED MIXES ARE TO BE USED, SAID SELECTIONS MUST MEET THE 2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

D. MULCHING: MULCH SHALL BE APPLIED TO ALL SEEDED AREAS IMMEDIATELY AFTER SEEDING AS PER SECTION B-4-3 ENTITLED STANDARDS AND SPECIFICATIONS FOR SEEDING AND MULCHING AS FOUND IN THE 2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. DURING THE TIME PERIODS WHEN SEEDING IS NOT PERMITTED, MULCH SHALL BE APPLIED IMMEDIATELY AFTER GRADING AND MAINTAINED UNTIL SEEDING CAN BE PERFORMED.

   MULCH SHALL BE UNROTTED, UNCHOPPED, SMALL GRAIN STRAW APPLIED AT A RATE OF 2 TONS PER ACRE OR 90 POUNDS PER 1,000 SQUARE FEET (2 BALES). IF A MULCH-ANCHORING TOOL IS USED, APPLY 2.5 TONS PER ACRE. MULCH MATERIALS SHALL BE RELATIVELY FREE OF ALL KINDS OF WEEDS AND SHALL BE COMPLETELY FREE OF PROHIBITED NOXIOUS WEEDS. SPREAD MULCH UNIFORMLY, MECHANICALLY OR BY HAND, TO A DEPTH OF 1-2 INCHES.

E. SECURING STRAW MULCH: STRAW MULCH SHALL BE SECURED IMMEDIATELY FOLLOWING MULCH APPLICATION TO MINIMIZE MOVEMENT BY WIND OR WATER. THE FOLLOWING METHODS ARE PERMITTED:
   (i) USE A MULCH-ANCHORING TOOL WHICH IS DESIGNED TO PUNCH AND ANCHOR MULCH INTO THE SOIL SURFACE TO A MINIMUM DEPTH OF 2 INCHES. THIS IS THE MOST EFFECTIVE METHOD FOR SECURING MULCH, HOWEVER, IT IS LIMITED TO RELATIVELY FLAT AREAS WHERE EQUIPMENT CAN OPERATE SAFELY. IF A MULCH-ANCHORING TOOL IS USED, APPLY 2.5 TONS PER ACRE.
   (ii) WOOD CELLULOSE FIBER MAY BE USED FOR ANCHORING STRAW. APPLY THE FIBER BINDER AT A NET DRY WEIGHT OF 750 POUNDS PER ACRE. IF MIXED WITH WATER, USE 50 POUNDS OF WOOD CELLULOSE FIBER PER 100 GALLONS OF WATER.
   (iii) LIQUID BINDERS MAY BE USED. APPLY AT HIGHER RATES AT THE EDGES WHERE WIND CATCHES MULCH, SUCH AS IN VALLEYS AND ON CRESTS OF SLOPES. THE REMAINDER OF THE AREA SHOULD APPEAR UNIFORM AFTER BINDER APPLICATION. BINDERS LISTED IN THE 2011 STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL OR APPROVED EQUAL SHALL BE APPLIED AT RATES RECOMMENDED BY THE MANUFACTURERS.
   (iv) LIGHTWEIGHT PLASTIC NETTING MAY BE USED TO SECURE MULCH. THE NETTING WILL BE STAPLED TO THE GROUND ACCORDING TO MANUFACTURER'S RECOMMENDATIONS.

F. IRRIGATION: IN THE ABSENCE OF ADEQUATE RAINFALL, IRRIGATION SHOULD BE PERFORMED TO ENSURE ADEQUATE VEGETATIVE ESTABLISHMENT.

2. **TEMPORARY SEEDING:**

TEMPORARY SEEDING SUMMARY

HARDINESS ZONE (FROM FIGURE B.3): ZONE 7A SEED MIXTURE (FROM TABLE B.1): _____					FERTILIZER RATE (10-20-20)	LIME RATE
NO.	SPECIES	APPLICATION RATE (IB / AC)	SEEDING DATES	SEEDING DEPTHS		
					436 LB/AC (10 LB/1000 SF)	2.5 TONS/AC (100 LB/1000 SF)

COMPLETE THE CHART AS PER THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL IF USING ALTERNATIVES TO THE STANDARD NOTES BELOW.

LIME: 100 POUNDS OF DOLOMITIC LIMESTONE PER 1,000 SQUARE FEET.

FERTILIZER: 10 POUNDS OF 10-20-20 PER 1,000 SQUARE FEET.

SEED: ANNUAL RYEGRASS – 1 POUND PER 1,000 SQUARE FEET (FEBRUARY 15 THROUGH APRIL 30 OR AUGUST 15 THROUGH NOVEMBER 30). MILLET – 1 POUND PER 1,000 SQUARE FEET (MAY 1 THROUGH AUGUST 15).

MULCH: SAME AS 1 D AND E ABOVE.

3. NO FILLS MAY BE PLACED ON FROZEN GROUND. ALL FILL TO BE PLACED IN APPROXIMATELY HORIZONTAL LAYERS, EACH LAYER HAVING A LOOSE THICKNESS OF NOT MORE THAN 8 INCHES. ALL FILL IN ROADWAYS AND PARKING AREAS ARE TO BE CLASSIFIED AS PER CHARLES COUNTY REQUIREMENTS. ANY FILL WITHIN THE BUILDING AREA IS TO BE COMPACTED TO A MINIMUM OF 95% DENSITY. FILLS FOR POND EMBANKMENTS SHALL BE COMPACTED AS PER MD-378 CONSTRUCTION SPECIFICATIONS. ALL OTHER FILLS SHALL BE COMPACTED SUFFICIENTLY SO AS TO BE STABLE AND PREVENT EROSION AND SLIPPAGE.
4. PERMANENT SOD:

   INSTALLATION OF SOD SHOULD FOLLOW PERMANENT SEEDING DATES. SEEDBED PREPARATION FOR SOD SHALL BE AS NOTED IN SECTION (B) ABOVE. PERMANENT SOD IS TO BE TALL FESCUE, STATE APPROVED SOD; LIME AND FERTILIZER PER PERMANENT SEEDING SPECIFICATIONS AND LIGHTLY IRRIGATE SOIL PRIOR TO LAYING SOD. SOD IS TO BE LAID ON THE CONTOUR WITH ALL ENDS TIGHTLY ABUTTING. JOINTS ARE TO BE STAGGERED BETWEEN ROWS. WATER AND ROLL OR TAMP SOD TO INSURE POSITIVE ROOT CONTACT WITH THE SOIL. ALL SLOPES STEEPER THAN 3:1, AS SHOWN, ARE TO BE PERMANENTLY SODDED OR PROTECTED WITH AN APPROVED EROSION CONTROL NETTING. ADDITIONAL WATERING FOR ESTABLISHMENT MAY BE REQUIRED. SOD IS NOT TO BE INSTALLED ON FROZEN GROUND. SOD SHALL NOT BE TRANSPLANTED WHEN MOISTURE CONTENT (DRY OR WET) AND/OR EXTREME TEMPERATURE MAY ADVERSELY AFFECT ITS SURVIVAL. IN THE ABSENCE OF ADEQUATE RAINFALL, IRRIGATION SHOULD BE PERFORMED TO ENSURE ESTABLISHMENT OF SOD.
5. MINING OPERATIONS:

   SEDIMENT CONTROL PLANS FOR MINING OPERATIONS MUST INCLUDE THE FOLLOWING SEEDING DATES AND MIXTURES:
   FOR SEEDING DATES OF FEBRUARY 1 THROUGH APRIL 30 AND AUGUST 15 THROUGH OCTOBER 31, USE SEED MIXTURE OF TALL FESCUE AT THE RATE OF 2 POUNDS PER 1,000 SQUARE FEET AND SERICEA LESPEDEZA AT THE MINIMUM RATE OF 0.5 POUNDS PER 1,000 SQUARE FEET.
6. TOPSOIL SHALL BE APPLIED AS PER THE STANDARD AND SPECIFICATIONS FOR TOPSOIL FROM THE CURRENT 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR EROSION AND SEDIMENT CONTROL

NOTE:

USE OF THIS INFORMATION DOES NOT PRECLUDE MEETING ALL OF THE REQUIREMENTS OF THE 2011 MARYLAND STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL.

Table G.6: Temporary Sediment Basin Design Data Sheet (Refer to instructions on pages G.27 through G.29)

Computed by: JJK Date: 12/5/25 Checked by: ___ Date: ___
Project name: LPHS Addition Basin #: 1
Location: ___

Design Volumes and Elevations

1. Total area draining to basin = 22.0 acres (ac)
2. Required total storage volume = 3600 ft³/ac x 22.0 acre drainage area = 79,200 ft³
3. Required wet storage volume = 1800 ft³/ac x 22.0 acre drainage area = 39,600 ft³
4. Required dry storage volume = 1800 ft³/ac x 22.0 acre drainage area = 39,600 ft³
5. Basin bottom elevation = 176.0 ft
6. Riser or weir crest (total storage) elevation = 182.9 ft
7. Provided total storage volume = 94,995 ft³
8. Wet storage (permanent pool/draw-down) elevation = 181.0 ft
9. Provided wet storage volume = 58,230 ft³
10. Provided dry storage volume = 42,715 ft³
11. Basin cleanout elevation (located at ½ wet storage depth) = 179.5 ft
12. Distance from riser crest elevation to cleanout elevation = 3.4 ft

Surface Area Design

13. Q_{10} = 69.5 cfs (peak inflow from 10-yr, 24-hr storm event; attach computations) SEE TR-20 comps
14. Minimum basin surface area ≥ 0.0035 x Q_{10} = 0.21 ac ≤ 0.33 ac
    required provided

Principal Spillway (Q_{ps})
(See Figure G.1)

15. Design Q_{ps} for barrel = ___ cfs (min. 10% of Q_{10}) SEE TR-20 comps
16. Barrel head, H = ___ ft; Barrel length, L = ___ ft
17. Barrel dia. = ___ in (min. 10-inch); Q_{ps} = ___ (Q from Table G.7 or G.8) x ___ (length correction factor) = ___ cfs. Note: **Q_{ps} must equal or exceed Design Q_{ps}**
18. Riser dia. = ___ in; Riser height = ___ ft; Riser head (h) = ___ ft
19. Trash rack dia. = ___ in; Trash rack height = ___ in

Emergency Spillway (Q_{es})
(See Figures G.3 and G.4)

20. Emergency spillway capacity Q_{es} = Q_{10} - Q_{ps} = 69.5 - 0 = 69.5 cfs SEE TR-20 comps
21. Width, b = ___ ft; Hp = ___ ft 36" RCP CULVERT
22. Exit channel slope = 0.5 %
23. Emergency Spillway Crest = 182.9 ft
24. Design High Water = 185.83 ft
25. Settled top of embankment elevation = 188.0 ft

G.26

Table G.6: Temporary Sediment Basin Design Data Sheet (continued)

Anti-Seep Collar Design (If Required)
(See Figures G.5 and G.6)

N/A

26. y = ___ ft; z = ___ :1; pipe slope = ___ %; Ls = ___ ft
27. Use ___ collars, ___ ft - ___ in. square; projection = ___ ft

Draw-Down Device
(See Table G.10 and Details G-2-6 and G-2-7)

28. Q_{dd} = 1.1 cfs
29. Calculated A_o = 0.20 ft²
30. Calculated d_o = 6 in
31. Maximum diameter from Table G.10 = 8 in
32. Design d_o = smaller of line 30 or line 31 = 6 in
33. Draw-down device pipe diameter = 10 in
34. Minimum A_r = total area of perforations = $4A_o$ = 0.8 ft²
35. Perforation diameter = 1 in $A_r \geq 0.005 \leq d_r^2$
36. Minimum number of perforations = 160
37. Number of longitudinal rows = 6
38. Perforated pipe length = 20 ft
39. Actual A_r = (0.0055 ft²) x (line 37 ÷ 0.5 ft) x (line 38) = 1.32 ft² (must be ≥ line 34)

$A_{do} = \frac{1.1\ cfs}{0.6\sqrt{(2)(32.2)}(2/3)(19^{1/2})}$

$d_{do} = \sqrt{\frac{(4)(0.20)}{\pi}} = 0.51\ FT = 6.1\ IN$

Baffle Board Design
(See Detail G-2-4)

40. A = surface area at wet storage elevation = 24,520 ft²
41. Effective width, $W_e = (A/2)^{1/2}$ = 111 ft
42. Flow length from inflow point to outlet = 180 ft
43. If line 42 is less than W_e x 2, provide baffle boards to lengthen flow path
44. Effective flow length, $L_e = L_1 + L_2 + L_3$ = 240 ft (must be ≥ W_e x 2 = 222 ft)

G.27

Town of LaPlata **Approvals**					Remarks or Conditions
GRADING		CONSTRUCTION		AS-BUILTS	
ROADS		CONSTRUCTION		AS-BUILTS	
STORM DRAINAGE		CONSTRUCTION		AS-BUILTS	
STORMWATER MANAGEMENT		CONSTRUCTION		AS-BUILTS	
WATER		CONSTRUCTION		AS-BUILTS	
SEWER		CONSTRUCTION		AS-BUILTS	
OTHER		CONSTRUCTION		AS-BUILTS	THIS PERMIT EXPIRES ON:
		DATE:			DATE:

ARCHITECT
SEI SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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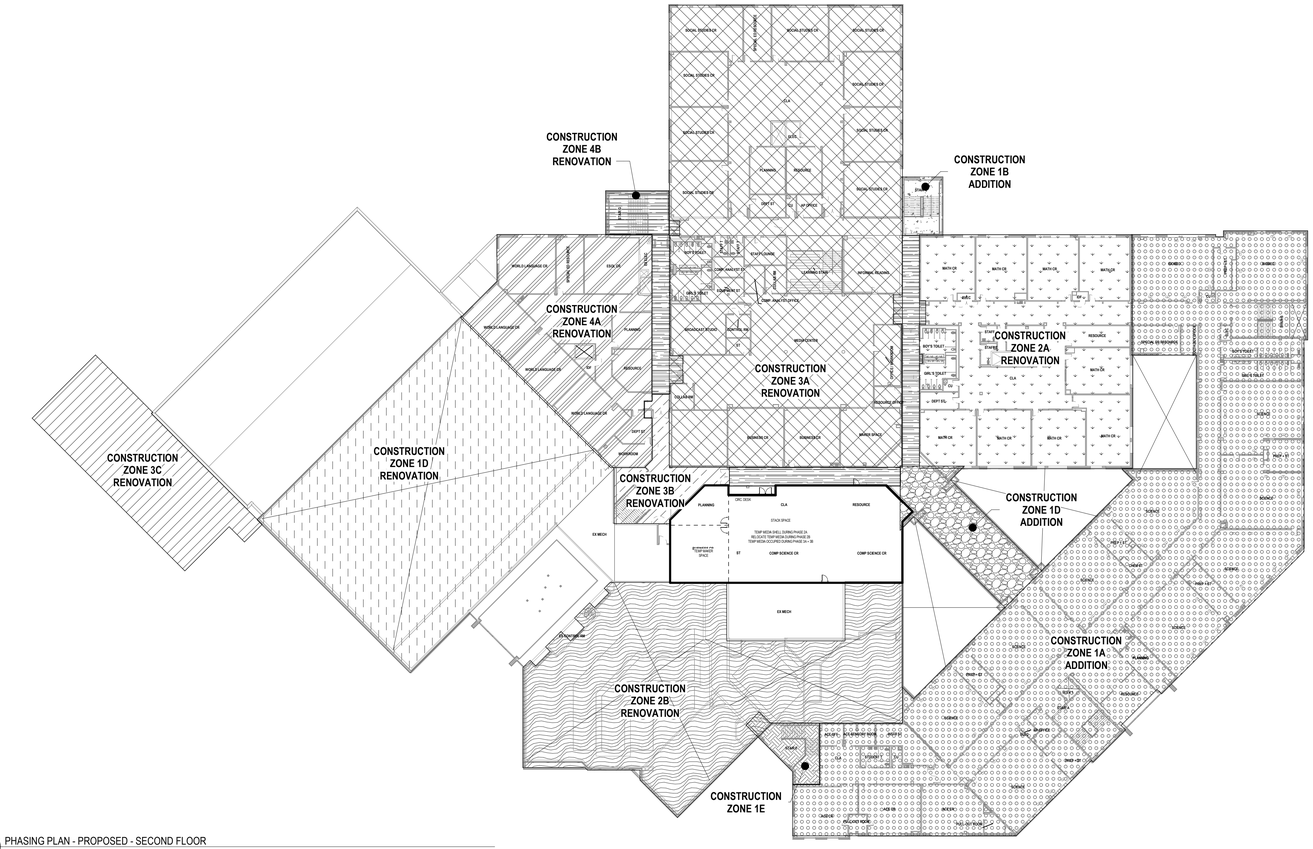
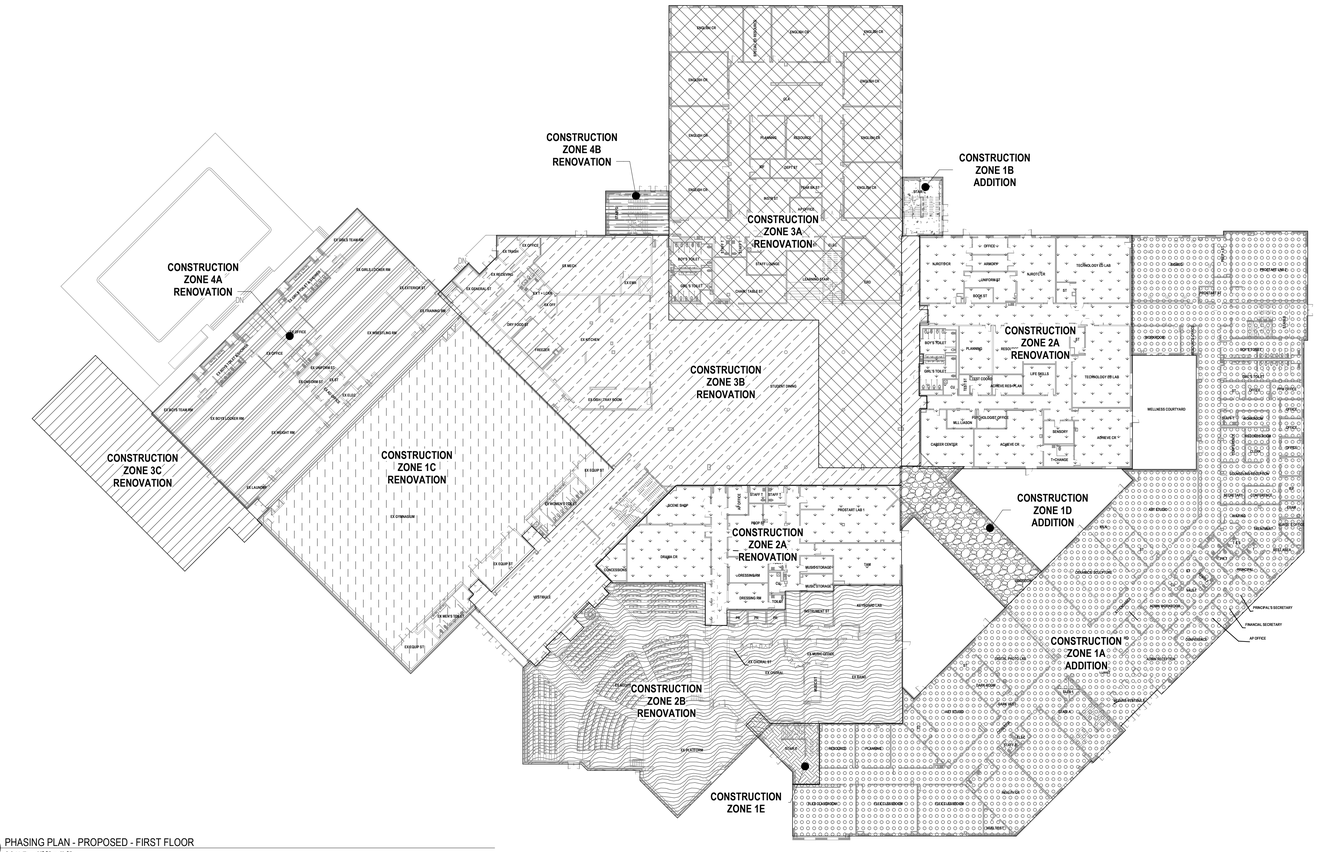
210 888-9548

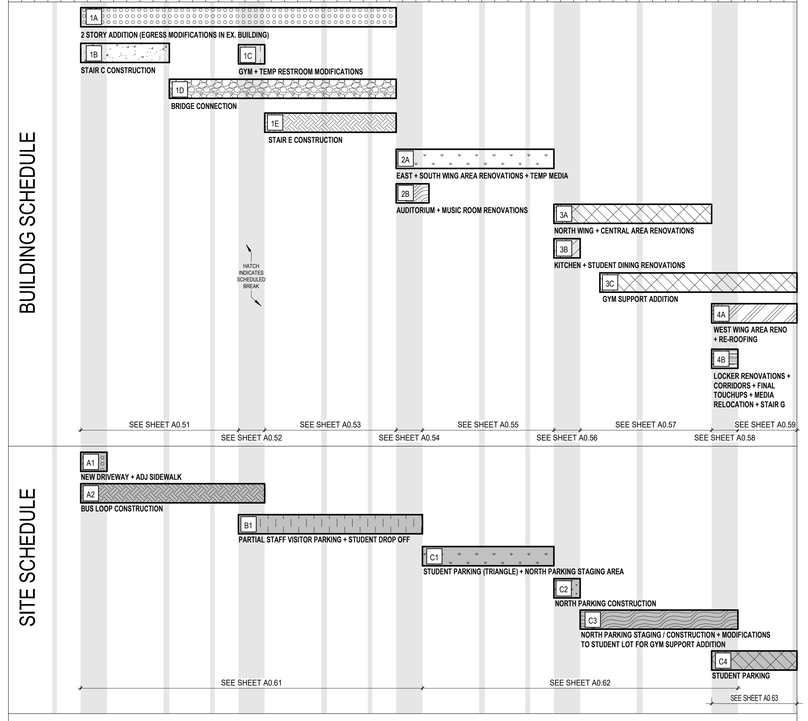
MECH./ELECTRICAL/PLUMBING
RTM - ALBAN ENGINEERING INC.
303 INTERN



2 A0.50 PHASING PLAN - PROPOSED - SECOND FLOOR
SCALE: 1/32" = 1'-0"



1 A0.50 PHASING PLAN - PROPOSED - FIRST FLOOR
SCALE: 1/32" = 1'-0"



PHASING SCHEDULE

PHASE 1: JUNE 2026 - JUNE 2028
- PHASE 1A - 2 STORY ADDITION (EGRESS MODIFICATIONS IN EX. BUILDING) (JUNE 2026 - JUNE 2028)
- PHASE 1B - STAIR C CONSTRUCTION (JUNE 2026 - DECEMBER 2026)
- PHASE 1C - GYM AND TEMP RESTROOM MODIFICATIONS (SUMMER 2027)
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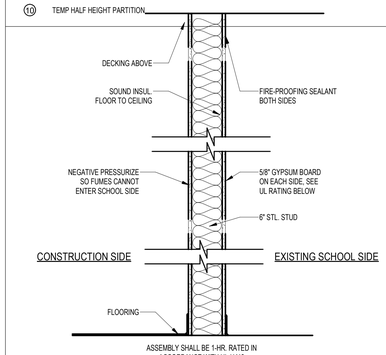
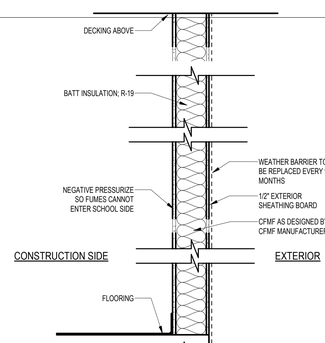


4 A0.50 TEMPORARY PARTITION
SCALE: 1" = 1'-0"



3 A0.50 TEMPORARY EXTERIOR PARTITION
SCALE: 1" = 1'-0"

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
OVERALL PHASING PLAN

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

SHEET NO:
A0.50

2 / A0.51 PHASE 1A+1B+1D - LEVEL 2 (JUNE 2026 - JUNE 2027)
SCALE: 1/32" = 1'-0"

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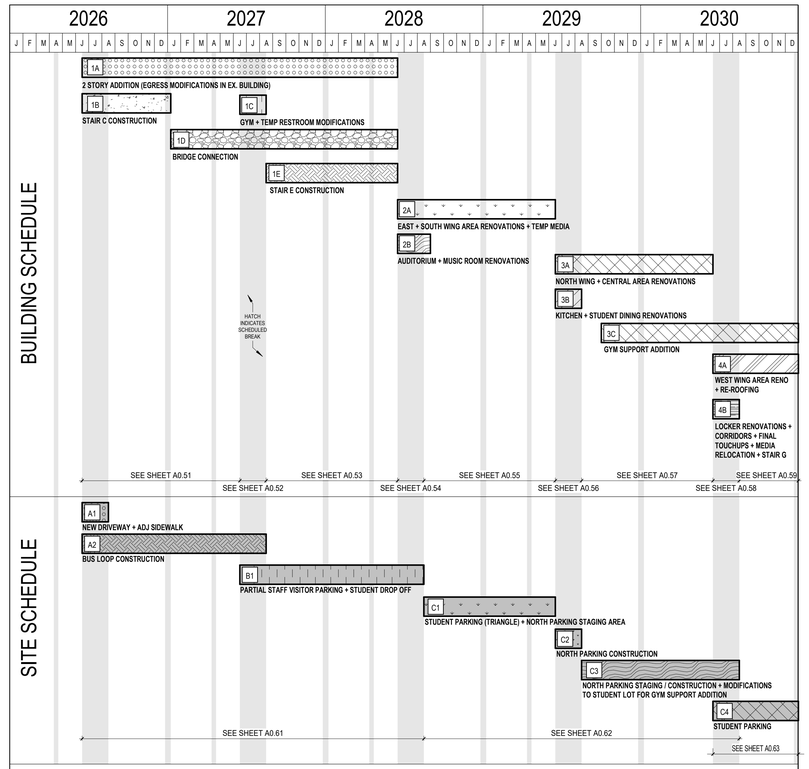

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 1A+1B+1D

PROJECT NO: 21015.0000
DATE:
SCALE: As Indicated

WORKING NORTH

SHEET NO:
A0.51

3/12/2026 2:10:47 PM

2 / A0.52 PHASE 1A+1C+1D - LEVEL 2 (SUMMER 2027)
SCALE: 1/32" = 1'-0"

1 / A0.52 PHASE 1A+1C+1D - LEVEL 1 (SUMMER 2027)
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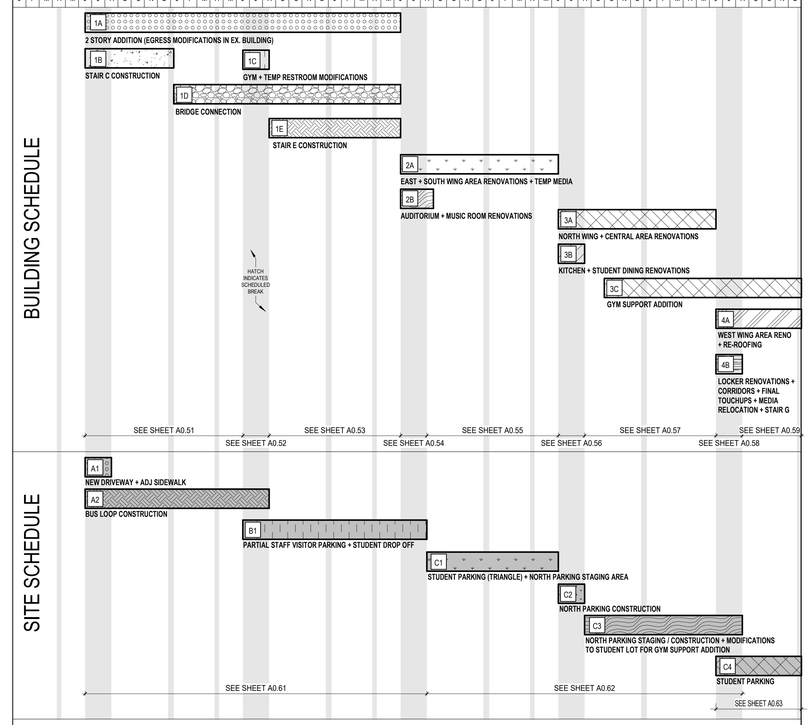

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 1A+1C+1D

PROJECT NO: 21015.0000
DATE:
SCALE: As Indicated
WORKING NORTH

SHEET NO:
A0.52

2 / A0.53 PHASE 1A+1D+1E - LEVEL 2 (AUG. 2027 - JUNE 2028)
SCALE: 1/32" = 1'-0"

1 / A0.53 PHASE 1A+1D+1E - LEVEL 1 (AUG. 2027 - JUNE 2028)
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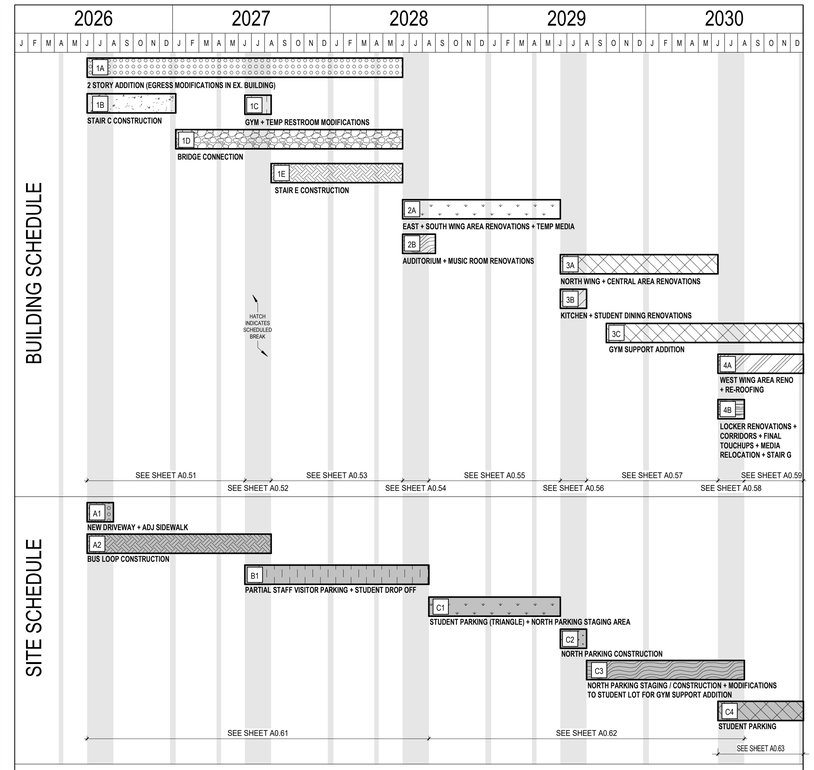

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 1A+1D

PROJECT NO: 21015.0000
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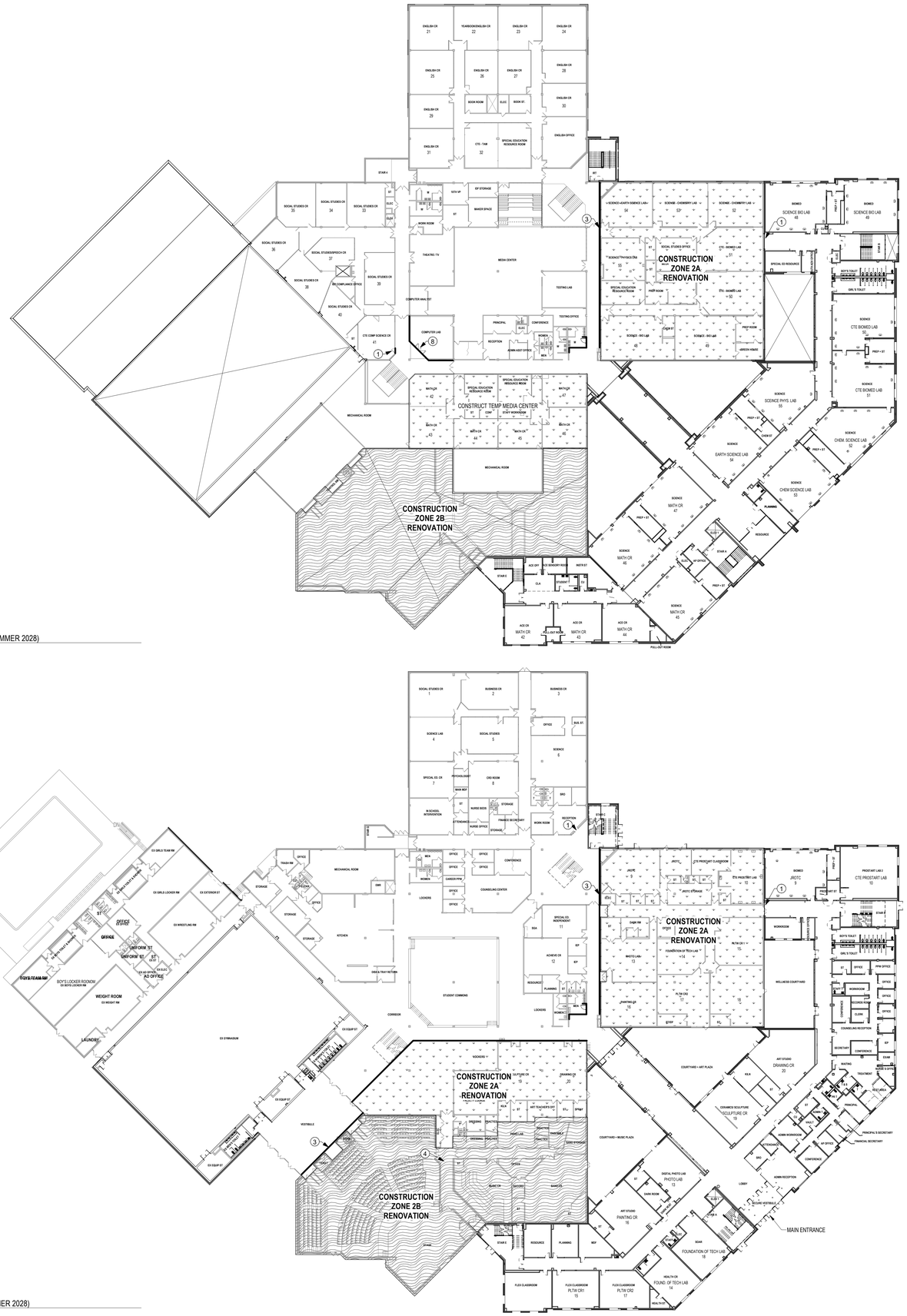
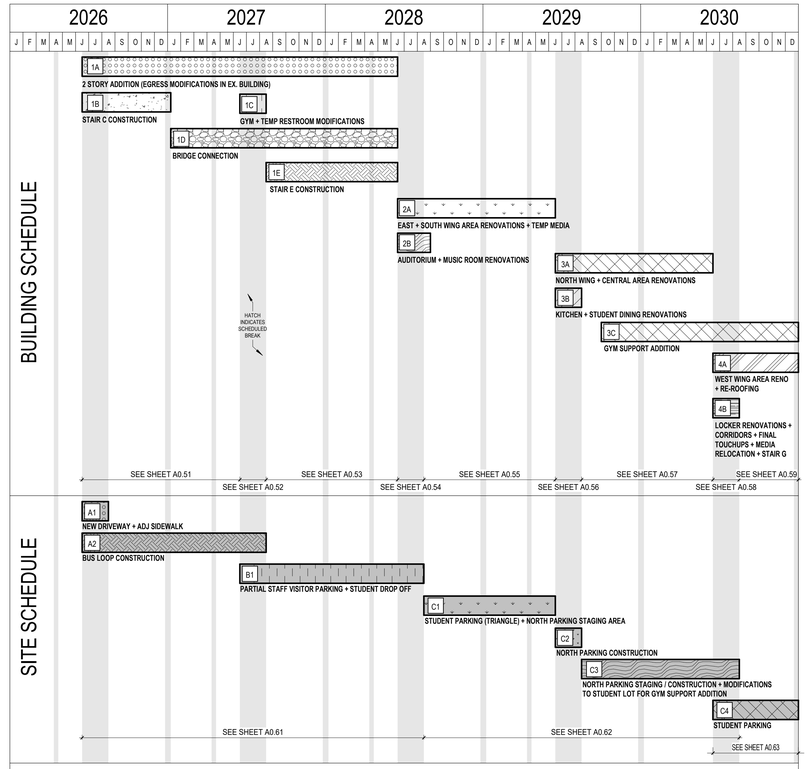
SHEET NO:
A0.53



3 A0.54 PHASE 2A+2B - SECOND FLOOR (SUMMER 2028)
SCALE: 1/32" = 1'-0"

1 A0.54 PHASE 2A+2B - FIRST FLOOR (SUMMER 2028)
SCALE: 1/32" = 1'-0"



PHASING SCHEDULE

PHASE 1: JUNE 2026 - JUNE 2028
- PHASE 1A - 2 STORY ADDITION (EGRESS MODIFICATIONS IN EX. BUILDING) (JUNE 2026 - JUNE 2028)
- PHASE 1B - STAIR C CONSTRUCTION (JUNE 2026 - DECEMBER 2026)
- PHASE 1C - GYM AND TEMP RESTROOM MODIFICATIONS (SUMMER 2027)
- PHASE 1D - BRIDGE CONNECTION (JUNE 2027 - JUNE 2028)
- PHASE 1E - STAIR E CONSTRUCTION (AUSUST 2027 - JUNE 2028)

PHASE 2: JUNE 2028 - JUNE 2029
- PHASE 2A - EAST AND SOUTH WING CLASSROOM RENOVATIONS (TEMP MEDIA SHELL SPACE) (JUNE 2028 - JUNE 2029)
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PHASE 3: JUNE 2029 - JUNE 2030 / DECEMBER 2030
- PHASE 3A - NORTH WING AND CENTRAL AREA RENOVATIONS (JUNE 2029 - JUNE 2030)
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- PHSE 3C - GYM SUPPORT ADDITION (OCTOBER 2029 - DECEMBER 2030)

PHASE 4: JUNE 2030 - DECEMBER 2030
- PHASE 4A - WEST WING CLASSROOM RENOVATIONS (MEDIA SHELL SPACE INTO CLASSROOMS) AND REROOFING (JUNE 2030 - DECEMBER 2030)
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PHASING GENERAL NOTES

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2. FOR TEMPORARY PARTITION SEE A0.50 / A0.54 DETAIL, SEE

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PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 2A+2B

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated
WORKING NORTH

SHEET NO:
A0.54

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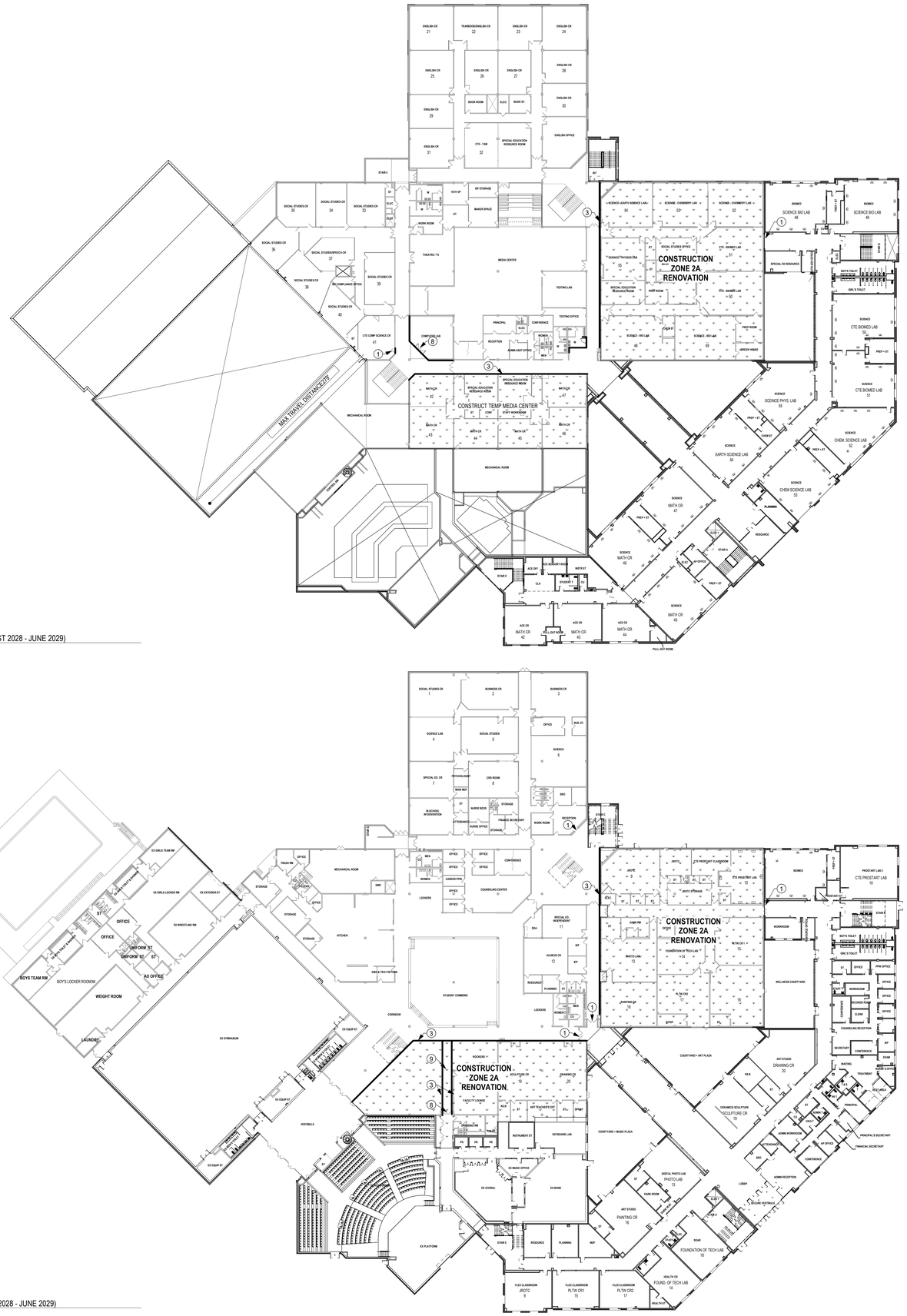

2 A0.55 PHASE 2A - SECOND FLOOR (AUGUST 2028 - JUNE 2029)
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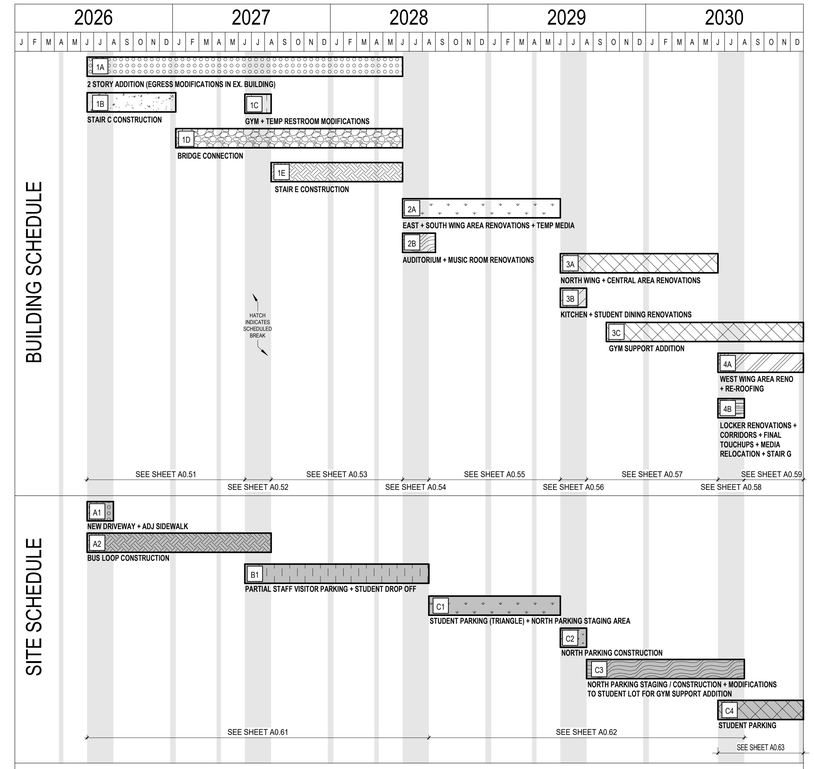

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2. FOR TEMPORARY WALL SECTION DETAIL, SEE 4/A0.50

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NO:	DESCRIPTION:	DATE:
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

PHASING PLANS - 2A

PROJECT NO: 21015.0000

DATE:

SCALE: As indicated

WORKING NORTH

SHEET NO:

A0.55

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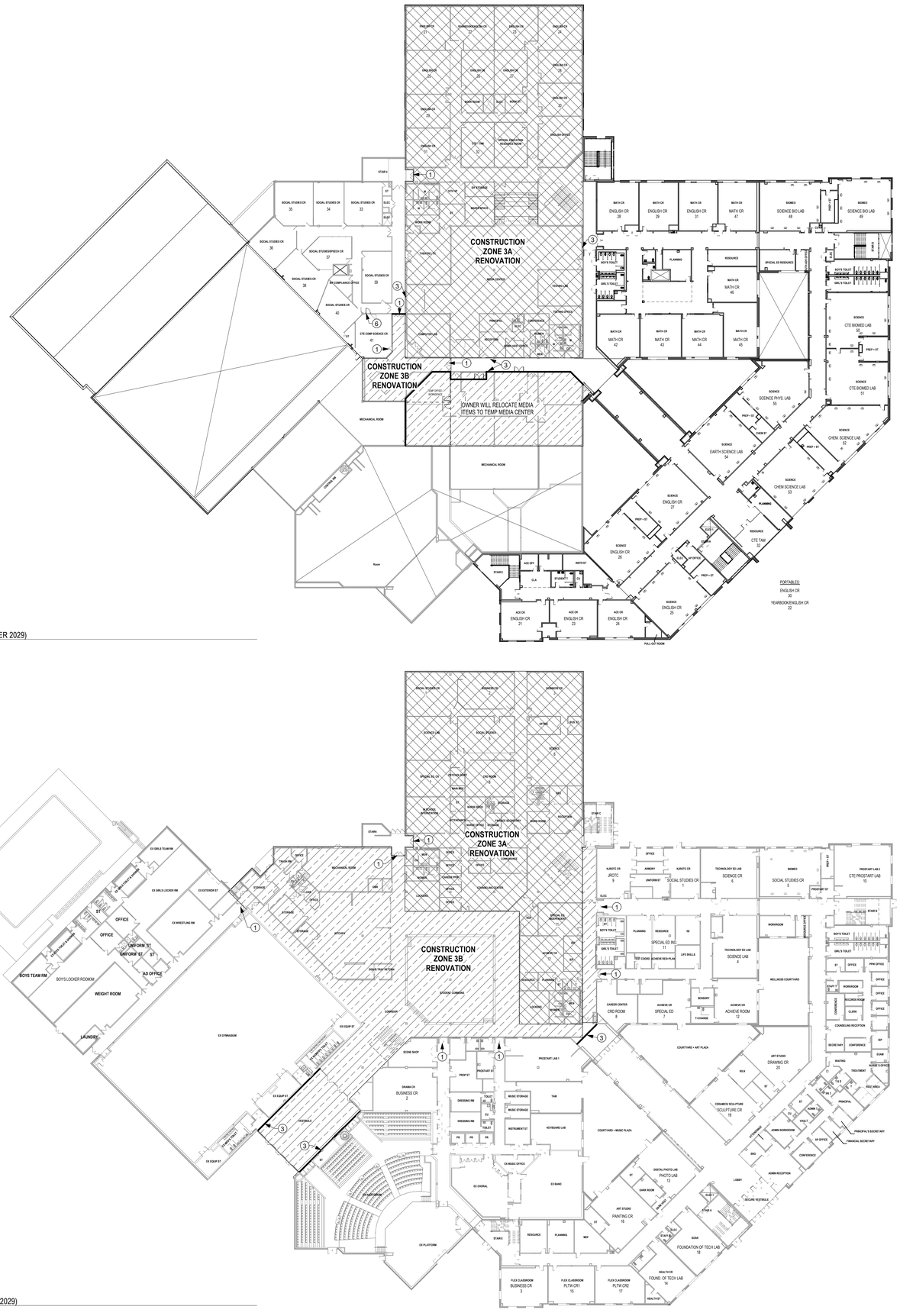

2 A0.56 PHASE 3A+3B - SECOND FLOOR (SUMMER 2029)
SCALE: 1/32" = 1'-0"

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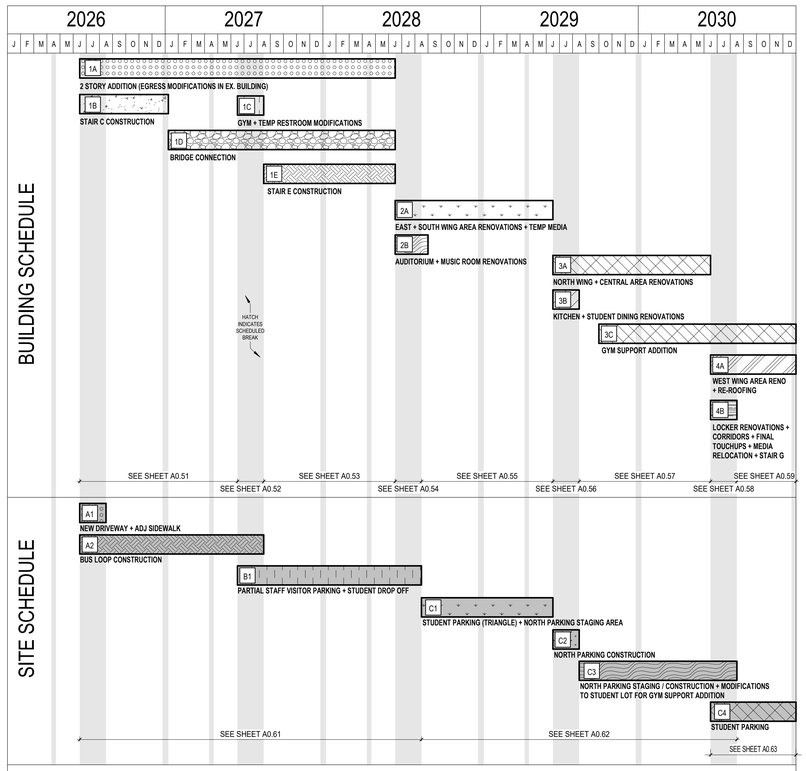

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 3A+3B

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

SHEET NO:
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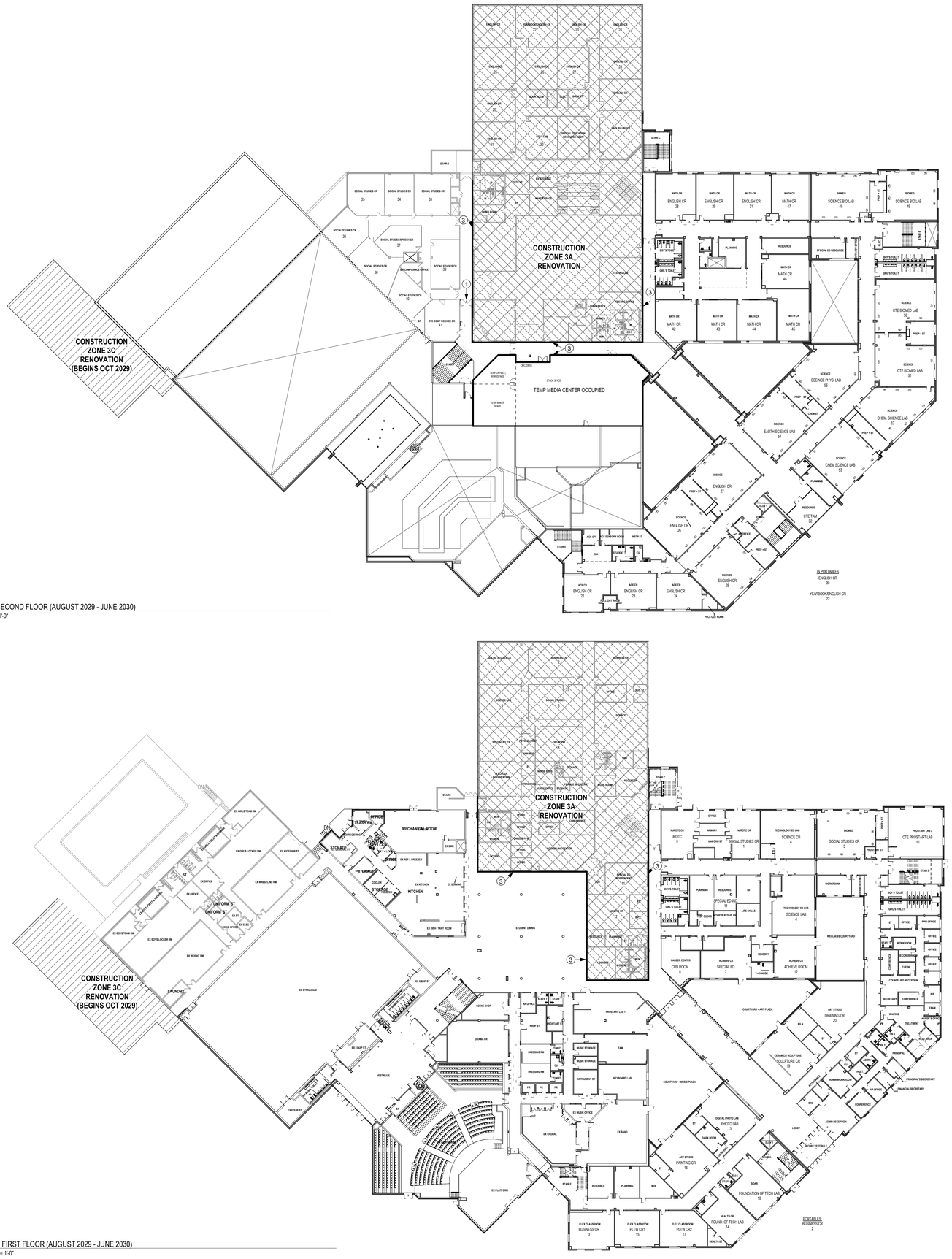

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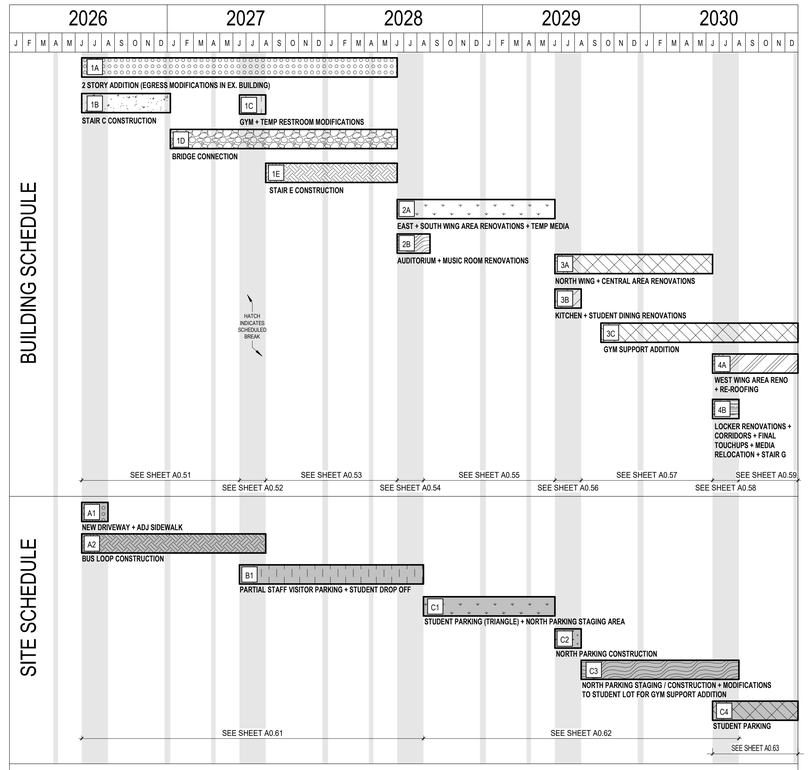

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410-842-6411

BUILDING ENVELOPE
GALE ASSOCIATES
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COST ESTIMATOR
COSTCON
1504 WILD CRANBERRY DR, CROWNSVILLE, MD 21032
443-510-4426

POOL DESIGN
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314-894-1245

KITCHEN
NYIKOS GARCIA
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240-683-9530

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

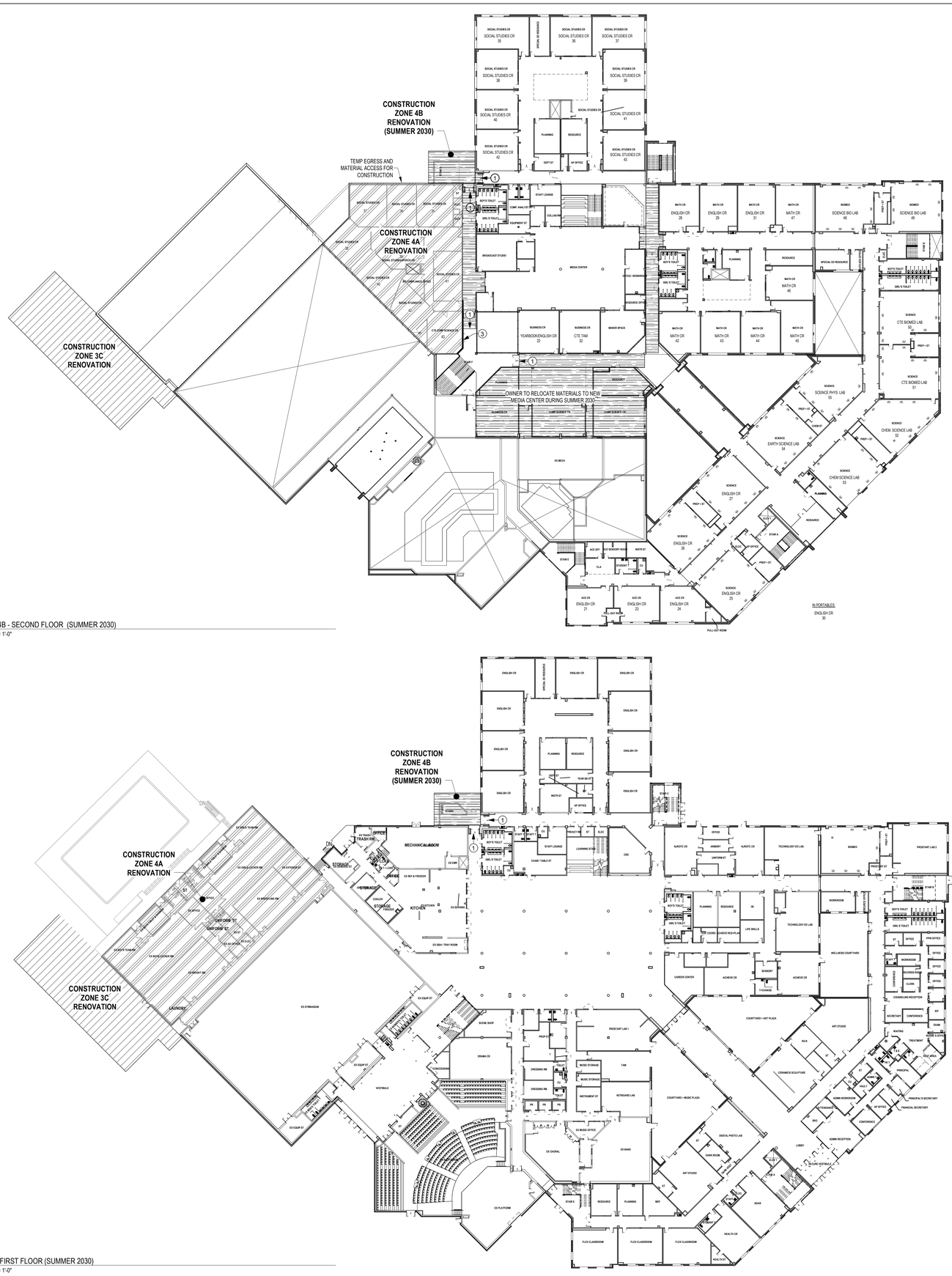
SHEET TITLE:
PHASING PLANS - 3A+3C

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

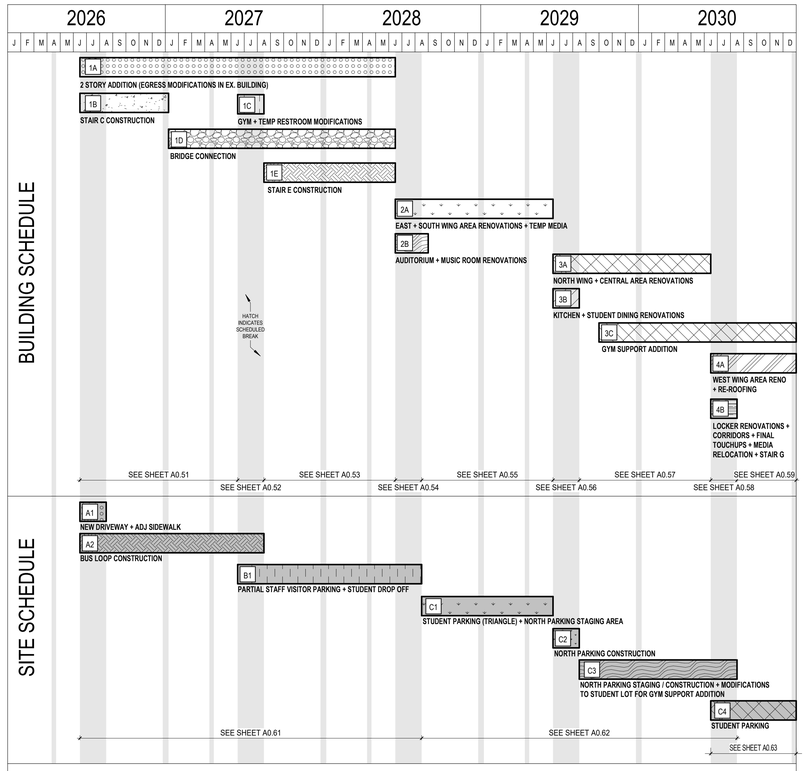
SHEET NO:
A0.57

3/12/2026 2:12:08 PM



2 A0.58 PHASE 4A+4B - SECOND FLOOR (SUMMER 2030)
SCALE: 1/32" = 1'-0"

1 A0.58 PHASE 4B - FIRST FLOOR (SUMMER 2030)
SCALE: 1/32" = 1'-0"



PHASING SCHEDULE

PHASE 1: JUNE 2026 - JUNE 2028
- PHASE 1A - 2 STORY ADDITION (EGRESS MODIFICATIONS IN EX. BUILDING) (JUNE 2026 - JUNE 2028)
- PHASE 1B - STAIR C CONSTRUCTION (JUNE 2026 - DECEMBER 2026)
- PHASE 1C - GYM AND TEMP RESTROOM MODIFICATIONS (SUMMER 2027)
- PHASE 1D - BRIDGE CONNECTION (JUNE 2027 - JUNE 2028)
- PHASE 1E - STAIR E CONSTRUCTION (AUSUST 2027 - JUNE 2028)

PHASE 2: JUNE 2028 - JUNE 2029
- PHASE 2A - EAST AND SOUTH WING CLASSROOM RENOVATIONS (TEMP MEDIA SHELL SPACE) (JUNE 2028 - JUNE 2029)
- PHASE 2B - AUDITORIUM AND MUSIC ROOM RENOVATIONS (SUMMER 2028)

PHASE 3: JUNE 2029 - JUNE 2030 / DECEMBER 2030
- PHASE 3A - NORTH WING AND CENTRAL AREA RENOVATIONS (JUNE 2029 - JUNE 2030)
- PHASE 3B - KITCHEN AND STUDENT DINING RENOVATIONS (SUMMER 2029)
- PHSE 3C - GYM SUPPORT ADDITION (OCTOBER 2029 - DECEMBER 2030)

PHASE 4: JUNE 2030 - DECEMBER 2030
- PHASE 4A - WEST WING CLASSROOM RENOVATIONS (MEDIA SHELL SPACE INTO CLASSROOMS) AND REROOFING (JUNE 2030 - DECEMBER 2030)
- PHASE 4B - CORRIDORS AND FINAL TOUCH UPS (MEDIA RELOCATION) + STAIR G (SUMMER 2030)

PHASING GENERAL NOTES

1. SEE FRONT END FOR OFFICIAL PROJECT START AND COMPLETION DATES. DATES INDICATED IN PROJECT FRONT END SUPERCEDE GENERAL DATES LISTED ON THIS DRAWING.
2. CONTRACTOR IS TO HOLD A COORDINATION MEETING FOR MOVING AT EACH PHASE.
3. CONTRACTOR IS TO PROVIDE A CONSTRUCTION SCHEDULE OUTLINING THE CONSTRUCTION SEQUENCE INCLUDING DELIVERY DATES.
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6. TEMPORARY PARTITIONS AT EXTERIOR OPENINGS ARE TO BE WEATHERTIGHT, METAL STUD W/ GWB ON INTERIOR FACE, FIBERGLASS BATT INSULATION IN STUD CAVITY, AND EXTERIOR FIBERGLASS MAT GYPSUM SHEATHING W/ BUILDING WRAP ON EXTERIOR FACE.
7. PROVIDE TEMPORARY ROOF PARAPETS AND/OR METAL PARAPET CAPS AT EDGES OF PHASE. PROVIDE TEMPORARY DOWNSPOUTS AS REQUIRED BY PHASING. MAINTAIN WATERTIGHT ROOF THROUGHOUT ALL PHASES.
8. ABATEMENT TO OCCUR DURING SUMMER AT BEGINNING OF EACH CONSTRUCTION PHASE.
9. PHASING AND TEMPORARY PLANS ARE FOR REFERENCE ONLY. CONTRACTORS TO REFER TO THE CONSTRUCTION MANAGER'S SITE LOGISTICS PLAN.

TEMPORARY CONDITION PLAN KEY NOTES

1. DOOR/WINDOW CLOSED FOR DEMOLITION OR CONSTRUCTION. REMOVE EXIT SIGNS AND ADD TEMPORARY "NOT AN EXIT" SIGNAGE WHERE APPLICABLE
2. STAIRWELL CLOSED FOR DEMOLITION OR CONSTRUCTION
3. TEMPORARY PARTITION SEE 4 / A0.50
4. TEMPORARY CORRIDOR
5. DEMO WALL PARTITION
6. TEMPORARY DOOR
7. NOT USED
8. REVERSE SWING OF EXISTING DOOR
9. KEEP EGRESS-ONLY CORRIDOR FREE AT ALL TIMES
10. TEMP HALF HEIGHT PARTITION

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2. FOR TEMPORARY4/#A0.50#ION DETAIL, SEE

ARCHITECT
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9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

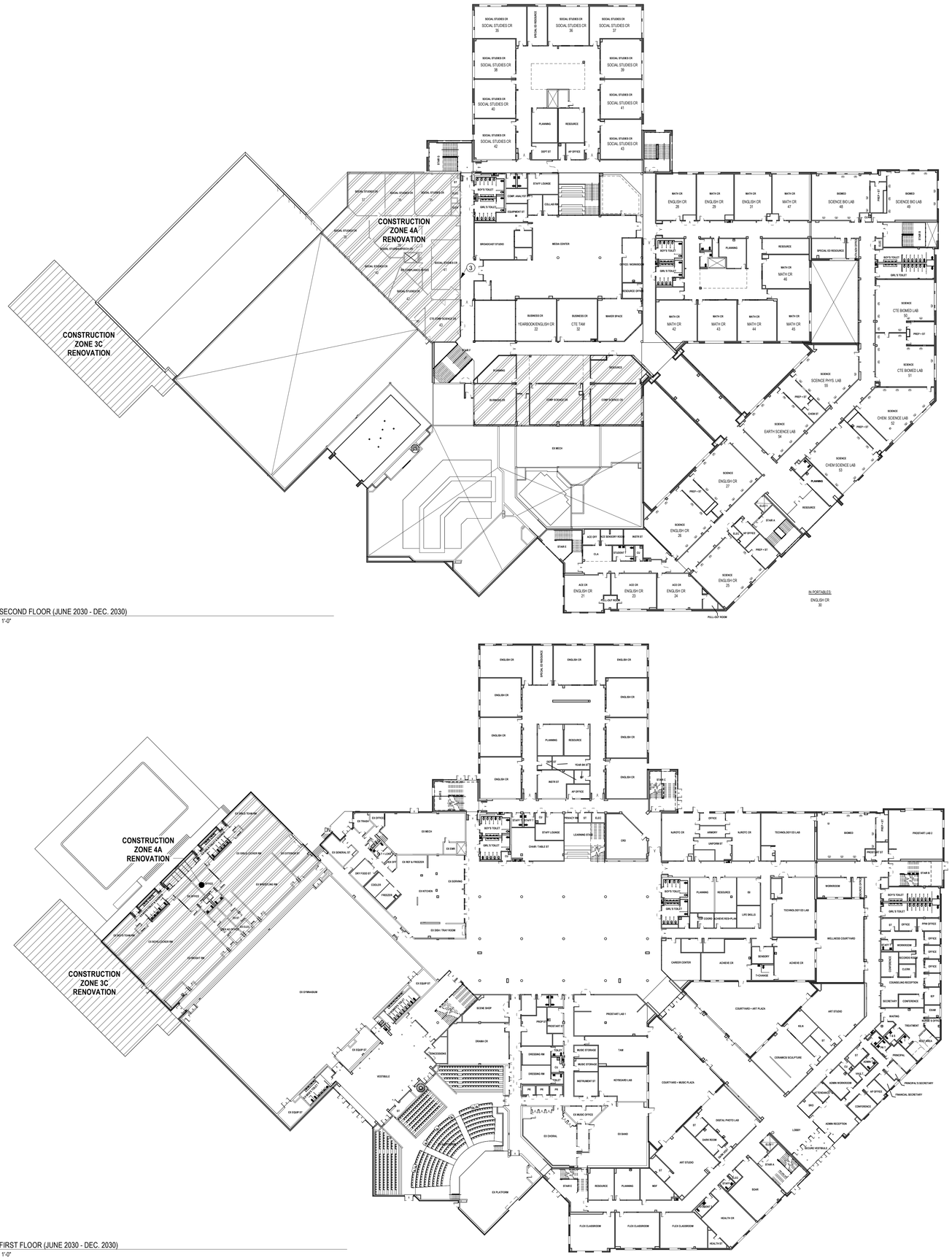
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 3C+4A+4B

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

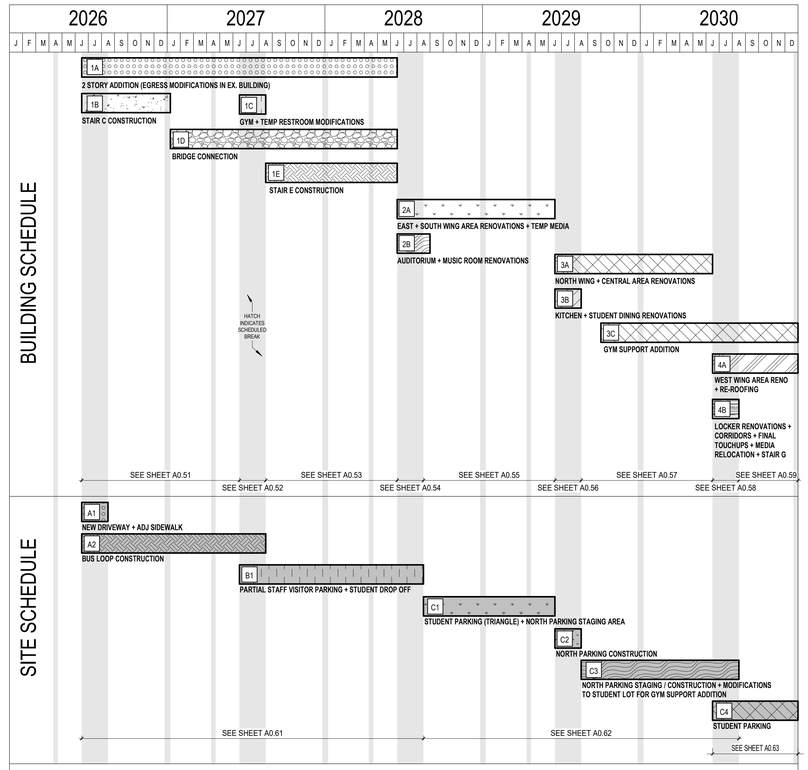
SHEET NO:
A0.58

3/12/2026 2:12:26 PM



4 / A0.59 PHASE 4A - SECOND FLOOR (JUNE 2030 - DEC. 2030)
SCALE: 1/32" = 1'-0"

1 / A0.59 PHASE 4A - FIRST FLOOR (JUNE 2030 - DEC. 2030)
SCALE: 1/32" = 1'-0"



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2. FOR TEMPORARY#/#A0.50\10N DETAIL, SEE

ARCHITECT
SMOLEN • EMR • ILKOVITCH ARCHITECTS
9211 CORPORATE BLVD, SUITE 340
ROCKVILLE, MD 20850
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PHASING PLANS - 3C+4A

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

SHEET NO:
A0.59

SYMBOLS LEGEND:

- BUILDING ELEVATION (A.XX)
- BUILDING SECTION (X / A.XX)
- NEW DOOR AND FRAME
- EXISTING DOOR AND FRAME TO REMAIN
- XXXX.XX FINISH FLOOR ELEVATION
- A.X EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- A.X PROPOSED STRUCTURAL COLUMN GRID LINE
- AREA OF LIMITED RENOVATION
- AREA OF EXISTING CONCRETE SLAB
- NEW CONCRETE SLAB AND / OR INFILL WORK. ALSO REFER TO STRUCTURAL DWGS

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

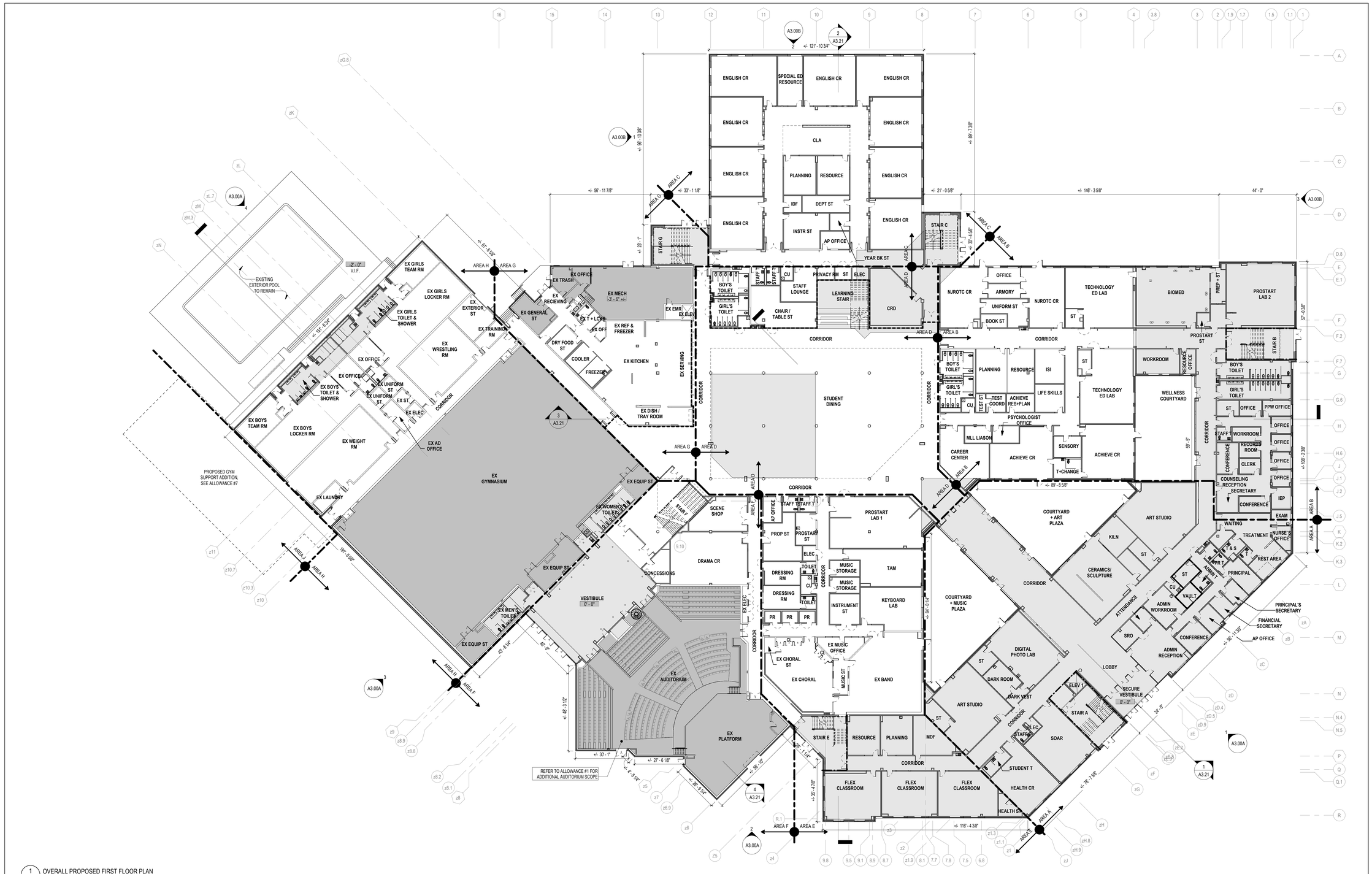
A. ALL EXTERIOR BUILDING DIMENSIONS ARE APPROXIMATE. REFER TO PARTIAL PLANS, WALL SECTIONS, AND EXTERIOR WALL TYPES FOR PRECISE DIMENSIONS.

B. NEW FLOOR 1 AND 2 SLAB ELEVATIONS SHOULD ALIGN WITH THE FLOOR 1 AND 2 SLAB ELEVATIONS OF THE EXISTING BUILDING. ALSO REFER TO STRUCTURAL.

RENOVATION GENERAL NOTES:

A. AREAS OF CONCRETE REPLACEMENT AND INFILL SHOWN ARE GENERAL IN NATURE AND DO NOT SHOW THE FULL EXTENT OF NEW CONCRETE WORK REQUIRED. REFER TO STRUCTURAL AND M/E/P DRAWINGS FOR EXTENT OF BELOW GRADE WORK, INCLUDING WHERE NEW THICKENED SLAB IS REQUIRED FOR NEW INTERIOR CMU WALLS. PROVIDE NEW SLAB INFILL PER STRUCTURAL DETAILS AT ALL LOCATIONS WHERE EXISTING SLAB IS REMOVED FOR M/E/P OR STRUCTURAL WORK, U.N.O.

B. CONSTRUCTION IS NOT TO BEGIN UNTIL TERMITE REMEDIATION IS COMPLETED. TERMITE REMEDIATION IS TO BE PART OF THE CONSTRUCTION CONTRACT.



1 / A2.00.1 OVERALL PROPOSED FIRST FLOOR PLAN
SCALE: 3/64" = 1'-0"

ARCHITECT

SMOLEN • EMR • ILKOVITCH ARCHITECTS

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ROCKVILLE, MD 20850
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
OVERALL PROPOSED FIRST FLOOR PLAN

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated
WORKING NORTH

SHEET NO:
A2.00.1

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SYMBOLS LEGEND:

- BUILDING ELEVATION (A.XX)
- BUILDING SECTION (X / A.XX)
- NEW DOOR AND FRAME
- EXISTING DOOR AND FRAME TO REMAIN
- XXXX.XX FINISH FLOOR ELEVATION
- A.X EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- A.X PROPOSED STRUCTURAL COLUMN GRID LINE
- AREA OF LIMITED RENOVATION
- AREA OF EXISTING CONCRETE SLAB
- NEW CONCRETE SLAB AND / OR INFILL WORK. ALSO REFER TO STRUCTURAL DWGS

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
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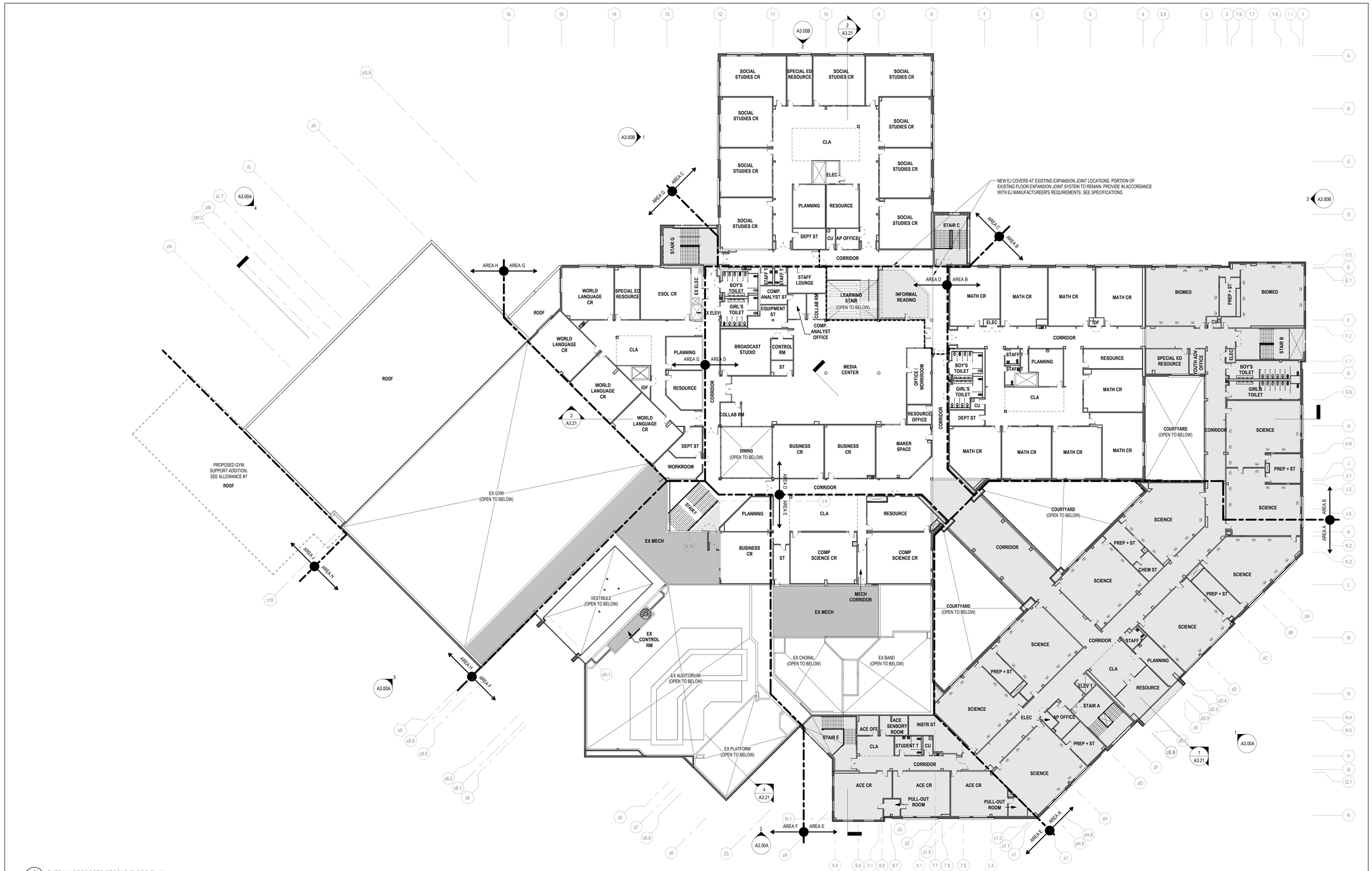

1 / A2.00.2 OVERALL PROPOSED SECOND FLOOR PLAN
SCALE: 3/64" = 1'-0"

ARCHITECT

SMOLEN • EMR • ILKOVITCH ARCHITECTS

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

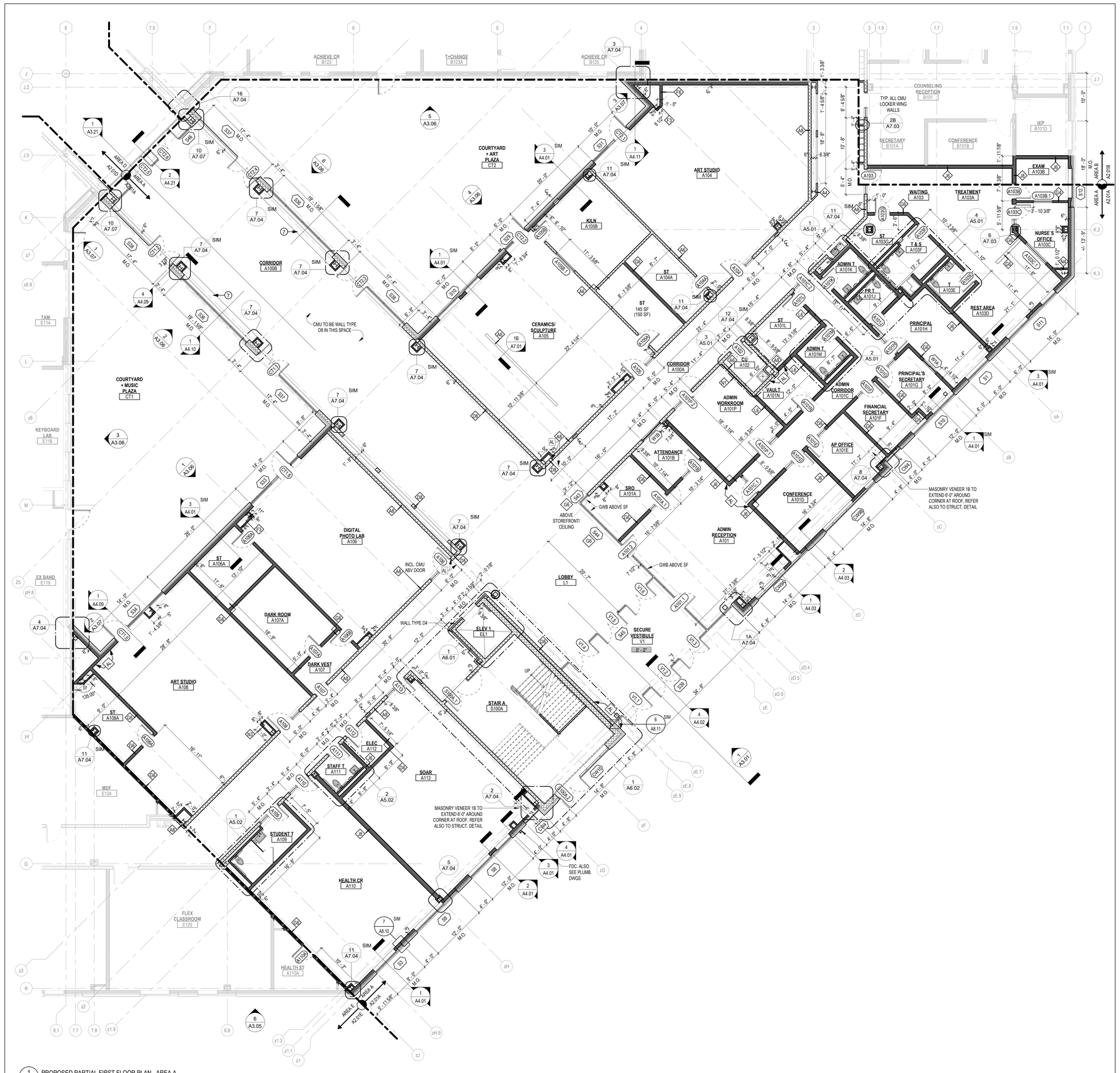
SHEET TITLE:

OVERALL PROPOSED SECOND FLOOR PLAN

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated
WORKING NORTH

SHEET NO:

A2.00.2



1 A2.01A PROPOSED PARTIAL FIRST FLOOR PLAN - AREA A
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
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GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

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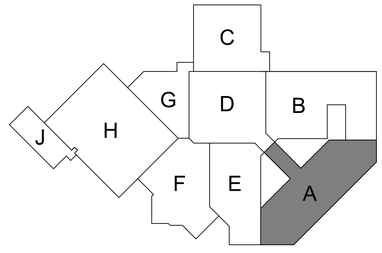
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland, License No.: 16066, Expiration Date: 1/6/2028.

PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA A

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"

WORKING NORTH

SHEET NO:
A2.01A

3/12/2026 2:53:12 PM

1 A2.01B PROPOSED PARTIAL FIRST FLOOR PLAN - AREA B
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

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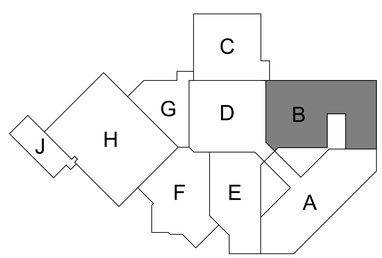

KEY PLAN
SCALE : N.T.S.

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

PARTIAL PROPOSED FIRST FLOOR PLAN - AREA B

PROJECT NO: 21015.0000

DATE:

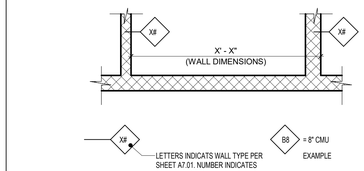
SCALE: 1/8" = 1'-0"

WORKING NORTH

SHEET NO:

A2.01B

3/12/2026 2:17:02 PM



NOTES:

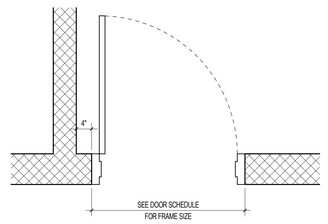
A. SYMBOL SHALL APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW SYMBOL IS PROVIDED

B. UNLESS NOTED OTHERWISE, COLUMN ENCLOSURES AND PIPE CHASES TO BE AS FOLLOWS:
CMU: TYPE "C4" (4" CMU)
STUD: TYPE "NS3" (2-1/2" STUD)

C. AT FURRED CMU WALLS, DIMENSIONS TAKEN TO FACE OF CMU.

D. AT STUD WALLS, DIMENSIONS TAKEN TO FACE OF STUD (NOT FINISH FACE OF GWB, U.N.O.)

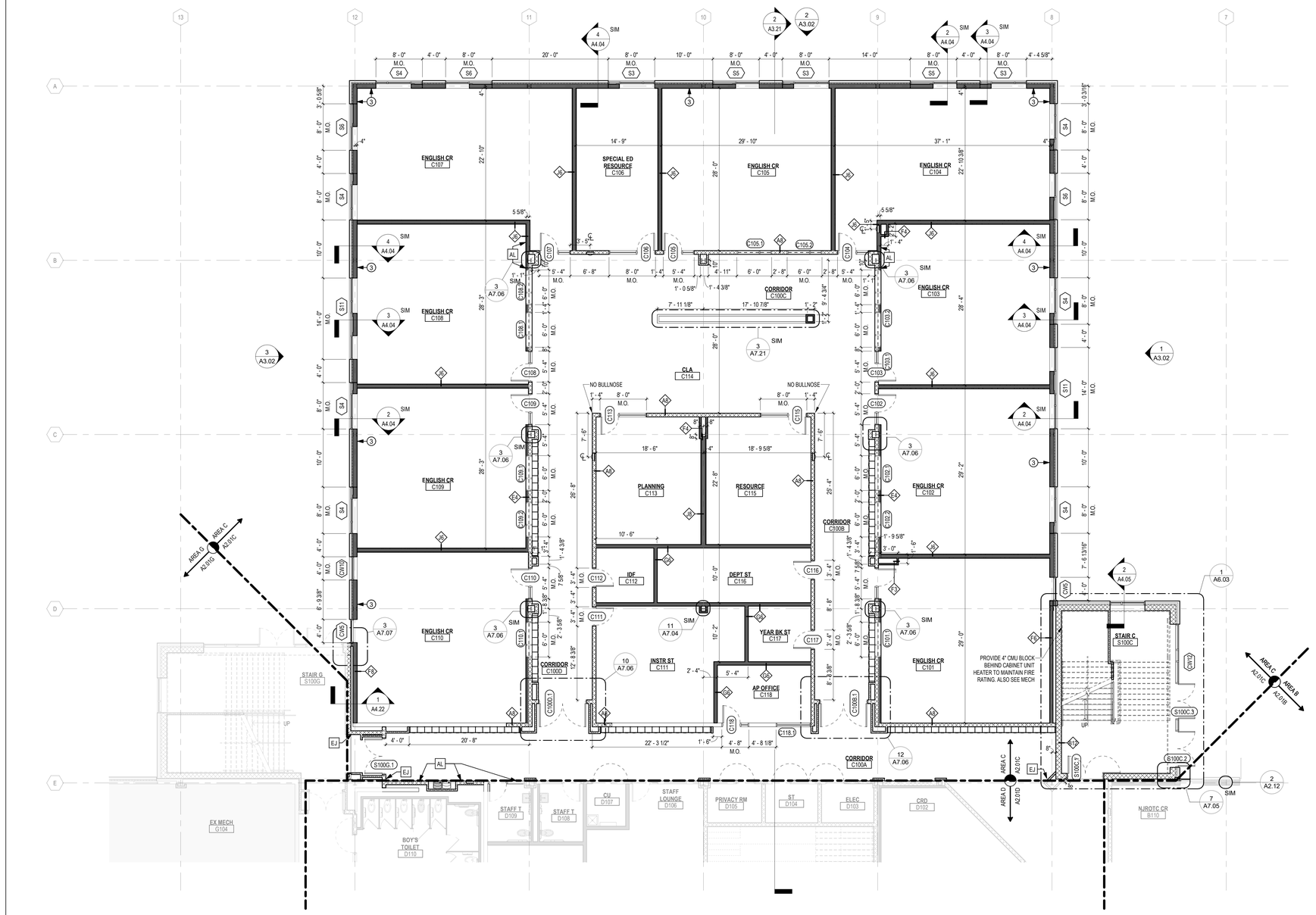
3 / A2.01C WALL TYPE DESIGNATION / DIMENSIONING DETAIL
SCALE: 1/2" = 1'-0"



NOTES:

1. TYPICAL DOOR LOCATION. UNLESS NOTED OTHERWISE.
2. DIMENSION TAKEN TO STUD FACE IF GWB WALL.

2 / A2.01C TYPICAL DOOR LOCATION
SCALE: 3/4" = 1'-0"



1 / A2.01C PROPOSED PARTIAL FIRST FLOOR PLAN - AREA C
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
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- EXPANSION JOINT (EJ)
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MATERIALS LEGEND:

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GENERAL NOTES:

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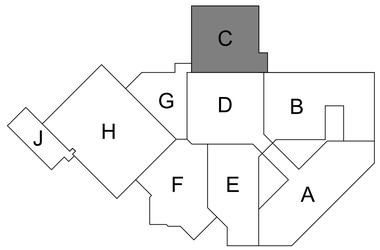

KEY PLAN
SCALE : N.T.S.

ARCHITECT

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314-894-1245

KITCHEN
NYIKOS GARCIA
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240-683-9530

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland, License No.: 16066, Expiration Date: 1/6/2028.

PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

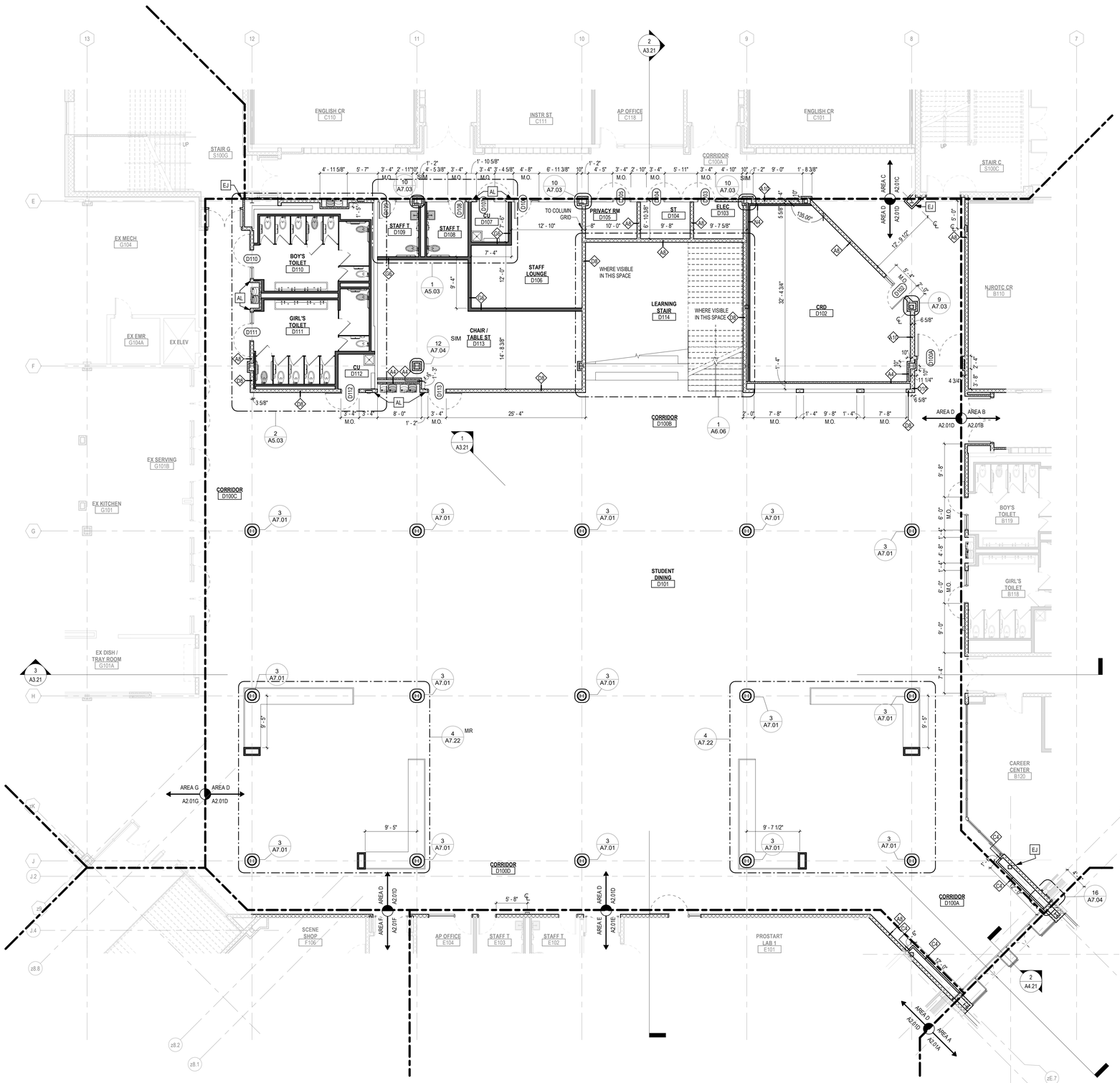
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA C

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

SHEET NO:
A2.01C



1 A2.01D PROPOSED PARTIAL FIRST FLOOR PLAN - AREA D
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO MEP DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

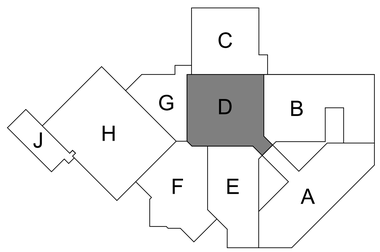
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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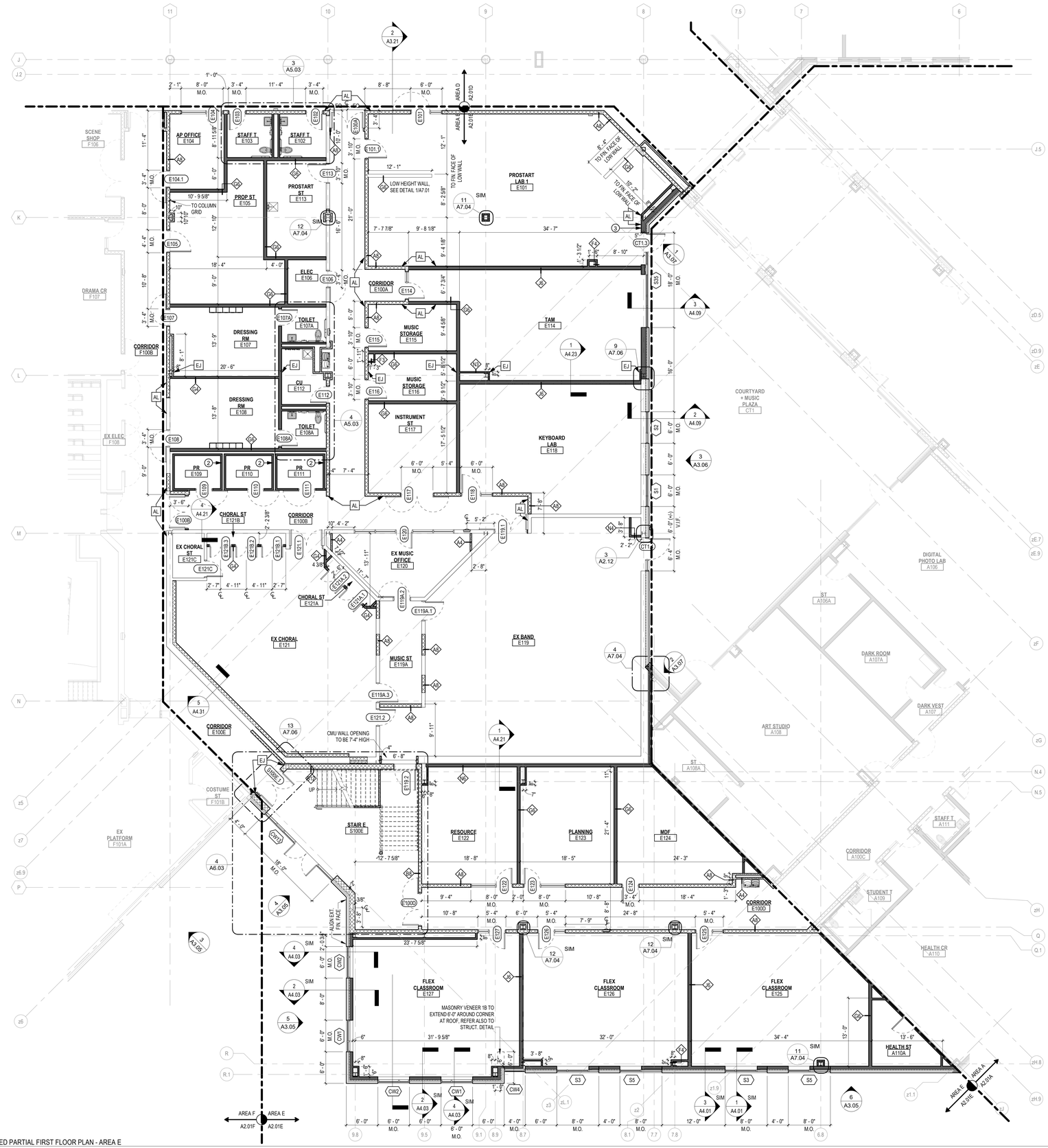
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA D

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.01D



1 A2.01E PROPOSED PARTIAL FIRST FLOOR PLAN - AREA E
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

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K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

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M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

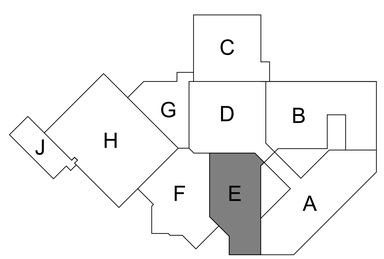
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

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NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

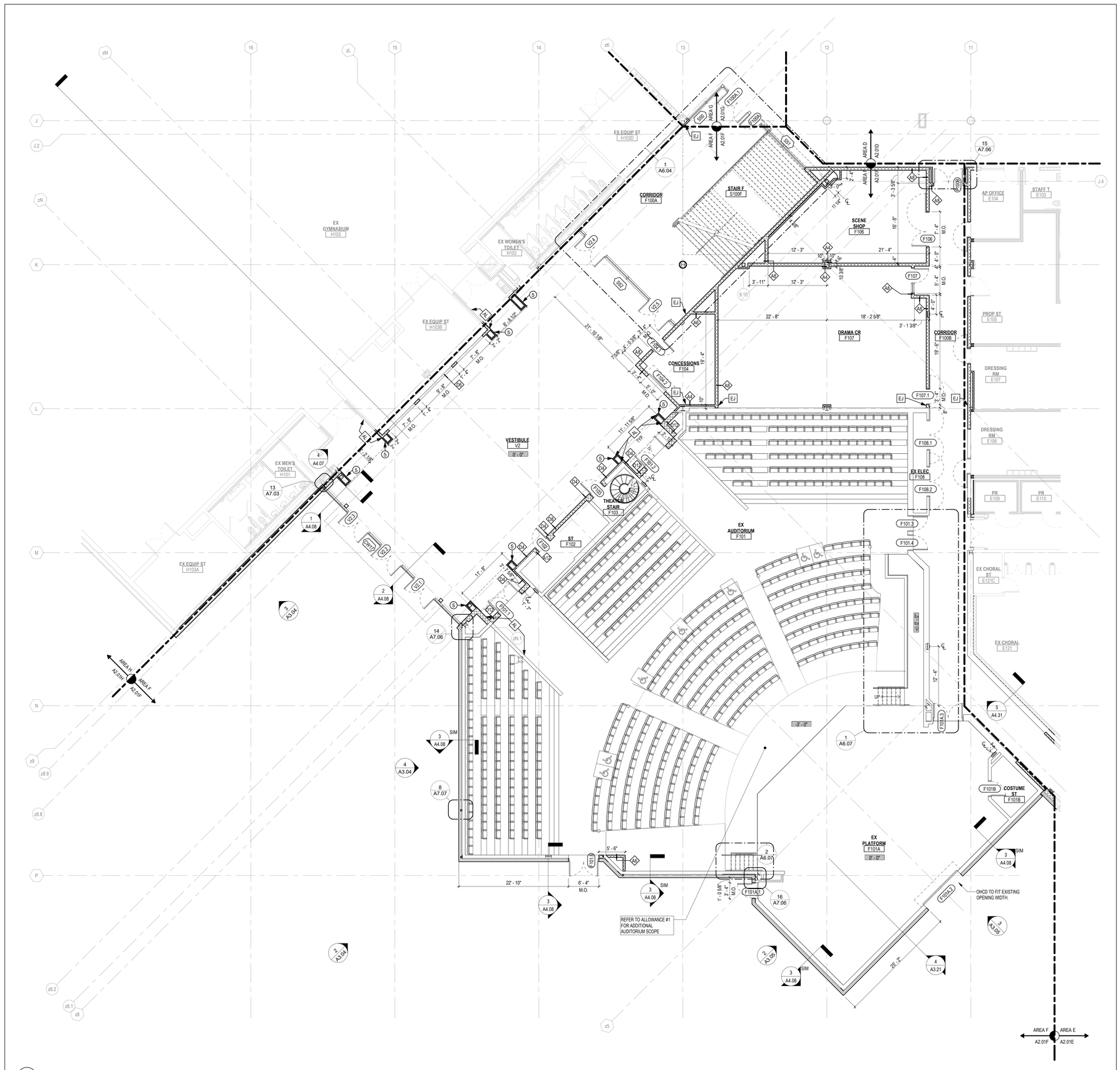
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA E

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.01E



1 A2.01F PROPOSED PARTIAL FIRST FLOOR PLAN - AREA F
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
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- CENTERLINE
- MATCH LINE
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- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
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MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

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A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

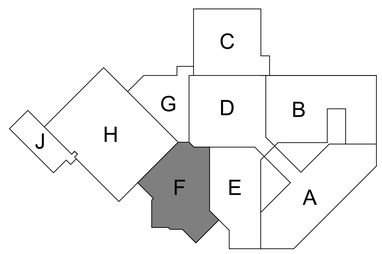
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D. WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

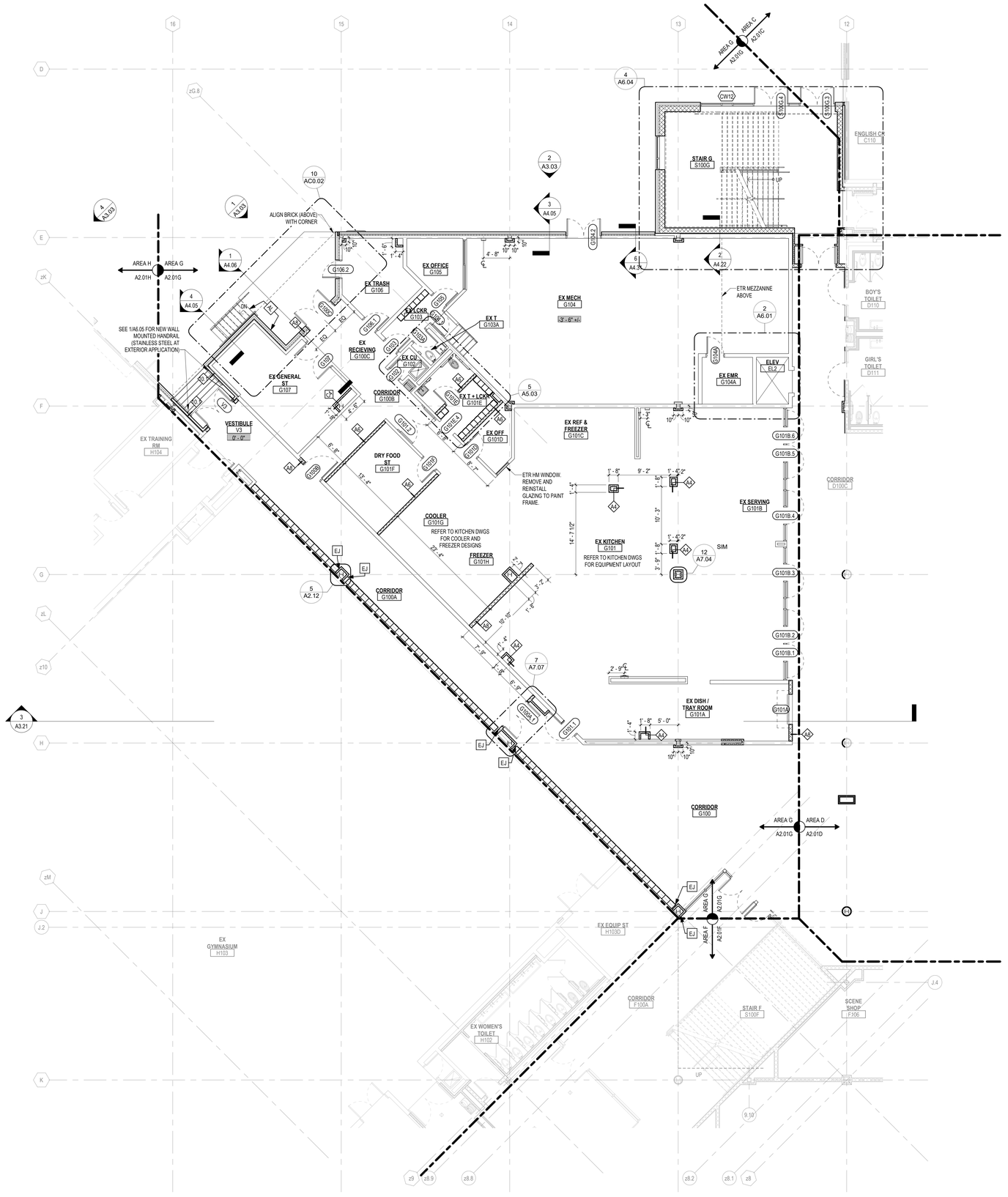
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA F

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.01F



1 A2.01G PROPOSED PARTIAL FIRST FLOOR PLAN - AREA G
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING, TOOTH-IN NEW CMU WITH EXISTING.

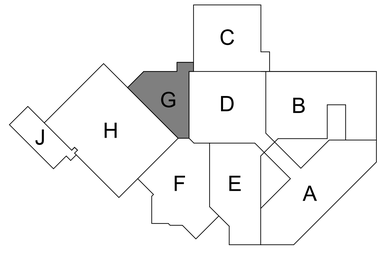
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP., ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

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NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

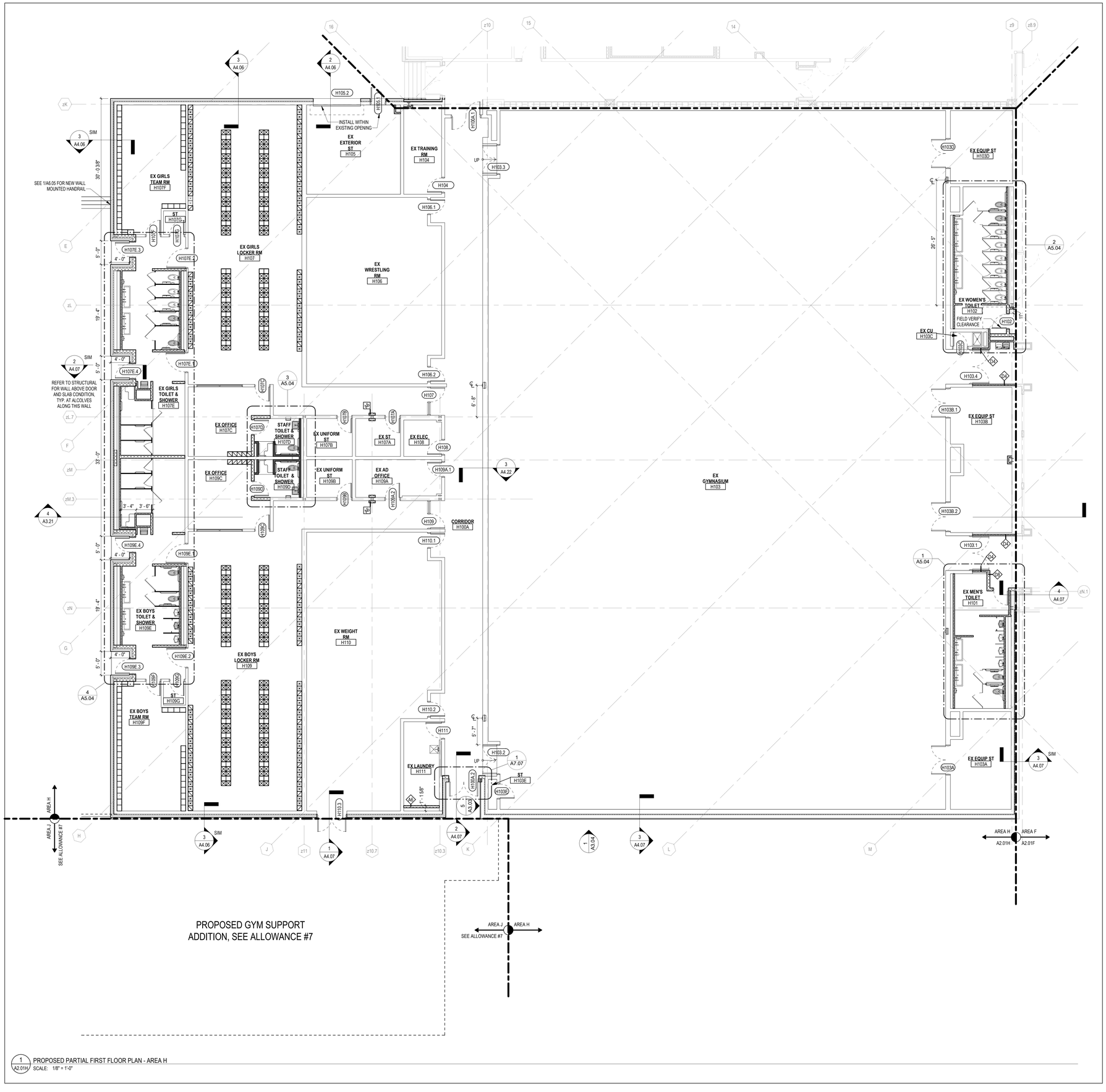
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA G

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.01G



1 PROPOSED PARTIAL FIRST FLOOR PLAN - AREA H
A2.01H SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL; UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

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K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

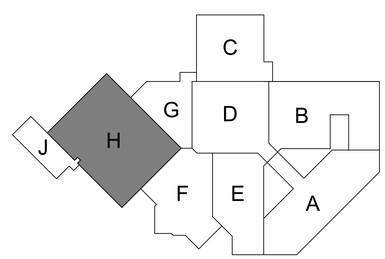
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D. WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP., ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
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PROFESSIONAL SEAL:

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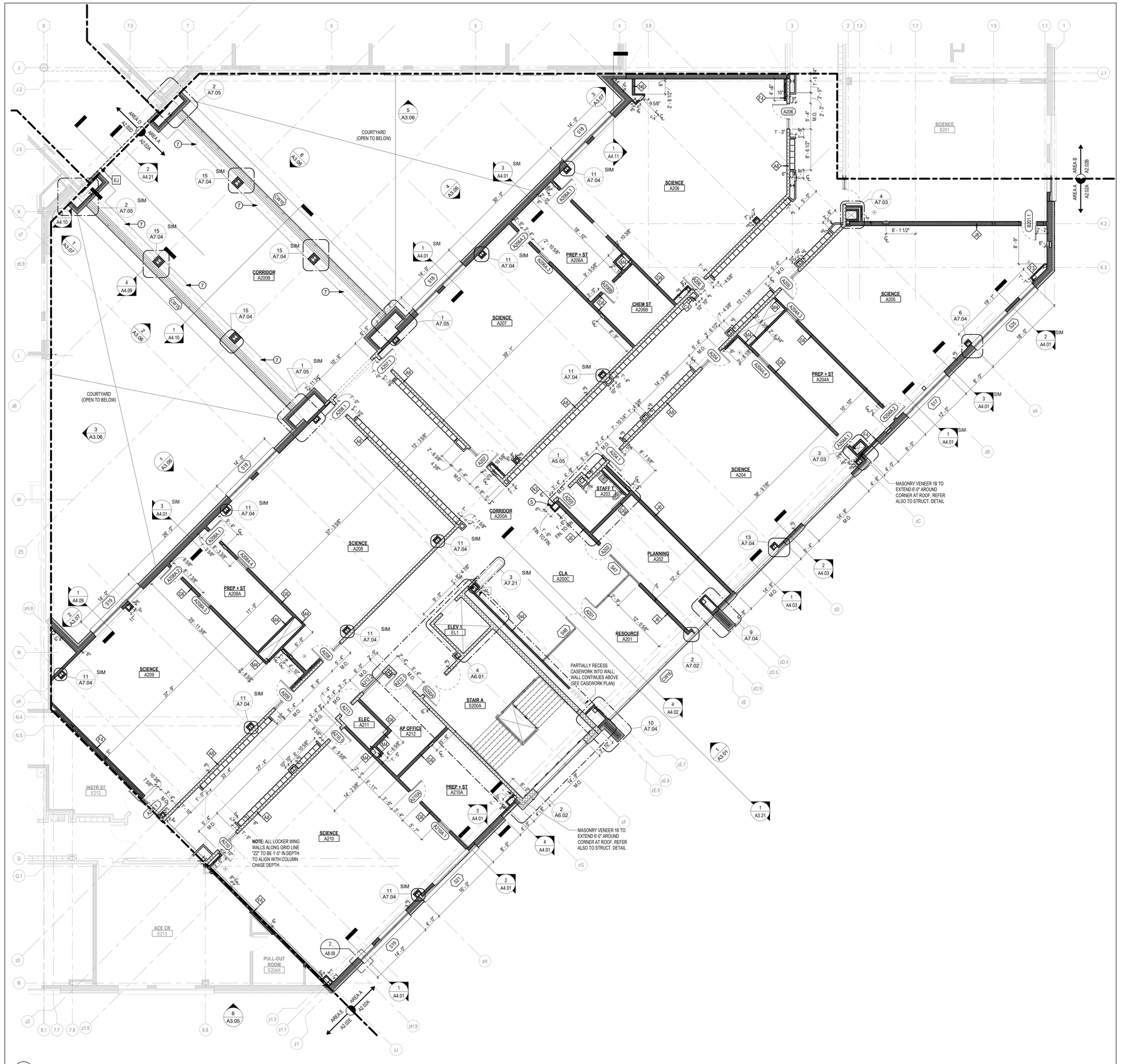
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED FIRST FLOOR PLAN - AREA H

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.01H



1 A2.02A PROPOSED PARTIAL SECOND FLOOR PLAN - AREA A
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

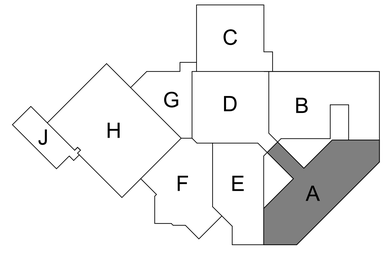
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D. WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP., ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

PARTIAL PROPOSED SECOND FLOOR PLAN - AREA A

PROJECT NO: 21015.0000

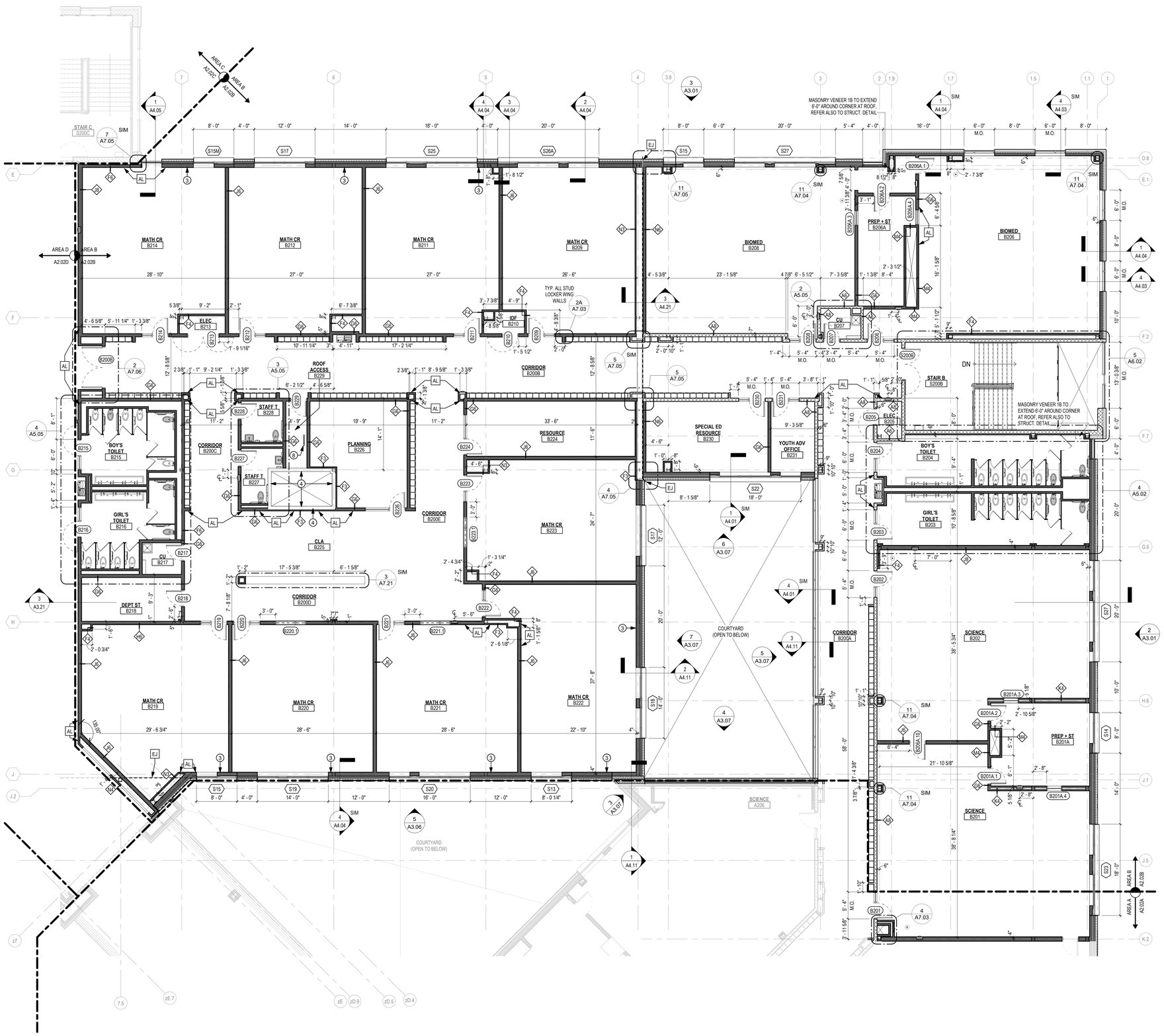
DATE:

SCALE: 1/8" = 1'-0"

WORKING NORTH

SHEET NO:

A2.02A



1 A2.02B PROPOSED PARTIAL SECOND FLOOR PLAN - AREA B
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO MEP DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING, TOOTH-IN NEW CMU WITH EXISTING.

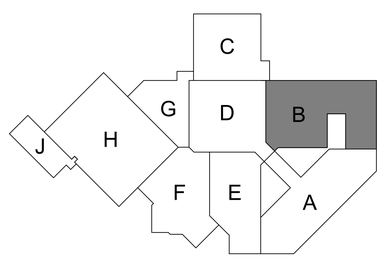
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA B

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02B

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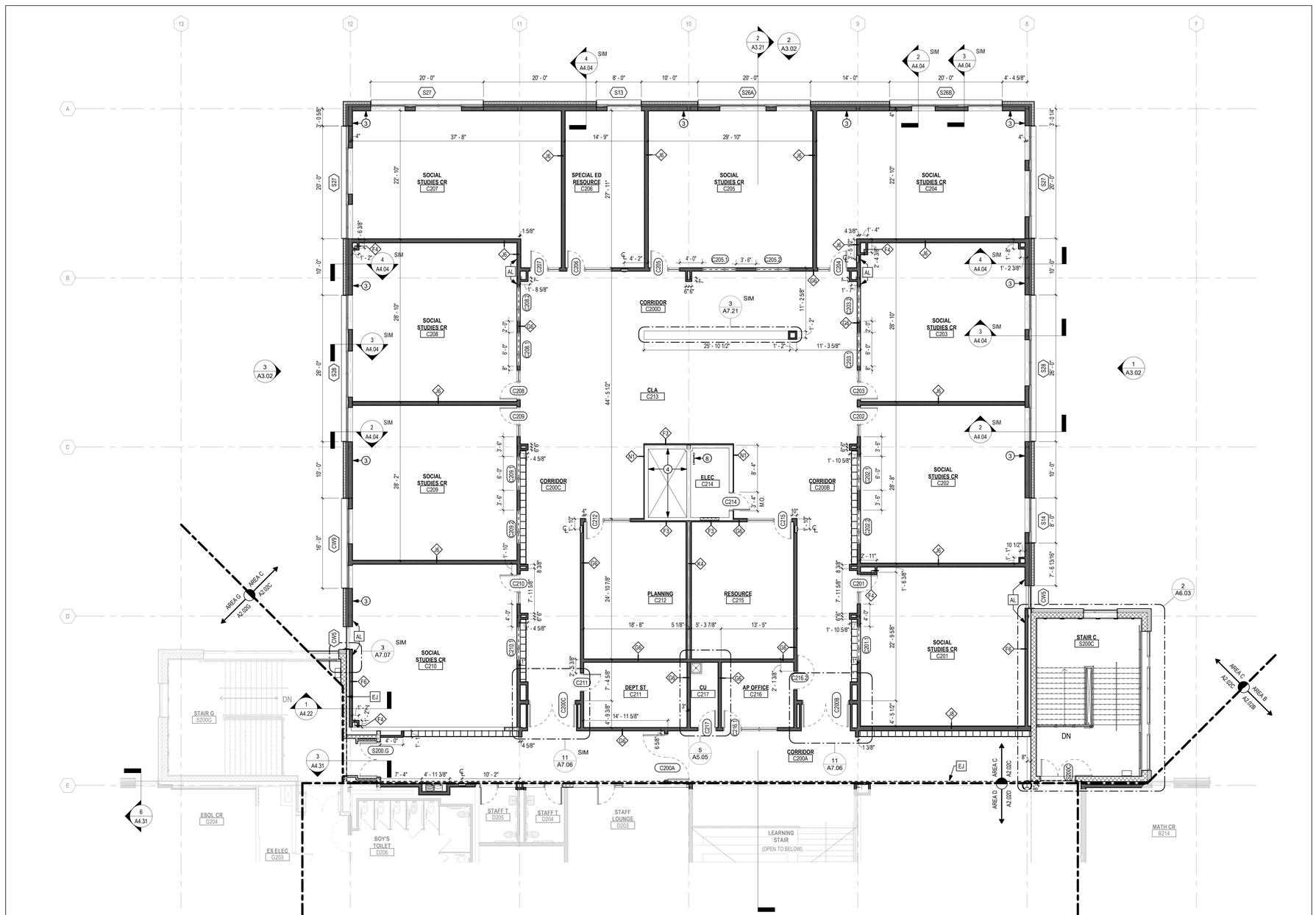

1 A2.02C PROPOSED PARTIAL SECOND FLOOR PLAN - AREA C
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

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N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

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R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

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B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
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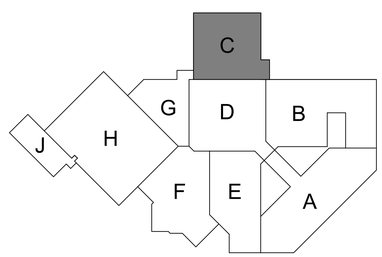
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

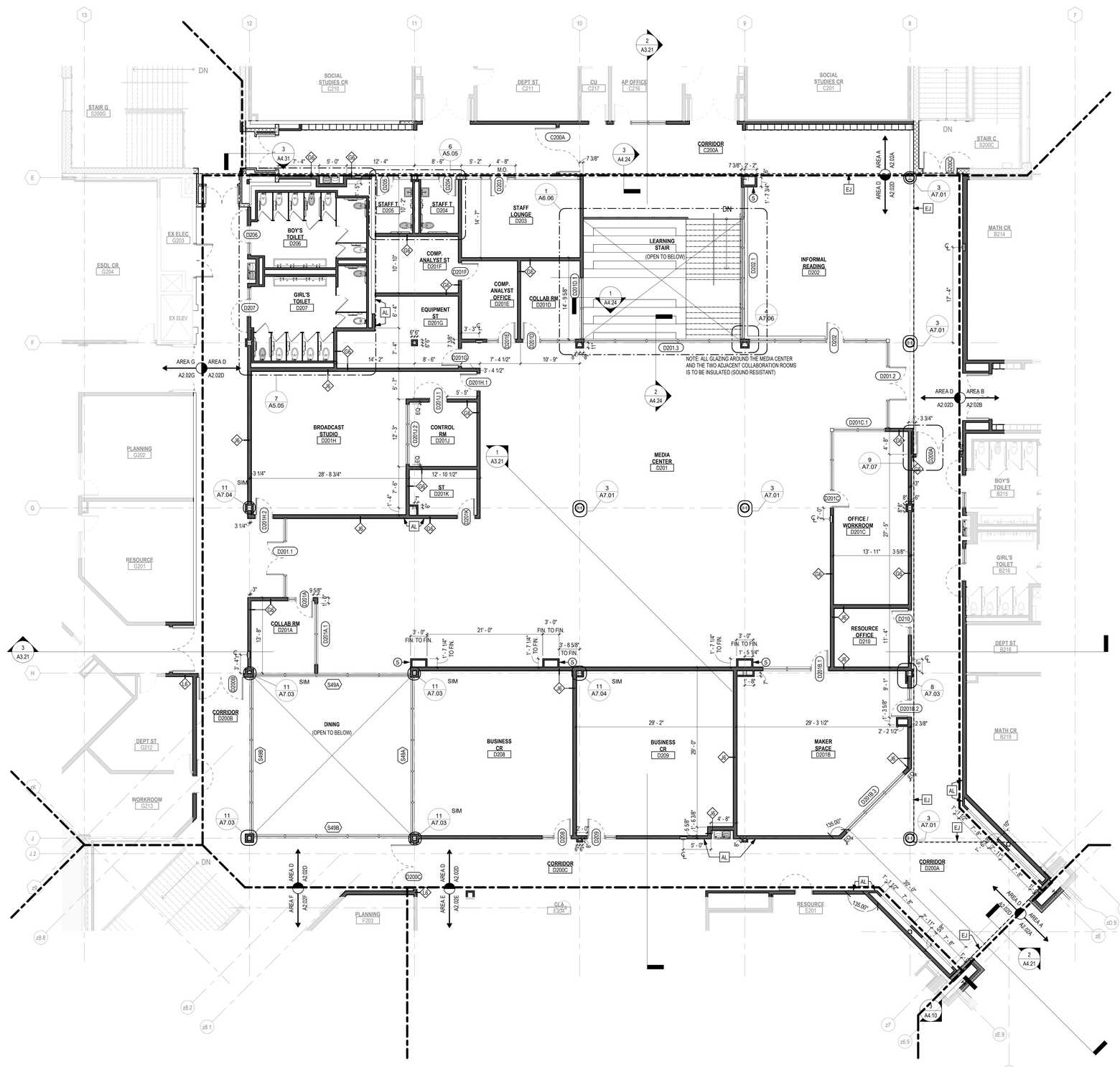
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA C

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02C



1 A2.02D PROPOSED PARTIAL SECOND FLOOR PLAN - AREA D
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO MEIP DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

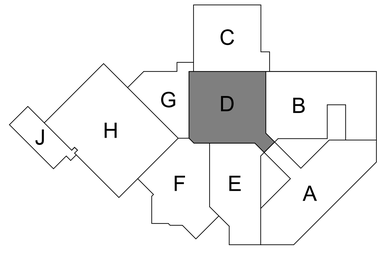
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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240-683-9530

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland, License No.: 16066, Expiration Date: 1/6/2028.

PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA D

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02D

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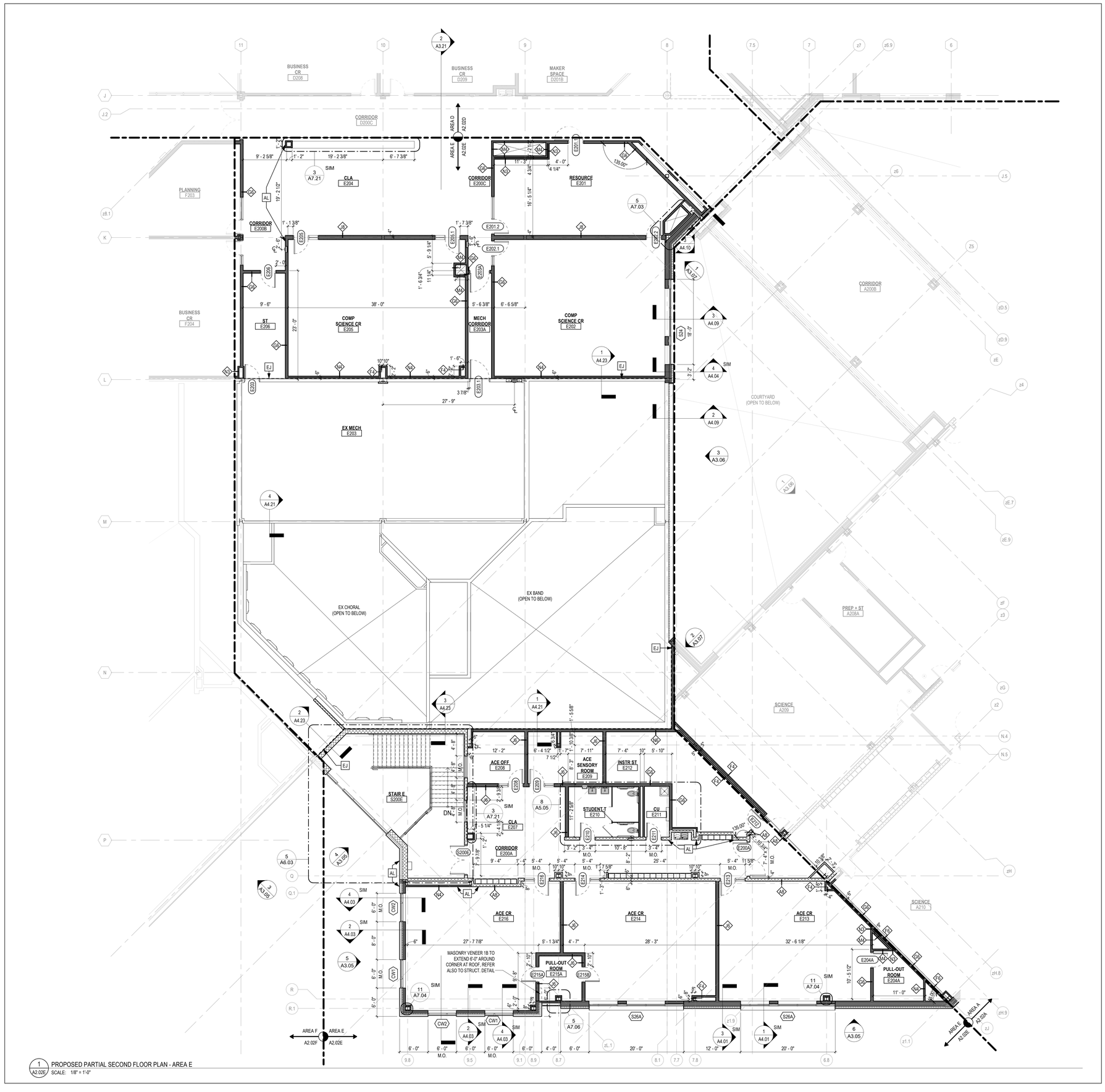

1 A2.02E PROPOSED PARTIAL SECOND FLOOR PLAN - AREA E
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO MEIP DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

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K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

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M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING. TOOTH-IN NEW CMU WITH EXISTING.

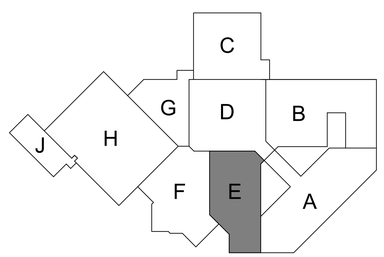
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D. WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

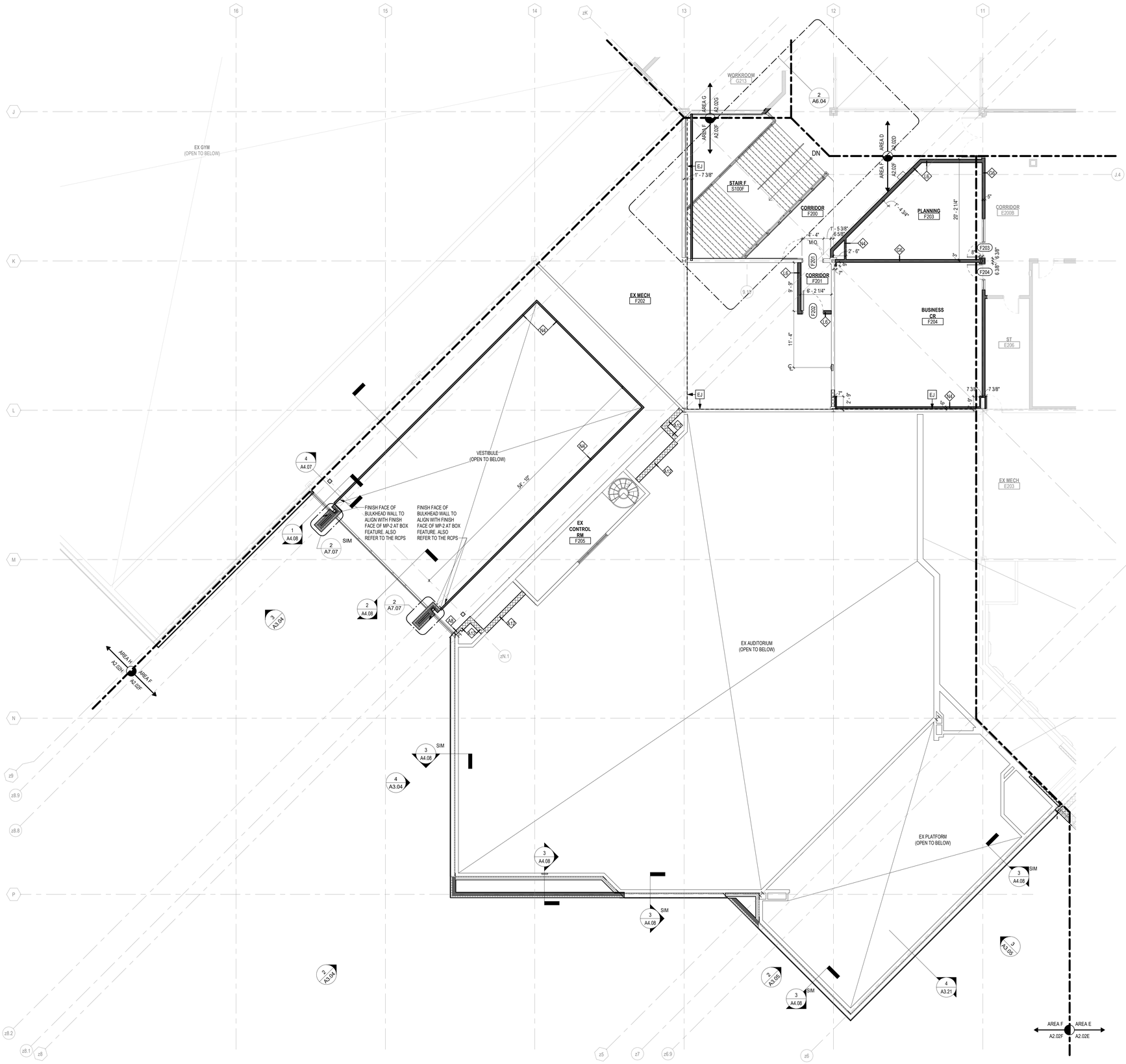
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA E

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02E



1 A2.02F PROPOSED PARTIAL SECOND FLOOR PLAN - AREA F
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- BUILDING ELEVATION
- BUILDING SECTION
- DETAIL BUBBLE
- ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- DOOR / FRAME NUMBER
- WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL. UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- WINDOW TYPE, REFER TO A8.00 SERIES
- FINISHED FLOOR ELEVATION
- ALIGN FINISH FACES
- EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

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B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

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G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

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N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

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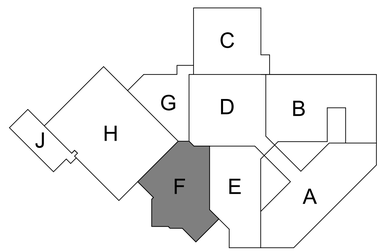
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D. WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



KEY PLAN
SCALE : N.T.S.

ARCHITECT

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NO:	DESCRIPTION:	DATE:
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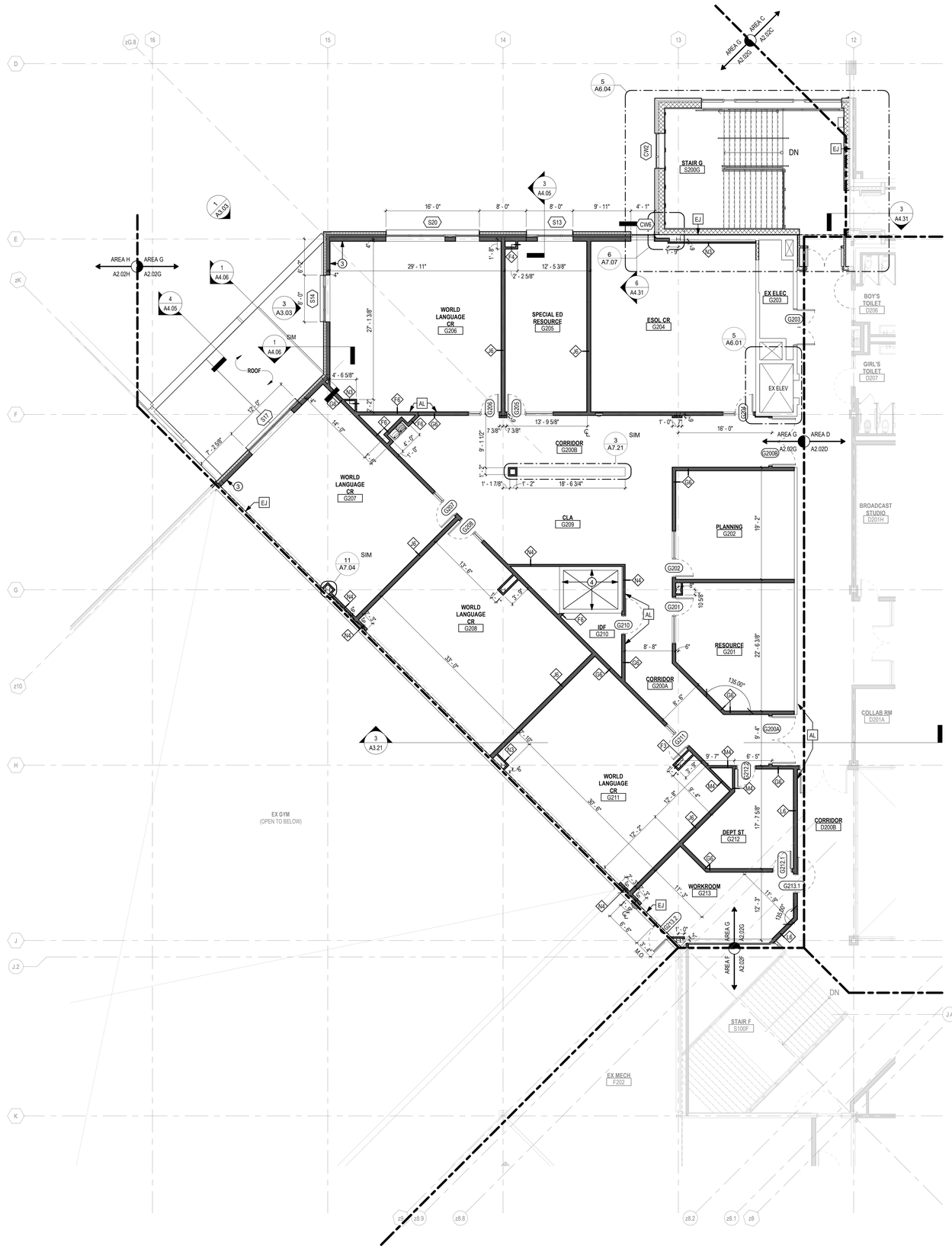
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA F

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02F



1 A2.02G PROPOSED PARTIAL SECOND FLOOR PLAN - AREA G
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

BUILDING ELEVATION
BUILDING SECTION
DETAIL BUBBLE
ROOM NAME / NUMBER
NEW DOOR AND FRAME
EXISTING DOOR TO REMAIN
DOOR / FRAME NUMBER
WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL; UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
WINDOW TYPE, REFER TO A8.00 SERIES
FINISHED FLOOR ELEVATION
ALIGN FINISH FACES
EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
EXPANSION JOINT (EJ)
CENTERLINE
MATCH LINE
MATCHLINE AREA SEPERATION ARROWS
SHADED PORTION INDICATES SIDE CONSIDERED
EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
PROPOSED STRUCTURAL COLUMN GRID LINE
FDC. SEE PLUMBING DWGS
FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

EXISTING WALLS
NEW CMU INFILL IN EX. WALLS
NEW CMU WALL
NEW INSULATED CAVITY WALL, CMU BACKUP
NEW STUD WALL
NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SJAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

J. ALL WALLS SURROUNDING COLUMNS & WALLS ADJACENT TO A CORRIDOR WALLS ARE TO BE WALL TYPE G4 IF SHOWN AS CMU AND TYPE N3 IF SHOWN AS GYPSUM ON STUD, U.N.O. PROVIDE TYPE A4 WHERE NECESSARY TO CONTINUE CORRIDOR SMOKE PARTITIONS.

K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

L. DIMENSIONS ON THIS SHEET ARE TO GRID LINE, FACE OF CMU, FACE OF STUD, OR AS OTHERWISE INDICATED.

M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

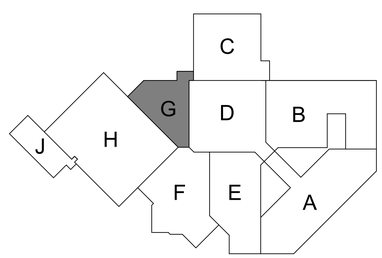
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



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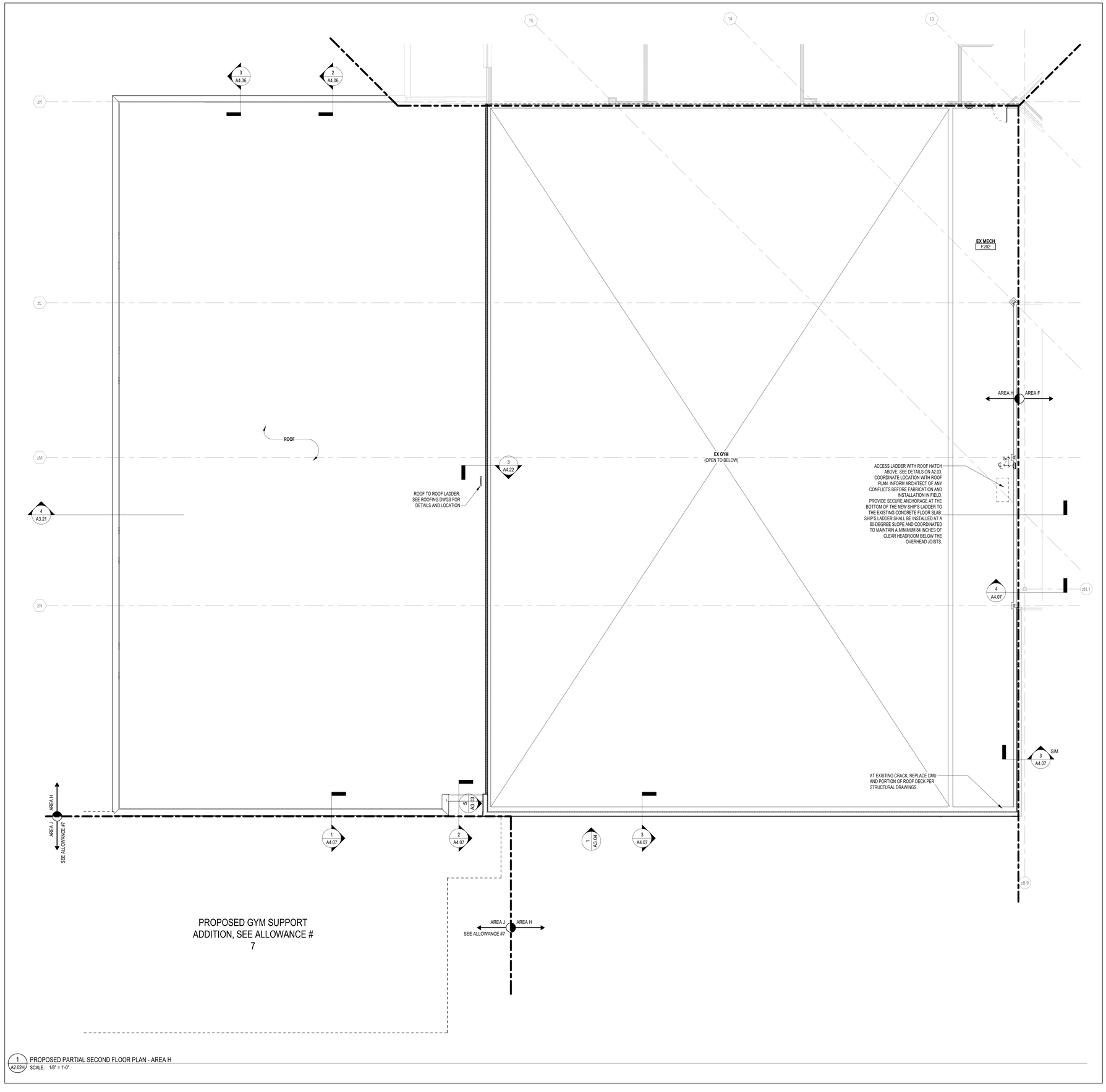
LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA G

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
A2.02G



1 A2.02H PROPOSED PARTIAL SECOND FLOOR PLAN - AREA H
SCALE: 1/8" = 1'-0"

SYMBOLS LEGEND:

- X / AX.XX — BUILDING ELEVATION
- X / AX.XX — BUILDING SECTION
- XX / AX.XX — DETAIL BUBBLE
- Room name 101 — ROOM NAME / NUMBER
- NEW DOOR AND FRAME
- EXISTING DOOR TO REMAIN
- XXX — DOOR / FRAME NUMBER
- X# — WALL TYPES, SYMBOL TO APPLY TO ENTIRE LENGTH OF WALL, UNLESS NEW WALL SYMPOL IS PROVIDED. SEE SHEET A7.01 FOR WALL TYPES.
- X# — WINDOW TYPE, REFER TO A8.00 SERIES
- +/- XXX.X — FINISHED FLOOR ELEVATION
- AL — ALIGN FINISH FACES
- EJ — EXPANSION JOINT W/ APPROPRIATE ALUM. COVER ASSEMBLY PER SPECIFICATIONS
- EXPANSION JOINT (EJ)
- CENTERLINE
- MATCH LINE
- AREA X / SHEET # — MATCHLINE AREA SEPERATION ARROWS
- SHADED PORTION INDICATES SIDE CONSIDERED
- A.X — EXISTING STRUCTURAL STRUCTURAL GRID LINE (NEW NUMBERING)
- A.X — PROPOSED STRUCTURAL COLUMN GRID LINE
- FDC. SEE PLUMBING DWGS
- FIRE EXTINGUISHER CABINET (FEC). SEE CODE ANALYSIS PLANS FOR TYPE
- EMERGENCY EYE WASH / SHOWER. SEE PLUMBING DWGS.

MATERIALS LEGEND:

- EXISTING WALLS
- NEW CMU INFILL IN EX. WALLS
- NEW CMU WALL
- NEW INSULATED CAVITY WALL, CMU BACKUP
- NEW STUD WALL
- NEW INSULATED CAVITY WALL , CFMF BACKUP

GENERAL NOTES:

A. ALL GENERAL NOTES AND SYMBOLS PERTAIN TO ALL NEW CONSTRUCTION PLANS.

B. UNLESS NOTED OTHERWISE, ALL INTERIOR WALLS AND PARTITIONS SHALL EXTEND TO THE UNDERSIDE OF DECK ABOVE.

C. TOPS OF ALL WALLS SHALL BE FIRE-STOPPED, TYPICAL.

D. UNLESS NOTED OTHERWISE, DOOR FRAME OPENINGS SHALL BE SET 4" OFF ADJACENT WALLS.

E. REFER TO WALL SECTIONS, DETAILS, AND EXTERIOR WALL TYPES FOR CONSTRUCTION OF EXTERIOR WALLS.

F. EXPANSION JOINTS SHALL EXTEND CONTINUOUSLY FROM FOOTING THROUGH ROOF. PROVIDE RATED EXPANSION JOINT COVERS AS SPECIFIED AT ALL FLOOR EXPANSION JOINTS, EVEN WHERE CONCEALED. PROVIDE APPROPRIATE VERTICAL EXPANSION JOINT COVERS PER SPECS AT ALL LOCATIONS WHERE WALLS CROSS EXPANSION JOINTS. EXPANSION JOINT COVERS SHALL EXTEND CONTINUOUSY FROM FLOOR TO DECK ABOVE AND COVER ENTIRE EXPANSION JOINT. PARTS OF EXISTING FLOOR TO FLOOR EJ COVER ASSEMBLY EMBEDDED IN EXISTING SLAB MAY BE EXISTING TO REMAIN AS REQUIRED BY NEW EJ MNFR'S. COORDINATE INSTALLATION OF NEW EJ COVERS IN ACCORDANCE WITH EJ COVER MNFR'S REQUIREMENTS. SEE SPECIFICATIONS.

G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

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K. ALL ENTRY VESTIBULES, STAIRS WITH EXTERIOR ACCESS, AND EXTERIOR DOUBLE DOORS FROM CORRIDORS SHALL RECIEVE A WALK OFF ROLLED MAT DIRECTLY IN FRONT OF THE DOOR(S). SEE FLOOR PLANS FOR WALK-OFF MAT DIMENSIONS.

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M. COLUMN GRID LINES ARE FOR REFERENCE ONLY. REFER TO STRUCTURAL DRAWINGS FOR COLUMN LOCATIONS.

N. UNLESS NOTED OTHERWISE, CONTRACTOR SHALL PROVIDE BULLNOSE CMU UNITS AT ALL OUTSIDE CORNERS OF INTERIOR CMU WALLS, TYPICAL.

P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

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KEYNOTES:

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3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
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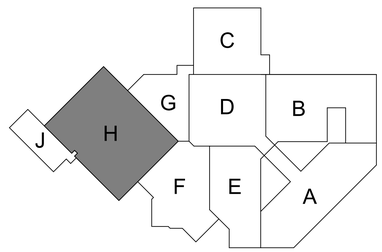

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
PARTIAL PROPOSED SECOND FLOOR PLAN - AREA H

PROJECT NO: 21015.0000
DATE:
SCALE: 1/8" = 1'-0"
WORKING NORTH

SHEET NO:
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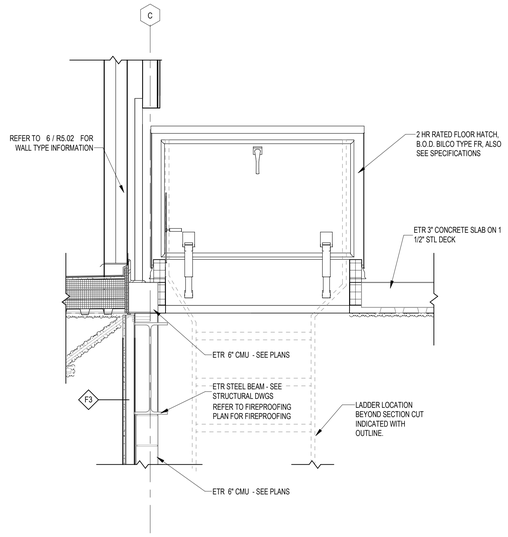
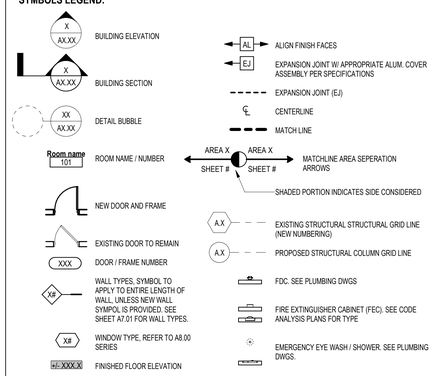


4 A2.03 FLOOR HATCH AT PENTHOUSE C300
SCALE: 3/4" = 1'-0"

SYMBOLS LEGEND:



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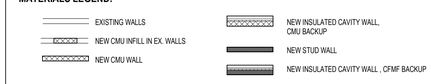

GENERAL NOTES:

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G. COLUMN ENCLOSURE DETAILS SHOWN FOR TYPICAL SITUATIONS ONLY. CONDITIONS MAY VARY. ENCLOSURES TO MATCH FINISHES OF ADJACENT WALLS, U.N.O..

H. CONTRACTOR SHALL PROVIDE ACCESS PANELS WHERE REQUIRED IN WALLS AND CEILINGS. REFER TO M/E/P DRAWINGS FOR LOCATIONS OF ACCESS PANELS. CONFIRM ALL LOCATIONS OF ACCESS PANELS WITH ARCHITECT PRIOR TO PLACING ORDER.

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P. INDICATED MASONRY OPENINGS DIMENSIONS ARE NOMINAL; GENERAL CONTRACTOR SHALL COORDINATE ACTUAL SIZES OF MASONRY OPEINGS AND WINDOW FRAMES.

Q. REFER TO CODE ANALYSIS PLANS FOR LOCATIONS OF FIRE EXTINGUISHERS AND RATED WALLS.

R. REFER TO DETAILS 2A / A7.03 & 2B / A7.03 FOR LOCKER WING WALL DETAILS.

RENOVATION GENERAL NOTES:

A. ALL INFILL WALLS SHALL MATCH EXISTING IN THICKNESS AND ALIGN WITH BOTH FACES OF WALL. MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING; TOOTH-IN NEW CMU WITH EXISTING.

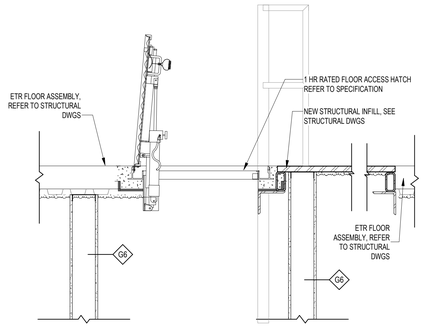
B. CONTRACTOR SHALL FILL, LEVEL, AND PATCH FLOORING AT LOCATIONS OF DEMOLISHED WALLS, NEW OPENINGS AND SLAB PENETRATIONS, AS REQUIRED TO ACCOMMODATE NEW WORK.

C. TOOTH-IN MASONRY AT ALL NEW OPENINGS IN EXISTING WALLS TO MATCH EXISTING IN SIZE, COLOR, TOOLING, TEXTURE, AND COURSING AT NEW OPENINGS IN EXISTING WALLS, TYPICAL.

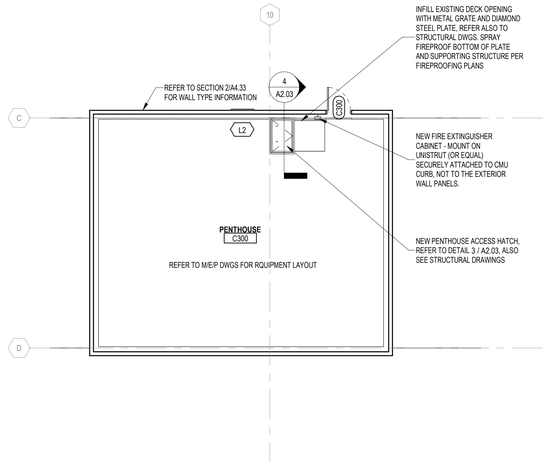
D. CONTRACTOR SHALL PROVIDE END WALL CLOSURE AS REQUIRED AT WALLS THAT ABUT WINDOW OPENINGS. REFER ALSO TO SPECIFICATIONS.

KEYNOTES:

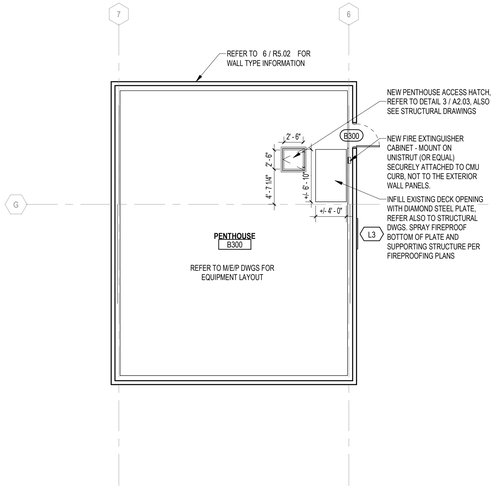
1. BEFORE BEGINNING CONSTRUCTION, FIELD VERIFY THAT DIMENSIONS SHOWN WILL ALLOW REQUIRED DOOR CLEARANCES (18" ON PULL SIDE, 12" ON PUSH SIDE) AND WILL NOT CAUSE THE HARDWARE TO PREVENT THE DOOR FROM OPENING MIN. 90 DEGREES. IF CONFLICTS ARE DISCOVERED, NOTIFY ARCHITECT VIA RFI AND DO NOT PROCEED UNTIL CONFLICT IS RESOLVED.
2. B.O.D: WENGER PRATICE ROOMS, DESIGNED BY MANUF. SEE SPECS. ALSO REFER TO MEP DRAWINGS.
3. PROVIDE ADDITIONAL LAYER OF 5/8" GYPSUM BOARD ALONG ENTIRETY OF WALL WITHIN ROOM. ALSO REFER TO DETAIL 2 / A2.12
4. DEMO AND REBUILD EXISTING 2 HR FIRE RATED CMU SHAFT WALLS AS REQUIRED TO PROVIDE ACCESS TO DUCTWORK, REFER ALSO TO MECHANICAL.
5. HPL TO BE APPLIED TO COLUMN WRAP, TYP. ALL SIDES. SEE 7/A7.04 (SIM; DIMENSIONS VARY PER PLANS).
6. COORDINATE OPENING IN WALL WITH FUMEHOOD MANUFACTURER'S REQUIRED CLEARANCES.
7. BUILT-IN BENCH, SEE CASEWORK DWGS FOR DETAILS.
8. ACCESS LADDER WITH FLOOR HATCH ABOVE. COORDINATE LOCATION WITH PENTHOUSE PLANS ON SHEET A2.03. INFORM ARCHITECT OF ANY CONFLICTS BEFORE FABRICATION AND INSTALLATION IN FIELD.



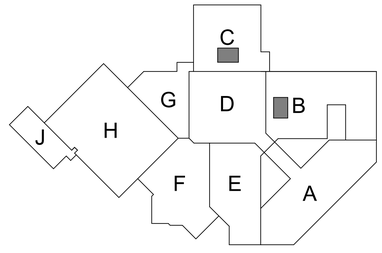
3 A2.03 FLOOR HATCH AT PENTHOUSE B300
SCALE: 3/4" = 1'-0"



2 A2.03 PROPOSED PARTIAL PENTHOUSE FLOOR PLAN - AREA C
SCALE: 1/8" = 1'-0"



1 A2.03 PROPOSED PARTIAL PENTHOUSE FLOOR PLAN - AREA B
SCALE: 1/8" = 1'-0"



KEY PLAN
SCALE : N.T.S.

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

PARTIAL PROPOSED PENTHOUSE FLOOR PLAN - AREA B AND C

PROJECT NO: 21015.0000

DATE:

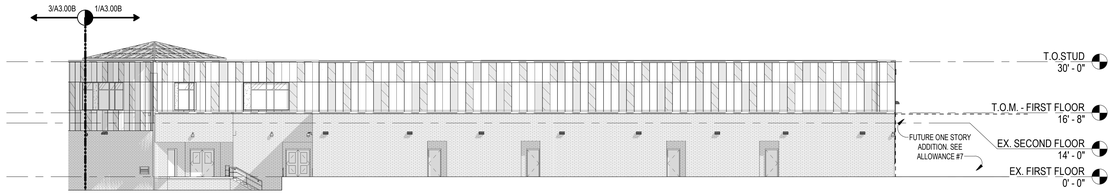
SCALE: As Indicated

WORKING NORTH

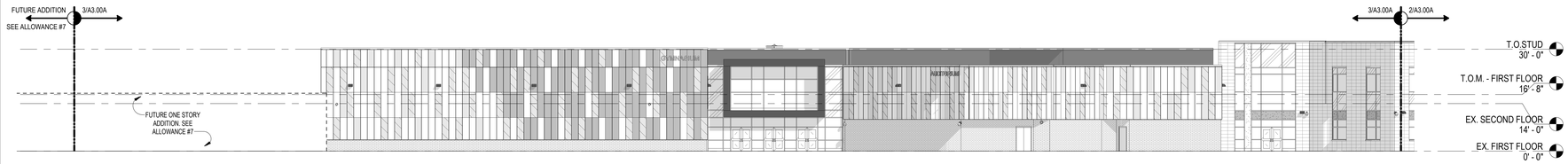
SHEET NO: A2.03

GENERAL NOTE:

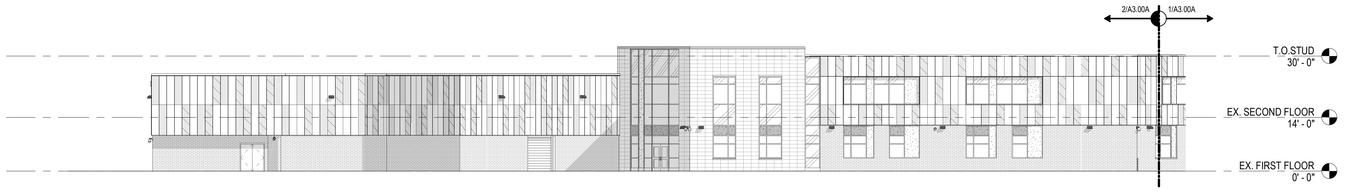
THESE AXONOMETRIC VIEWS ARE SHOWN FOR CONTRACTORS BENEFIT OF VISUALIZING THE BUILDING. SOME BUILDING ELEMENTS MAY NOT BE SHOWN FOR CLARITY. FOR CONSTRUCTION, SEE PLANS, ELEVATIONS, SECTIONS, AND DETAILS SHEETS.



4 A3.00A OVERALL PROPOSED ELEVATION - NORTH WEST ELEVATION
SCALE: 1/16" = 1'-0"



3 A3.00A OVERALL PROPOSED ELEVATION - SOUTH-WEST ELEVATION
SCALE: 1/16" = 1'-0"



2 A3.00A OVERALL PROPOSED ELEVATION - SOUTH ELEVATION
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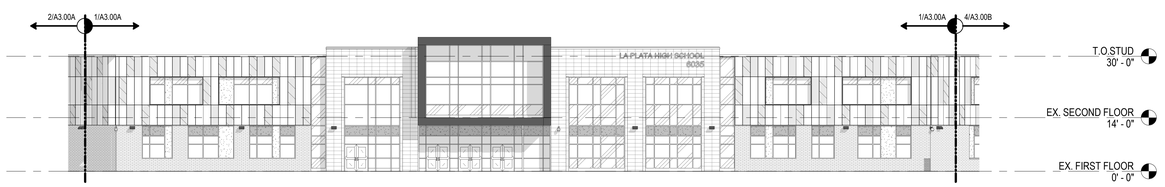
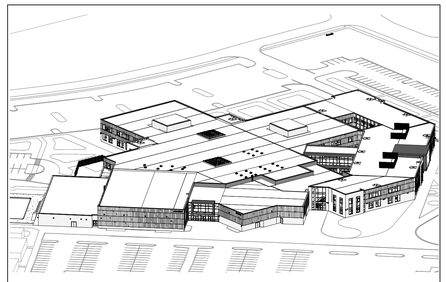
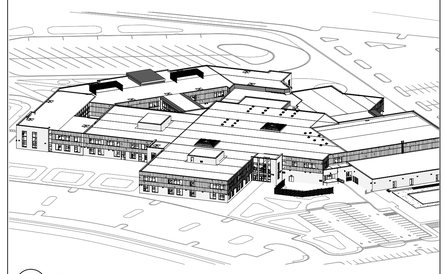


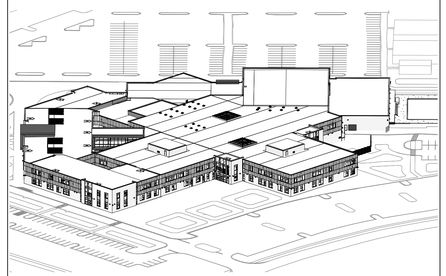
1 A3.00A OVERALL PROPOSED ELEVATION - SOUTH-EAST ELEVATION
SCALE: 1/16" = 1'-0"



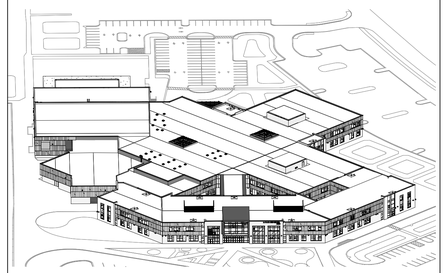
8 A3.00A SOUTH-WEST AXON VIEW
SCALE:



7 A3.00A NORTH-WEST AXON VIEW
SCALE:



6 A3.00A NORTH-EAST AXON VIEW
SCALE:



5 A3.00A SOUTH-EAST AXON VIEW
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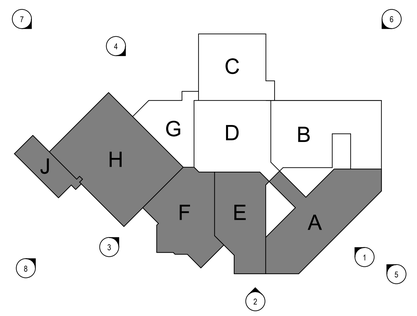

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

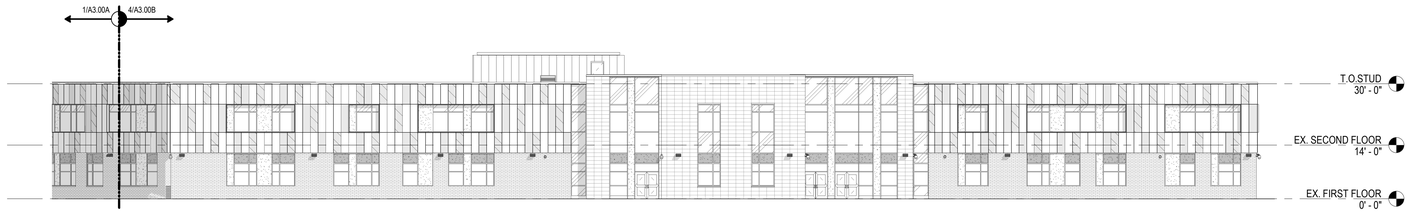
OVERALL BUILDING ELEVATIONS

PROJECT NO: 21015.0000
DATE:
SCALE: 1/16" = 1'-0"

WORKING NORTH

SHEET NO:

A3.00A



3 / A3.00B OVERALL PROPOSED ELEVATION - EAST ELEVATION
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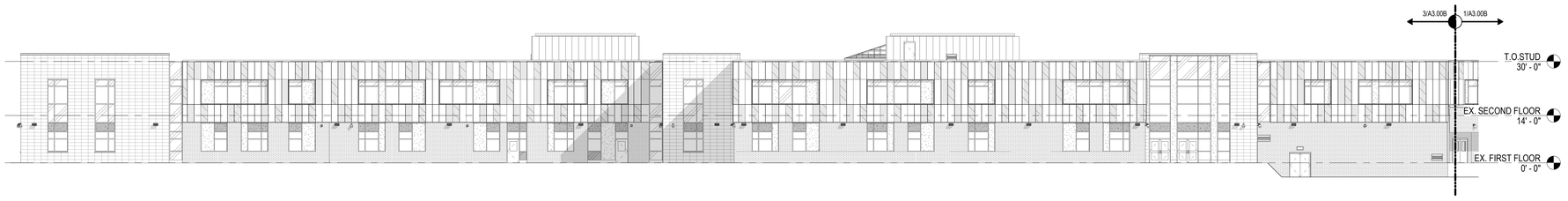
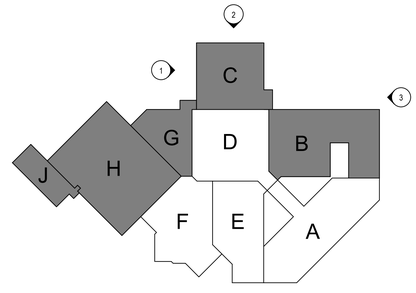


2 / A3.00B OVERALL PROPOSED ELEVATION - NORTH ELEVATION
SCALE: 1/16" = 1'-0"

1 / A3.00B OVERALL PROPOSED ELEVATION - WEST ELEVATION
SCALE: 1/16" = 1'-0"



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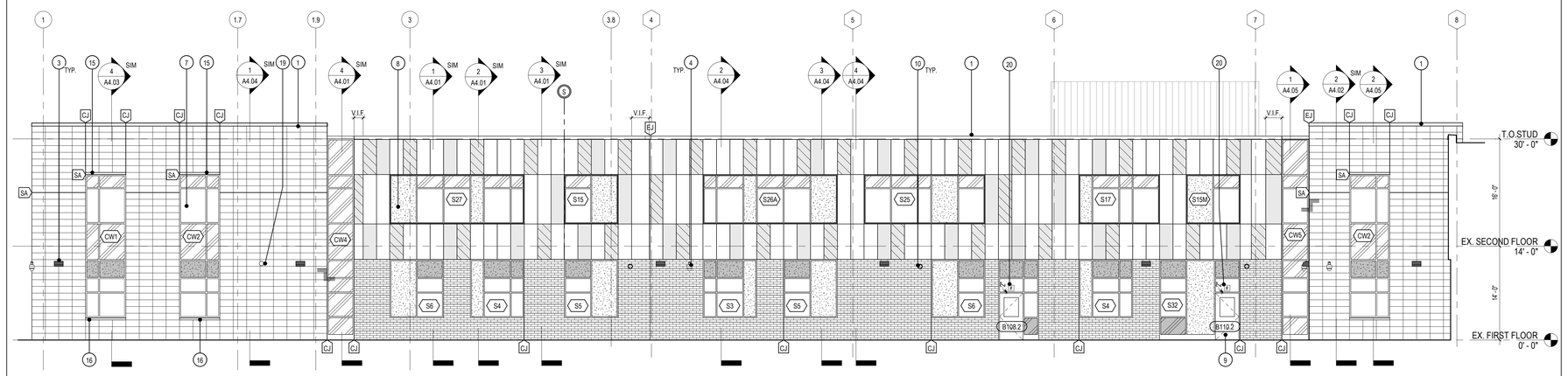
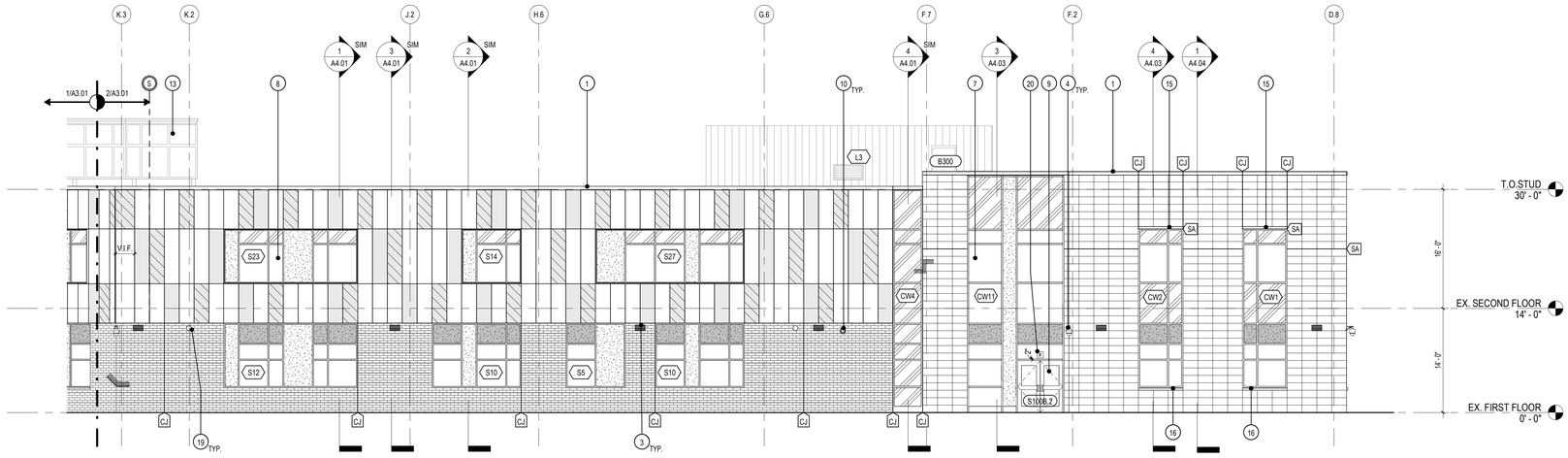
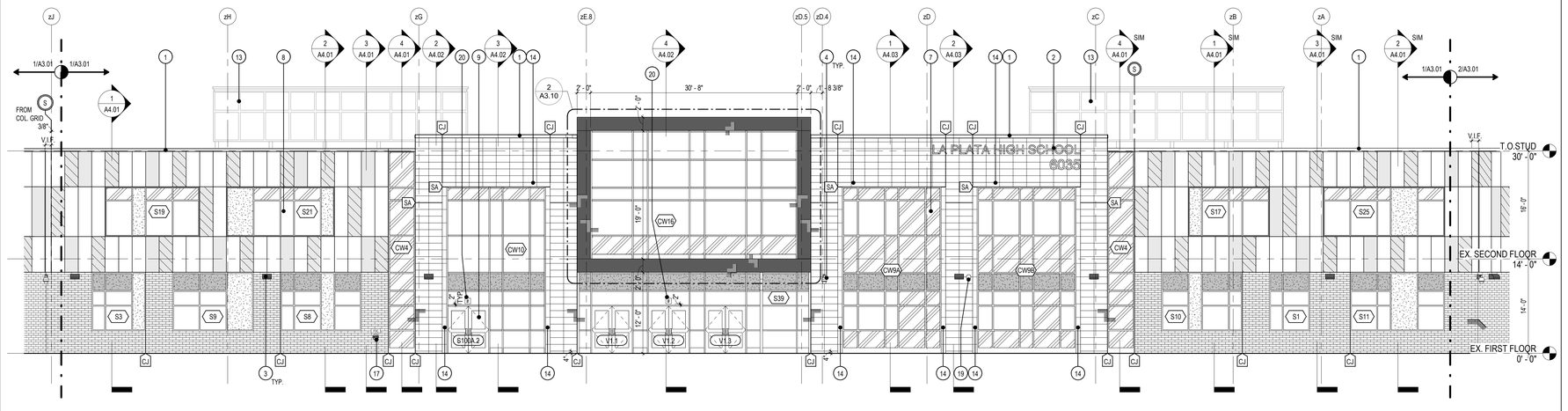


3 / A3.01 PARTIAL PROPOSED ELEVATION - NORTH - PART A
SCALE: 1/8" = 1'-0"



2 / A3.01 PARTIAL PROPOSED ELEVATION - EAST - PART A
SCALE: 1/8" = 1'-0"



1 / A3.01 PARTIAL PROPOSED ELEVATION - SOUTH-EAST - PART A
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION LEGEND:

1. PRE-FINISHED METAL EDGE AND FASCIA. SEE ROOFING DETAILS. COLOR TO BE SELECTED BY ARCHITECT.
2. PRE FINISHED 18" ALUMINUM LETTERS. COLORS TO BE SELECTED BY THE ARCHITECT. COORDINATE FINAL LOCATION WITH ARCHITECT
3. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" ABOVE FIRST FLOOR ELEVATION, U.N.O.
4. SECURITY CAMERA, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" U.N.O.
5. ALUMINUM ROOF ACCESS LADDER
6. WALL HYDRANT, SEE PLUMBING DRAWINGS.
7. PRE FINISHED ALUMINUM CURTAIN WALL SYSTEM
8. PRE FINISHED STOREFRONT/WINDOW SYSTEM, REFER TO THE A8.00 SERIES SHEETS FOR WINDOW TYPES AND ELEVATION.
9. DOOR TYPE / LOUVER, REFER TO THE A8.00 SERIES SHEETS FOR DOOR TYPES AND ELEVATION.
10. PRE-FINISHED ROOF OVERFLOW SPOUT NOZZLE. ALSO REFER TO PLUMBING DRAWINGS. MOUNT 11'-0" U.N.O.
11. MECHANICAL LOUVER, SEE LOUVER ELEVATIONS ON A8.06. ALSO SEE MECHANICAL DRAWINGS
12. FLUSH SEAM METAL PANEL
13. ROOF SCREEN. SEE DETAIL 7 / A4.31
14. 8" X 12" LARGE FORMAT MASONRY THIN COURSE
15. 4" CAST HEAD PIECE TO MATCH LARGE FORMAT MASONRY TYPE 1B
16. LARGE FORMAT MASONRY SILL PIECE
17. FDC CONNECTION AND SIGN, MOUNT BETWEEN 2'-0" TO 4'-0" AFF. ALSO SEE PLUMBING DWGS
18. SCHOOL LOGO (APPROXIMATELY 10' X 12') ON EXTERIOR DIGITALLY PRINTED HPL PANELS, B.O.D.: INDIVIDUAL DECOR BY FUNDERMAX. COORDINATE FINAL LOCATION AND GRAPHICS WITH ARCHITECT
19. WALL MOUNTED SPEAKER, SEE ELECTRICAL DWGS. MOUNT AT 11'-0" TO CENTERLINE U.N.O.
20. PROVIDE 10"X10" ALUMINUM SIGNAGE, NUMBERING PER OWNER. IF MOUNTING OCCURS ON GLASS, PROVIDE A SOLID BACK PLATE ON THE OPPOSITE SIDE.

(#) STOREFRONT/WINDOW/CURTAIN WALL, SEE SCHEDULE FOR TYPES AND ELEVATIONS

EJ EXPANSION JOINT

CJ CONTROL JOINT

SA SHELF ANGLE, ALSO SEE STRUCTURAL DRAWINGS FOR DETAILS

(S) RAINSCREEN PANEL PATTERN START POINT. REFER TO A3.10 SERIES FOR PATTERN LAYOUT DETAILS. PANELS NOTED WITH "V.I.F." TO BE SIZED IN FIELD TO COMPLETE RAINSCREEN RUN

CHANGE IN DEPTH / ANGLE OF PLANE

GENERAL NOTES:

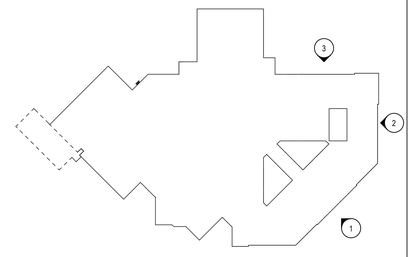
1. SEE ENLARGED PANEL DETAILS FOR TYPICAL PANEL PATTERNS.
2. SEE CIVIL, STRUCTURAL, AND MEP DRAWINGS FOR INFORMATION RELATING TO THOSE DISCIPLINES
3. ALL STEEL EXPOSTED TO WEATHER IS TO BE HOT DIPPED GALVANIZED, PRIMED AND PAINTED (HIGH PERFORMANCE COATING). CUSTOM COLOR TO BE SELECTED BY ARCHITECT PLACE CONTROL JOINTS AT ALL INNER CORNERS
4. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS. CUSTOM COLORS TO BE SELECTED BY THE ARCHITECT TO MATCH MASONRY OR MORTAR.
5. GRADE IS TYPICALLY SHOWN AT 0'-0" FOR SIMPLICITY - REFER TO CIVIL DRAWINGS FOR ACTUAL GRADING AT ALL ELEVATIONS AND PROVIDE VENEER AS REQUIRED. COORDINATE COURSING TO MATCH ELEVATIONS AS SHOWN.

ABBREVIATIONS:

T.O.Std. - TOP OF STUD

MATERIALS LEGEND:

- MASONRY VENEER 1A - UTILITY, 1/3 RUNNING BOND (HATCH PATTERN IS NOT REPRESENTATIONAL)
- MASONRY VENEER 1B - 1" H X 2" W LARGE FORMAT STACK BOND; EXERCISE CARE TO ENSURE THAT COURSING MATCHES POSITIONS SHOWN IN THE ELEVATIONS
- MP-1A: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 1, TO BE SELECTED BY ARCHITECT
- MP-1B: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 2, TO BE SELECTED BY ARCHITECT
- MP-1C: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 3, TO BE SELECTED BY ARCHITECT
- MP-1D: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 4, TO BE SELECTED BY ARCHITECT
- MP-2: ALUMINUM COMPOSITE MATERIAL (WET JOINT) WALL PANEL SYSTEM, COLORS TO BE SELECTED BY ARCHITECT
- INSULATED METAL GLAZE IN PANEL - COLOR 1
- INSULATED METAL GLAZE IN PANEL - COLOR 2
- SPANDREL GLASS
- TRANSLUCENT GLASS
- MP-4: INSULATED METAL WALL PANELS



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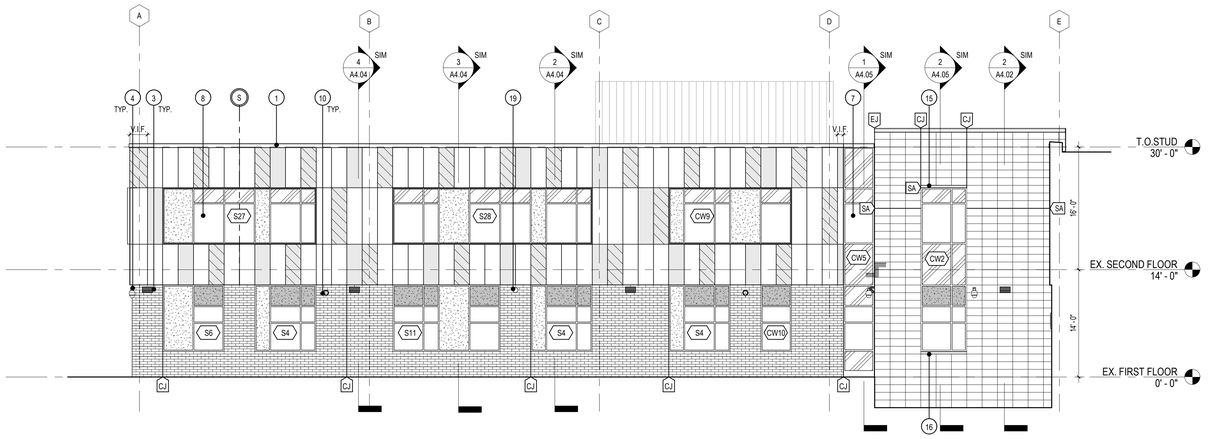
DATE:
SCALE: As indicated

WORKING NORTH

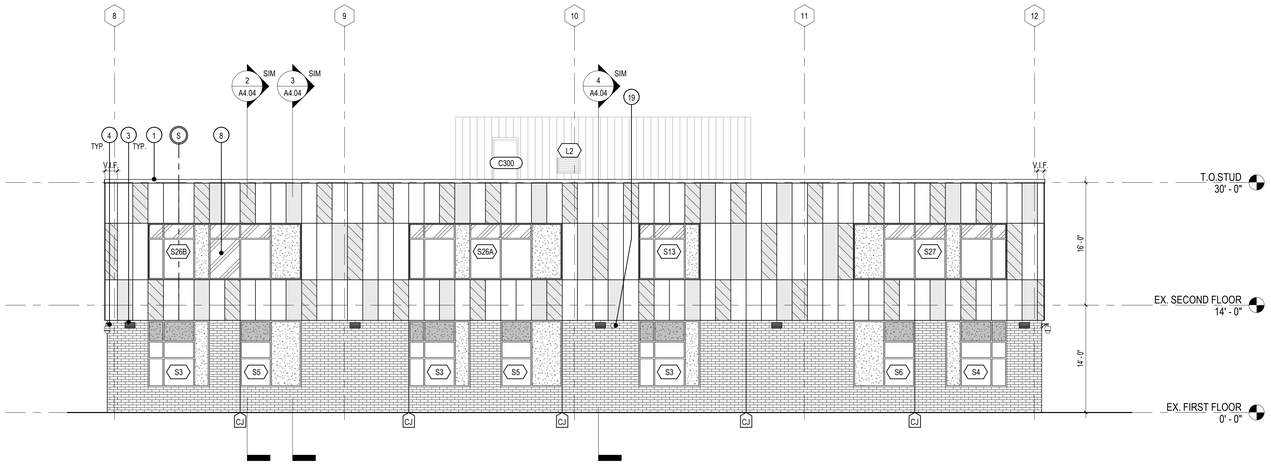
SHEET NO:

A3.01

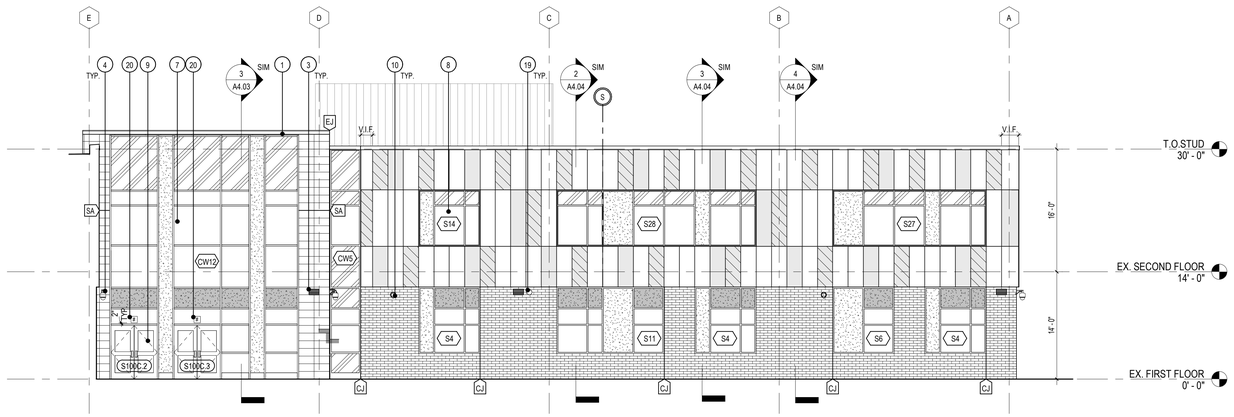
3/12/2026 2:25:35 PM



3 A3.02 PARTIAL PROPOSED ELEVATION - WEST - PART A
SCALE: 1/8" = 1'-0"



2 A3.02 PARTIAL PROPOSED ELEVATION - NORTH - PART B
SCALE: 1/8" = 1'-0"



1 A3.02 PARTIAL PROPOSED ELEVATION - EAST - PART B
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION LEGEND:

1. PRE-FINISHED METAL EDGE AND FASCIA. SEE ROOFING DETAILS. COLOR TO BE SELECTED BY ARCHITECT.
2. PRE FINISHED 18" ALUMINUM LETTERS. COLORS TO BE SELECTED BY THE ARCHITECT. COORDINATE FINAL LOCATION WITH ARCHITECT
3. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" ABOVE FIRST FLOOR ELEVATION, U.N.O.
4. SECURITY CAMERA, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" U.N.O.
5. ALUMINUM ROOF ACCESS LADDER
6. WALL HYDRANT, SEE PLUMBING DRAWINGS.
7. PRE FINISHED ALUMINUM CURTAIN WALL SYSTEM
8. PRE FINISHED STOREFRONT/WINDOW SYSTEM, REFER TO THE A8.00 SERIES SHEETS FOR WINDOW TYPES AND ELEVATION.
9. DOOR TYPE / LOUVER, REFER TO THE A8.00 SERIES SHEETS FOR DOOR TYPES AND ELEVATION.
10. PRE-FINISHED ROOF OVERFLOW SPOUT NOZZLE. ALSO REFER TO PLUMBING DRAWINGS. MOUNT 11'-0" U.N.O.
11. MECHANICAL LOUVER, SEE LOUVER ELEVATIONS ON A8.06. ALSO SEE MECHANICAL DRAWINGS
12. FLUSH SEAM METAL PANEL
13. ROOF SCREEN. SEE DETAIL 7 / A4.31
14. 8" X 12" LARGE FORMAT MASONRY THIN COURSE
15. 4" CAST HEAD PIECE TO MATCH LARGE FORMAT MASONRY TYPE 1B
16. LARGE FORMAT MASONRY SILL PIECE
17. FDC CONNECTION AND SIGN, MOUNT BETWEEN 2'-0" TO 4'-0" AFF. ALSO SEE PLUMBING DWGS
18. SCHOOL LOGO (APPROXIMATELY 10' X 12') ON EXTERIOR DIGITALLY PRINTED HPL PANELS, B.O.D.: INDIVIDUAL DECOR BY FUNDERMAX. COORDINATE FINAL LOCATION AND GRAPHICS WITH ARCHITECT
19. WALL MOUNTED SPEAKER, SEE ELECTRICAL DWGS. MOUNT AT 11'-0" TO CENTERLINE U.N.O.
20. PROVIDE 10"X10" ALUMINUM SIGNAGE, NUMBERING PER OWNER. IF MOUNTING OCCURS ON GLASS, PROVIDE A SOLID BACK PLATE ON THE OPPOSITE SIDE.

(#) STOREFRONT/WINDOW/CURTAIN WALL, SEE SCHEDULE FOR TYPES AND ELEVATIONS

EJ EXPANSION JOINT

CJ CONTROL JOINT

SA SHELF ANGLE, ALSO SEE STRUCTURAL DRAWINGS FOR DETAILS

(S) RAINSCREEN PANEL PATTERN START POINT. REFER TO A3.10 SERIES FOR PATTERN LAYOUT DETAILS. PANELS NOTED WITH "V.I.F." TO BE SIZED IN FIELD TO COMPLETE RAINSCREEN RUN

CHANGE IN DEPTH / ANGLE OF PLANE

GENERAL NOTES:

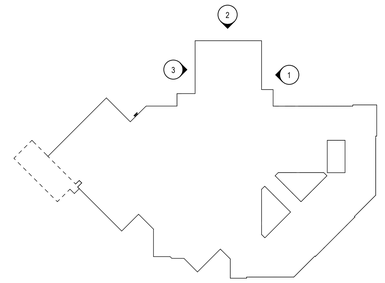
1. SEE ENLARGED PANEL DETAILS FOR TYPICAL PANEL PATTERNS.
2. SEE CIVIL, STRUCTURAL, AND MEP DRAWINGS FOR INFORMATION RELATING TO THOSE DISCIPLINES
3. ALL STEEL EXPOSTED TO WEATHER IS TO BE HOT DIPPED GALVANIZED, PRIMED AND PAINTED (HIGH PERFORMANCE COATING). CUSTOM COLOR TO BE SELECTED BY ARCHITECT PLACE CONTROL JOINTS AT ALL INNER CORNERS
4. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS. CUSTOM COLORS TO BE SELECTED BY THE ARCHITECT TO MATCH MASONRY OR MORTAR.
5. GRADE IS TYPICALLY SHOWN AT 0'-0" FOR SIMPLICITY - REFER TO CIVIL DRAWINGS FOR ACTUAL GRADING AT ALL ELEVATIONS AND PROVIDE VENEER AS REQUIRED. COORDINATE COURSING TO MATCH ELEVATIONS AS SHOWN.

ABBREVIATIONS:

T.O.Std. - TOP OF STUD

MATERIALS LEGEND:

- MASONRY VENEER 1A - UTILITY, 1/3 RUNNING BOND (HATCH PATTERN IS NOT REPRESENTATIONAL)
- MASONRY VENEER 1B - 1' H X 2' W LARGE FORMAT STACK BOND; EXERCISE CARE TO ENSURE THAT COURSING MATCHES POSITIONS SHOWN IN THE ELEVATIONS
- MP-1A: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 1, TO BE SELECTED BY ARCHITECT
- MP-1B: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 2, TO BE SELECTED BY ARCHITECT
- MP-1C: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 3, TO BE SELECTED BY ARCHITECT
- MP-1D: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 4, TO BE SELECTED BY ARCHITECT
- MP-2: ALUMINUM COMPOSITE MATERIAL (WET JOINT) WALL PANEL SYSTEM, COLORS TO BE SELECTED BY ARCHITECT
- INSULATED METAL GLAZE IN PANEL - COLOR 1
- INSULATED METAL GLAZE IN PANEL - COLOR 2
- SPANDREL GLASS
- TRANSLUCENT GLASS
- MP-4: INSULATED METAL WALL PANELS



KEY PLAN
SCALE: N.T.S.

ARCHITECT

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KITCHEN

NYIKOS GARCIA
7146 STARMOUNT WAY, NEW MARKET, MD 21774
240-683-9530

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland, License No.: 16066, Expiration Date: 1/6/2028.

PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

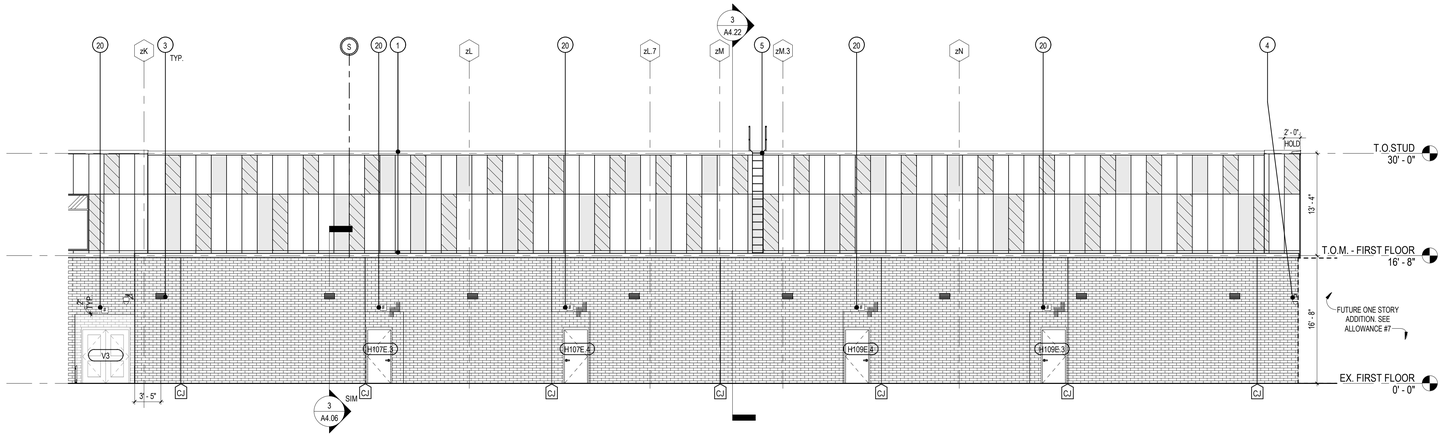
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
BUILDING ELEVATIONS - AREA C

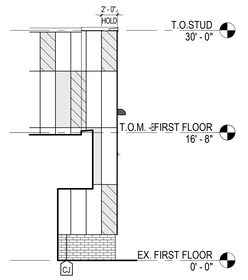
PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

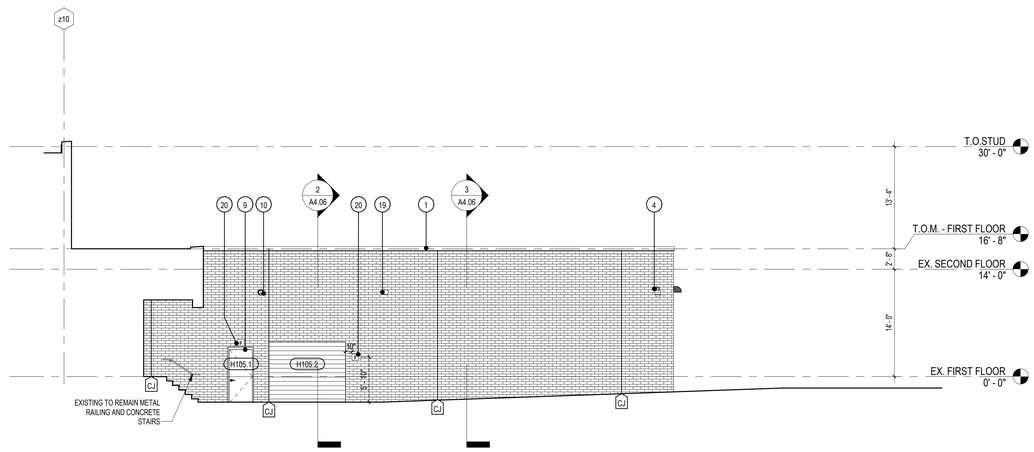
SHEET NO:
A3.02



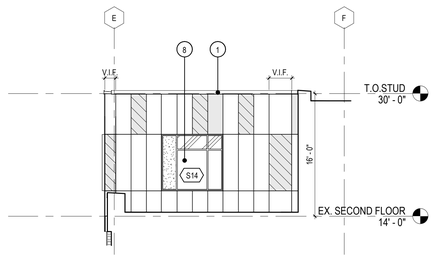
6 A3.03 PARTIAL PROPOSED ELEVATION - NORTH-WEST - PART B
SCALE: 1/8" = 1'-0"



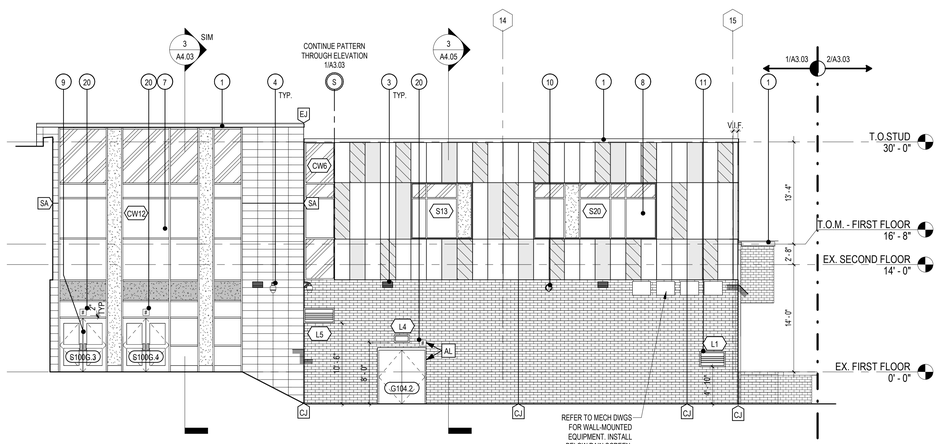
5 A3.03 PARTIAL PROPOSED ELEVATION - NORTH-WEST - PART C
SCALE: 1/8" = 1'-0"



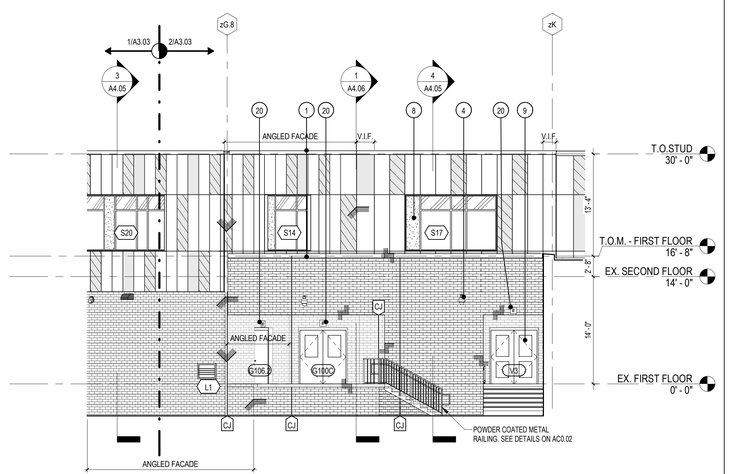
4 A4.06 PARTIAL PROPOSED ELEVATION - NORTH-EAST - PART A
SCALE: 1/8" = 1'-0"



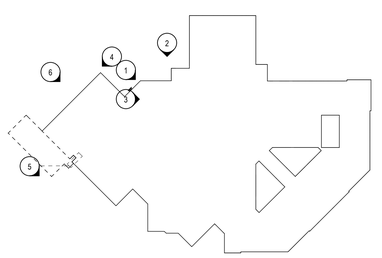
3 A3.03 PARTIAL PROPOSED ELEVATION - EAST - LOADING DOCK AREA
SCALE: 1/8" = 1'-0"



2 A3.03 PARTIAL PROPOSED ELEVATION - NORTH - PART C
SCALE: 1/8" = 1'-0"



1 A3.03 PARTIAL PROPOSED ELEVATION - NORTH-WEST - PART A
SCALE: 1/8" = 1'-0"



KEY PLAN
SCALE: N.T.S.

EXTERIOR ELEVATION LEGEND:

1. PRE-FINISHED METAL EDGE AND FASCIA. SEE ROOFING DETAILS. COLOR TO BE SELECTED BY ARCHITECT.
2. PRE FINISHED 18" ALUMINUM LETTERS. COLORS TO BE SELECTED BY THE ARCHITECT. COORDINATE FINAL LOCATION WITH ARCHITECT
3. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" ABOVE FIRST FLOOR ELEVATION, U.N.O.
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6. WALL HYDRANT, SEE PLUMBING DRAWINGS.
7. PRE FINISHED ALUMINUM CURTAIN WALL SYSTEM
8. PRE FINISHED STOREFRONT/WINDOW SYSTEM, REFER TO THE A8.00 SERIES SHEETS FOR WINDOW TYPES AND ELEVATION.
9. DOOR TYPE / LOUVER, REFER TO THE A8.00 SERIES SHEETS FOR DOOR TYPES AND ELEVATION.
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12. FLUSH SEAM METAL PANEL
13. ROOF SCREEN. SEE DETAIL 7 / A4.31
14. 8" X 12" LARGE FORMAT MASONRY THIN COURSE
15. 4" CAST HEAD PIECE TO MATCH LARGE FORMAT MASONRY TYPE 1B
16. LARGE FORMAT MASONRY SILL PIECE
17. FDC CONNECTION AND SIGN, MOUNT BETWEEN 2'-0" TO 4'-0" AFF. ALSO SEE PLUMBING DWGS
18. SCHOOL LOGO (APPROXIMATELY 10' X 12') ON EXTERIOR DIGITALLY PRINTED HPL PANELS, B.O.D.: INDIVIDUAL DECOR BY FUNDERMAX. COORDINATE FINAL LOCATION AND GRAPHICS WITH ARCHITECT
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(S) RAINSCREEN PANEL PATTERN START POINT. REFER TO A3.10 SERIES FOR PATTERN LAYOUT DETAILS. PANELS NOTED WITH "V.I.F." TO BE SIZED IN FIELD TO COMPLETE RAINSCREEN RUN

CHANGE IN DEPTH / ANGLE OF PLANE

GENERAL NOTES:

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5. GRADE IS TYPICALLY SHOWN AT 0'-0" FOR SIMPLICITY - REFER TO CIVIL DRAWINGS FOR ACTUAL GRADING AT ALL ELEVATIONS AND PROVIDE VENEER AS REQUIRED. COORDINATE COURSING TO MATCH ELEVATIONS AS SHOWN.

ABBREVIATIONS:

T.O.Std. - TOP OF STUD

MATERIALS LEGEND:

- MASONRY VENEER 1A - UTILITY, 1/3 RUNNING BOND (HATCH PATTERN IS NOT REPRESENTATIONAL)
- MASONRY VENEER 1B - 1" H X 2" W LARGE FORMAT STACK BOND; EXERCISE CARE TO ENSURE THAT COURSING MATCHES POSITIONS SHOWN IN THE ELEVATIONS
- MP-1A: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 1, TO BE SELECTED BY ARCHITECT
- MP-1B: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 2, TO BE SELECTED BY ARCHITECT
- MP-1C: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 3, TO BE SELECTED BY ARCHITECT
- MP-1D: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 4, TO BE SELECTED BY ARCHITECT
- MP-2: ALUMINUM COMPOSITE MATERIAL (WET JOINT) WALL PANEL SYSTEM, COLORS TO BE SELECTED BY ARCHITECT
- INSULATED METAL GLAZE IN PANEL - COLOR 1
- INSULATED METAL GLAZE IN PANEL - COLOR 2
- SPANDREL GLASS
- TRANSLUCENT GLASS
- MP-4: INSULATED METAL WALL PANELS

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Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland, License No.: 16066, Expiration Date: 1/6/2028.

PROFESSIONAL SEAL:

PRINTS ISSUED

NO:	DESCRIPTION:	DATE:
	BID SET	03/12/2026

ŁA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

BUILDING ELEVATIONS - AREAS G & H

PROJECT NO: 21015.0000

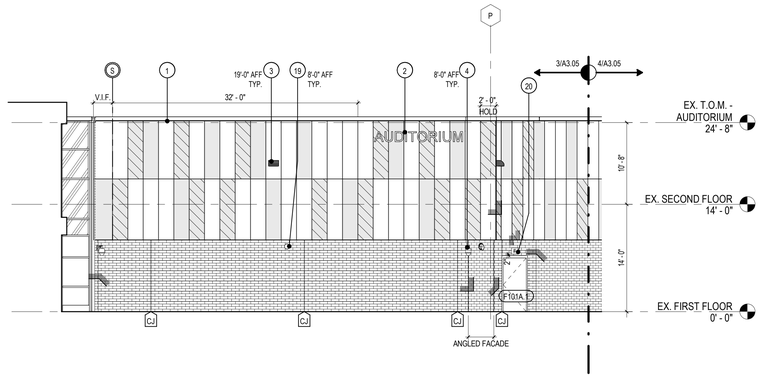
DATE:

SCALE: As indicated

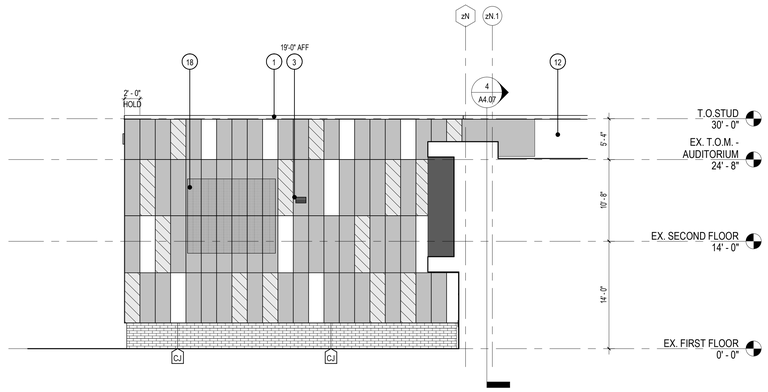
WORKING NORTH

SHEET NO:

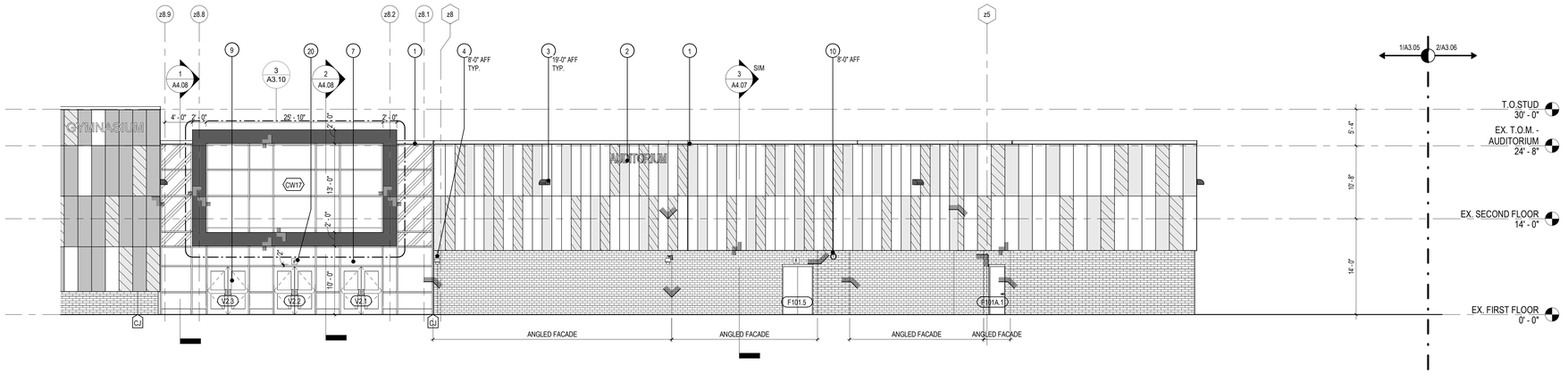
A3.03



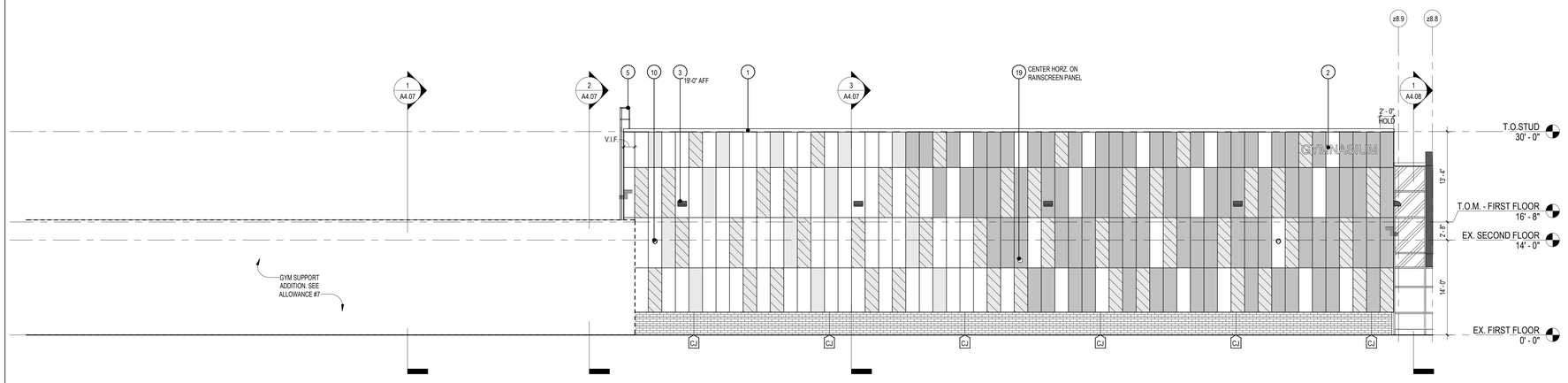
4 A3.04 PARTIAL PROPOSED ELEVATION - WEST - PART B
SCALE: 1/8" = 1'-0"



3 A3.04 PARTIAL PROPOSED ELEVATION - SOUTH-EAST - PART B
SCALE: 1/8" = 1'-0"



2 A3.04 PARTIAL PROPOSED ELEVATION - SOUTH-WEST - PART C
SCALE: 1/8" = 1'-0"



1 A3.04 PARTIAL PROPOSED ELEVATION - SOUTH-WEST - PART B
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION LEGEND:

1. PRE-FINISHED METAL EDGE AND FASCIA. SEE ROOFING DETAILS. COLOR TO BE SELECTED BY ARCHITECT.
2. PRE FINISHED 18" ALUMINUM LETTERS. COLORS TO BE SELECTED BY THE ARCHITECT. COORDINATE FINAL LOCATION WITH ARCHITECT
3. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" ABOVE FIRST FLOOR ELEVATION, U.N.O.
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- # — STOREFRONT/WINDOW/CURTAIN WALL, SEE SCHEDULE FOR TYPES AND ELEVATIONS
- EJ — EXPANSION JOINT
- CJ — CONTROL JOINT
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- MP-2: ALUMINUM COMPOSITE MATERIAL (WET JOINT) WALL PANEL SYSTEM, COLORS TO BE SELECTED BY ARCHITECT
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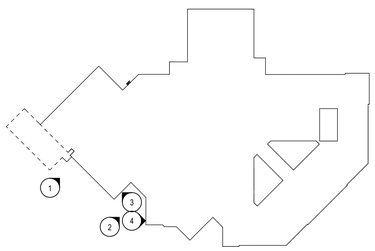
- SPANDREL GLASS
- TRANSLUCENT GLASS
- MP-4: INSULATED METAL WALL PANELS



KEY PLAN
SCALE: N.T.S.

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

BUILDING ELEVATIONS - AREAS F & H

PROJECT NO: 21015.0000

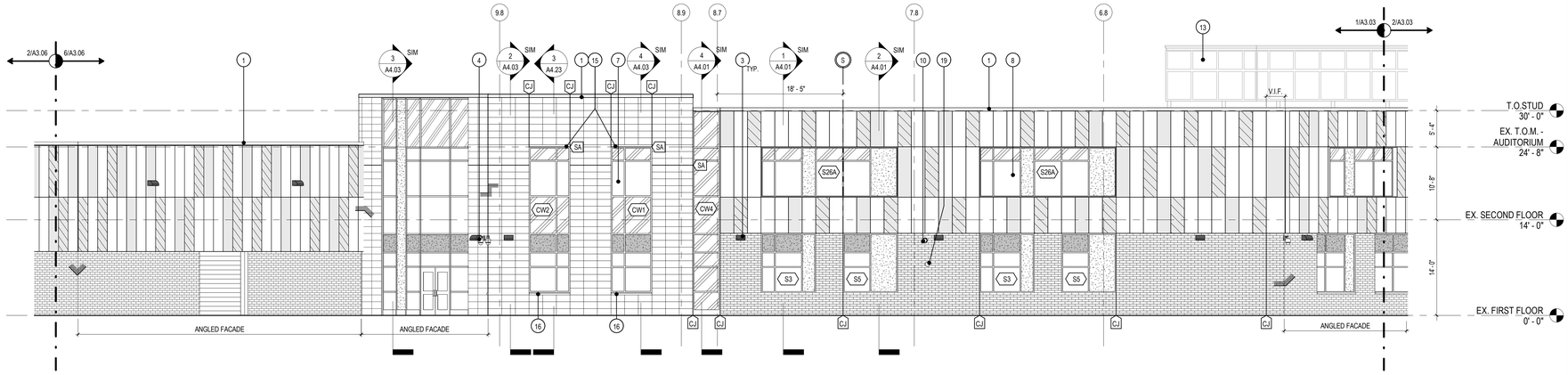
DATE:

SCALE: As indicated

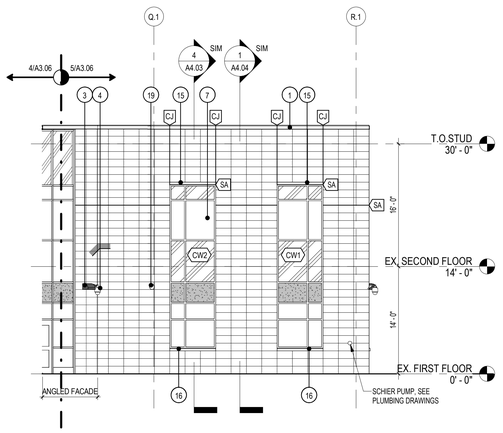
WORKING NORTH

SHEET NO:

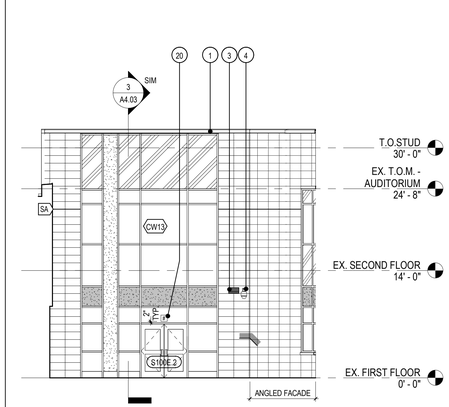
A3.04



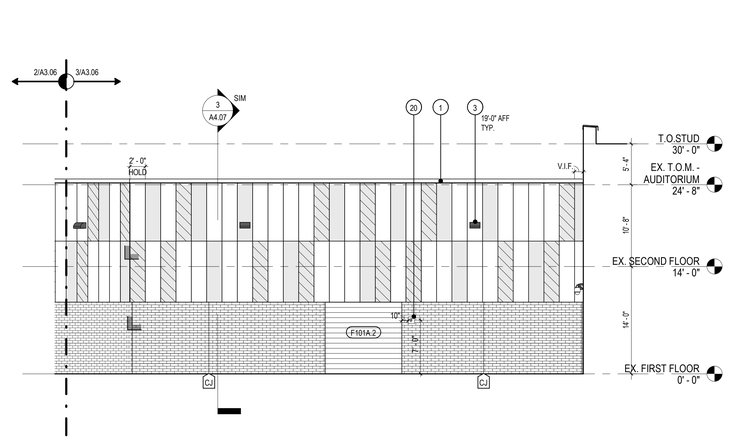
6 A3.05 PARTIAL PROPOSED ELEVATION - SOUTH - PART B
SCALE: 1/8" = 1'-0"



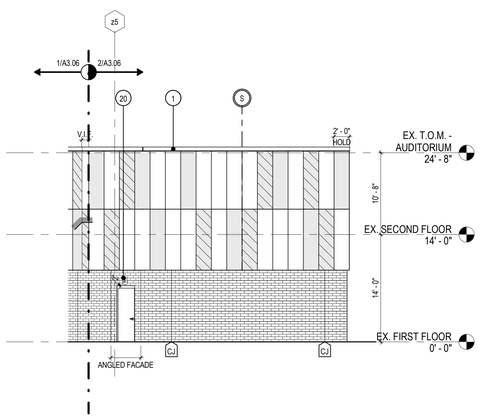
5 A3.05 PARTIAL PROPOSED ELEVATION - WEST - PART C
SCALE: 1/8" = 1'-0"



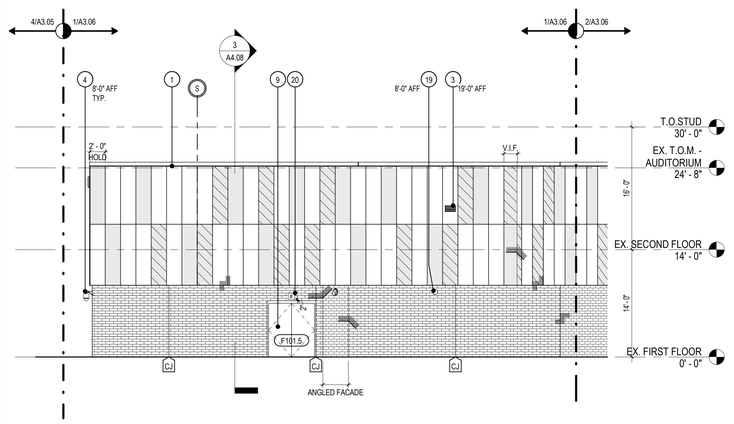
4 A3.05 PARTIAL PROPOSED ELEVATION - SOUTH-WEST - PART E
SCALE: 1/8" = 1'-0"



3 A3.05 PARTIAL PROPOSED ELEVATION - SOUTH-EAST - PART C
SCALE: 1/8" = 1'-0"



2 A3.05 PARTIAL PROPOSED ELEVATION - SOUTH-WEST - PART D
SCALE: 1/8" = 1'-0"



1 A3.05 PARTIAL PROPOSED ELEVATION - SOUTH - PART A
SCALE: 1/8" = 1'-0"

EXTERIOR ELEVATION LEGEND:

1. PRE-FINISHED METAL EDGE AND FASCIA. SEE ROOFING DETAILS. COLOR TO BE SELECTED BY ARCHITECT.
2. PRE FINISHED 18" ALUMINUM LETTERS. COLORS TO BE SELECTED BY THE ARCHITECT. COORDINATE FINAL LOCATION WITH ARCHITECT
3. LIGHT FIXTURE, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" ABOVE FIRST FLOOR ELEVATION, U.N.O.
4. SECURITY CAMERA, SEE ELECTRICAL DRAWINGS. MOUNT AT 11'-0" U.N.O.
5. ALUMINUM ROOF ACCESS LADDER
6. WALL HYDRANT, SEE PLUMBING DRAWINGS.
7. PRE FINISHED ALUMINUM CURTAIN WALL SYSTEM
8. PRE FINISHED STOREFRONT/WINDOW SYSTEM, REFER TO THE A8.00 SERIES SHEETS FOR WINDOW TYPES AND ELEVATION.
9. DOOR TYPE / LOUVER, REFER TO THE A8.00 SERIES SHEETS FOR DOOR TYPES AND ELEVATION.
10. PRE-FINISHED ROOF OVERFLOW SPOUT NOZZLE. ALSO REFER TO PLUMBING DRAWINGS. MOUNT 11'-0" U.N.O.
11. MECHANICAL LOUVER, SEE LOUVER ELEVATIONS ON A8.06. ALSO SEE MECHANICAL DRAWINGS
12. FLUSH SEAM METAL PANEL
13. ROOF SCREEN. SEE DETAIL 7 / A4.31
14. 8" X 12" LARGE FORMAT MASONRY THIN COURSE
15. 4" CAST HEAD PIECE TO MATCH LARGE FORMAT MASONRY TYPE 1B
16. LARGE FORMAT MASONRY SILL PIECE
17. FDC CONNECTION AND SIGN, MOUNT BETWEEN 2'-0" TO 4'-0" AFF. ALSO SEE PLUMBING DWGS
18. SCHOOL LOGO (APPROXIMATELY 10' X 12') ON EXTERIOR DIGITALLY PRINTED HPL PANELS, B.O.D.: INDIVIDUAL DECOR BY FUNDERMAX. COORDINATE FINAL LOCATION AND GRAPHICS WITH ARCHITECT
19. WALL MOUNTED SPEAKER, SEE ELECTRICAL DWGS. MOUNT AT 11'-0" TO CENTERLINE U.N.O.
20. PROVIDE 10"X10" ALUMINUM SIGNAGE, NUMBERING PER OWNER. IF MOUNTING OCCURS ON GLASS, PROVIDE A SOLID BACK PLATE ON THE OPPOSITE SIDE.

(#) STOREFRONT/WINDOW/CURTAIN WALL, SEE SCHEDULE FOR TYPES AND ELEVATIONS

EJ EXPANSION JOINT

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(S) RAINSCREEN PANEL PATTERN START POINT. REFER TO A3.10 SERIES FOR PATTERN LAYOUT DETAILS. PANELS NOTED WITH "V.I.F." TO BE SIZED IN FIELD TO COMPLETE RAINSCREEN RUN

CHANGE IN DEPTH / ANGLE OF PLANE

GENERAL NOTES:

1. SEE ENLARGED PANEL DETAILS FOR TYPICAL PANEL PATTERNS.
2. SEE CIVIL, STRUCTURAL, AND MEP DRAWINGS FOR INFORMATION RELATING TO THOSE DISCIPLINES
3. ALL STEEL EXPOSED TO WEATHER IS TO BE HOT DIPPED GALVANIZED, PRIMED AND PAINTED (HIGH PERFORMANCE COATING). CUSTOM COLOR TO BE SELECTED BY ARCHITECT PLACE CONTROL JOINTS AT ALL INNER CORNERS
4. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS. CUSTOM COLORS TO BE SELECTED BY THE ARCHITECT TO MATCH MASONRY OR MORTAR
5. GRADE IS TYPICALLY SHOWN AT 0'-0" FOR SIMPLICITY - REFER TO CIVIL DRAWINGS FOR ACTUAL GRADING AT ALL ELEVATIONS AND PROVIDE VENEER AS REQUIRED. COORDINATE COURSING TO MATCH ELEVATIONS AS SHOWN.

ABBREVIATIONS:

T.O.Std. - TOP OF STUD

MATERIALS LEGEND:

- MASONRY VENEER 1A - UTILITY, 1/3 RUNNING BOND (HATCH PATTERN IS NOT REPRESENTATIONAL)
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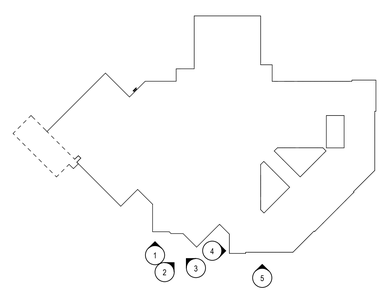

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SCALE: N.T.S.

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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

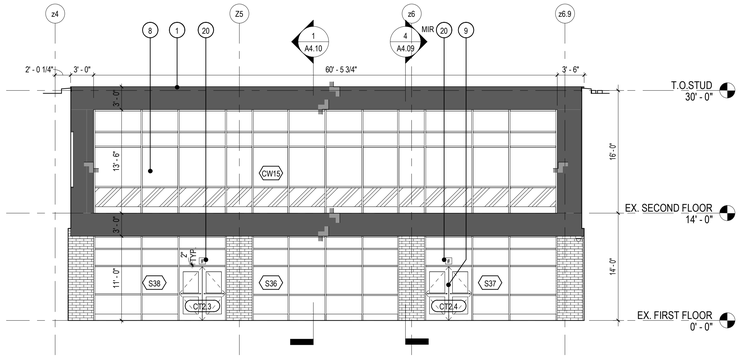
BUILDING ELEVATIONS - AREAS F & E

PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

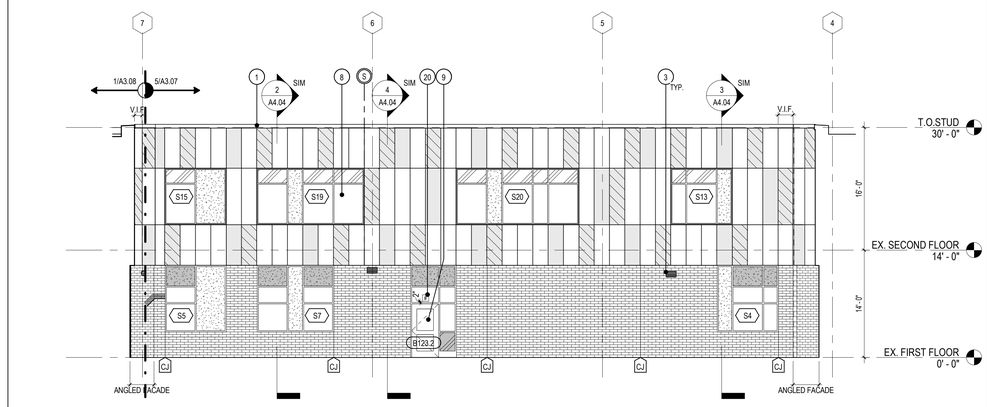
WORKING NORTH

SHEET NO:

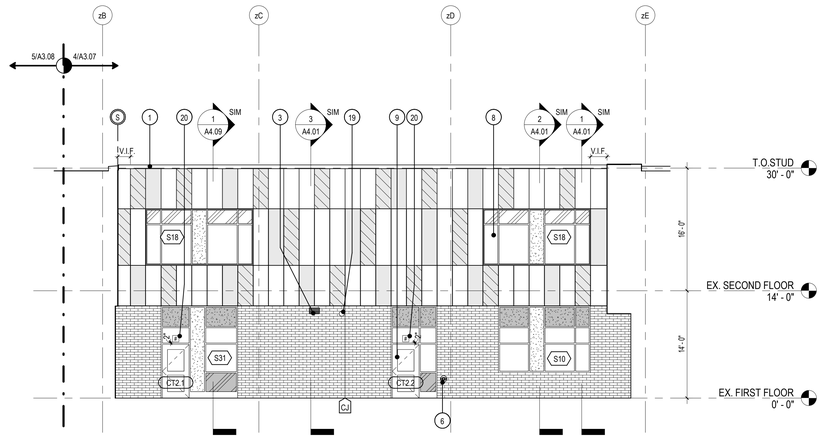
A3.05



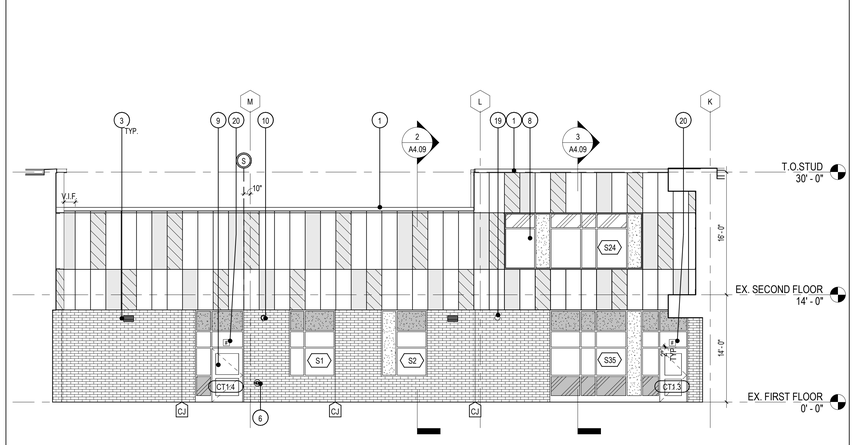
6 A3.06 PARTIAL PROPSED ELEVATION - COURTYARD 2 - NORTH-EAST
SCALE: 1/8" = 1'-0"



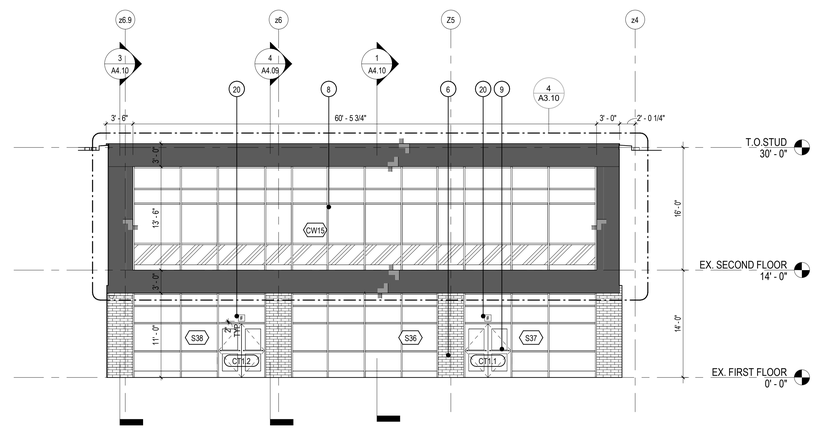
5 A3.06 PARTIAL PROPSED ELEVATION - COURTYARD 2 - SOUTH
SCALE: 1/8" = 1'-0"



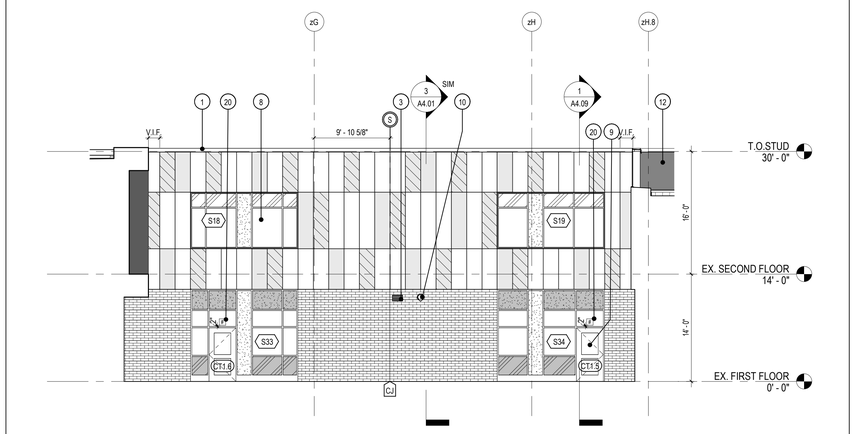
4 A3.06 PARTIAL PROPSED ELEVATION - COURTYARD 2 - NORTH-WEST
SCALE: 1/8" = 1'-0"



3 A3.06 PARTIAL PROPSED ELEVATION - COURTYARD 1 - EAST
SCALE: 1/8" = 1'-0"



2 A3.06 PARTIAL PROPOSED ELEVATION - COURTYARD 1 - SOUTH-WEST
SCALE: 1/8" = 1'-0"



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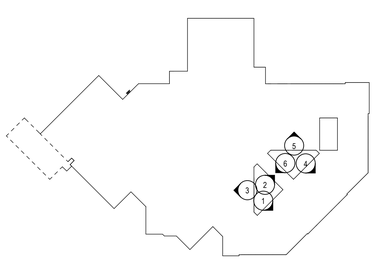

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NO:	DESCRIPTION:	DATE:
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

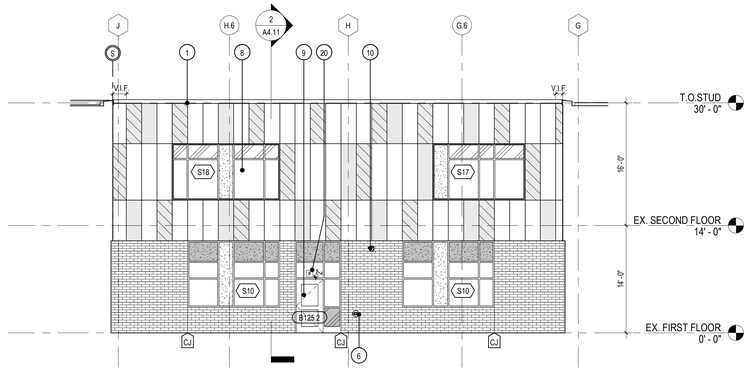
CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:
BUILDING ELEVATIONS - COURTYARDS 1 & 2

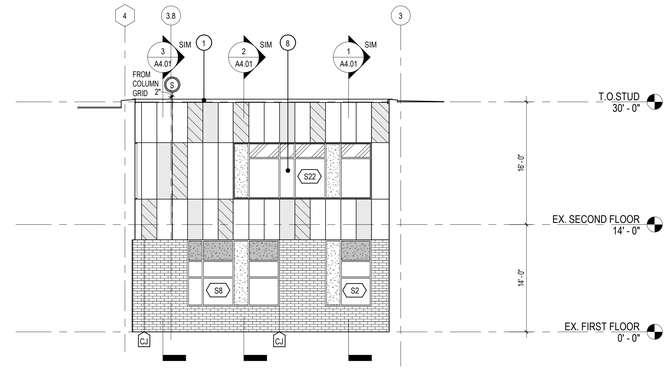
PROJECT NO: 21015.0000
DATE:
SCALE: As indicated

WORKING NORTH

SHEET NO:
A3.06



7 A3.07 PARTIAL PROPOSED ELEVATION - COURTYARD 3 - EAST
SCALE: 1/8" = 1'-0"



6 A3.07 PARTIAL PROPOSED ELEVATION - COURTYARD 3 - NORTH
SCALE: 1/8" = 1'-0"

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6. WALL HYDRANT, SEE PLUMBING DRAWINGS.
7. PRE FINISHED ALUMINUM CURTAIN WALL SYSTEM
8. PRE FINISHED STOREFRONT/WINDOW SYSTEM, REFER TO THE A8.00 SERIES SHEETS FOR WINDOW TYPES AND ELEVATION.
9. DOOR TYPE / LOUVER, REFER TO THE A8.00 SERIES SHEETS FOR DOOR TYPES AND ELEVATION.
10. PRE-FINISHED ROOF OVERFLOW SPOUT NOZZLE. ALSO REFER TO PLUMBING DRAWINGS. MOUNT 11'-0" U.N.O.
11. MECHANICAL LOUVER, SEE LOUVER ELEVATIONS ON A8.06. ALSO SEE MECHANICAL DRAWINGS
12. FLUSH SEAM METAL PANEL
13. ROOF SCREEN. SEE DETAIL 7 / A4.31
14. 8" X 12" LARGE FORMAT MASONRY THIN COURSE
15. 4" CAST HEAD PIECE TO MATCH LARGE FORMAT MASONRY TYPE 1B
16. LARGE FORMAT MASONRY SILL PIECE
17. FDC CONNECTION AND SIGN, MOUNT BETWEEN 2'-0" TO 4'-0" AFF. ALSO SEE PLUMBING DWGS
18. SCHOOL LOGO (APPROXIMATELY 10' X 12') ON EXTERIOR DIGITALLY PRINTED HPL PANELS, B.O.D.: INDIVIDUAL DECOR BY FUNDERMAX. COORDINATE FINAL LOCATION AND GRAPHICS WITH ARCHITECT
19. WALL MOUNTED SPEAKER, SEE ELECTRICAL DWGS. MOUNT AT 11'-0" TO CENTERLINE U.N.O.
20. PROVIDE 10"X10" ALUMINUM SIGNAGE, NUMBERING PER OWNER. IF MOUNTING OCCURS ON GLASS, PROVIDE A SOLID BACK PLATE ON THE OPPOSITE SIDE.

STOREFRONT/WINDOW/CURTAIN WALL, SEE SCHEDULE FOR TYPES AND ELEVATIONS

EJ EXPANSION JOINT

CJ CONTROL JOINT

SA SHELF ANGLE, ALSO SEE STRUCTURAL DRAWINGS FOR DETAILS

S RAINSCREEN PANEL PATTERN START POINT. REFER TO A3.10 SERIES FOR PATTERN LAYOUT DETAILS. PANELS NOTED WITH "V.I.F." TO BE SIZED IN FIELD TO COMPLETE RAINSCREEN RUN

CHANGE IN DEPTH / ANGLE OF PLANE

GENERAL NOTES:

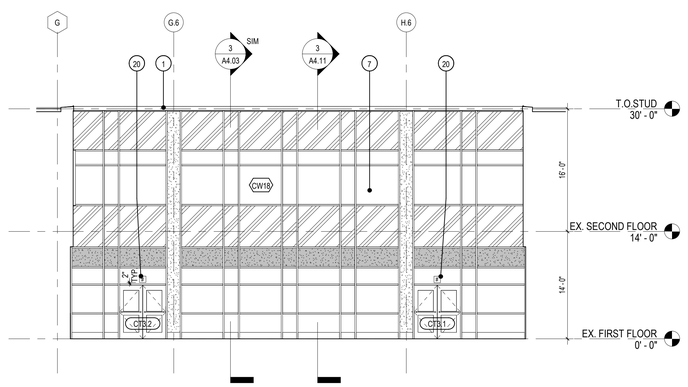
1. SEE ENLARGED PANEL DETAILS FOR TYPICAL PANEL PATTERNS.
2. SEE CIVIL, STRUCTURAL, AND MEP DRAWINGS FOR INFORMATION RELATING TO THOSE DISCIPLINES
3. ALL STEEL EXPOSTED TO WEATHER IS TO BE HOT DIPPED GALVANIZED, PRIMED AND PAINTED (HIGH PERFORMANCE COATING). CUSTOM COLOR TO BE SELECTED BY ARCHITECT PLACE CONTROL JOINTS AT ALL INNER CORNERS
4. PROVIDE SEALANT AT ALL INTERSECTIONS OF DISSIMILAR MATERIALS. CUSTOM COLORS TO BE SELECTED BY THE ARCHITECT TO MATCH MASONRY OR MORTAR.
5. GRADE IS TYPICALLY SHOWN AT 0'-0" FOR SIMPLICITY - REFER TO CIVIL DRAWINGS FOR ACTUAL GRADING AT ALL ELEVATIONS AND PROVIDE VENEER AS REQUIRED. COORDINATE COURSING TO MATCH ELEVATIONS AS SHOWN.

ABBREVIATIONS:

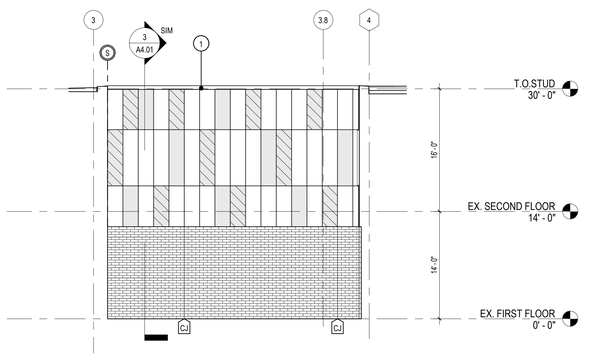
T.O.Std. - TOP OF STUD

MATERIALS LEGEND:

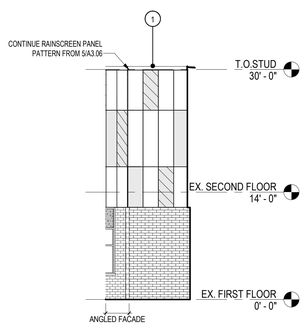
- MASONRY VENEER 1A - UTILITY, 1/3 RUNNING BOND (HATCH PATTERN IS NOT REPRESENTATIONAL)
- MASONRY VENEER 1B - 1' H X 2' W LARGE FORMAT STACK BOND; EXERCISE CARE TO ENSURE THAT COURSING MATCHES POSITIONS SHOWN IN THE ELEVATIONS
- MP-1A: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 1, TO BE SELECTED BY ARCHITECT
- MP-1B: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 2, TO BE SELECTED BY ARCHITECT
- MP-1C: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 3, TO BE SELECTED BY ARCHITECT
- MP-1D: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 4, TO BE SELECTED BY ARCHITECT
- MP-2: ALUMINUM COMPOSITE MATERIAL (WET JOINT) WALL PANEL SYSTEM, COLORS TO BE SELECTED BY ARCHITECT
- INSULATED METAL GLAZE IN PANEL - COLOR 1
- INSULATED METAL GLAZE IN PANEL - COLOR 2
- SPANDREL GLASS
- TRANSLUCENT GLASS
- MP-4: INSULATED METAL WALL PANELS



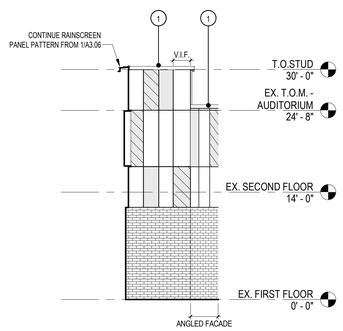
5 A3.07 PARTIAL PROPOSED ELEVATION - COURTYARD 3 - WEST
SCALE: 1/8" = 1'-0"



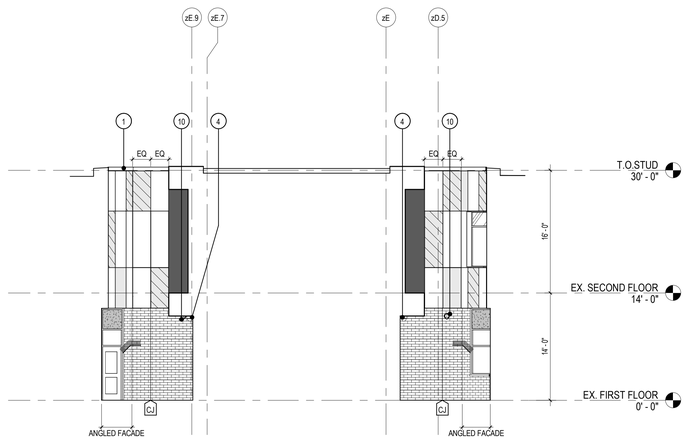
4 A3.07 PARTIAL PROPOSED ELEVATION - COURTYARD 3 - SOUTH
SCALE: 1/8" = 1'-0"



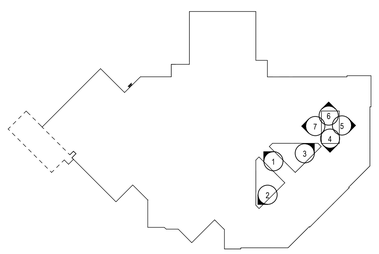
3 A3.07 PART PROPOSED ELEVATION - COURTYARD 2 - NORTH-EAST
SCALE: 1/8" = 1'-0"



2 A3.07 PART PROPOSED ELEVATION - COURTYARD 1 - SOUTH-WEST
SCALE: 1/8" = 1'-0"



1 A3.07 PARTIAL PROPSED ELEVATION - COURTYARD 1+2 - SOUTH-EAST
SCALE: 1/8" = 1'-0"



KEY PLAN
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	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

BUILDING ELEVATIONS - COURTYARD 3

PROJECT NO: 21015.0000

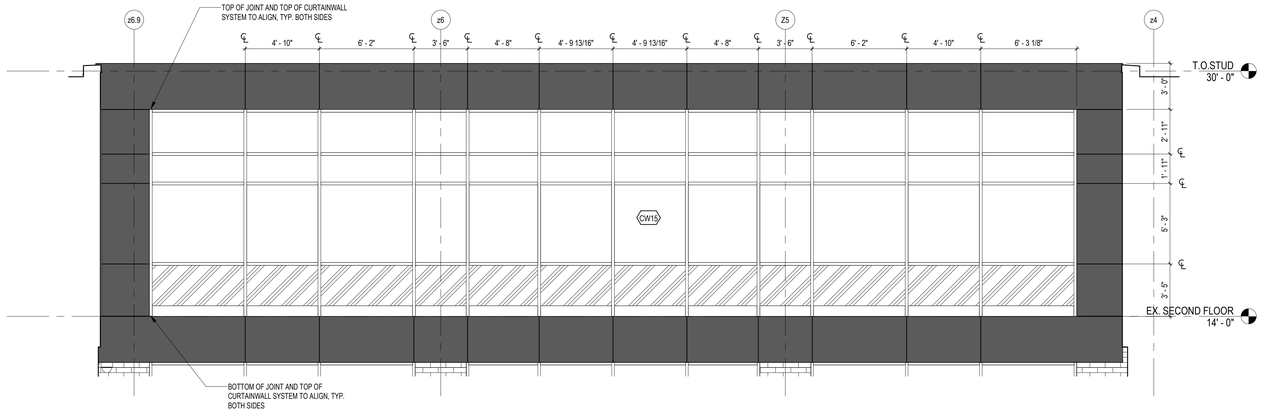
DATE:

SCALE: As indicated

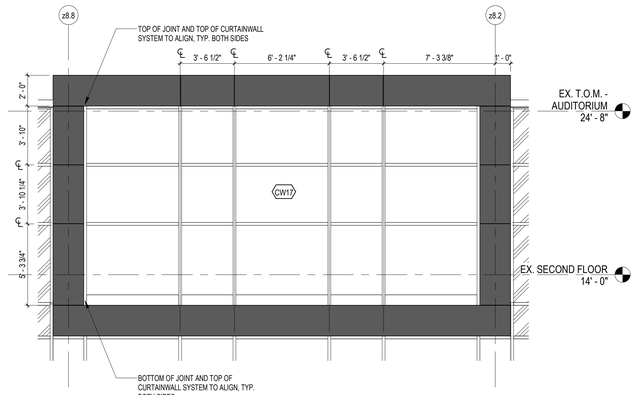
WORKING NORTH

SHEET NO:

A3.07



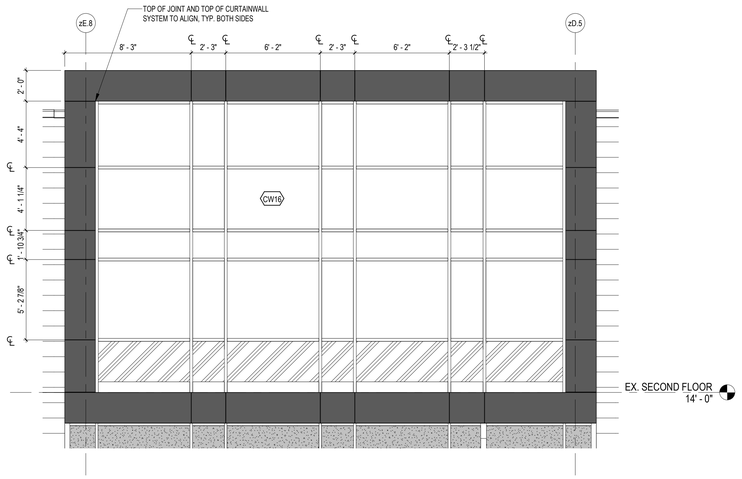
4 A3.10 "BOX" FRAME JOINT DETAIL - BRIDGE
SCALE: 1/4" = 1'-0"



3 A3.10 "BOX" FRAME JOINT DETAIL - SECONDARY ENTRANCE
SCALE: 1/4" = 1'-0"

GENERAL NOTES:

1. DIMENSION STRINGS WITH ℄ ARE TO CENTERLINE OF JOINT. REFER TO MANUFACTURER FOR JOINT THICKNESS.
2. PANEL JOINT CENTERLINE TO ALIGN WITH CURTAINWALL SYSTEM MULLION CENTERLINE, U.N.O. COORDINATE WITH APPROVED STOREFRONT SHOP DRAWINGS.
3. ALL DIMENSIONS TO BE FIELD VERIFIED PRIOR TO SUBMITTING SHOP DRAWINGS.



2 A3.10 "BOX" FRAME JOINT DETAIL - MAIN ENTRANCE
SCALE: 1/4" = 1'-0"

GENERAL NOTES:

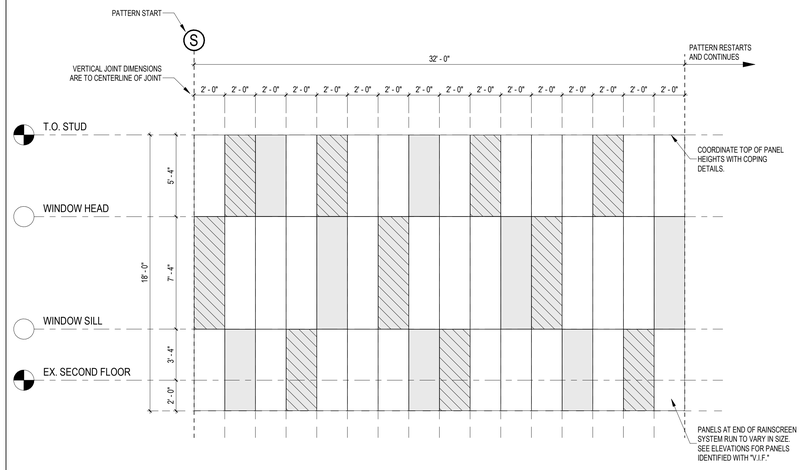
1. JOINT THICKNESS SHOWN AS 3/16" PER B.O.D. FUNDERMAX MODULO SYSTEM. REFER TO MANUFACTURER FOR JOINT THICKNESS, VERTICAL AND HORIZONTAL JOINTS TO ABUTT WINDOW JAMB/HEAD/SILL.
2. REFER TO DETAILS 1A/3.10 AND 1B/A3.10 FOR VERTICAL JOINT LAYOUT, U.N.O.
3. REFER TO A3.00 SERIES FOR PATTERN START LOCATIONS
4. USE DETAILS 1A/3.10 AND 1B/A3.10 FOR PANEL PATTERNS FOR RAINSCREEN PANELS IN AREAS A / B / C / E / G. FOR ATYPICAL PATTERNS, SEE A3.00 SERIES FOR PANEL PATTERNS (IN AREAS F / H / J). ALL PANELS TO FOLLOW VERTICAL JOINT DIMENSIONS SHOWN BELOW
5. ALL DIMENSIONS TO BE FIELD VERIFIED PRIOR TO SUBMITTING SHOP DRAWINGS.

LEGEND:

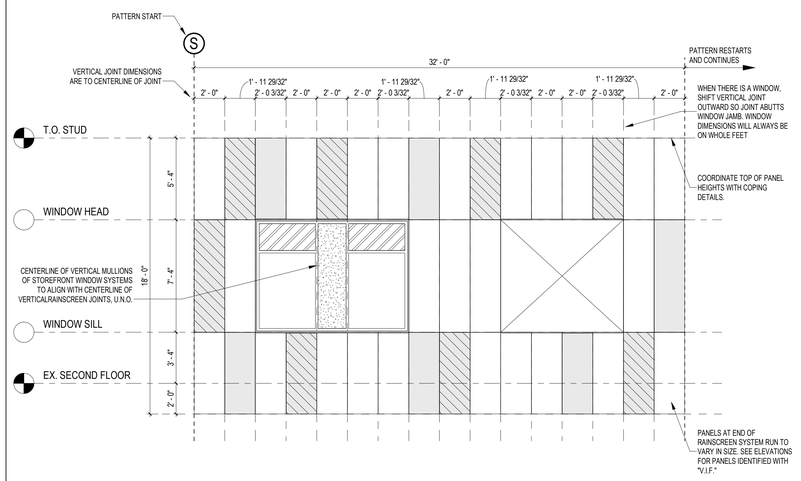
MP-1A: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 1, TO BE SELECTED BY ARCHITECT

MP-1B: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 2, TO BE SELECTED BY ARCHITECT

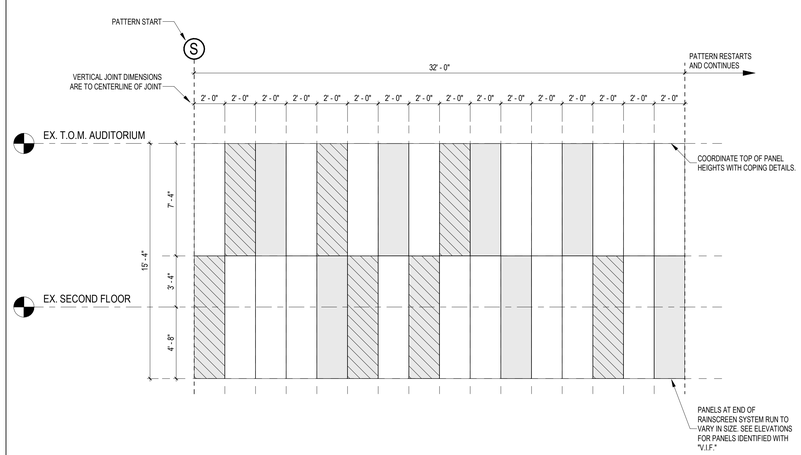
MP-1C: HIGH PRESSURE LAMINATE RAIN SCREEN SYSTEM ON STEEL Z-GIRT WITH CONCEALED FASTENERS - COLOR 3, TO BE SELECTED BY ARCHITECT



1A A3.10 ELEVATION DETAIL - TYP RAINSCREEN PANEL PATTERN
SCALE: 1/4" = 1'-0"



1B A3.10 ELEVATION DETAIL - TYP RAINSCREEN PANEL PATTERN - WITH WINDOWS
SCALE: 1/4" = 1'-0"



1C A3.10 ELEVATION DETAIL - TYP RAINSCREEN PANEL PATTERN - AUDITORIUM
SCALE: 1/4" = 1'-0"

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	BID SET	03/12/2026

LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

ELEVATION DETAILS

PROJECT NO: 21015.0000

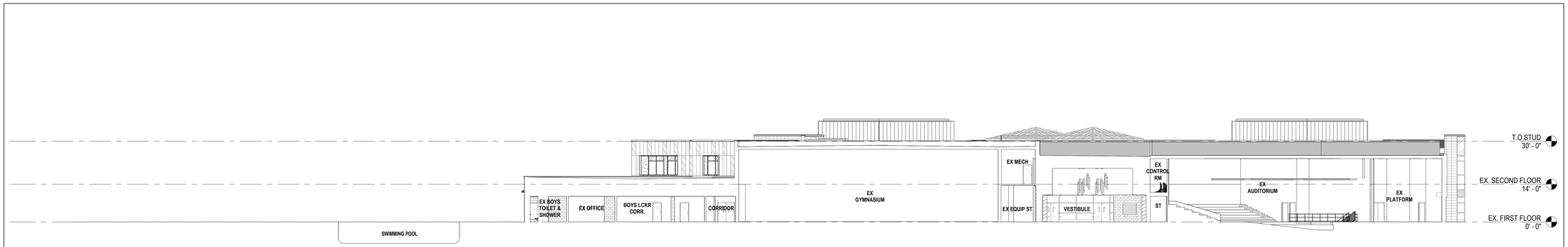
DATE:

SCALE: 1/4" = 1'-0"

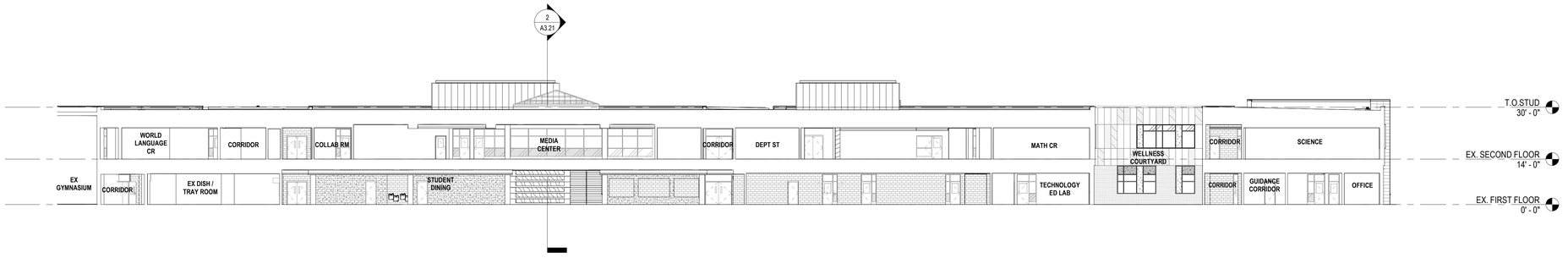
WORKING NORTH

SHEET NO:

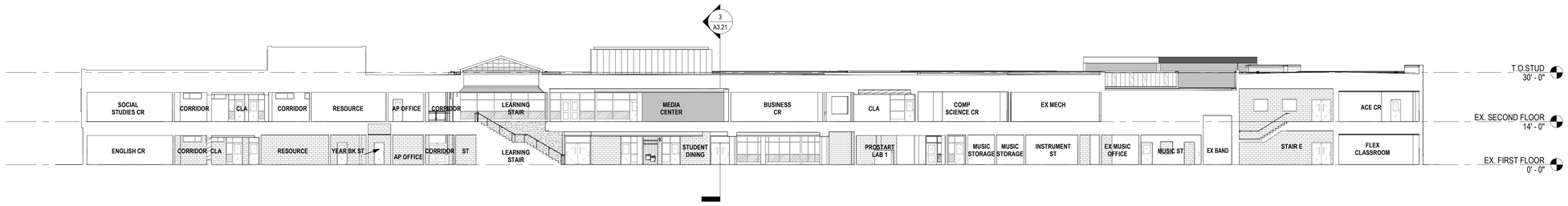
A3.10



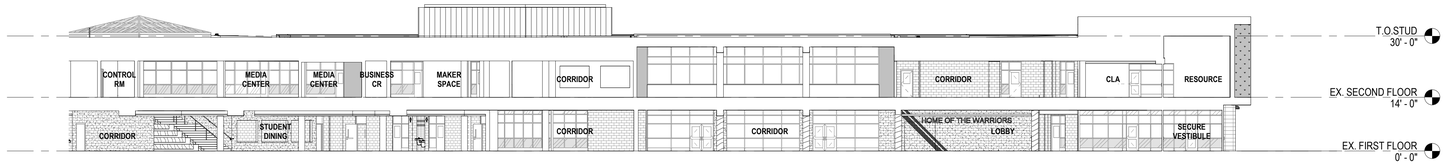
4 A3.21 OVERALL BUILDING SECTION - NORTHWEST-SOUTHEAST
SCALE: 1/16" = 1'-0"



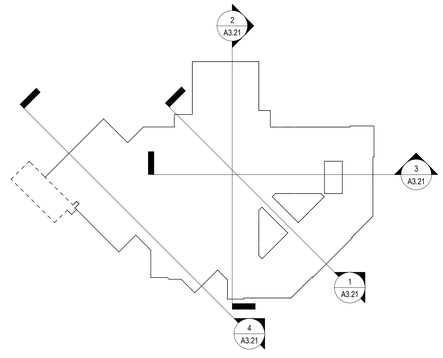
3 A3.21 OVERALL BUILDING SECTION - EAST-WEST
SCALE: 1/16" = 1'-0"



2 A3.21 OVERALL BUILDING SECTION - NORTH-SOUTH
SCALE: 1/16" = 1'-0"



1 A3.21 OVERALL BUILDING SECTION - SOUTHEAST-NORTHWEST
SCALE: 1/16" = 1'-0"



KEY PLAN
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LA PLATA HIGH SCHOOL RENOVATION & ADDITION

CHARLES COUNTY PUBLIC SCHOOLS

SHEET TITLE:

BUILDING SECTIONS

PROJECT NO: 21015.0000

DATE:

SCALE: As Indicated

WORKING NORTH

SHEET NO:

A3.21

3/12/2026 2:26:37 PM

Technical Memorandum

To:	Don Dooley, Director of Planning, Town of La Plata
From:	Devon Hahn, PE, Mead & Hunt, Inc. Josh Coulson, PE, PTOE, Mead & Hunt, Inc.
Reviewer:	Kyle Roberts, PE, PTOE, Mead & Hunt, Inc.
Date:	May 4, 2026
Subject:	La Plata High School TIS Review

Introduction

Mead & Hunt has reviewed the Traffic Impact Study (TIS) prepared for the proposed expansion of La Plata High School, along with the supporting documentation. This review assesses the study's methodology, assumptions, analysis results, and conclusions for consistency with typical traffic study guidelines. The reviewers generally concur with the methodology and findings but offer the following comments to clarify TIS findings and to confirm concurrence with roadway/ intersection governing jurisdictions, but do not change the report results.

Primary Comments

- The proposed development is located within the Town of La Plata but also impacts Charles County and SHA owned roadways/ intersections. The study includes 3 access points on Radio Station Road and modifies circulation of the existing high school. It is our understanding La Plata High School has already received a variance for its access locations. However, the Charles County Adequate Public Facilities Ordinance (APFO) adequacy thresholds may not be met at all study intersections under the County's oversight. Therefore, further mitigation may be required unless a waiver is provided by the County.
- The study finds that the Radio Station Road and MD 488 intersection operates below SHA thresholds under at least one peak hour under both background and total traffic conditions, with total traffic conditions experiencing additional delay over the background conditions. The study should receive concurrence/ approval from SHA District 5.
- In order for the school access points to operate safely and acceptably during school arrival and dismissal, police control is required; therefore, the study and the school should clearly articulate that police intersection control will be provided.

La Plata High School

Charles County, Maryland
April 16, 2026
Revised April 30, 2026

Traffic Impact Study

Prepared for:

Charles County Public Schools

c/o Disha Sharma, CPD
SEI Architects
9211 Corporate Blvd., Suite 340
Rockville, MD 20850
(301) 770-0177
dsharma@seiarch.com

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APPENDIX D – Correspondence

APPENDIX E – Site Circulation

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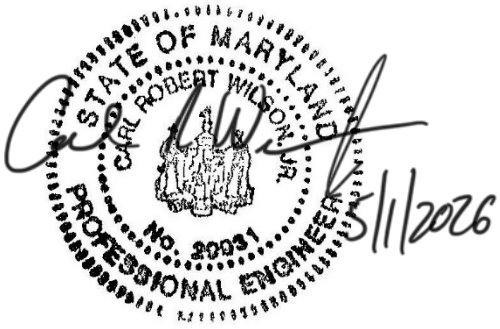

Prepared by:	Carl R. Wilson, Jr., P.E., PTOE, RSP1 Richard Huang, P.E., PTOE

CRW:amr
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INTRODUCTION AND SUMMARY OF FINDINGS

Study Purpose

The Traffic Group, Inc. has prepared this Traffic Impact Study to quantify the impact the proposed redevelopment of La Plata High School will have on the surrounding road network in La Plata, Maryland. Located at 6035 Radio Station Road, the high school is currently operational serving a population of 1,200 students. Upon completion of this redevelopment, student capacity will be increased to 1,600.

Access to La Plata High School is available from two points to Matula Lane, which is a private roadway owned by Charles County Public Schools and one additional full movement access point to Radio Station Road. Each of the access points operates under stop control. In the future, an additional access point is proposed to Radio Station Road along with modifications to the existing access points. Full buildout of the school is expected within 3 years.

Study Criteria/Methodology

A scoping meeting was held with representatives from Charles County Public Schools and the Town of La Plata on February 20, 2026. A copy of the scoping memorandum can be found in Appendix D.

All traffic data was collected in March 2026 while public schools were in session for a full day of in-person learning. The data was collected during the traditional AM and PM peak periods as well as the PM dismissal period for the school resulting in three peak hours.

The Institute of Transportation Engineers (ITE) Trip Generation (12th Edition) was utilized to project future trips associated with the school and for approved background developments.

Intersection capacity analysis was undertaken at all study intersections for each of the three peak periods using both Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) methods. Observations were also obtained at the site access points to review existing operational concerns. A Synchro model was developed to simulate existing and projected future operations at the site access points. The Town of La Plata does not have specific Traffic Impact Study criteria, and no Town-maintained roads are impacted by this site.

Scope of Services

The principal scope of services undertaken for this study was as follows:

- Review the scope of work with Town representatives to ensure all traffic-related concerns are addressed.
- Undertake a site inspection to collect physical information concerning the nearby road system, including a compilation of ground level and aerial photos.
- Collect intersection turning movement counts from 6:30–8:30 AM, 2–3 PM, and 4–6 PM on a typical weekday at each study intersection while public school is in session.
- Apply a regional growth factor to the Radio Station Road network and adjacent intersections.
- Obtain background development information from previously prepared Traffic Impact Studies within the area.
- Develop trip generation and trip distribution for all background developments based on the previous Traffic Impact Studies and data contained in ITE's Trip Generation (12th Edition).
- Prepare intersection capacity analysis using HCM and CLV for all locations.
- Review 95th percentile queuing at all study intersections.
- Provide an overall assessment of existing and projected future traffic operations.

Summary of Findings and Recommendations

This Traffic Impact Study will show that significant improvements will occur to the Radio Station Road corridor along site frontage with the proposed modifications to the access points for La Plata High School, which serve as mitigation for potential additional vehicular trips. The mitigation includes:

- Separation of bus traffic completely from all vehicular traffic.
- Addition of a full-time second access point for vehicular traffic, which will allow for the parent pick-up/drop-off loop to be fully separated from the student parking area, which will divide the inbound traffic during the morning peak and significantly reduce queuing.

In addition, the following recommendations are presented to enhance traffic operations:

- Police direction should remain in place at the site access points along Radio Station Road, particularly during the AM peak.

- During PM dismissal, police direction would still benefit buses all exiting the site at the same time for the brief 2-minute period.

Radio Station Road currently features one thru lane and one auxiliary lane in each direction along site frontage. Observations show that the flexibility in lane choice is ideal given the short periods of queuing associated with arrival and dismissal. No changes are proposed to the configuration.

The intersection of MD 488 at Radio Station Road was shown to operate at Level of Service "E" conditions under the AM background peak period. The construction of La Plata High School could potentially add trips to this intersection, however, the change to the level of service is minimal, and the deficiency results from background development. This intersection is controlled by MDOT SHA and involves a second roadway maintained by Charles County. There is no impact to any roadways maintained by the Town of La Plata. Charles County Public Schools will continue to work with the Department of Land use and Growth Management to ensure any traffic-related requirements are satisfied. No additional improvements are recommended at this location.

EXISTING TRAFFIC CONDITIONS

Site Information

La Plata High School is located at 6035 Radio Station Road in the Town of La Plata, Charles County, Maryland. More generally, the property is situated on the west side of the roadway, north of MD 488 (La Plata Road) and south of Rosewick Road/St. Charles Parkway. A map showing the general area can be found in Figure 1.

The school serves a population of 1,200 students and is in session from 7:30 AM – 2:15 PM. It features two points of access to Matula Lane and one access point to Radio Station Road. The access points operate under stop control, however, police direction is provided during arrival and dismissal periods, as described below, to facilitate safer, more efficient ingress and egress.

The south access to Radio Station Road provides vehicular access to the faculty/staff parking area and student parking lot. It also serves as the drop-off area during the morning arrival time for parents. During the afternoon, this driveway serves as the bus ingress and egress area.

The Matula Lane access points currently serve the morning bus operations and afternoon parent pick-ups. An aerial photograph showing the site can be found in Figure 1A.

Police direction is provided at both access points for a 30-minute period in the morning, coinciding with peak arrival time. In the afternoon, police direction assists with bus egress only for a period of approximately 2 minutes.

Study Area

Based upon the scoping meeting with representatives from the Town of La Plata, the following intersections were identified to be included within this analysis:

- Radio Station Road at Rosewick Road/St. Charles Parkway
- Radio Station Road at Matula Lane
- Matula Lane at Site Access
- Radio Station Road at South Site Access
- Radio Station Road at Box Elder Road
- Radio Station Road at MD 488
- Radio Station Road at Office Access

Figure 1. Location Map for Site and Study Intersections

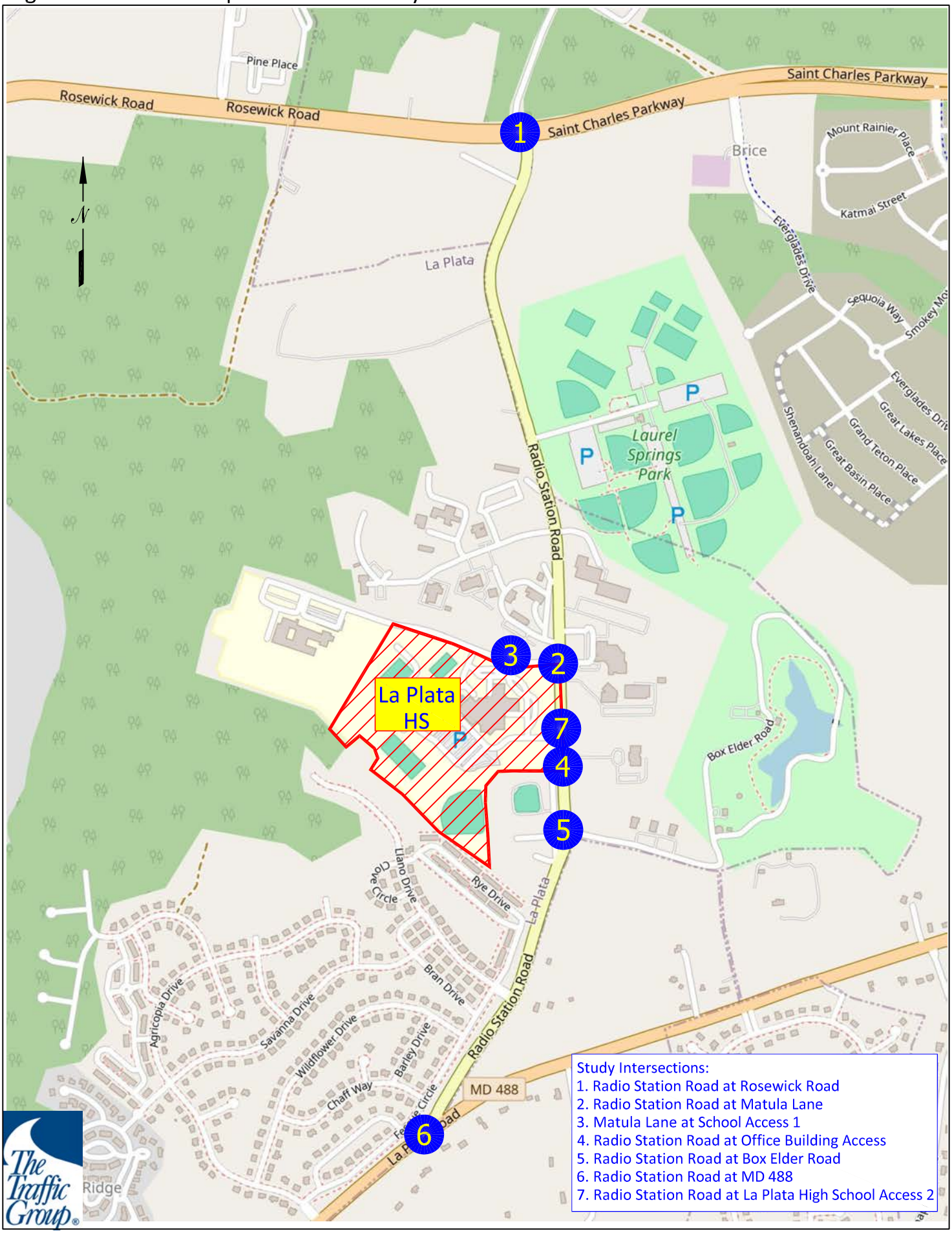

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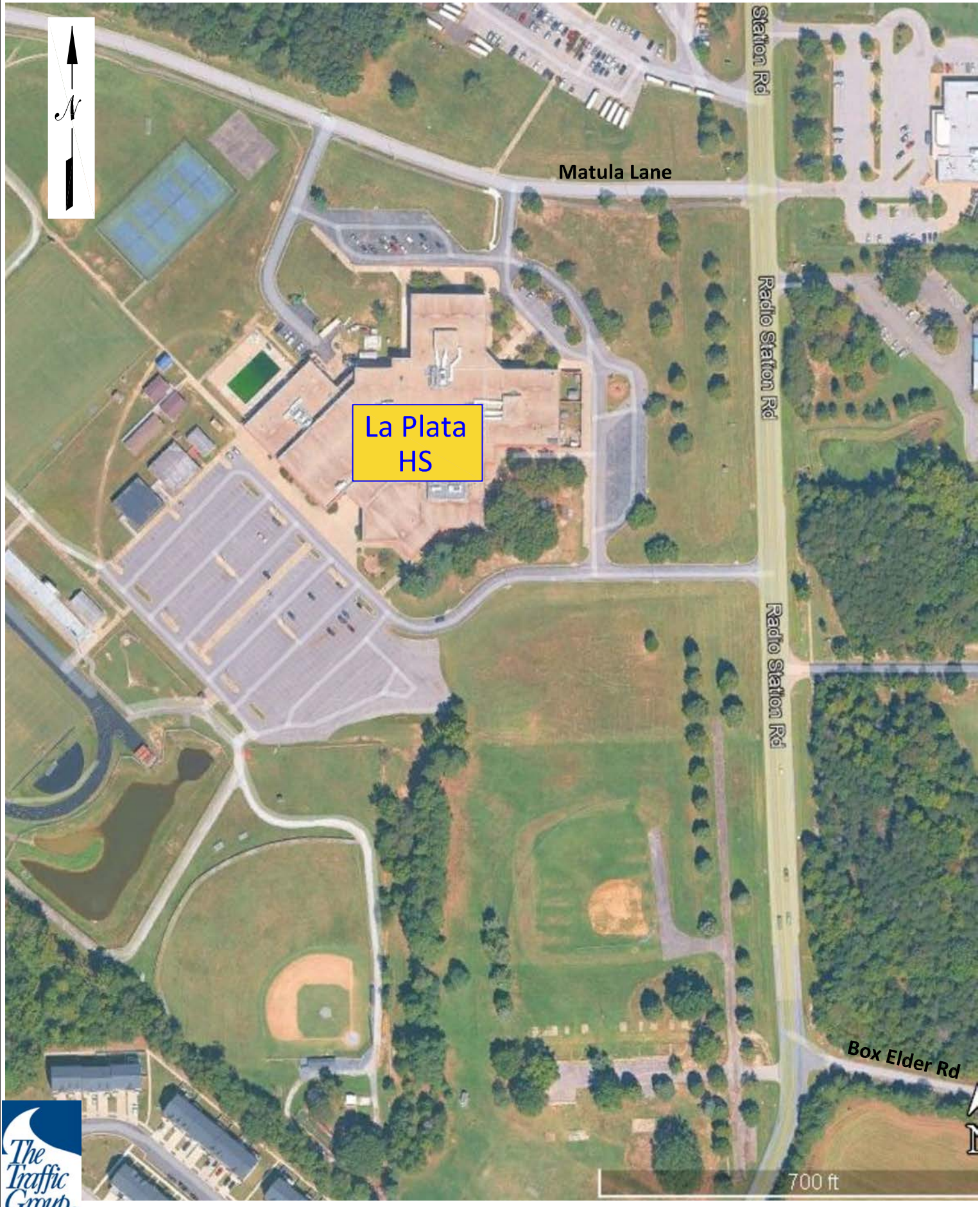
Figure 1A. Aerial Photo



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Radio Station Road is a two-lane roadway maintained by Charles County. It extends for a distance of approximately 6 miles from Rosewood Road/St. Charles Parkway southerly to MD 488. In the vicinity of La Plata High School, the roadway features one travel lane in each direction and is undivided. Shoulders, auxiliary lanes, and bypass lanes are available within the footprint of the road, which extends for a width of approximately 40 feet. The current configuration of the roadway allows flexibility so long queues accessing the school can be accommodated with minimal impact to thru traffic. The posted speed limit along Radio Station Road is 40 MPH.

To the north and south of the study area, the intersections with Radio Station Road at Rosewick Road/St. Charles Parkway and MD 488 feature traffic signalization. The roadway widens in each of those locations to provide separate left and right lanes.

Within the remaining study area, each of the intersections operates under stop control. Bypass lanes and shoulders are available at select locations as shown within Figure 2. Figure 2 also provides detail on the lane use, speed limits, and traffic control at all study intersections.

Along site frontage, the lane use is generally undesignated. Figure 2A provides additional detail on the existing lane use along site frontage.

There are no sidewalks currently along site frontage nor within the study area with the exception of a multimodal path along the south side of Rosewick Road/St. Charles Parkway. A crosswalk spans the intersection on the south leg with pedestrian pushbuttons and heads. The multimodal path continues on the east side of Radio Station Road for a short distance of approximately 500 feet.

Appendix A contains additional aerial photographs from each of the study intersections.

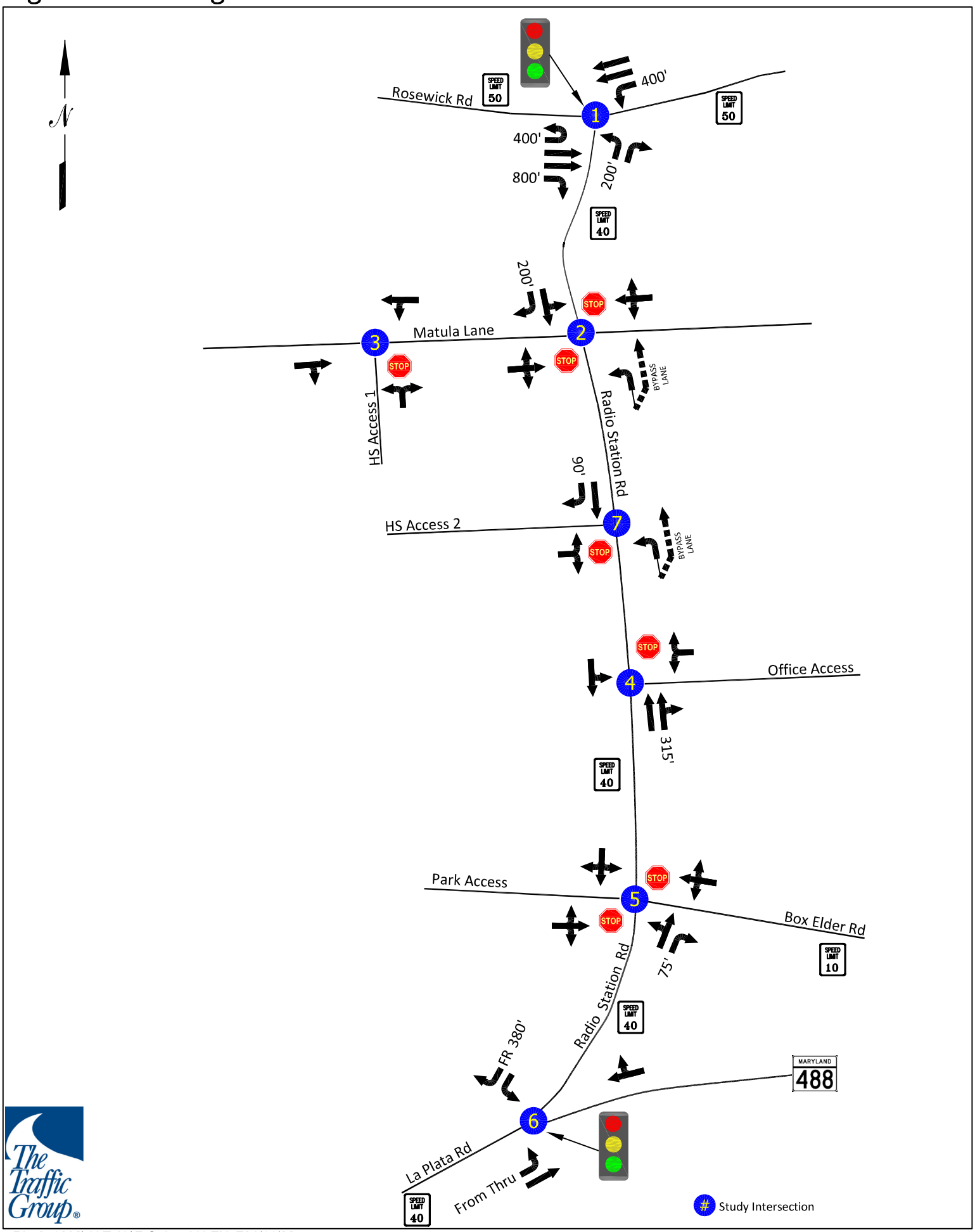
Traffic Volumes

Intersection turning movement counts were collected on Wednesday, March 25, 2026, at each of the study intersections between the hours of 7–9 AM, 4–6 PM, and 2–3 PM. The peak hours correspond with the typical adjacent peak hours of traffic and school dismissal time. La Plata High School is currently in session between the hours of 7:30 AM and 2:15 PM. The existing peak hour traffic volumes are summarized in Figure 3. Additional details can be found in Appendix A.

A review of Figure 3 shows somewhat heavy northbound traffic approaching La Plata High School from the south. This volume then returns during the PM peak and school peak. The southbound AM volume is relatively light.

At the school access points, the northbound left turn volume was found to be heavy at the south site access point. Turning volumes into and out of the office building to the east and Box Elder Road to the east were found to be very low through all three peak periods.

Figure 2. Existing Lane Use and Traffic Control



Aerial images ©Nearmap 2025

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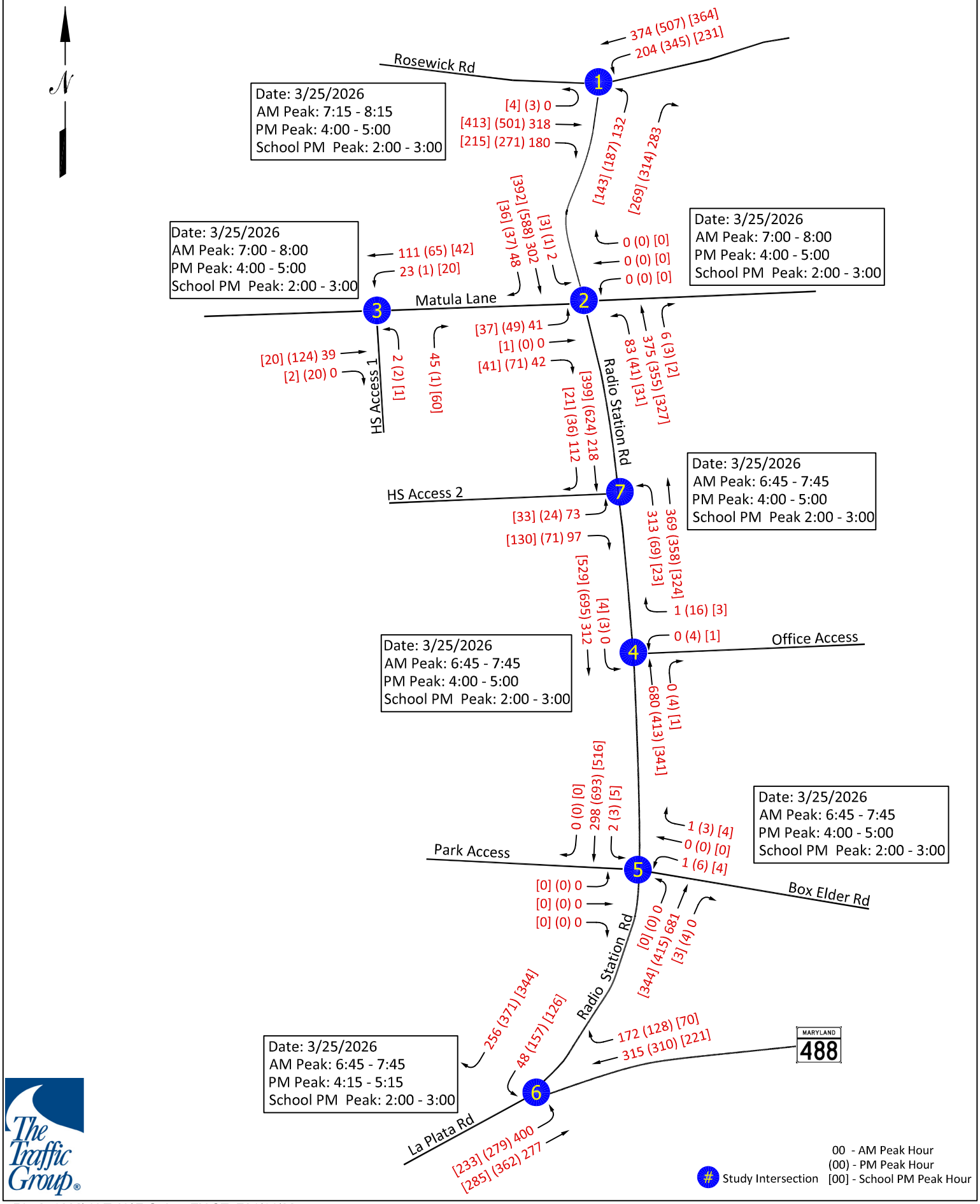
Figure 3. Existing Peak Hour Traffic Volumes



Heavy left turn volumes were also found to the north and south of La Plata High School from the eastbound MD 488 approach to Radio Station Road and the westbound St. Charles Parkway approach to the roadway.

Pedestrian and bicycle counts were also obtained during vehicular counts. As show in Figure 4, there is minimal noted pedestrian and bicycle movement at the study intersections. School bus volumes at the school access points to Radio Station Road are summarized in Figure 5.

Site Observations

Drone videos were obtained to review peak hour operations at La Plata High School on March 24, 2026. The videos were taken from 6:45 AM to 7:45 AM and from 2:00 PM to 3:00 PM. Observations are summarized below:

AM Arrival Peak

- Beginning at 6:55 AM, platoons of six to eight vehicles began entering the south access.
- The first parent drop-offs occurred at 6:59 AM.
- Minimal delay was observed entering the site prior to and immediately after 7:00 AM.
- Traffic control officers arrived at the north access at 7:02 AM and at the south access at 7:03 AM.
- At 7:03 AM, the existing queue reached seven vehicles. The traffic control officers assisted in both the ingress and egress of passenger vehicles and buses.
- From 7:10:06 to 7:25:25 AM, queuing persisted at the site entrance, extending beyond Box Elder Road from 7:14:48 to 7:23:38 AM.
- Within the heaviest 15 minutes, the traffic control officers stopped traffic along Radio Station Road a total of 10 times allowing queues of 5 to 23 vehicles to access the site. Residual queuing continued throughout this time period. Passing of left turn vehicles occurred once beyond Box Elder Road.
- At 7:17 AM, on-site traffic was heavy and blocked temporarily by inbound traffic. Staff appeared to assist from 7:18 to 7:30 AM on site to assist in traffic flow.
- The traffic control officers departed at 7:28 and 7:29 AM.
- Buses spilled back onto Matula Lane beginning at 7:05 AM. Approximately 10 could be stacked on site. Some were observed continuing past the site, entering the elementary school to make a U-turn to ultimately join the queue.
- At 7:09 AM, southbound right turn traffic queued into the shoulder beyond the short right turn lane. This occurred periodically until 7:24 AM.

Figure 4. Existing Pedestrian and Bike Traffic Volumes

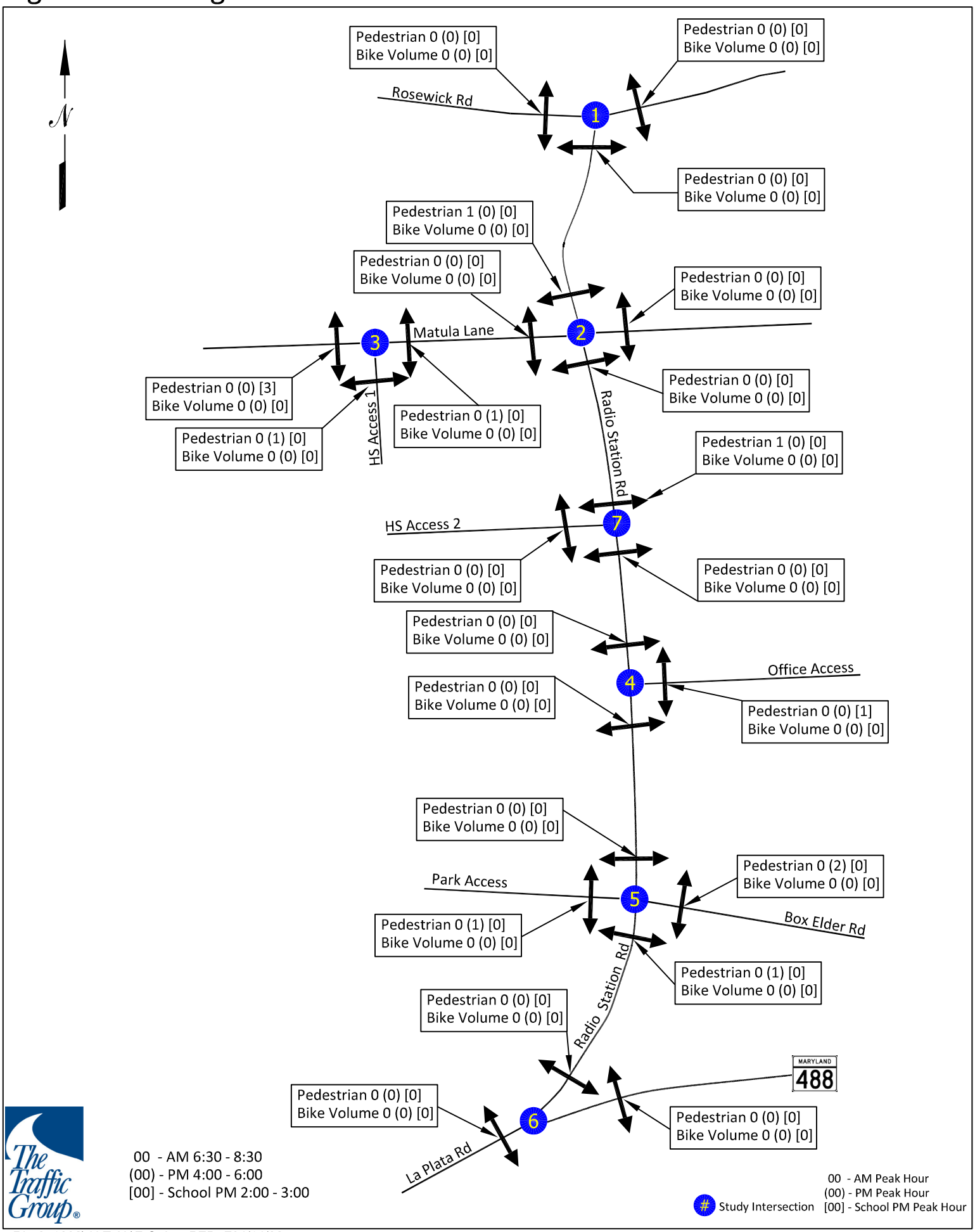


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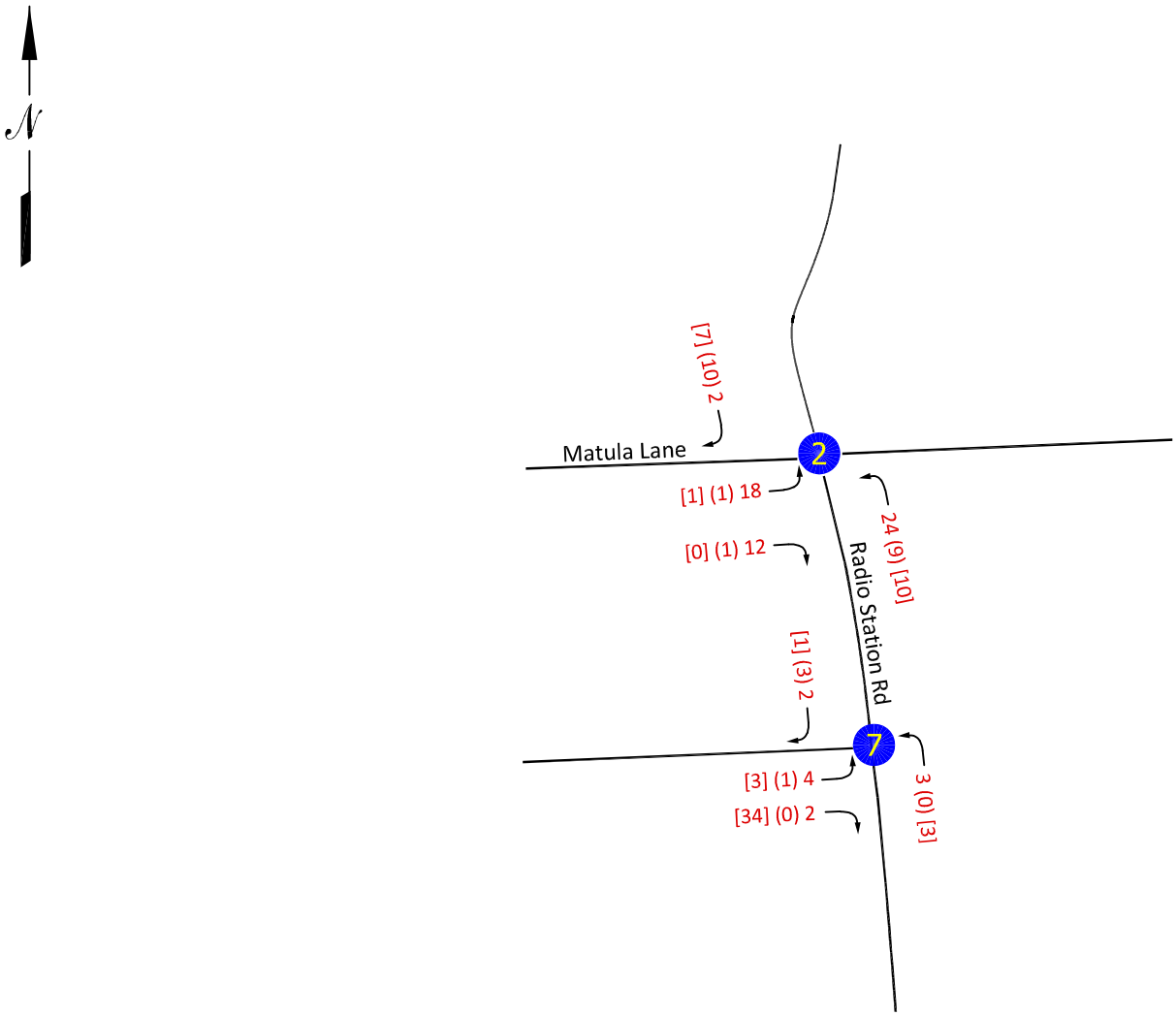
Figure 5. Existing Peak Hour Bus Turning Movment Volumes



- Buses were observed to discharge students approximately six at a time beginning at 7:15 AM. The last bus was observed to leave the site at 7:25 AM. Buses departed the site immediately after students disembarked.
- The inbound queue of traffic for passenger vehicles and buses never reached Radio Station Road during the entire AM peak period. A maximum of 34 cars can be queued on site during AM arrival.
- In summary, heavy queuing was observed for a 15-minute period during the AM arrival.

PM Dismissal Peak

- Beginning at 2:00 PM, approximately 16 buses were queued on site.
- At 2:08:50 PM, the PM dismissal queue for parent pick-up extended off site and onto Matula Lane. A total of 19 vehicles were observed to be queued on site at this time, however, up to 22 vehicles can be stored with proper spacing. Vehicles were observed to continue beyond the western access point to make a U-turn to join the queue in the easterly direction. At 2:15 PM when dismissal began, the total queue of parent pick-up vehicles was observed to be approximately 32, extending onto Matula Lane.
- Vehicles traveling in the eastbound direction passed queued traffic along Matula Lane on the opposite side of the road. With a relatively low speed and relatively low traffic volumes, this did not appear to present an issue.
- At 2:17 PM, the first vehicles in the parent pick-up area began to exit the queue.
- At 2:19 PM, the southbound exiting queue extended back to the parking lot with a total of 17 vehicles. At 2:20 PM, the pickup queue was contained to the site from Matula Lane.
- At 2:22 PM, a staff member stopped traffic exiting the faculty/staff/student lot to allow bus egress to begin.
- A second staff member stopped traffic along Radio Station Road at 2:22:49 PM to allow the buses to egress.
- All buses exiting the site turned right and bus egress was complete at 2:24:59 PM.
- During this time, traffic spilled beyond the north site access at Matula Lane briefly.
- Staff members were not present to direct traffic after bus egress.
- By 2:22 PM, parent pickup was complete.
- Queues along Radio Station Road were dissipated by 2:26 PM.
- Site queuing at the south access point was clear by 2:28:30 PM.
- After this time, no substantial operations were noted on site.
- In summary, exiting queuing and delay was found to be somewhat heavy for a 10-minute period.

BACKGROUND TRAFFIC CONDITIONS

Design Year

La Plata High School will remain open to students throughout the construction process. It is expected that the new facility will be open to students by the year 2029. To account for regional growth along Rosewick Road/St. Charles Parkway, La Plata Road, and Radio Station Road, a 1% annual growth rate was added to all thru movements and turning movements at these intersections for a three-year period. The traffic volumes along Radio Station Road were flowed from north to south. Figure 6 summarizes the regional traffic growth. Adding the regional growth to the existing peak hour traffic volumes results in the 2029 base peak hour traffic volumes as detailed in Figure 7.

Background Traffic

In consultation with representatives from the Town of La Plata and Charles County, a total of eight background developments were identified within the vicinity of La Plata High School. They include the following:

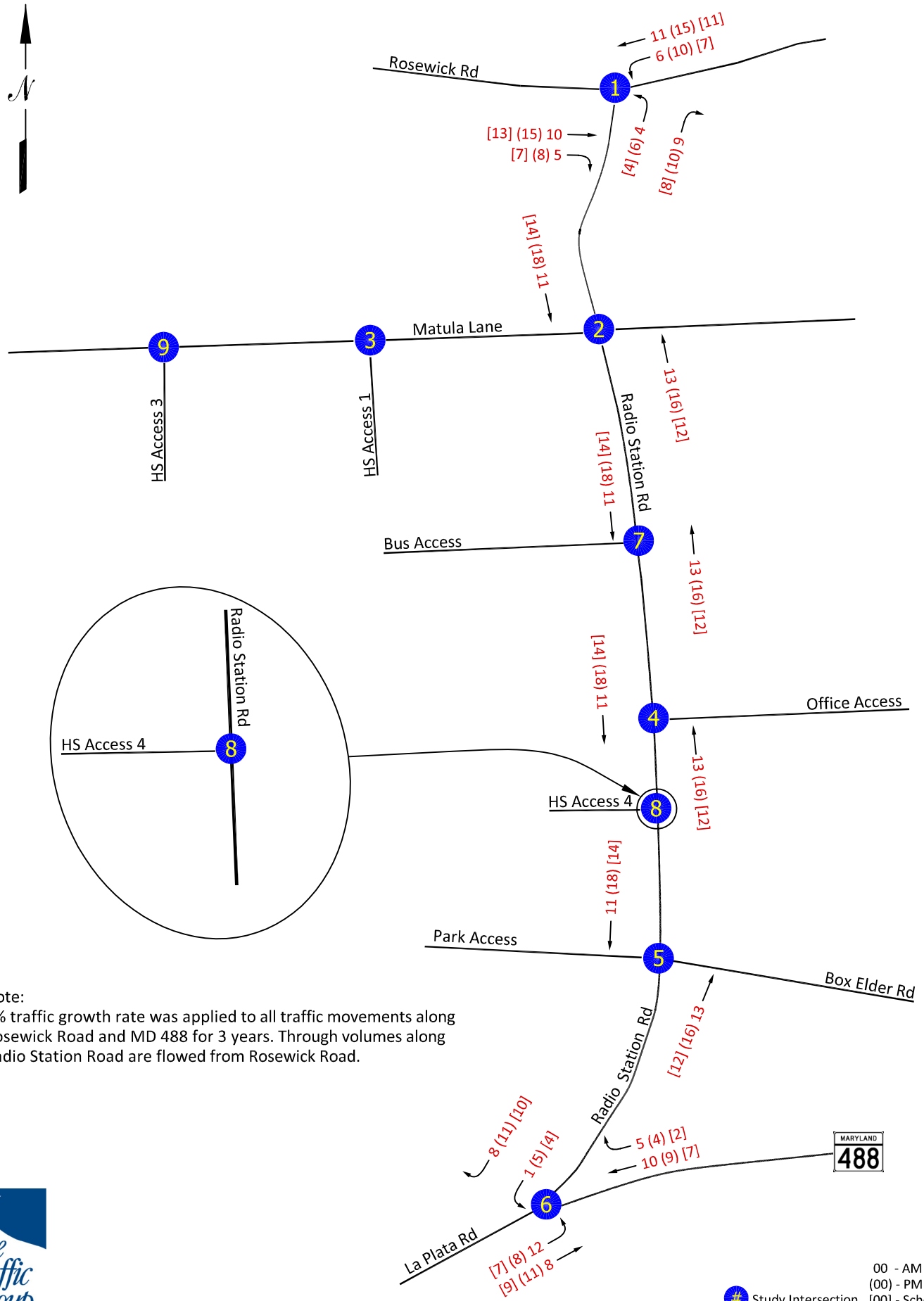
1. Parklands
2. Horizon
3. Cool Springs
4. Pinegrove
5. Villages of Rosewick
6. Schultz Property
7. Rosewick Corner and Rosewick II Apartments
8. Sage Point

A map showing the relative location of each of the background developments within a 2-mile radius from La Plata High School can be found in Figure 8.

ITE's Trip Generation (12th Edition) was utilized to establish peak hour trips associated with the background developments. In addition, Lenhart Traffic Consulting prepared a Traffic Impact Study for Pinegrove, which was utilized for several of the background trip generation and distributions as noted in Table 1. It is noted there may have been modifications or updates to the Traffic Impact Study, however, it is not expected that the changes would result in major impacts at study intersections.

The reconstruction of La Plata High School is intended to serve potential residential uses associated with these background developments. While they are incorporated within this Traffic Impact Study as background traffic, the site trips could result in effective double counting as background trips and site trips would both be potentially destined to La Plata High School.

Figure 6. Regional Traffic Growth



Note:
1% traffic growth rate was applied to all traffic movements along Rosewick Road and MD 488 for 3 years. Through volumes along Radio Station Road are flowed from Rosewick Road.

Figure 7. 2029 Base Peak Hour Traffic Volumes

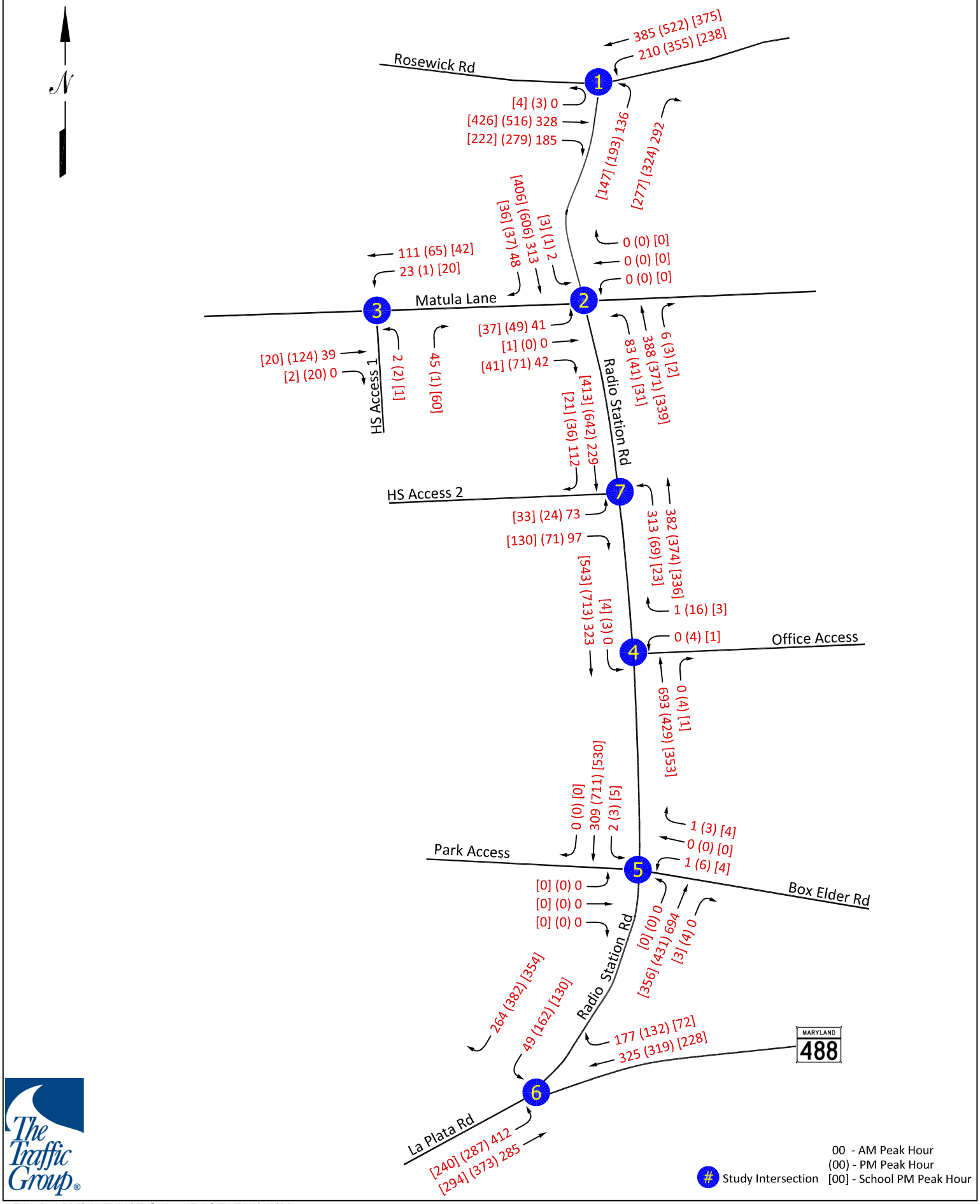
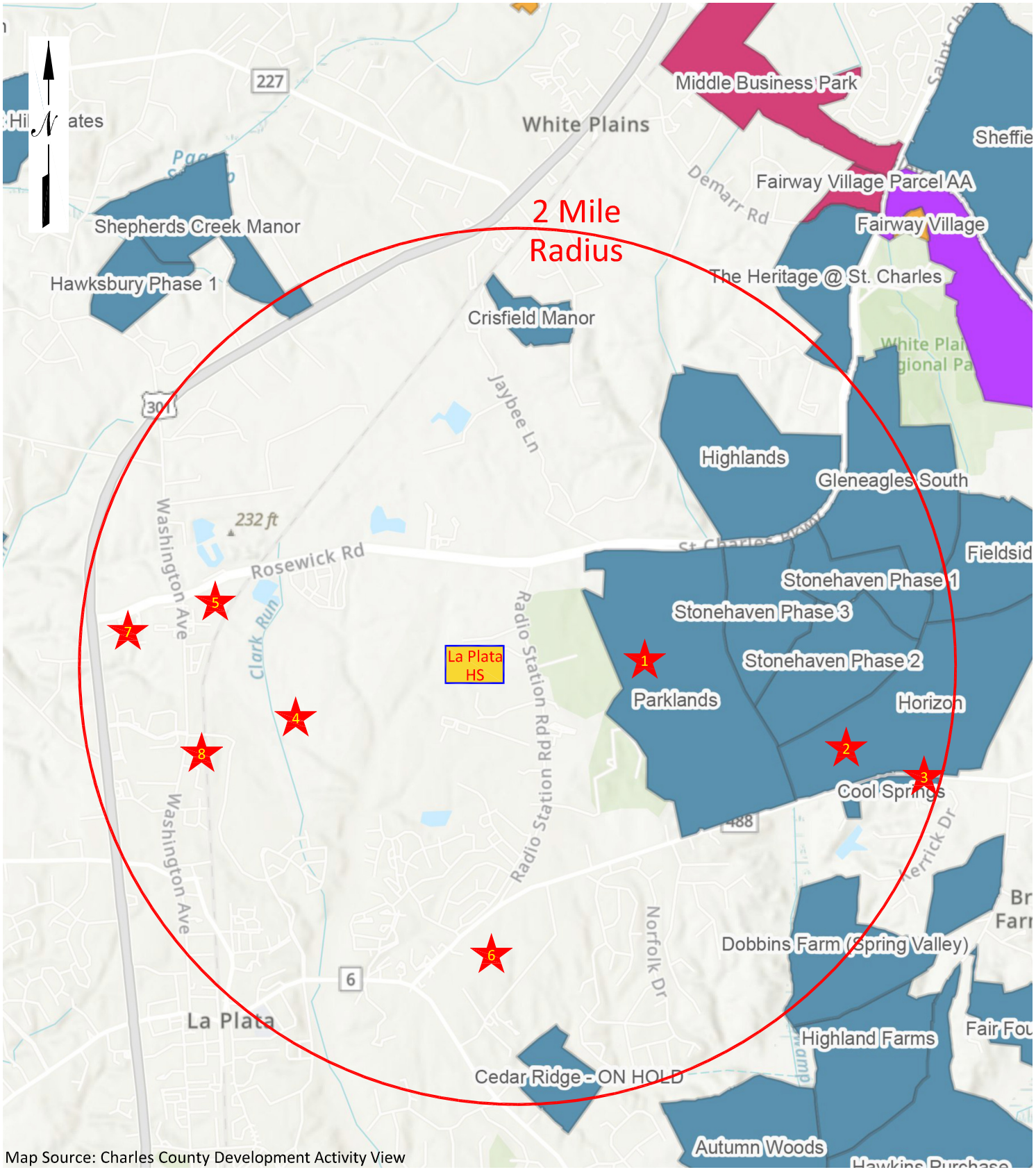


Figure 8. Location Map for Background Developments



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Background Developments

Land Use	Size		AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total
1. Parklands, PLREV-25002 - Plan Approved								
Approved Plan - Senior Adult Living 490 SFD and 512 Townhouse								
Built units - 268 SFD and 287 Townhouse								
Remaining Units								
Senior Adult Housing - Single Family (ITE-251)	555	units	45	87	132	104	67	171
2. Horizon, PLREV-250006 - Plan Approved								
Single Family Detached (ITE-210)	425	units	78	212	290	226	138	364
Single Family Attached (ITE-215)	667	units	94	284	378	212	160	372
Total Trips			***172***	***496***	***668***	***438***	***298***	***736***
3. Cool Springs, XPN100010 - Final Plat Recorded								
Single Family Detached (ITE-210)	8	units	3	8	11	6	3	9
4. Pinegrove Development [1/]								
Neighborhood A & C			37	98	135	98	67	165
Neighborhood B			3	22	25	25	19	44
Neighborhood D,E,G and L			18	182	200	236	147	383
Neighborhood F & H			26	107	133	108	73	181
Neighborhood I & J			8	90	98	110	74	184
Neighborhood K			0	0	0	0	0	0
Neighborhood M			59	50	109	22	26	48
Neighborhood N			12	34	46	38	23	61
Neighborhood O			0	0	0	0	0	0
Neighborhood P			399	228	627	368	471	839
Neighborhood Q			9	100	109	142	87	229
Total Full Build Out Trips for Pinegrove			***571***	***911***	***1482***	***1147***	***987***	***2134***
5. Villages of Rosewick [1/]								
Multifamily Housing, Mit-Rise	40	units	7	6	13	5	7	12
Mid Rise Residential w/1st Floor Commercial	192	units	16	42	58	48	21	69
Shopping Center	9,600	sq.ft.	6	3	9	18	19	37
Pass-by			0	0	0	-6	-7	-13
General Office	28,800	sq.ft.	28	5	33	5	28	33
Total Trips for Village of Rosewick			***57***	***56***	***113***	***70***	***68***	***138***
6. Schultz Property [1/]								
Single Family Detached	24	units	5	17	22	16	10	26
Multifamily Housing, Mid-Rise	120	units	11	30	41	32	21	53
Total Trips for Schultz Property			***16***	***47***	***63***	***48***	***31***	***79***
7. Rosewick Corner & Rosewick II Apartments		Fully Built						
8. Sagepoint		Fully Built						

Note: 1. Trip information obtained from Traffic Impact Analysis for Pinegrove Development.
Prepared by Lenhart Traffic Consulting, Inc. Revised and Submitted March 12, 2026.

The Traffic Group®

Table 1
Trip Generation For
Background Developments

A visual inspection in March 2026 revealed that Rosewood Corner and Rosewood II Apartments and Sage Point are fully built. As a result, there is no additional impact associated with these developments. Table 1 summarizes the trip generation for each of the background developments.

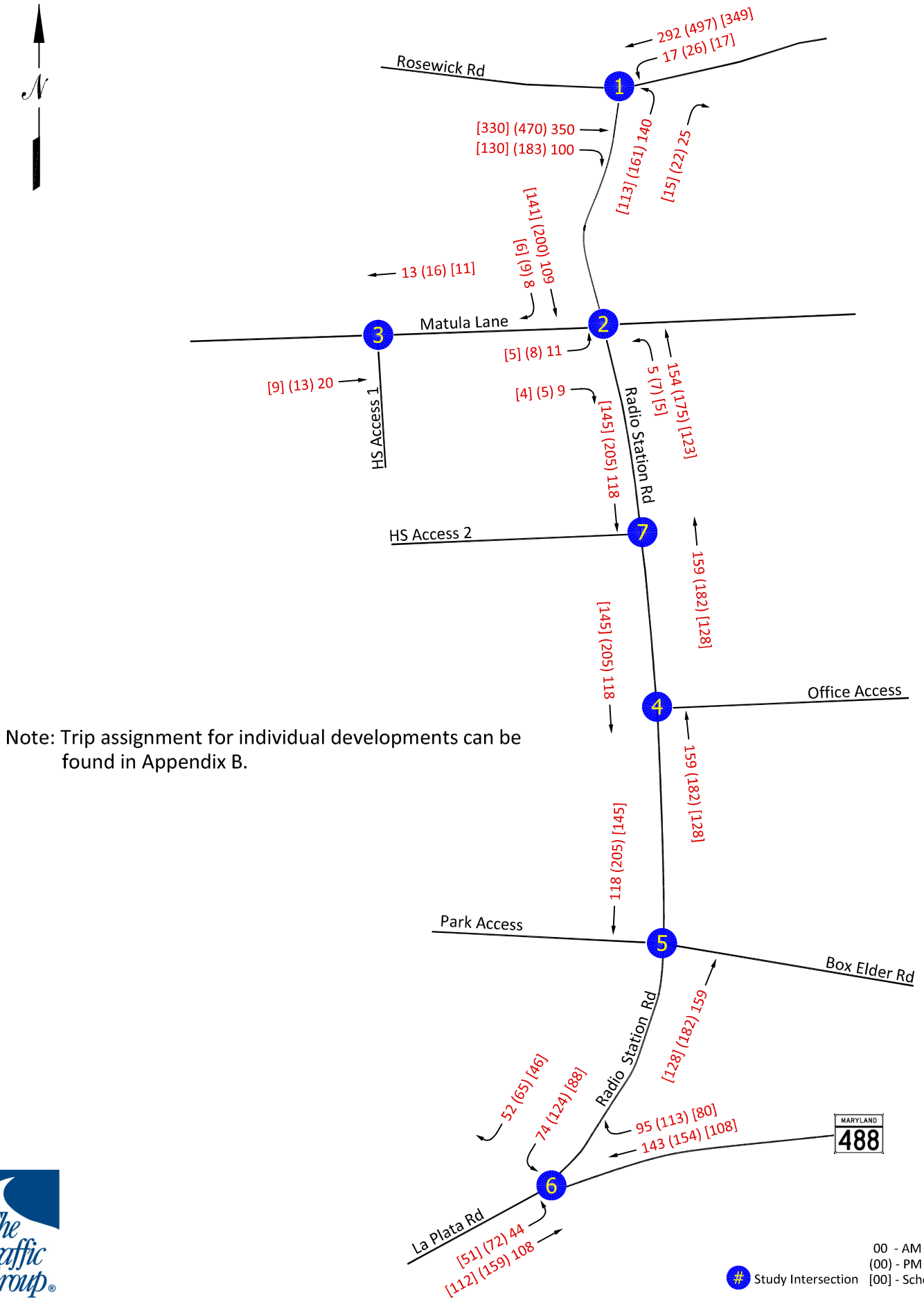
Based on data contained in the Pine Grove Development Traffic Impact Study, background trips were distributed to the surrounding road network as shown in Figure 9. Full details for individual groups of background developments can be found in Appendix B.

As shown within Figure 9, significant peak hour background trips will utilize Radio Station Road. As noted above, it is likely that some of these background trips could potentially be related to La Plata High School. Adding the base peak hour traffic volumes to the combined background trips results in the 2029 background peak hour traffic volumes as shown in Figure 10.

Proposed Multimodal Path

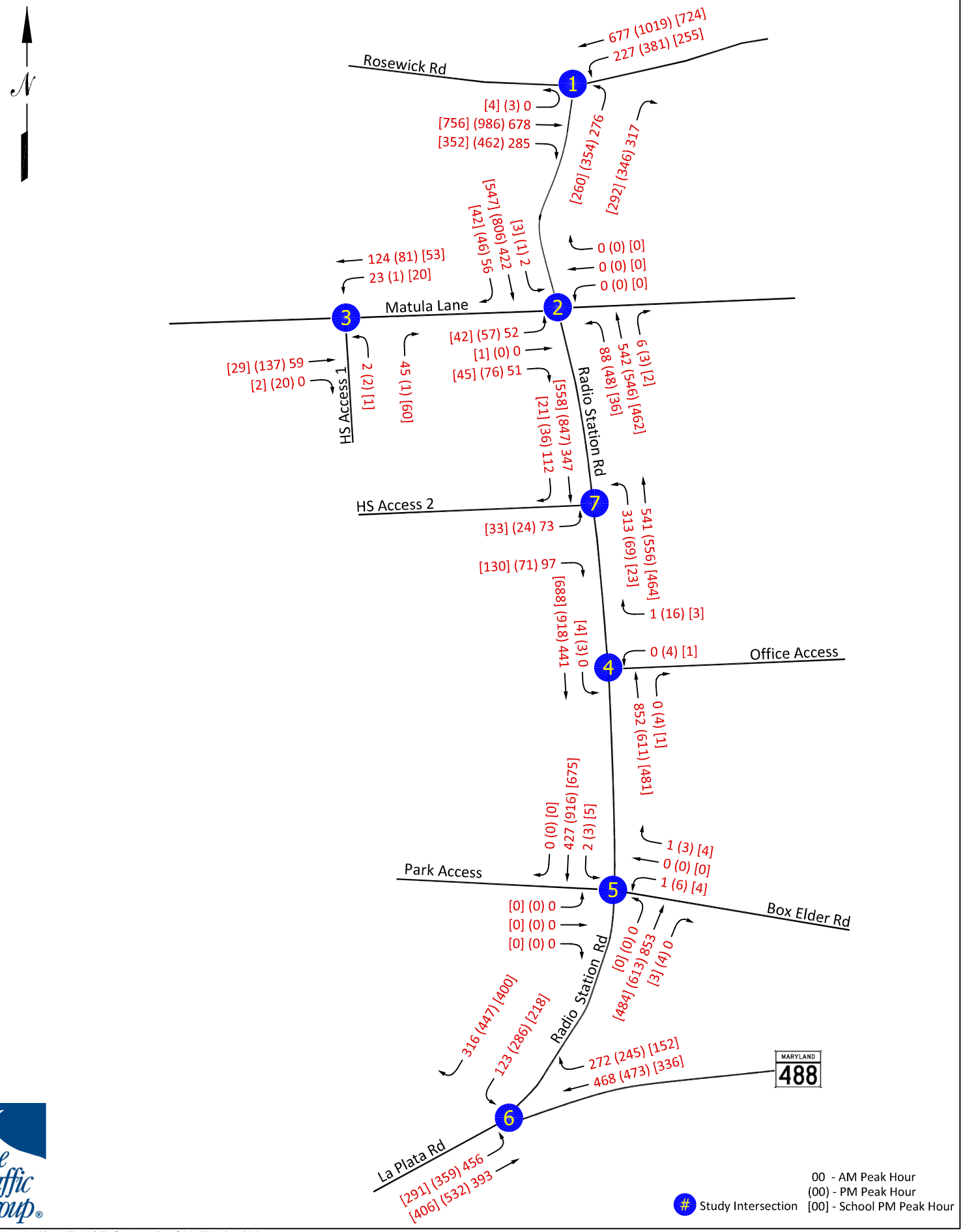
The Town of La Plata in partnership with Charles County Government intends to construct a 10-foot-wide multimodal path from Milton M. Somers Middle School northward to Rosewick Road. The path will continue along Radio Station Road in the vicinity of the site. Charles County Board of Education will work with County and Town representatives to ensure that the future design can be accommodated on site.

Figure 9. Combined Trip Assignment for Background Developments



Note: Trip assignment for individual developments can be found in Appendix B.

Figure 10. 2029 Background Peak Hour Traffic Volumes



TOTAL TRAFFIC CONDITIONS

Site Information

La Plata High School is located on the west side of Radio Station Road in the Town of La Plata, Charles County, Maryland. More generally, the site is situated between Rosewick Road/ St. Charles Parkway to the north and MD 488 to the south.

A total of 1,200 students currently attend the school. At completion of the buildout of this site, La Plata High School will accommodate up to 1,600 students. Modifications are proposed to the site access, including:

- Relocating driveways along Matula Lane to provide a longer parent pick-up/drop-off loop and faculty parking area.
- Provide a new bus-only access to Radio Station Road.
- Expand the existing south parking lot and provide a new access to Radio Station Road.

Each of the access points will primarily operate under stop control. Police direction, however, will occur as needed to facilitate safe and efficient ingress and egress operations during school peak times, especially during the AM arrival time and bus dismissal time. A concept plan showing the proposed development of La Plata High School can be found in Figure 11.

Trip Generation/Distribution

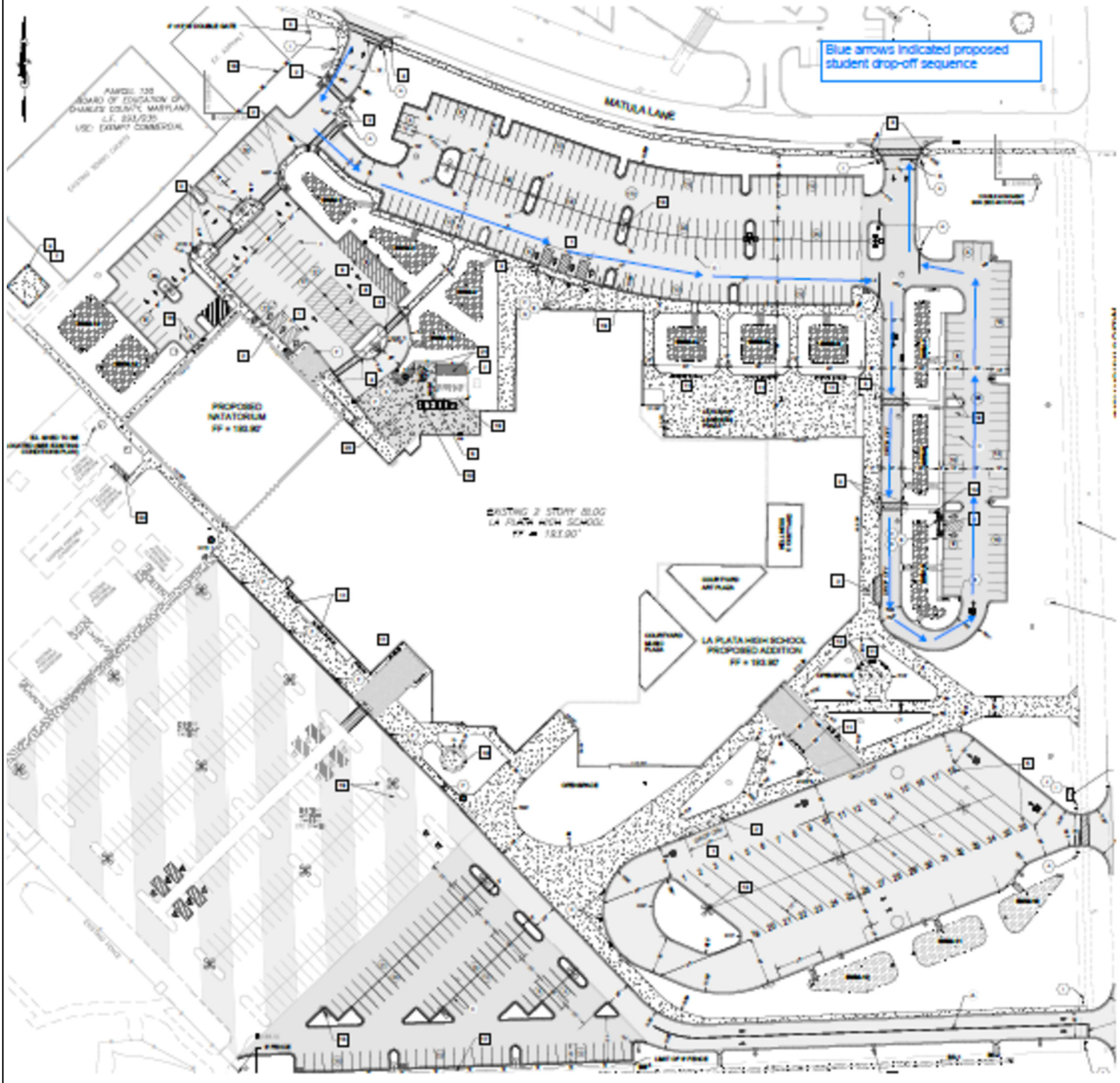
ITE's Trip Generation (11th Edition) was utilized to quantify trips associated with the proposed development. It was observed that many peak hour trips along Matula Lane were associated with the adjacent elementary school instead of the high school. As a result, an accurate driveway count is not available.

The existing 1,200 student capacity was compared to the future capacity of 1,600 students for each of the three peak periods. Table 2 summarizes the existing projected increase in trips, which is 137 during the AM peak hour generator, 124 during the PM dismissal peak, and 60 during the PM adjacent street peak.

As noted above, thru traffic along Radio Station Road associated with background trips could be utilizing La Plata High School as a destination. The capacity for the school is intended to increase as a result of the residential developments approved in the vicinity of this area.

To account for the modifications to the school access points, all existing site trips were removed from the roadway network as shown in Figure 12. Figure 13 incorporates the new trip assignment for La Plata High School accounting for the parent pick-up/drop-off loop to the north and the main high school access for student parking to the south. The bus access is also shown as a separate location. Adding the site trips to the background peak hour traffic volumes results in the 2029 total peak hour traffic volumes as shown in Figure 14.

Figure 11. Site Concept Plan



Trip Generation Rates

Formula/Rate	Directional Distribution					
	AM Peak		PM Peak		School PM Peak	
	IN	OUT	IN	OUT	IN	OUT
High School (Students, ITE-525)						
Ln(AM School Peak Hour Trips) = 0.71 x Ln(Students) + 1.37	68%	32%	48%	52%	33%	67%
PM Peak Hour Trips = 0.15 x Students						
PM School Peak Hour Trips = 0.31 x Students						

** Trip rates obtained from ITE Trip Generation Manual 12th Edition, 2025.

Trip Generation

Land Use	Size		AM Peak Hour			PM Peak Hour			School PM Peak Hour		
			In	Out	Total	In	Out	Total	In	Out	Total
La Plata High School											
Existing School Capacity	1200	Students	411	193	604	86	94	180	123	249	372
Future School Capacity	1600	Students	504	237	741	115	125	240	164	332	496
Increased Trips			**93**	**44**	**137**	**29**	**31**	**60**	**41**	**83**	**124**

Figure 12. Trip Adjustment For New School Access Points

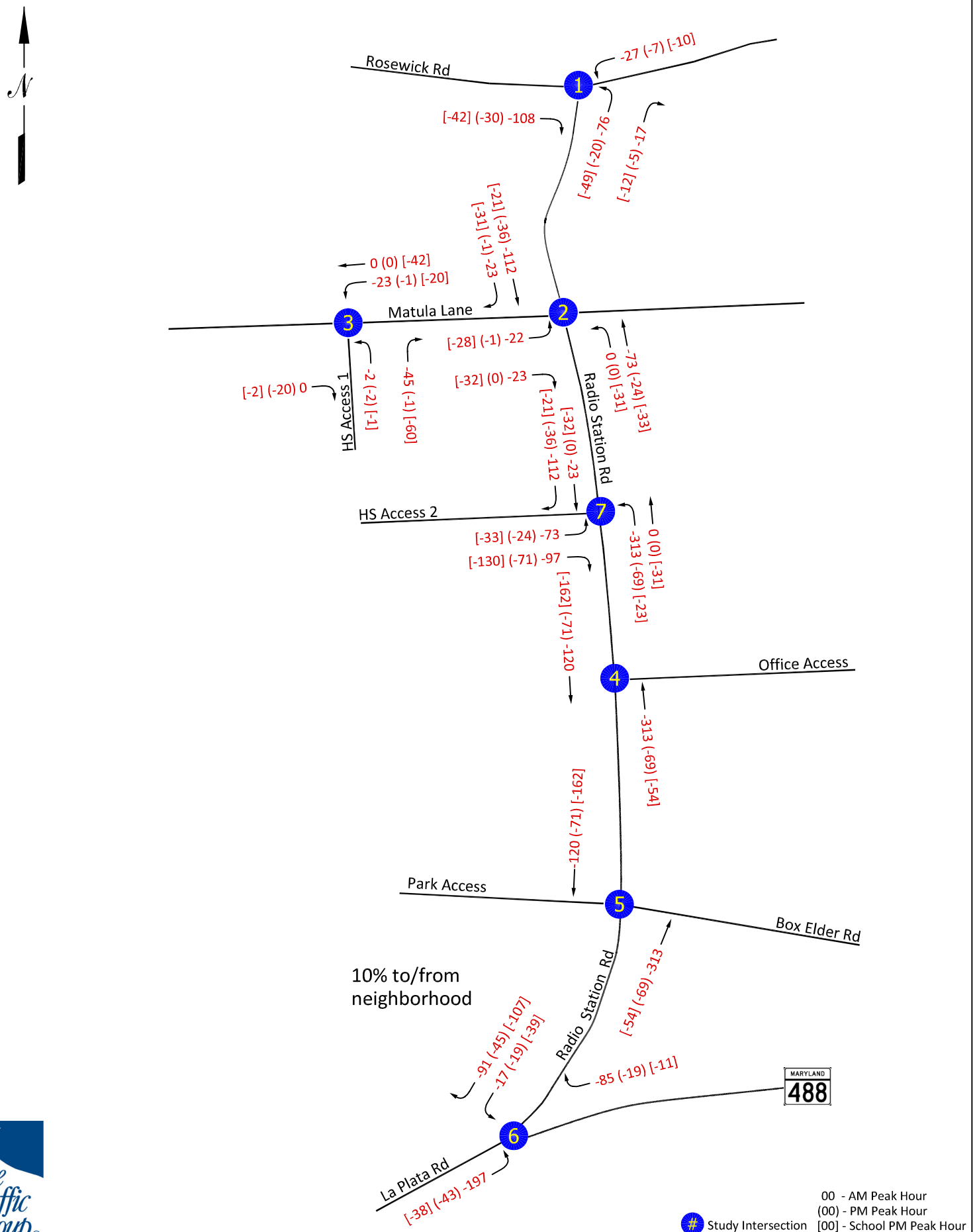


Figure 13. Trip Assignment for La Plata High School

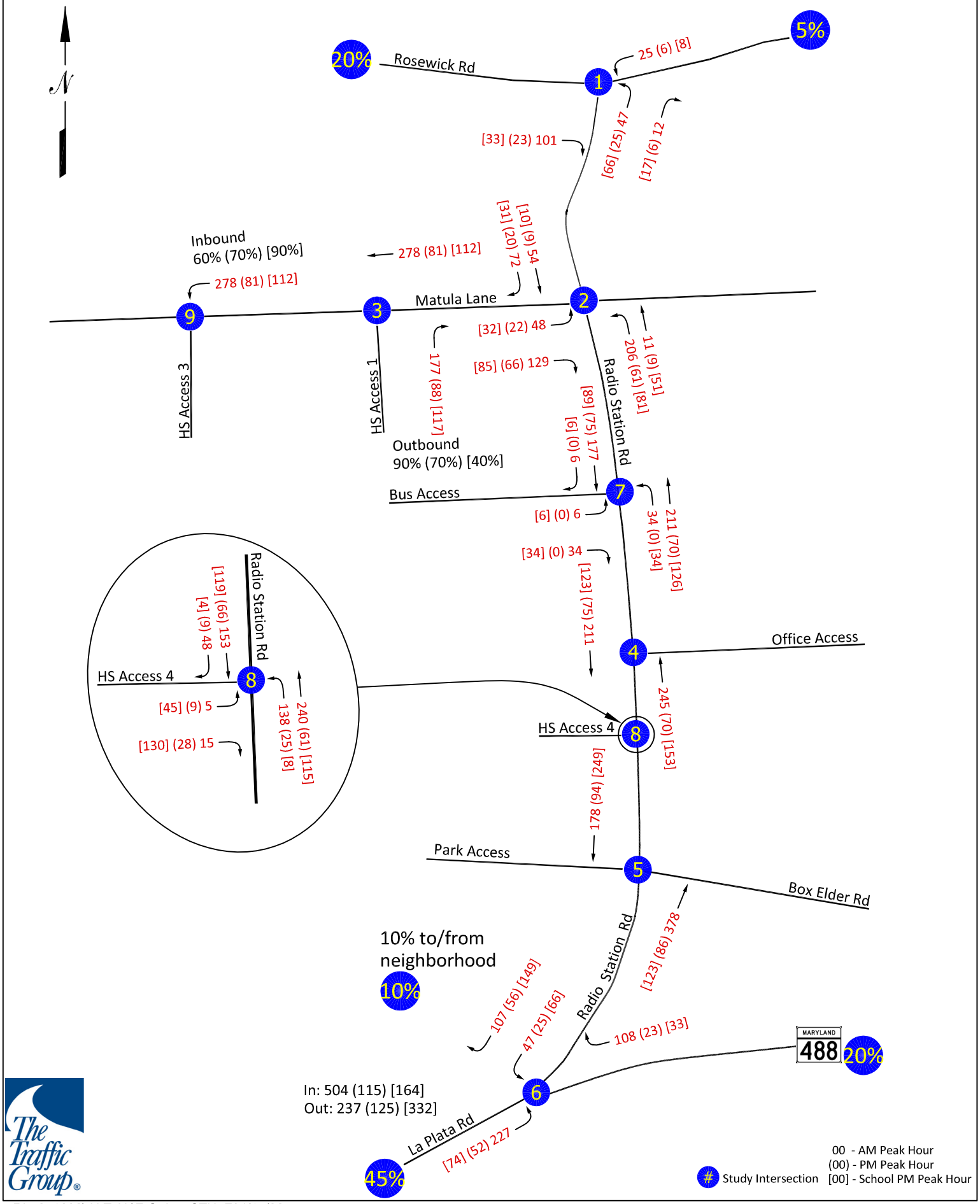
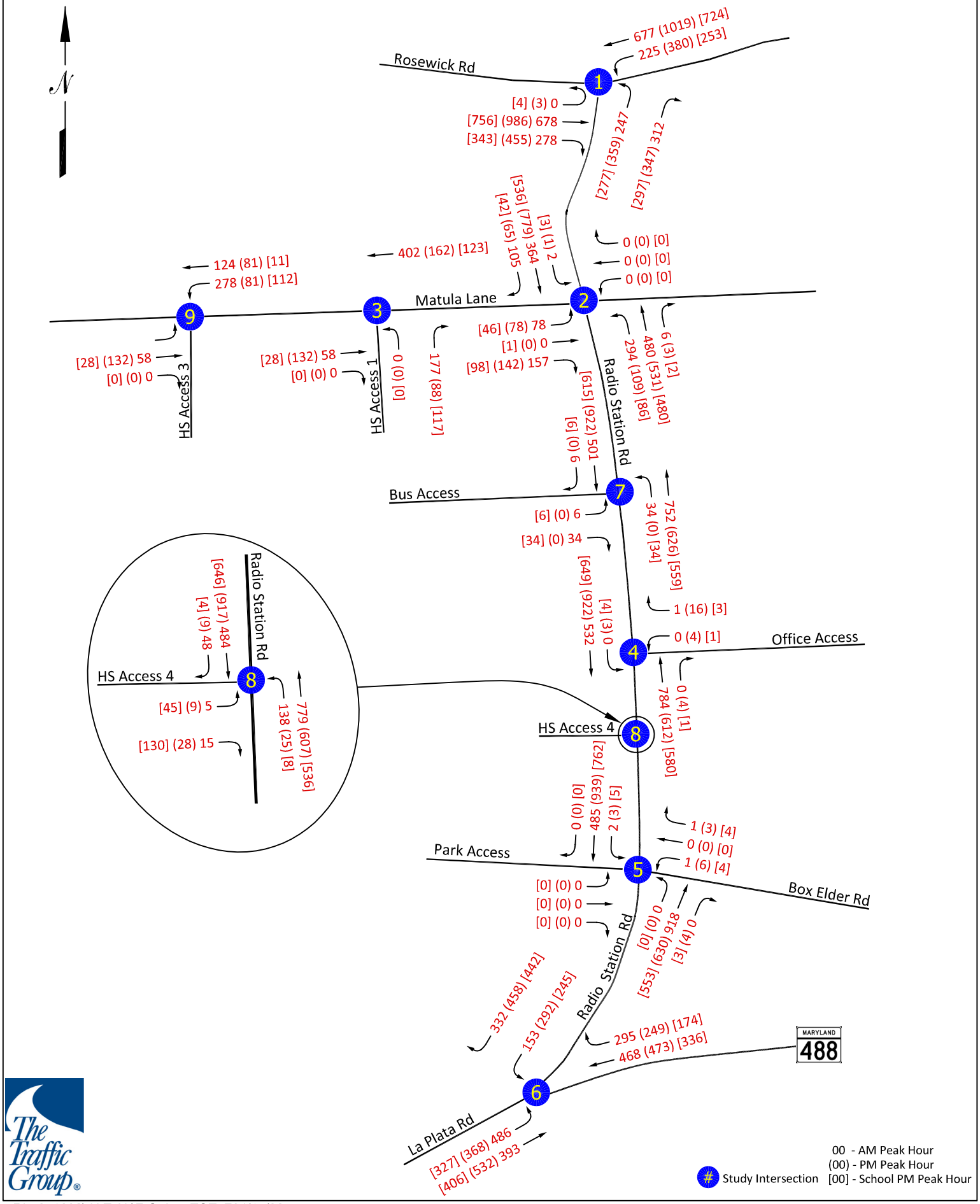


Figure 14. 2029 Total Peak Hour Traffic Volumes



INTERSECTION CAPACITY ANALYSIS

Intersection capacity analysis was undertaken for each of the study intersections for the AM peak hour, PM peak hour, and school PM peak hour using both HCM and CLV methodologies. HCM accounts for traffic volumes, lane configurations, and traffic control to establish levels of service for the overall intersection and for minor approaches at unsignalized locations. CLV, however, reviews the opposing critical traffic volumes and lane use only from a planning perspective.

The CLVs are summarized in Table 3. As shown, Level of Service "A" conditions were found for the existing conditions at each of the intersections. Under background and total conditions, adequate Level of Service "D" or better conditions are projected at all study intersections.

HCM analysis is summarized in Tables 4 through 6 for the AM, PM, and school PM peak hours, respectively. Peak hour factors were calculated at each intersection and used within the analysis. The peak hour factors ranged from very high, close to 1.0 at outlying intersections representing a consistent traffic flow over the course of the hour, down to 0.76 at the site access, which represents a significant spike in traffic, which is expected at a school. The peak hour factors were carried through to background and total conditions.

Complete capacity worksheets can be found in Appendix C. A review of the HCM analysis reveals that all intersections are currently operating with an adequate level of service during all three peak periods. It is noted that the Radio Station Road intersections with Matula Lane and high school south access utilize police direction during the AM peak from 7:00 AM to 7:30 AM, which effectively mimics traffic signalization. The use of police direction allows for the intersections to be modeled as signalized. With the utilization of police direction, adequate levels of service are found. It is noted that heavy queuing was observed at the south site access point resulting from a heavy northbound left turn volume, heavy opposing southbound thru volume, and parent drop-offs exiting the school.

During the PM peak hour and school PM peak hour, adequate levels of service were observed. It is important to note that police direction did stop traffic along Radio Station Road for a brief 2-minute period to allow all buses to exit the site at the same time.

Under background conditions, level of service deficiencies are noted at the following intersections:

- MD 488 at Radio Station Road (AM peak)
- Radio Station Road at High School Access 2 (AM peak, PM peak, and school PM peak)
- Radio Station Road at Matula Lane (PM peak)
- Radio Station Road at Box Elder Road (PM peak and school PM peak)

Intersection	LOS/CLV		
	Existing Traffic	Backg'd Traffic	Total Traffic
AM Peak Hour			
1. Rosewick Rd at Radio Station Rd	A/511	A/876	A/845
2. Radio Station Rd at Matula Ln	A/472	A/653	A/897
3. Matula Ln at HS Access 1	A/183	A/196	A/579
4. Radio Station Rd at Office Access	A/375	A/470	A/533
5. Radio Station Rd at Box Elder Rd	A/685	A/857	A/922
6. MD 488 at Radio Station Rd	A/935	D/1319	D/1402
7. Radio Station Rd at HS Access 2	A/701	A/830	
(Bus Access for Total)			A/792
8. Radio Station Rd at HS Access 4			A/799
9. Matula Ln at HS Access 3			A/430
PM Peak Hour			
1. Rosewick Rd at Radio Station Rd	A/808	C/1277	C/1281
2. Radio Station Rd at Matula Ln	A/751	A/989	B/1110
3. Matula Ln at HS Access 1	A/148	A/161	A/250
4. Radio Station Rd at Office Access	A/721	A/947	A/951
5. Radio Station Rd at Box Elder Rd	A/708	A/934	A/957
6. MD 488 at Radio Station Rd	A/874	D/1363	D/1382
7. Radio Station Rd at HS Access 2	A/788	B/1011	
(Bus Access for Total)			A/922
8. Radio Station Rd at HS Access 4			A/979
9. Matula Ln at HS Access 3			A/213
School PM Peak Hour			
1. Rosewick Rd at Radio Station Rd	A/601	A/931	A/946
2. Radio Station Rd at Matula Ln	A/508	A/677	A/773
3. Matula Ln at HS Access 1	A/125	A/136	A/240
4. Radio Station Rd at Office Access	A/541	A/700	A/661
5. Radio Station Rd at Box Elder Rd	A/534	A/693	A/780
6. MD 488 at Radio Station Rd	A/650	A/997	B/1082
7. Radio Station Rd at HS Access 2	A/585	A/744	
(Bus Access for Total)			A/689
8. Radio Station Rd at HS Access 4			A/829
9. Matula Ln at HS Access 3			A/140

TABLE 3
Results of Intersection Capacity Analysis
(CLV)

HCM - AM Peak Hour

Intersection	Control Type	LOS/Delay (second/vehicle)		
		Existing Traffic	Backg'd Traffic	Total Traffic
1. Rosewick Rd at Radio Station Rd	Signal	B/17.6	B/19.3	C/20.5
EB		B/18.9	C/21.4	C/25.5
WB		A/8.4	A/9.5	B/12.2
NB		C/28.9	C/30.9	C/25.4
2. Radio Station Rd at Matula Ln				
w/Police Direction	***Signal***	***B/13.7***	***B/15.4***	***B/19.1***
EB		B/19.1	B/19.3	C/21.5
NB		A/9.7	B/10.7	B/16.3
SB		B/17.7	C/20.8	C/22.5
3. Matula Ln at HS Access 1	Two Way			
WB/LT	Stop	A/1.4	A/1.3	---
NB/LR		A/9.6	A/9.7	A/9.7
4. Radio Station Rd at Office Access	Two Way			
WB/LR	Stop	B/11.0	B/12.0	B/11.6
SB/LT		---	---	---
5. Radio Station Rd at Box Elder Rd	Two Way			
WB/LTR	Stop	C/20.7	D/30.9	E/37.1
NB/LT		---	---	---
SB/LTR		A/0.1	A/0.1	A/0.1
6. MD 488 at Radio Station Rd	Signal	C/26.8	E/68.6	E/74.0
EB		C/26.2	D/39.5	D/42.9
WB		D/36.0	F/129.3	F/141.0
SB		B/13.4	C/22.6	C/28.4
7. Radio Station Rd at HS Access 2				
w/Police Direction	***Signal***	***C/33.3***	***D/47.8***	
EB		C/33.7	C/33.7	
NB		C/31.9	C/30.9	
SB		D/35.8	F/84.3	
Future Bus Access				
EB/LR	Two Way			D/32.8
NB/L	Stop			B/11.6
8. Radio Station Rd at HS Access 4	Two Way			
EB/LR	Stop			C/21.4
NB/L				A/9.3
9. Matula Ln at HS Access 3	Two Way			
WB/LT	Stop			A/6.0

TABLE 4
Results of Intersection Capacity Analysis
(AM Peak Hour)

HCM - PM Peak Hour

Intersection	Control Type	LOS/Delay (second/vehicle)		
		Existing Traffic	Backg'd Traffic	Total Traffic
1. Rosewick Rd at Radio Station Rd	Signal	B/18.0	C/21.4	C/21.7
EB		C/20.1	C/24.0	C/24.6
WB		A/9.6	B/13.8	B/13.7
NB		C/29.1	C/31.4	C/31.6
2. Radio Station Rd at Matula Ln	Two Way			
EB/LTR	Stop	D/31.1 1/	F/162.8 1/	F/495.1 1/
NB/L		A/9.6	B/11.0	B/10.8
SB/LT		A/<0.1	A/<0.1	A/<0.1
w/Police Direction	***Signal***			***C/23.4***
3. Matula Ln at HS Access 1	Two Way			
WB/LT	Stop	A/0.1	A/0.1	---
NB/LR		B/10.3	B/10.6	B/10.5
4. Radio Station Rd at Office Access	Two Way			
WB/LR	Stop	B/12.8	C/17.7	C/17.7
SB/LT		A/0.1	A/0.1	A/0.1
5. Radio Station Rd at Box Elder Rd	Two Way			
WB/LTR	Stop	C/22.1	E/39.5	E/42.0
NB/LT		---	---	---
SB/LTR		A/0.1	A/0.1	A/0.1
6. MD 488 at Radio Station Rd	Signal	B/19.2	C/31.5	C/32.9
EB		B/14.7	C/20.9	C/22.1
WB		C/30.9	D/45.4	D/46.2
SB		B/15.0	C/30.9	C/33.2
7. Radio Station Rd at HS Access 2 (Bus Access for Total)	Two Way			
EB/LR	Stop	C/19.7	E/35.8	---
NB/L		A/7.5	B/10.4	B/10.0
8. Radio Station Rd at HS Access 4	Two Way			
EB/LR	Stop			D/28.0
NB/L				B/10.4
9. Matula Ln at HS Access 3	Two Way			
WB/LT	Stop			A/4.1

Note: 1. Elementary school dismissal results in higher observed delay from 4:00 - 4:15 only.

TABLE 5
Results of Intersection Capacity Analysis
(PM Peak Hour)

HCM - School PM Peak Hour

Intersection	Control Type	LOS/Delay (second/vehicle)		
		Existing Traffic	Backg'd Traffic	Total Traffic
1. Rosewick Rd at Radio Station Rd	Signal	B/17.6	B/18.8	B/18.9
EB		B/19.3	C/21.8	C/21.7
WB		A/8.6	A/9.6	A/9.6
NB		C/28.0	C/28.9	C/29.2
2. Radio Station Rd at Matula Ln	Two Way			
EB/LTR	Stop	C/17.2	D/28.7	E/38.1
NB/L		A/8.9	A/9.6	A/9.1
SB/LT		A/0.1	A/0.1	A/0.1
w/Police Direction	***Signal***			***B/16.5***
3. Matula Ln at HS Access 1	Two Way			
WB/LT	Stop	A/2.5	A/2.1	---
NB/LR		A/8.8	A/8.9	A/9.2
4. Radio Station Rd at Office Access	Two Way			
WB/LR	Stop	B/13.2	C/17.7	C/19.3
SB/LT		A/0.1	A/0.1	A/0.2
5. Radio Station Rd at Box Elder Rd	Two Way			
WB/LTR	Stop	C/19.0	D/30.0	E/39.6
NB/LT		---	---	---
SB/LTR		A/0.2	A/0.2	A/0.2
6. MD 488 at Radio Station Rd	Signal	B/17.0	C/21.6	C/23.6
EB		B/13.7	B/16.6	B/18.6
WB		C/28.1	C/32.2	C/34.2
SB		B/13.8	B/18.9	C/21.1
7. Radio Station Rd at HS Access 2 (Bus Access for Total)	Two Way			
EB/LR	Stop	C/22.2	E/47.6	D/34.4
NB/L		A/8.9	A/9.7	B/12.8
8. Radio Station Rd at HS Access 4	Two Way			
EB/LR	Stop			N/A [1/]
NB/L				A/9.1
9. Matula Ln at HS Access 3	Two Way			
WB/LT	Stop			A/6.8

Note: 1. Police direction will occur for a 2-minute period to facilitate all bus egress.

The same level of service deficiencies are projected to continue into the total condition. It is noted that modifications to High School Access 2 will result in bus access only at that location. Below, each of the intersection's deficiencies are described further.

Radio Station Road at Matula Lane

Police direction controlled traffic at this intersection from 7:00 AM to 7:30 AM. As a result of police direction, the modeled traffic signal resulted in adequate levels of service during the AM peak period. During the PM peak period, a high level of delay was noted from 4:00 to 4:15 PM. This is likely due to elementary school dismissal along the roadway. To reduce delay during this period, consideration could be given to providing police direction. As shown in Table 5, Level of Service "C" is achieved during the PM peak with the introduction of police direction, which mimics traffic signalization. Similarly, during the total traffic condition, Level of Service "E" was found for the minor street approach at this intersection. The introduction of police direction as necessary, modeled as traffic signalization, would result in Level of Service "B" conditions.

Radio Station Road at Box Elder Road

Level of Service "E" conditions are noted at this location under background and total conditions. At unsignalized locations, high levels of delay can sometimes be reported on minor approaches where little to no traffic is observed. In this case, fewer than 10 vehicles are projected to utilize the minor approach during the course of the respective peak hours. While average delay is high for these vehicles on the minor approach, there is little to no delay for thru traffic along Radio Station Road. Improvements are not feasible to address the minimal traffic delay incurred by the minor street vehicles at this approach.

MD 488 at Radio Station Road

The signalized intersection at this location is projected to operate at Level of Service "E" conditions during the AM peak period under background conditions. Level of Service "E" is projected to continue into the future with the additional traffic associated with La Plata High School. It is important to recognize the approved background developments at this location add significant traffic to the network. In fact, if the site traffic is added to the existing traffic only, adequate levels of service would be available at the intersection. Since the impact is related to the approved background developments, Charles County Public Schools should not be responsible for providing improvements at this signalized off-site location.

Radio Station Road at High School Access 2

The existing south access to Radio Station Road features police direction during the AM peak only. During this time, adequate levels of service are achieved. In the future, the access point will be converted to a bus access only. It is anticipated that police direction will occur for a 2-minute period to facilitate bus egress during this time. No further improvements are recommended at this intersection.

Queuing analysis was undertaken for the off-site signalized intersections. The results are summarized in Tables 7A and 7B. A review shows that queuing can be accommodated within the provided turn bays at all locations with the exception of the northbound left turn lane along Radio Station Road at Rosewick Road. Under the background and total conditions, the projected queue length exceeds the provided turn bay. The development of La Plata High School will contribute less than one vehicle to the 95th percentile projected queue lengths. In addition, there is additional shoulder space available to accommodate queue spillback. As a result, no further improvements should be required.

A Synchro model was prepared for the site access points to ensure the peak hour factors were appropriately modeled to account for school arrival and dismissal periods. The queue comparison for the AM and PM school dismissal periods are summarized in Figures 15 and 16, respectively. A review of the figures confirms the observations that were made at this location that the northbound left turn into the existing High School Access 2 (south access) is heavy for the left turn and thru movement. This is a result of conflicting traffic movements at this intersection. In the future, when inbound traffic is reallocated to the new site access point and Matula Lane, significant improvements are made to the queuing condition. Minimal queuing was observed to occur during the PM peak along Radio Station Road. Consideration could be given to providing police direction at the New School Access 4 (new site access for student lot) to assist in egress if necessary.

Site Circulation

Modifications are proposed to the site access points to significantly enhance safety and operations, both along Radio Station Road and internal to the site. Specifically, the two access points along Matula Lane will serve the faculty staff parking area as well as the full-time parent pick-up and drop-off loop. Student parking will be served by the south access point only. A new access point will be utilized for all bus traffic. Bus traffic will be directed out of the site with the assistance of police direction. In addition, police direction will be provided along Radio Station Road at the additional site access points as necessary. The separation of vehicular traffic from bus traffic is optimal. In addition, creating two separate passenger car access points allows for improved levels of service and reduced queuing.

The proposed layout of the site will reduce on-site conflict that currently occurs between the parent pick-up/drop-off loop, bus loop, and student parking area. A total of 49 vehicles could be stored on site without impacting Matula Lane, as shown in Figure 17, which is greater than the current layout, which allows only 34 during the morning and 22 in the afternoon without spilling off site. Figure 18 shows the existing available stacking space.

Through the use of a Transportation Management Plan and staffing on site, double stacking could occur to increase the on-site queue space to approximately 61 vehicles, as shown within Figure 19. This is recommended only if needed to accommodate PM peak queuing. Additional details on site circulation can be found in Appendix E.

Intersection	Available Storage	95th Queue (ft)		
		Existing Traffic	Backg'd Traffic	Total Traffic
AM Peak Hour				
1. Rosewick Rd at Radio Station Rd				
EB/R	800'	120	205	219
WB/L	400'	80	91	108
NB/L	200'	116	256	262 1/
NB/R	---	262	298	307
6. MD 488 at Radio Station Rd				
EB/L	>900'	428	722	799
WB/TR	>900'	480	1477	1550
SB/L	>900'	53	230	308
PM Peak Hour				
1. Rosewick Rd at Radio Station Rd				
EB/R	800'	186	292	334
WB/L	400'	150	216	218
NB/L	200'	154	296	301 1/
NB/R	---	263	294	296
6. MD 488 at Radio Station Rd				
EB/L	>900'	205	373	392
WB/TR	>900'	333	712	725
SB/L	>900'	118	362	385
School PM Peak Hour				
1. Rosewick Rd at Radio Station Rd				
EB/R	800'	134	233	237
WB/L	400'	88	99	101
NB/L	200'	107	206	218 1/
NB/R	---	231	251	255
6. MD 488 at Radio Station Rd				
EB/L	>900'	184	287	337
WB/TR	>900'	241	439	476
SB/L	>900'	97	228	273

Note: 1. Impact by site is less than 1 vehicle, additional shoulder space is available to accommodate spillback.

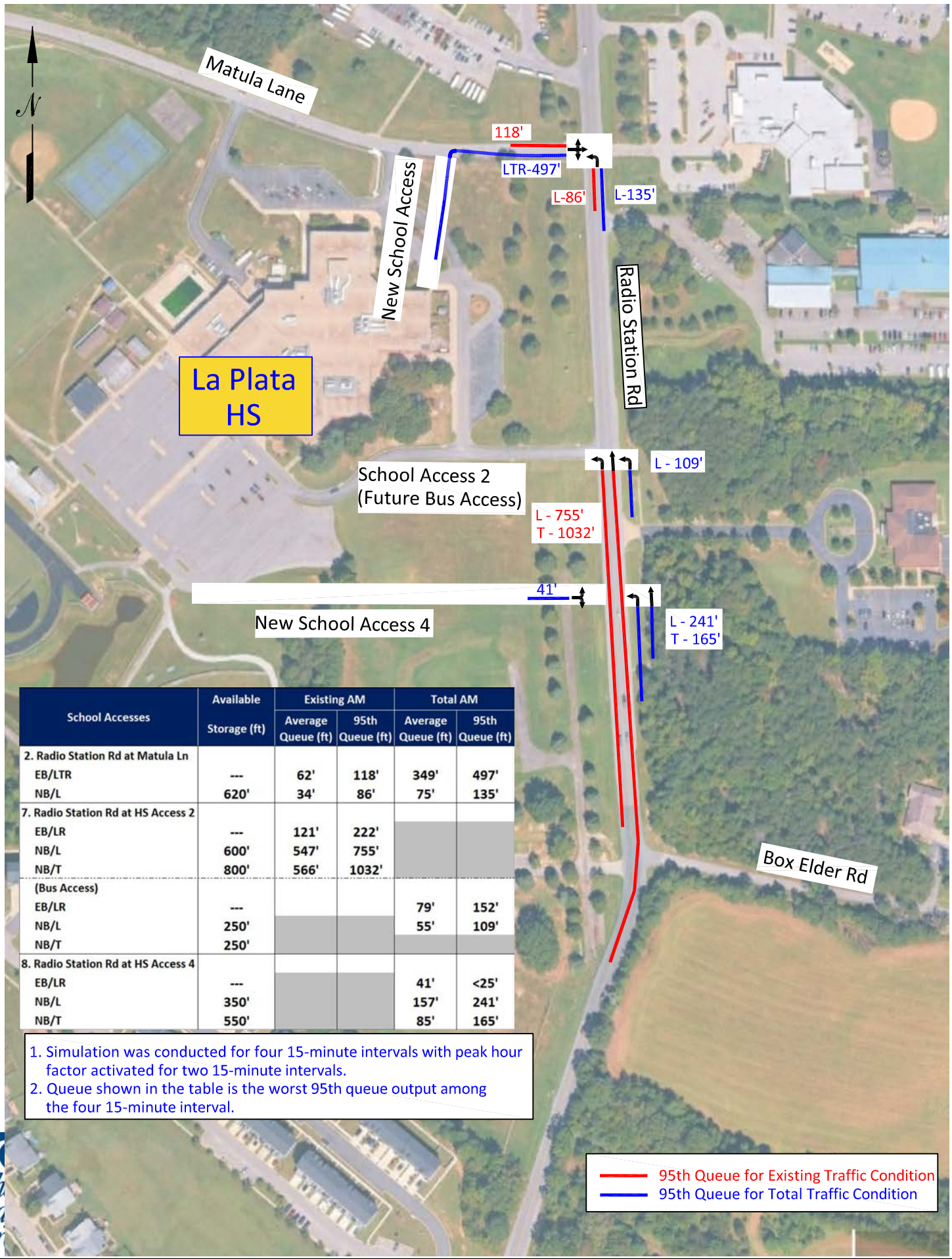
School Accesses	Available Storage (ft)	Existing Traffic		Total Traffic	
		Average Queue (ft)	95th Queue (ft)	Average Queue (ft)	95th Queue (ft)
AM Peak Hour					
2. Radio Station Rd at Matula Ln					
EB/LTR	**---**	**62'**	**118'**	**349'**	**497'**
NB/L	**620'**	**34'**	**86'**	**75'**	**135'**
7. Radio Station Rd at HS Access 2					
EB/LR	**---**	**121'**	**222'**		
NB/L	**600'**	**547'**	**755'**		
NB/T	**800'**	**566'**	**1032'**		
(Bus Access)					
EB/LR	**---**			**79'**	**152'**
NB/L	**250'**			**55'**	**109'**
NB/T	**250'**				
8. Radio Station Rd at HS Access 4					
EB/LR	**---**			**41'**	**<25'**
NB/L	**350'**			**157'**	**241'**
NB/T	**550'**			**85'**	**165'**
School PM Peak Hour					
2. Radio Station Rd at Matula Ln					
EB/LTR	**---**	**61'**	**119'**	**242'**	**413'**
NB/L	**620'**	**32'**	**79'**	**49'**	**105'**
7. Radio Station Rd at HS Access 2					
EB/LR	**---**	**269'**	**531'**		
NB/L	**600'**	**35'**	**78'**		
NB/T	**800'**	**88'**	**158'**		
(Bus Access)					
EB/LR	**---**			**55'**	**125'**
NB/L	**250'**			**43'**	**132'**
NB/T	**250'**				
8. Radio Station Rd at HS Access 4					
EB/LR	**---**			**166'**	**266'**
NB/L	**350'**			**<25'**	**41'**
NB/T	**550'**			**153'**	**277'**

Notes:

1. Simulation was conducted for 4 fifteen minutes intervals with peak hour factor activated for two fifteen minutes intervals.
2. Queue shown about is the worst 95th queue during the 4 fifteen minutes intervals.

TABLE 7B
Results of School Accesses Queue Analysis
(SimTraffic Methodology)

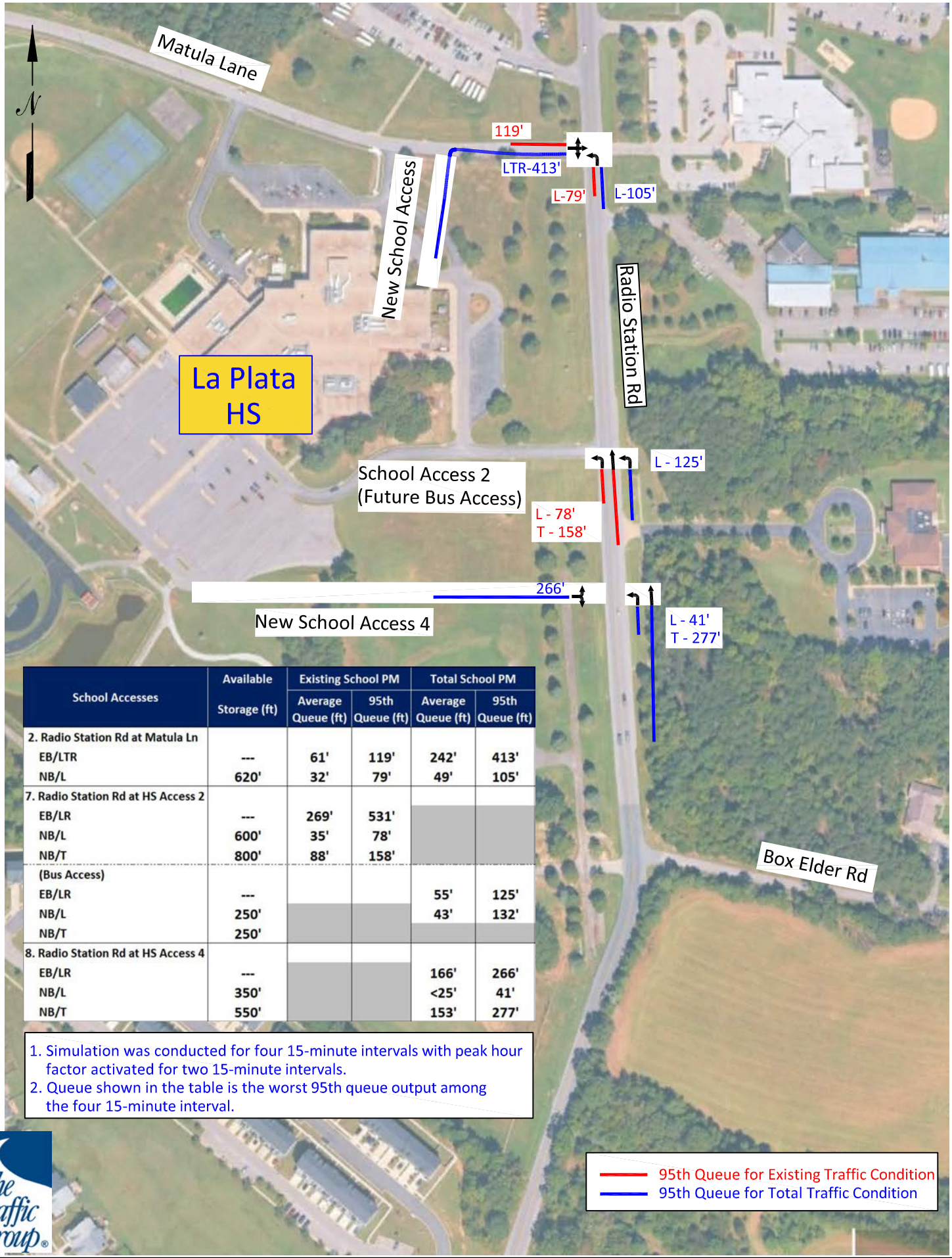
Figure 15. Queue Comparison for AM Peak Hour at School Accesses



School Accesses	Available Storage (ft)	Existing AM		Total AM	
		Average Queue (ft)	95th Queue (ft)	Average Queue (ft)	95th Queue (ft)
2. Radio Station Rd at Matula Ln					
EB/LTR	---	62'	118'	349'	497'
NB/L	620'	34'	86'	75'	135'
7. Radio Station Rd at HS Access 2					
EB/LR	---	121'	222'		
NB/L	600'	547'	755'		
NB/T	800'	566'	1032'		
(Bus Access)					
EB/LR	---			79'	152'
NB/L	250'			55'	109'
NB/T	250'				
8. Radio Station Rd at HS Access 4					
EB/LR	---			41'	<25'
NB/L	350'			157'	241'
NB/T	550'			85'	165'

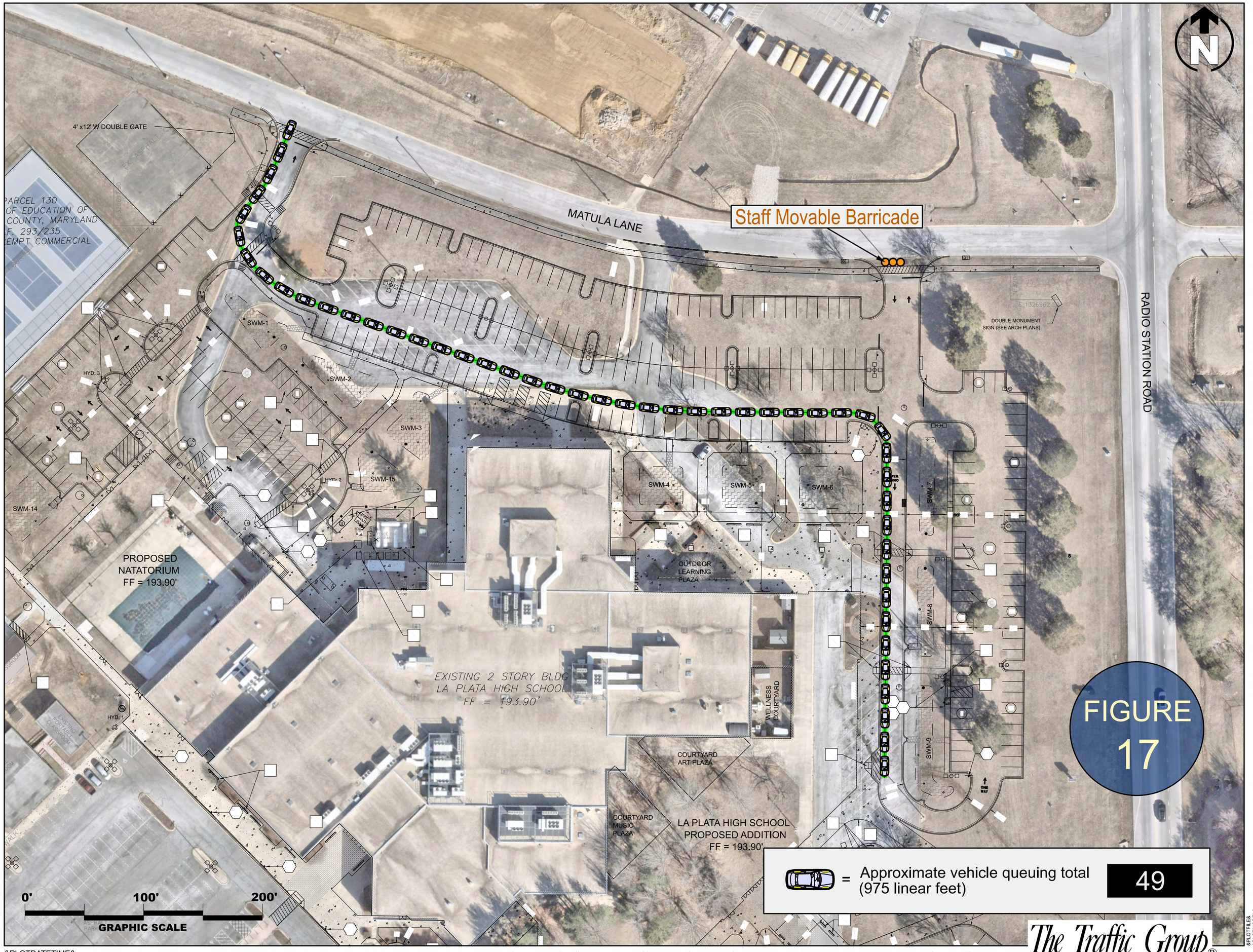
1. Simulation was conducted for four 15-minute intervals with peak hour factor activated for two 15-minute intervals.
2. Queue shown in the table is the worst 95th queue output among the four 15-minute interval.

Figure 16. Queue Comparison for School PM Peak Hour at School Accesses



School Accesses	Available Storage (ft)	Existing School PM Average Queue (ft)	Existing School PM 95th Queue (ft)	Total School PM Average Queue (ft)	Total School PM 95th Queue (ft)
2. Radio Station Rd at Matula Ln					
EB/LTR	---	61'	119'	242'	413'
NB/L	620'	32'	79'	49'	105'
7. Radio Station Rd at HS Access 2					
EB/LR	---	269'	531'		
NB/L	600'	35'	78'		
NB/T	800'	88'	158'		
(Bus Access)					
EB/LR	---			55'	125'
NB/L	250'			43'	132'
NB/T	250'				
8. Radio Station Rd at HS Access 4					
EB/LR	---			166'	266'
NB/L	350'			<25'	41'
NB/T	550'			153'	277'

1. Simulation was conducted for four 15-minute intervals with peak hour factor activated for two 15-minute intervals.
2. Queue shown in the table is the worst 95th queue output among the four 15-minute interval.



&PLOTUSERNAME&

&PLOTDATETIME&

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P.M. - Pick-Up

= Approximate vehicle queuing total (457 linear feet)

22

RADIO STATION ROAD

A.M. - Drop-Off

= Approximate vehicle queuing total (652 linear feet)

34

0' 100' 200'

GRAPHIC SCALE

FIGURE 18

&PLOTUSERNAME&

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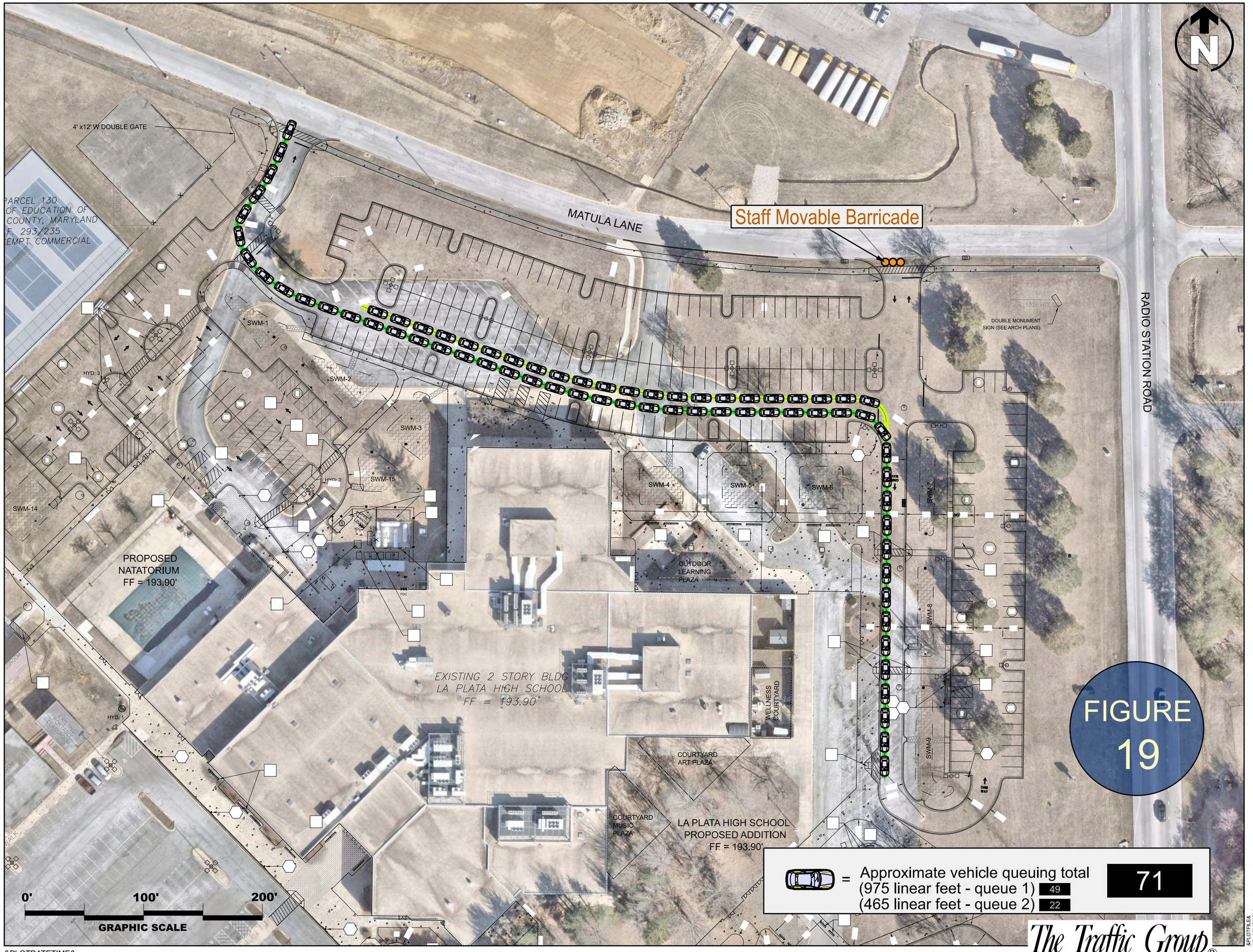

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RESULTS, RECOMMENDATIONS, AND CONCLUSIONS

This Traffic Impact Study has shown that significant improvements will occur to the Radio Station Road corridor with the proposed modifications to the access points for La Plata High School. The modifications primarily involve the separation of bus traffic completely from all vehicular traffic and the addition of a full-time second access point for vehicular traffic, which will allow for the parent pick-up/drop-off loop to be fully separated from the student parking area. These two driveways divide the inbound traffic during the morning peak and significantly reduce queuing.

It is recommended that police direction remain in place at the site access points along Radio Station Road, particularly during the AM peak. In addition, during PM dismissal, police direction would still benefit buses all exiting the site at the same time for the brief 2-minute period.

The intersection of MD 488 at Radio Station Road was shown to operate at Level of Service "E" conditions under the AM background peak period. The construction of La Plata High School could potentially add trips to this intersection, however, the change to the level of service is minimal, and the deficiency results from background development. No additional improvements are recommended at this location.

APPENDIX A

Intersection Turning Movement Counts

and Aerial Photographs

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Rosewick Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Rosewick Road					TRAFFIC FROM WEST on: Rosewick Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	0	0	0	0	51	0	17	0	68	0	67	31	0	98	32	42	0	0	74	240
6:45 - 7:00	0	0	0	0	0	57	0	21	0	78	0	54	65	0	119	40	53	0	0	93	290
7:00 - 7:15	0	0	0	0	0	55	0	25	0	80	0	67	65	0	132	59	41	0	0	100	312
7:15 - 7:30	0	0	0	0	0	62	0	33	0	95	0	93	47	0	140	70	68	0	0	138	373
7:30 - 7:45	0	0	0	0	0	79	0	36	0	115	0	95	46	0	141	39	71	0	0	110	366
7:45 - 8:00	0	0	0	0	0	70	0	26	0	96	0	90	55	0	145	32	75	0	0	107	348
8:00 - 8:15	0	0	0	0	0	72	0	37	0	109	0	96	56	0	152	39	104	0	0	143	404
8:15 - 8:30	0	0	0	0	0	61	0	26	0	87	0	100	76	0	176	37	71	0	1	109	372
2 Hr Totals	0	0	0	0	0	507	0	221	0	728	0	662	441	0	1103	348	525	0	1	874	2705
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	225	0	96	0	321	0	281	208	0	489	201	204	0	0	405	1215
6:45 - 7:45	0	0	0	0	0	253	0	115	0	368	0	309	223	0	532	208	233	0	0	441	1341
7:00 - 8:00	0	0	0	0	0	266	0	120	0	386	0	345	213	0	558	200	255	0	0	455	1399
7:15 - 8:15	0	0	0	0	0	283	0	132	0	415	0	374	204	0	578	180	318	0	0	498	1491
7:30 - 8:30	0	0	0	0	0	282	0	125	0	407	0	381	233	0	614	147	321	0	1	469	1490
PEAK HOUR																					
7:15 - 8:15	0	0	0	0	0	283	0	132	0	415	0	374	204	0	578	180	318	0	0	498	1491
PM																					
2:00 - 2:15	0	0	0	0	0	65	0	35	0	100	0	90	64	0	154	61	92	0	1	154	408
2:15 - 2:30	0	0	0	0	0	84	0	35	0	119	0	83	56	0	139	51	102	0	0	153	411
2:30 - 2:45	0	0	0	0	0	64	0	36	0	100	0	86	56	0	142	64	101	0	0	165	407
2:45 - 3:00	0	0	0	0	0	56	0	37	0	93	0	105	55	0	160	39	118	0	3	160	413
1 Hr Totals	0	0	0	0	0	269	0	143	0	412	0	364	231	0	595	215	413	0	4	632	1639
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	269	0	143	0	412	0	364	231	0	595	215	413	0	4	632	1639
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	269	0	143	0	412	0	364	231	0	595	215	413	0	4	632	1639
PM																					
4:00 - 4:15	0	0	0	0	0	91	0	62	0	153	0	134	76	0	210	56	110	0	0	166	529
4:15 - 4:30	0	0	0	0	0	72	0	37	0	109	0	134	99	1	234	77	130	0	2	209	552
4:30 - 4:45	0	0	0	0	0	76	0	44	0	120	0	96	79	0	175	72	122	0	1	195	490
4:45 - 5:00	0	0	0	0	0	75	0	44	0	119	0	143	90	0	233	66	139	0	0	205	557
5:00 - 5:15	0	0	0	0	0	78	0	58	0	136	0	123	73	0	196	71	114	0	0	185	517
5:15 - 5:30	0	0	0	0	0	54	0	40	0	94	0	132	85	0	217	70	120	0	1	191	502
5:30 - 5:45	0	0	0	0	0	51	0	38	0	89	0	108	70	0	178	56	136	0	0	192	459
5:45 - 6:00	0	0	0	0	0	53	0	39	0	92	0	108	83	0	191	56	102	0	0	158	441
2 Hr Totals	0	0	0	0	0	550	0	362	0	912	0	978	655	1	1634	524	973	0	4	1501	4047
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	314	0	187	0	501	0	507	344	1	852	271	501	0	3	775	2128
4:15 - 5:15	0	0	0	0	0	301	0	183	0	484	0	496	341	1	838	286	505	0	3	794	2116
4:30 - 5:30	0	0	0	0	0	283	0	186	0	469	0	494	327	0	821	279	495	0	2	776	2066
4:45 - 5:45	0	0	0	0	0	258	0	180	0	438	0	506	318	0	824	263	509	0	1	773	2035
5:00 - 6:00	0	0	0	0	0	236	0	175	0	411	0	471	311	0	782	253	472	0	1	726	1919
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	314	0	187	0	501	0	507	344	1	852	271	501	0	3	775	2128

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Rosewick Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Rosewick Road					TRAFFIC FROM WEST on: Rosewick Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45					0	42		17	0	59		65	28	0	93	29	37		0	66	218
6:45 - 7:00					0	52		18	0	70		51	57	0	108	34	44		0	78	256
7:00 - 7:15					0	50		25	0	75		66	61	0	127	55	39		0	94	296
7:15 - 7:30					0	50		28	0	78		91	46	0	137	70	66		0	136	351
7:30 - 7:45					0	75		30	0	105		90	45	0	135	37	69		0	106	346
7:45 - 8:00					0	64		24	0	88		89	54	0	143	30	69		0	99	330
8:00 - 8:15					0	71		36	0	107		94	53	0	147	36	97		0	133	387
8:15 - 8:30					0	58		24	0	82		94	72	0	166	35	66		1	102	350
2 Hr Totals	0	0	0	0	0	462	0	202	0	664	0	640	416	0	1056	326	487	0	1	814	2534
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	194	0	88	0	282	0	273	192	0	465	188	186	0	0	374	1121
6:45 - 7:45	0	0	0	0	0	227	0	101	0	328	0	298	209	0	507	196	218	0	0	414	1249
7:00 - 8:00	0	0	0	0	0	239	0	107	0	346	0	336	206	0	542	192	243	0	0	435	1323
7:15 - 8:15	0	0	0	0	0	260	0	118	0	378	0	364	198	0	562	173	301	0	0	474	1414
7:30 - 8:30	0	0	0	0	0	268	0	114	0	382	0	367	224	0	591	138	301	0	1	440	1413
PEAK HOUR																					
7:15 - 8:15	0	0	0	0	0	260	0	118	0	378	0	364	198	0	562	173	301	0	0	474	1414
PM																					
2:00 - 2:15					0	57		35	0	92		88	57	0	145	59	87		1	147	384
2:15 - 2:30					0	80		34	0	114		80	52	0	132	49	97		0	146	392
2:30 - 2:45					0	60		35	0	95		81	55	0	136	62	91		0	153	384
2:45 - 3:00					0	51		37	0	88		102	51	0	153	38	116		3	157	398
1 Hr Totals	0	0	0	0	0	248	0	141	0	389	0	351	215	0	566	208	391	0	4	603	1558
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	248	0	141	0	389	0	351	215	0	566	208	391	0	4	603	1558
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	248	0	141	0	389	0	351	215	0	566	208	391	0	4	603	1558
PM																					
4:00 - 4:15					0	88		59	0	147		126	70	0	196	54	109		0	163	506
4:15 - 4:30					0	69		37	0	106		128	91	1	220	76	125		2	203	529
4:30 - 4:45					0	76		40	0	116		94	70	0	164	67	121		1	189	469
4:45 - 5:00					0	74		44	0	118		139	84	0	223	64	138		0	202	543
5:00 - 5:15					0	78		57	0	135		121	71	0	192	71	112		0	183	510
5:15 - 5:30					0	52		39	0	91		130	85	0	215	70	119		1	190	496
5:30 - 5:45					0	51		36	0	87		108	68	0	176	53	134		0	187	450
5:45 - 6:00					0	53		39	0	92		106	83	0	189	56	102		0	158	439
2 Hr Totals	0	0	0	0	0	541	0	351	0	892	0	952	622	1	1575	511	960	0	4	1475	3942
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	307	0	180	0	487	0	487	315	1	803	261	493	0	3	757	2047
4:15 - 5:15	0	0	0	0	0	297	0	178	0	475	0	482	316	1	799	278	496	0	3	777	2051
4:30 - 5:30	0	0	0	0	0	280	0	180	0	460	0	484	310	0	794	272	490	0	2	764	2018
4:45 - 5:45	0	0	0	0	0	255	0	176	0	431	0	498	308	0	806	258	503	0	1	762	1999
5:00 - 6:00	0	0	0	0	0	234	0	171	0	405	0	465	307	0	772	250	467	0	1	718	1895
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	307	0	180	0	487	0	487	315	1	803	261	493	0	3	757	2047

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | **Date:** March 25, 2026 | Wednesday

and: Rosewick Road | **Weather:** Sunny/Cool

Location: Charles County, Maryland | **Entered by:** SN | **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Rosewick Road					TRAFFIC FROM WEST on: Rosewick Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45					0	9		0	0	9		2	3	0	5	3	5		0	8	22
6:45 - 7:00					0	5		3	0	8		3	8	0	11	5	9		0	14	33
7:00 - 7:15					0	5		0	0	5		1	4	0	5	4	2		0	6	16
7:15 - 7:30					0	12		4	0	16		1	1	0	2	0	2		0	2	20
7:30 - 7:45					0	4		5	0	9		5	1	0	6	2	2		0	4	19
7:45 - 8:00					0	6		2	0	8		1	1	0	2	1	6		0	7	17
8:00 - 8:15					0	0		1	0	1		2	3	0	5	3	7		0	10	16
8:15 - 8:30					0	2		1	0	3		6	4	0	10	1	4		0	5	18
2 Hr Totals	0	0	0	0	0	43	0	16	0	59	0	21	25	0	46	19	37	0	0	56	161
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	31	0	7	0	38	0	7	16	0	23	12	18	0	0	30	91
6:45 - 7:45	0	0	0	0	0	26	0	12	0	38	0	10	14	0	24	11	15	0	0	26	88
7:00 - 8:00	0	0	0	0	0	27	0	11	0	38	0	8	7	0	15	7	12	0	0	19	72
7:15 - 8:15	0	0	0	0	0	22	0	12	0	34	0	9	6	0	15	6	17	0	0	23	72
7:30 - 8:30	0	0	0	0	0	12	0	9	0	21	0	14	9	0	23	7	19	0	0	26	70
PEAK HOUR																					
7:15 - 8:15	0	0	0	0	0	22	0	12	0	34	0	9	6	0	15	6	17	0	0	23	72
PM																					
2:00 - 2:15					0	8		0	0	8		2	7	0	9	2	5		0	7	24
2:15 - 2:30					0	4		1	0	5		3	4	0	7	2	5		0	7	19
2:30 - 2:45					0	4		1	0	5		3	1	0	4	2	7		0	9	18
2:45 - 3:00					0	5		0	0	5		3	4	0	7	1	2		0	3	15
1 Hr Totals	0	0	0	0	0	21	0	2	0	23	0	11	16	0	27	7	19	0	0	26	76
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	21	0	2	0	23	0	11	16	0	27	7	19	0	0	26	76
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	21	0	2	0	23	0	11	16	0	27	7	19	0	0	26	76
PM																					
4:00 - 4:15					0	3		3	0	6		8	6	0	14	2	1		0	3	23
4:15 - 4:30					0	3		0	0	3		6	8	0	14	1	5		0	6	23
4:30 - 4:45					0	0		4	0	4		2	9	0	11	5	1		0	6	21
4:45 - 5:00					0	1		0	0	1		4	6	0	10	2	1		0	3	14
5:00 - 5:15					0	0		1	0	1		2	2	0	4	0	1		0	1	6
5:15 - 5:30					0	2		1	0	3		2	0	0	2	0	1		0	1	6
5:30 - 5:45					0	0		2	0	2		0	2	0	2	3	2		0	5	9
5:45 - 6:00					0	0		0	0	0		2	0	0	2	0	0		0	0	2
2 Hr Totals	0	0	0	0	0	9	0	11	0	20	0	26	33	0	59	13	12	0	0	25	104
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	7	0	7	0	14	0	20	29	0	49	10	8	0	0	18	81
4:15 - 5:15	0	0	0	0	0	4	0	5	0	9	0	14	25	0	39	8	8	0	0	16	64
4:30 - 5:30	0	0	0	0	0	3	0	6	0	9	0	10	17	0	27	7	4	0	0	11	47
4:45 - 5:45	0	0	0	0	0	3	0	4	0	7	0	8	10	0	18	5	5	0	0	10	35
5:00 - 6:00	0	0	0	0	0	2	0	4	0	6	0	6	4	0	10	3	4	0	0	7	23
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	7	0	7	0	14	0	20	29	0	49	10	8	0	0	18	81

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Rosewick Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG		SOUTH LEG Radio Station Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
8:00 - 8:15			0	0
8:15 - 8:30			0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15			0	0
2:15 - 2:30			0	0
2:30 - 2:45			0	0
2:45 - 3:00			0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15			0	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	0	0

	EAST LEG Rosewick Road		WEST LEG Rosewick Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

Rosewick Rd
Radio Station Rd

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Matula Lane | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: FB Gwynn Education Center					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	4	46	0	0	50	0	65	8	0	73	0	0	0	0	0	4	0	5	0	9	132
6:45 - 7:00	12	71	2	0	85	0	74	15	0	89	0	0	0	0	0	5	0	5	0	10	184
7:00 - 7:15	16	95	0	0	111	1	67	33	0	101	0	0	0	0	0	9	0	4	0	13	225
7:15 - 7:30	17	82	0	0	99	0	116	17	0	133	0	0	0	0	0	10	0	24	0	34	266
7:30 - 7:45	4	64	1	0	69	3	90	13	0	106	0	0	0	0	0	14	0	6	0	20	195
7:45 - 8:00	11	61	1	0	73	2	102	20	0	124	0	0	0	0	0	9	0	7	0	16	213
8:00 - 8:15	10	60	6	0	76	1	97	23	0	121	0	0	0	0	0	12	0	14	0	26	223
8:15 - 8:30	9	71	6	0	86	7	80	18	0	105	0	0	0	0	0	3	0	3	0	6	197
2 Hr Totals	83	550	16	0	649	14	691	147	0	852	0	0	0	0	0	66	0	68	0	134	1635
1 Hr Totals																					
6:30 - 7:30	49	294	2	0	345	1	322	73	0	396	0	0	0	0	0	28	0	38	0	66	807
6:45 - 7:45	49	312	3	0	364	4	347	78	0	429	0	0	0	0	0	38	0	39	0	77	870
7:00 - 8:00	48	302	2	0	352	6	375	83	0	464	0	0	0	0	0	42	0	41	0	83	899
7:15 - 8:15	42	267	8	0	317	6	405	73	0	484	0	0	0	0	0	45	0	51	0	96	897
7:30 - 8:30	34	256	14	0	304	13	369	74	0	456	0	0	0	0	0	38	0	30	0	68	828
PEAK HOUR																					
7:00 - 8:00	48	302	2	0	352	6	375	83	0	464	0	0	0	0	0	42	0	41	0	83	899
PM																					
2:00 - 2:15	17	116	1	0	134	1	71	15	0	87	0	0	0	0	0	2	1	7	0	10	231
2:15 - 2:30	6	84	0	0	90	1	87	5	0	93	0	0	0	0	0	27	0	18	0	45	228
2:30 - 2:45	4	110	2	0	116	0	90	6	0	96	0	0	0	0	0	5	0	6	0	11	223
2:45 - 3:00	9	82	0	0	91	0	79	5	0	84	0	0	0	0	0	7	0	6	0	13	188
1 Hr Totals	36	392	3	0	431	2	327	31	0	360	0	0	0	0	0	41	1	37	0	79	870
1 Hr Totals																					
2:00 - 3:00	36	392	3	0	431	2	327	31	0	360	0	0	0	0	0	41	1	37	0	79	870
PEAK HOUR																					
2:00 - 3:00	36	392	3	0	431	2	327	31	0	360	0	0	0	0	0	41	1	37	0	79	870
PM																					
4:00 - 4:15	12	151	0	0	163	2	84	11	0	97	0	0	0	0	0	27	0	26	0	53	313
4:15 - 4:30	4	159	1	0	164	1	70	10	0	81	0	0	0	0	0	19	0	10	0	29	274
4:30 - 4:45	11	137	0	0	148	0	90	12	0	102	0	0	0	0	0	11	0	8	0	19	269
4:45 - 5:00	10	141	0	0	151	0	111	8	0	119	0	0	0	0	0	14	0	5	0	19	289
5:00 - 5:15	9	134	3	0	146	0	105	12	0	117	0	0	0	0	0	8	0	2	0	10	273
5:15 - 5:30	26	124	1	0	151	0	97	23	0	120	0	1	0	0	1	12	0	4	0	16	288
5:30 - 5:45	6	115	3	0	124	0	78	12	0	90	0	0	0	0	0	6	0	6	0	12	226
5:45 - 6:00	9	126	0	0	135	0	78	9	0	87	0	0	0	0	0	5	0	3	0	8	230
2 Hr Totals	87	1087	8	0	1182	3	713	97	0	813	0	1	0	0	1	102	0	64	0	166	2162
1 Hr Totals																					
4:00 - 5:00	37	588	1	0	626	3	355	41	0	399	0	0	0	0	0	71	0	49	0	120	1145
4:15 - 5:15	34	571	4	0	609	1	376	42	0	419	0	0	0	0	0	52	0	25	0	77	1105
4:30 - 5:30	56	536	4	0	596	0	403	55	0	458	0	1	0	0	1	45	0	19	0	64	1119
4:45 - 5:45	51	514	7	0	572	0	391	55	0	446	0	1	0	0	1	40	0	17	0	57	1076
5:00 - 6:00	50	499	7	0	556	0	358	56	0	414	0	1	0	0	1	31	0	15	0	46	1017
PEAK HOUR																					
4:00 - 5:00	37	588	1	0	626	3	355	41	0	399	0	0	0	0	0	71	0	49	0	120	1145

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Matula Lane | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: FB Gwynn Education Center					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	4	41	0	0	45	0	58	8	0	66	0	0	0	0	0	4	0	2	0	6	117
6:45 - 7:00	10	59	1	0	70	0	70	14	0	84	0	0	0	0	0	5	0	2	0	7	161
7:00 - 7:15	14	89	0	0	103	1	65	12	0	78	0	0	0	0	0	3	0	4	0	7	188
7:15 - 7:30	17	80	0	0	97	0	106	14	0	120	0	0	0	0	0	5	0	7	0	12	229
7:30 - 7:45	4	58	1	0	63	3	87	13	0	103	0	0	0	0	0	13	0	5	0	18	184
7:45 - 8:00	11	58	1	0	70	2	100	20	0	122	0	0	0	0	0	9	0	7	0	16	208
8:00 - 8:15	9	57	6	0	72	1	96	23	0	120	0	0	0	0	0	12	0	14	0	26	218
8:15 - 8:30	9	64	6	0	79	7	79	18	0	104	0	0	0	0	0	3	0	2	0	5	188
2 Hr Totals	78	506	15	0	599	14	661	122	0	797	0	0	0	0	0	54	0	43	0	97	1493
1 Hr Totals																					
6:30 - 7:30	45	269	1	0	315	1	299	48	0	348	0	0	0	0	0	17	0	15	0	32	695
6:45 - 7:45	45	286	2	0	333	4	328	53	0	385	0	0	0	0	0	26	0	18	0	44	762
7:00 - 8:00	46	285	2	0	333	6	358	59	0	423	0	0	0	0	0	30	0	23	0	53	809
7:15 - 8:15	41	253	8	0	302	6	389	70	0	465	0	0	0	0	0	39	0	33	0	72	839
7:30 - 8:30	33	237	14	0	284	13	362	74	0	449	0	0	0	0	0	37	0	28	0	65	798
PEAK HOUR																					
7:00 - 8:00	46	285	2	0	333	6	358	59	0	423	0	0	0	0	0	30	0	23	0	53	809
PM																					
2:00 - 2:15	12	111	1	0	124	1	63	7	0	71	0	0	0	0	0	2	1	6	0	9	204
2:15 - 2:30	5	80	0	0	85	0	83	4	0	87	0	0	0	0	0	27	0	18	0	45	217
2:30 - 2:45	4	108	2	0	114	0	86	6	0	92	0	0	0	0	0	5	0	6	0	11	217
2:45 - 3:00	8	80	0	0	88	0	75	4	0	79	0	0	0	0	0	7	0	6	0	13	180
1 Hr Totals	29	379	3	0	411	1	307	21	0	329	0	0	0	0	0	41	1	36	0	78	818
1 Hr Totals																					
2:00 - 3:00	29	379	3	0	411	1	307	21	0	329	0	0	0	0	0	41	1	36	0	78	818
PEAK HOUR																					
2:00 - 3:00	29	379	3	0	411	1	307	21	0	329	0	0	0	0	0	41	1	36	0	78	818
PM																					
4:00 - 4:15	8	147	0	0	155	2	82	9	0	93	0	0	0	0	0	26	0	26	0	52	300
4:15 - 4:30	4	154	1	0	159	1	66	7	0	74	0	0	0	0	0	19	0	9	0	28	261
4:30 - 4:45	8	128	0	0	136	0	88	9	0	97	0	0	0	0	0	11	0	8	0	19	252
4:45 - 5:00	7	141	0	0	148	0	108	7	0	115	0	0	0	0	0	14	0	5	0	19	282
5:00 - 5:15	5	134	3	0	142	0	103	11	0	114	0	0	0	0	0	8	0	2	0	10	266
5:15 - 5:30	25	124	1	0	150	0	92	23	0	115	0	1	0	0	1	12	0	4	0	16	282
5:30 - 5:45	6	111	3	0	120	0	76	12	0	88	0	0	0	0	0	6	0	6	0	12	220
5:45 - 6:00	9	126	0	0	135	0	78	8	0	86	0	0	0	0	0	5	0	3	0	8	229
2 Hr Totals	72	1065	8	0	1145	3	693	86	0	782	0	1	0	0	1	101	0	63	0	164	2092
1 Hr Totals																					
4:00 - 5:00	27	570	1	0	598	3	344	32	0	379	0	0	0	0	0	70	0	48	0	118	1095
4:15 - 5:15	24	557	4	0	585	1	365	34	0	400	0	0	0	0	0	52	0	24	0	76	1061
4:30 - 5:30	45	527	4	0	576	0	391	50	0	441	0	1	0	0	1	45	0	19	0	64	1082
4:45 - 5:45	43	510	7	0	560	0	379	53	0	432	0	1	0	0	1	40	0	17	0	57	1050
5:00 - 6:00	45	495	7	0	547	0	349	54	0	403	0	1	0	0	1	31	0	15	0	46	997
PEAK HOUR																					
4:00 - 5:00	27	570	1	0	598	3	344	32	0	379	0	0	0	0	0	70	0	48	0	118	1095

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road **Date:** March 25, 2026 **Wednesday**

and: Matula Lane **Weather:** Sunny/Cool

Location: Charles County, Maryland **Entered by:** SN **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: FB Gwynn Education Center					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	5	0	0	5	0	7	0	0	7	0	0	0	0	0	0	0	3	0	3	15
6:45 - 7:00	2	11	1	0	14	0	4	1	0	5	0	0	0	0	0	0	0	3	0	3	22
7:00 - 7:15	2	6	0	0	8	0	2	21	0	23	0	0	0	0	0	6	0	0	0	6	37
7:15 - 7:30	0	1	0	0	1	0	10	3	0	13	0	0	0	0	0	5	0	17	0	22	36
7:30 - 7:45	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	11
7:45 - 8:00	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
8:00 - 8:15	1	3	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
8:15 - 8:30	0	6	0	0	6	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	8
2 Hr Totals	5	41	1	0	47	0	30	25	0	55	0	0	0	0	0	12	0	25	0	37	139
1 Hr Totals																					
6:30 - 7:30	4	23	1	0	28	0	23	25	0	48	0	0	0	0	0	11	0	23	0	34	110
6:45 - 7:45	4	24	1	0	29	0	19	25	0	44	0	0	0	0	0	12	0	21	0	33	106
7:00 - 8:00	2	16	0	0	18	0	17	24	0	41	0	0	0	0	0	12	0	18	0	30	89
7:15 - 8:15	1	13	0	0	14	0	16	3	0	19	0	0	0	0	0	6	0	18	0	24	57
7:30 - 8:30	1	18	0	0	19	0	7	0	0	7	0	0	0	0	0	1	0	2	0	3	29
PEAK HOUR																					
7:00 - 8:00	2	16	0	0	18	0	17	24	0	41	0	0	0	0	0	12	0	18	0	30	89
PM																					
2:00 - 2:15	5	5	0	0	10	0	8	8	0	16	0	0	0	0	0	0	0	1	0	1	27
2:15 - 2:30	1	4	0	0	5	1	4	1	0	6	0	0	0	0	0	0	0	0	0	0	11
2:30 - 2:45	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
2:45 - 3:00	1	2	0	0	3	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	8
1 Hr Totals	7	13	0	0	20	1	19	10	0	30	0	0	0	0	0	0	0	1	0	1	51
1 Hr Totals																					
2:00 - 3:00	7	13	0	0	20	1	19	10	0	30	0	0	0	0	0	0	0	1	0	1	51
PEAK HOUR																					
2:00 - 3:00	7	13	0	0	20	1	19	10	0	30	0	0	0	0	0	0	0	1	0	1	51
PM																					
4:00 - 4:15	4	4	0	0	8	0	2	2	0	4	0	0	0	0	0	1	0	0	0	1	13
4:15 - 4:30	0	5	0	0	5	0	4	3	0	7	0	0	0	0	0	0	0	1	0	1	13
4:30 - 4:45	3	9	0	0	12	0	2	3	0	5	0	0	0	0	0	0	0	0	0	0	17
4:45 - 5:00	3	0	0	0	3	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	7
5:00 - 5:15	4	0	0	0	4	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	7
5:15 - 5:30	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
5:30 - 5:45	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 - 6:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2 Hr Totals	15	22	0	0	37	0	20	11	0	31	0	0	0	0	0	1	0	1	0	2	70
1 Hr Totals																					
4:00 - 5:00	10	18	0	0	28	0	11	9	0	20	0	0	0	0	0	1	0	1	0	2	50
4:15 - 5:15	10	14	0	0	24	0	11	8	0	19	0	0	0	0	0	0	0	1	0	1	44
4:30 - 5:30	11	9	0	0	20	0	12	5	0	17	0	0	0	0	0	0	0	0	0	0	37
4:45 - 5:45	8	4	0	0	12	0	12	2	0	14	0	0	0	0	0	0	0	0	0	0	26
5:00 - 6:00	5	4	0	0	9	0	9	2	0	11	0	0	0	0	0	0	0	0	0	0	20
PEAK HOUR																					
4:00 - 5:00	10	18	0	0	28	0	11	9	0	20	0	0	0	0	0	1	0	1	0	2	50

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Matula Lane | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG Radio Station Road		SOUTH LEG Radio Station Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	1	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	1	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG FB Gwynn Education Center		WEST LEG Matula Lane	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

Matula Lane
Radio Station Rd
N
100 ft

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Matula Lane | Date: March 25, 2026 | Wednesday

and: Site Access | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Site Access					TRAFFIC FROM EAST on: Matula Lane					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	9	3	0	12	0	9	0	0	9	21
6:45 - 7:00	0	0	0	0	0	2	0	0	0	2	0	22	6	0	28	0	6	0	0	6	36
7:00 - 7:15	0	0	0	0	0	7	0	1	0	8	0	46	8	0	54	0	7	0	0	7	69
7:15 - 7:30	0	0	0	0	0	26	0	1	0	27	0	24	5	0	29	0	12	0	0	12	68
7:30 - 7:45	0	0	0	0	0	9	0	0	0	9	0	12	7	0	19	0	6	0	0	6	34
7:45 - 8:00	0	0	0	0	0	3	0	0	0	3	0	29	3	0	32	0	14	0	0	14	49
8:00 - 8:15	0	0	0	0	0	9	0	0	0	9	0	25	7	0	32	0	12	0	0	12	53
8:15 - 8:30	0	0	0	0	0	3	0	0	0	3	0	23	3	0	26	0	4	0	0	4	33
2 Hr Totals	0	0	0	0	0	59	0	2	0	61	0	190	42	0	232	0	70	0	0	70	363
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	35	0	2	0	37	0	101	22	0	123	0	34	0	0	34	194
6:45 - 7:45	0	0	0	0	0	44	0	2	0	46	0	104	26	0	130	0	31	0	0	31	207
7:00 - 8:00	0	0	0	0	0	45	0	2	0	47	0	111	23	0	134	0	39	0	0	39	220
7:15 - 8:15	0	0	0	0	0	47	0	1	0	48	0	90	22	0	112	0	44	0	0	44	204
7:30 - 8:30	0	0	0	0	0	24	0	0	0	24	0	89	20	0	109	0	36	0	0	36	169
PEAK HOUR																					
7:00 - 8:00	0	0	0	0	0	45	0	2	0	47	0	111	23	0	134	0	39	0	0	39	220
PM																					
2:00 - 2:15	0	0	0	0	0	4	0	1	0	5	0	17	14	0	31	0	6	0	0	6	42
2:15 - 2:30	0	0	0	0	0	40	0	0	0	40	0	7	2	0	9	2	6	0	0	8	57
2:30 - 2:45	0	0	0	0	0	9	0	0	0	9	0	7	2	0	9	0	4	0	0	4	22
2:45 - 3:00	0	0	0	0	0	7	0	0	0	7	0	11	2	0	13	0	4	0	0	4	24
1 Hr Totals	0	0	0	0	0	60	0	1	0	61	0	42	20	0	62	2	20	0	0	22	145
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	60	0	1	0	61	0	42	20	0	62	2	20	0	0	22	145
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	60	0	1	0	61	0	42	20	0	62	2	20	0	0	22	145
PM																					
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	18	1	0	19	16	60	0	0	76	95
4:15 - 4:30	0	0	0	0	0	0	0	2	0	2	0	13	0	0	13	2	25	0	0	27	42
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	0	23	0	0	23	41
4:45 - 5:00	0	0	0	0	0	1	0	0	0	1	0	16	0	0	16	2	16	0	0	18	35
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	15	0	0	15	0	7	0	0	7	22
5:15 - 5:30	0	0	0	0	0	0	0	1	0	1	0	47	1	0	48	0	17	0	0	17	66
5:30 - 5:45	0	0	0	0	0	0	0	1	0	1	0	15	1	0	16	0	11	0	0	11	28
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	17	0	9	0	0	9	26
2 Hr Totals	0	0	0	0	0	1	0	4	0	5	0	159	3	0	162	20	168	0	0	188	355
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	1	0	2	0	3	0	65	1	0	66	20	124	0	0	144	213
4:15 - 5:15	0	0	0	0	0	1	0	2	0	3	0	62	0	0	62	4	71	0	0	75	140
4:30 - 5:30	0	0	0	0	0	1	0	1	0	2	0	96	1	0	97	2	63	0	0	65	164
4:45 - 5:45	0	0	0	0	0	1	0	2	0	3	0	93	2	0	95	2	51	0	0	53	151
5:00 - 6:00	0	0	0	0	0	0	0	2	0	2	0	94	2	0	96	0	44	0	0	44	142
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	1	0	2	0	3	0	65	1	0	66	20	124	0	0	144	213

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Matula Lane — Date: March 25, 2026 — Wednesday

and: Site Access — Weather: Sunny/Cool

Location: Charles County, Maryland — Entered by: SN — Star Rating: 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Site Access					TRAFFIC FROM EAST on: Matula Lane					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45					0	0		0	0	0		9	3	0	12	0	6		0	6	18
6:45 - 7:00					0	1		0	0	1		19	5	0	24	0	5		0	5	30
7:00 - 7:15					0	1		0	0	1		24	6	0	30	0	7		0	7	38
7:15 - 7:30					0	3		0	0	3		23	5	0	28	0	12		0	12	43
7:30 - 7:45					0	9		0	0	9		12	7	0	19	0	6		0	6	34
7:45 - 8:00					0	3		0	0	3		29	3	0	32	0	14		0	14	49
8:00 - 8:15					0	9		0	0	9		24	7	0	31	0	12		0	12	52
8:15 - 8:30					0	3		0	0	3		23	3	0	26	0	2		0	2	31
2 Hr Totals	0	0	0	0	0	29	0	0	0	29	0	163	39	0	202	0	64	0	0	64	295
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	5	0	0	0	5	0	75	19	0	94	0	30	0	0	30	129
6:45 - 7:45	0	0	0	0	0	14	0	0	0	14	0	78	23	0	101	0	30	0	0	30	145
7:00 - 8:00	0	0	0	0	0	16	0	0	0	16	0	88	21	0	109	0	39	0	0	39	164
7:15 - 8:15	0	0	0	0	0	24	0	0	0	24	0	88	22	0	110	0	44	0	0	44	178
7:30 - 8:30	0	0	0	0	0	24	0	0	0	24	0	88	20	0	108	0	34	0	0	34	166
PEAK HOUR																					
7:00 - 8:00	0	0	0	0	0	16	0	0	0	16	0	88	21	0	109	0	39	0	0	39	164
PM																					
2:00 - 2:15					0	4		0	0	4		17	2	0	19	0	6		0	6	29
2:15 - 2:30					0	40		0	0	40		7	1	0	8	2	6		0	8	56
2:30 - 2:45					0	9		0	0	9		7	2	0	9	0	4		0	4	22
2:45 - 3:00					0	7		0	0	7		10	2	0	12	0	4		0	4	23
1 Hr Totals	0	0	0	0	0	60	0	0	0	60	0	41	7	0	48	2	20	0	0	22	130
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	60	0	0	0	60	0	41	7	0	48	2	20	0	0	22	130
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	60	0	0	0	60	0	41	7	0	48	2	20	0	0	22	130
PM																					
4:00 - 4:15					0	0		0	0	0		16	1	0	17	16	60		0	76	93
4:15 - 4:30					0	0		2	0	2		13	0	0	13	2	24		0	26	41
4:30 - 4:45					0	0		0	0	0		18	0	0	18	0	23		0	23	41
4:45 - 5:00					0	1		0	0	1		16	0	0	16	2	16		0	18	35
5:00 - 5:15					0	0		0	0	0		15	0	0	15	0	7		0	7	22
5:15 - 5:30					0	0		1	0	1		47	1	0	48	0	17		0	17	66
5:30 - 5:45					0	0		1	0	1		15	1	0	16	0	11		0	11	28
5:45 - 6:00					0	0		0	0	0		17	0	0	17	0	9		0	9	26
2 Hr Totals	0	0	0	0	0	1	0	4	0	5	0	157	3	0	160	20	167	0	0	187	352
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	1	0	2	0	3	0	63	1	0	64	20	123	0	0	143	210
4:15 - 5:15	0	0	0	0	0	1	0	2	0	3	0	62	0	0	62	4	70	0	0	74	139
4:30 - 5:30	0	0	0	0	0	1	0	1	0	2	0	96	1	0	97	2	63	0	0	65	164
4:45 - 5:45	0	0	0	0	0	1	0	2	0	3	0	93	2	0	95	2	51	0	0	53	151
5:00 - 6:00	0	0	0	0	0	0	0	2	0	2	0	94	2	0	96	0	44	0	0	44	142
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	1	0	2	0	3	0	63	1	0	64	20	123	0	0	143	210

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Matula Lane
and: Site Access
Location: Charles County, Maryland

Counted by: VCU
Date: March 25, 2026
Weather: Sunny/Cool
Entered by: SN

Wednesday

Star Rating: 4

TIME	TRAFFIC FROM NORTH on:					TRAFFIC FROM SOUTH on: Site Access					TRAFFIC FROM EAST on: Matula Lane					TRAFFIC FROM WEST on: Matula Lane					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45					0	0		0	0	0		0	0	0	0	0	3		0	3	3
6:45 - 7:00					0	1		0	0	1		3	1	0	4	0	1		0	1	6
7:00 - 7:15					0	6		1	0	7		22	2	0	24	0	0		0	0	31
7:15 - 7:30					0	23		1	0	24		1	0	0	1	0	0		0	0	25
7:30 - 7:45					0	0		0	0	0		0	0	0	0	0	0		0	0	0
7:45 - 8:00					0	0		0	0	0		0	0	0	0	0	0		0	0	0
8:00 - 8:15					0	0		0	0	0		1	0	0	1	0	0		0	0	1
8:15 - 8:30					0	0		0	0	0		0	0	0	0	0	2		0	2	2
2 Hr Totals	0	0	0	0	0	30	0	2	0	32	0	27	3	0	30	0	6	0	0	6	68
1 Hr Totals																					
6:30 - 7:30	0	0	0	0	0	30	0	2	0	32	0	26	3	0	29	0	4	0	0	4	65
6:45 - 7:45	0	0	0	0	0	30	0	2	0	32	0	26	3	0	29	0	1	0	0	1	62
7:00 - 8:00	0	0	0	0	0	29	0	2	0	31	0	23	2	0	25	0	0	0	0	0	56
7:15 - 8:15	0	0	0	0	0	23	0	1	0	24	0	2	0	0	2	0	0	0	0	0	26
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
PEAK HOUR																					
7:00 - 8:00	0	0	0	0	0	29	0	2	0	31	0	23	2	0	25	0	0	0	0	0	56
PM																					
2:00 - 2:15					0	0		1	0	1		0	12	0	12	0	0		0	0	13
2:15 - 2:30					0	0		0	0	0		0	1	0	1	0	0		0	0	1
2:30 - 2:45					0	0		0	0	0		0	0	0	0	0	0		0	0	0
2:45 - 3:00					0	0		0	0	0		1	0	0	1	0	0		0	0	1
1 Hr Totals	0	0	0	0	0	0	0	1	0	1	0	1	13	0	14	0	0	0	0	0	15
1 Hr Totals																					
2:00 - 3:00	0	0	0	0	0	0	0	1	0	1	0	1	13	0	14	0	0	0	0	0	15
PEAK HOUR																					
2:00 - 3:00	0	0	0	0	0	0	0	1	0	1	0	1	13	0	14	0	0	0	0	0	15
PM																					
4:00 - 4:15					0	0		0	0	0		2	0	0	2	0	0		0	0	2
4:15 - 4:30					0	0		0	0	0		0	0	0	0	0	1		0	1	1
4:30 - 4:45					0	0		0	0	0		0	0	0	0	0	0		0	0	0
4:45 - 5:00					0	0		0	0	0		0	0	0	0	0	0		0	0	0
5:00 - 5:15					0	0		0	0	0		0	0	0	0	0	0		0	0	0
5:15 - 5:30					0	0		0	0	0		0	0	0	0	0	0		0	0	0
5:30 - 5:45					0	0		0	0	0		0	0	0	0	0	0		0	0	0
5:45 - 6:00					0	0		0	0	0		0	0	0	0	0	0		0	0	0
2 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1 Hr Totals																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Matula Lane | Date: March 25, 2026 | Wednesday

and: Site Access | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG		SOUTH LEG Site Access	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
8:00 - 8:15			0	0
8:15 - 8:30			0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15			0	0
2:15 - 2:30			0	0
2:30 - 2:45			0	0
2:45 - 3:00			0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15			0	0
4:15 - 4:30			1	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	1	0

	EAST LEG Matula Lane		WEST LEG Matula Lane	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	2	0
2:15 - 2:30	0	0	1	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	3	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	1	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	1	0	0	0

Mutula Lane
Access 1
s Courts
N
200 ft

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Office Building South of High School | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Office Building South of High Sch					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	48	0	0	48	0	86	0	0	86	0	0	0	0	0	0	0	0	0	0	134
6:45 - 7:00	0	68	0	0	68	0	145	0	0	145	0	0	0	0	0	0	0	0	0	0	213
7:00 - 7:15	0	80	0	0	80	0	216	0	0	216	0	0	0	0	0	0	0	0	0	0	296
7:15 - 7:30	0	90	0	0	90	0	206	0	0	206	0	0	0	0	0	0	0	0	0	0	296
7:30 - 7:45	0	74	0	0	74	0	113	0	0	113	1	0	0	0	1	0	0	0	0	0	188
7:45 - 8:00	0	57	0	0	57	0	126	0	0	126	0	0	0	0	0	0	0	0	0	0	183
8:00 - 8:15	0	71	0	0	71	0	128	0	0	128	0	0	0	0	0	0	0	0	0	0	199
8:15 - 8:30	0	65	2	0	67	0	106	0	0	106	1	0	0	0	1	0	0	0	0	0	174
2 Hr Totals	0	553	2	0	555	0	1126	0	0	1126	2	0	0	0	2	0	0	0	0	0	1683
1 Hr Totals																					
6:30 - 7:30	0	286	0	0	286	0	653	0	0	653	0	0	0	0	0	0	0	0	0	0	939
6:45 - 7:45	0	312	0	0	312	0	680	0	0	680	1	0	0	0	1	0	0	0	0	0	993
7:00 - 8:00	0	301	0	0	301	0	661	0	0	661	1	0	0	0	1	0	0	0	0	0	963
7:15 - 8:15	0	292	0	0	292	0	573	0	0	573	1	0	0	0	1	0	0	0	0	0	866
7:30 - 8:30	0	267	2	0	269	0	473	0	0	473	2	0	0	0	2	0	0	0	0	0	744
PEAK HOUR																					
6:45 - 7:45	0	312	0	0	312	0	680	0	0	680	1	0	0	0	1	0	0	0	0	0	993
PM																					
2:00 - 2:15	0	119	0	0	119	0	88	0	0	88	1	0	1	0	2	0	0	0	0	0	209
2:15 - 2:30	0	192	1	0	193	1	94	0	0	95	0	0	0	0	0	0	0	0	0	0	288
2:30 - 2:45	0	123	1	0	124	0	80	0	0	80	1	0	0	0	1	0	0	0	0	0	205
2:45 - 3:00	0	95	2	0	97	0	79	0	0	79	1	0	0	0	1	0	0	0	0	0	177
1 Hr Totals	0	529	4	0	533	1	341	0	0	342	3	0	1	0	4	0	0	0	0	0	879
1 Hr Totals																					
2:00 - 3:00	0	529	4	0	533	1	341	0	0	342	3	0	1	0	4	0	0	0	0	0	879
PEAK HOUR																					
2:00 - 3:00	0	529	4	0	533	1	341	0	0	342	3	0	1	0	4	0	0	0	0	0	879
PM																					
4:00 - 4:15	0	208	1	0	209	1	83	0	0	84	6	0	0	0	6	0	0	0	0	0	299
4:15 - 4:30	0	173	0	0	173	1	92	0	0	93	1	0	2	0	3	0	0	0	0	0	269
4:30 - 4:45	0	156	1	0	157	1	110	0	0	111	2	0	0	0	2	0	0	0	0	0	270
4:45 - 5:00	0	158	1	0	159	1	128	0	0	129	7	0	2	0	9	0	0	0	0	0	297
5:00 - 5:15	0	136	2	0	138	0	126	0	0	126	2	0	0	0	2	0	0	0	0	0	266
5:15 - 5:30	0	146	1	0	147	0	122	0	0	122	3	0	0	0	3	0	0	0	0	0	272
5:30 - 5:45	0	120	0	0	120	1	99	0	0	100	1	0	0	0	1	0	0	0	0	0	221
5:45 - 6:00	0	140	0	0	140	0	91	0	0	91	2	0	0	0	2	0	0	0	0	0	233
2 Hr Totals	0	1237	6	0	1243	5	851	0	0	856	24	0	4	0	28	0	0	0	0	0	2127
1 Hr Totals																					
4:00 - 5:00	0	695	3	0	698	4	413	0	0	417	16	0	4	0	20	0	0	0	0	0	1135
4:15 - 5:15	0	623	4	0	627	3	456	0	0	459	12	0	4	0	16	0	0	0	0	0	1102
4:30 - 5:30	0	596	5	0	601	2	486	0	0	488	14	0	2	0	16	0	0	0	0	0	1105
4:45 - 5:45	0	560	4	0	564	2	475	0	0	477	13	0	2	0	15	0	0	0	0	0	1056
5:00 - 6:00	0	542	3	0	545	1	438	0	0	439	8	0	0	0	8	0	0	0	0	0	992
PEAK HOUR																					
4:00 - 5:00	0	695	3	0	698	4	413	0	0	417	16	0	4	0	20	0	0	0	0	0	1135

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road — Date: March 25, 2026 — Wednesday

and: Office Building South of High School — Weather: Sunny/Cool

Location: Charles County, Maryland — Entered by: SN — Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Office Building South of High Sch					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45		44	0	0	44	0	81		0	81	0		0	0	0					0	125
6:45 - 7:00		54	0	0	54	0	139		0	139	0		0	0	0					0	193
7:00 - 7:15		73	0	0	73	0	194		0	194	0		0	0	0					0	267
7:15 - 7:30		79	0	0	79	0	194		0	194	0		0	0	0					0	273
7:30 - 7:45		65	0	0	65	0	111		0	111	1		0	0	1					0	177
7:45 - 8:00		55	0	0	55	0	124		0	124	0		0	0	0					0	179
8:00 - 8:15		67	0	0	67	0	128		0	128	0		0	0	0					0	195
8:15 - 8:30		60	2	0	62	0	104		0	104	1		0	0	1					0	167
2 Hr Totals	0	497	2	0	499	0	1075	0	0	1075	2	0	0	0	2	0	0	0	0	0	1576
1 Hr Totals																					
6:30 - 7:30	0	250	0	0	250	0	608	0	0	608	0	0	0	0	0	0	0	0	0	0	858
6:45 - 7:45	0	271	0	0	271	0	638	0	0	638	1	0	0	0	1	0	0	0	0	0	910
7:00 - 8:00	0	272	0	0	272	0	623	0	0	623	1	0	0	0	1	0	0	0	0	0	896
7:15 - 8:15	0	266	0	0	266	0	557	0	0	557	1	0	0	0	1	0	0	0	0	0	824
7:30 - 8:30	0	247	2	0	249	0	467	0	0	467	2	0	0	0	2	0	0	0	0	0	718
PEAK HOUR																					
6:45 - 7:45	0	271	0	0	271	0	638	0	0	638	1	0	0	0	1	0	0	0	0	0	910
PM																					
2:00 - 2:15		111	0	0	111	0	72		0	72	1		1	0	2					0	185
2:15 - 2:30		163	1	0	164	1	86		0	87	0		0	0	0					0	251
2:30 - 2:45		120	1	0	121	0	77		0	77	1		0	0	1					0	199
2:45 - 3:00		93	2	0	95	0	75		0	75	1		0	0	1					0	171
1 Hr Totals	0	487	4	0	491	1	310	0	0	311	3	0	1	0	4	0	0	0	0	0	806
1 Hr Totals																					
2:00 - 3:00	0	487	4	0	491	1	310	0	0	311	3	0	1	0	4	0	0	0	0	0	806
PEAK HOUR																					
2:00 - 3:00	0	487	4	0	491	1	310	0	0	311	3	0	1	0	4	0	0	0	0	0	806
PM																					
4:00 - 4:15		201	1	0	202	1	79		0	80	6		0	0	6					0	288
4:15 - 4:30		169	0	0	169	1	84		0	85	1		2	0	3					0	257
4:30 - 4:45		149	1	0	150	1	105		0	106	2		0	0	2					0	258
4:45 - 5:00		158	1	0	159	1	125		0	126	7		2	0	9					0	294
5:00 - 5:15		136	2	0	138	0	123		0	123	2		0	0	2					0	263
5:15 - 5:30		146	1	0	147	0	118		0	118	3		0	0	3					0	268
5:30 - 5:45		116	0	0	116	1	97		0	98	1		0	0	1					0	215
5:45 - 6:00		140	0	0	140	0	90		0	90	2		0	0	2					0	232
2 Hr Totals	0	1215	6	0	1221	5	821	0	0	826	24	0	4	0	28	0	0	0	0	0	2075
1 Hr Totals																					
4:00 - 5:00	0	677	3	0	680	4	393	0	0	397	16	0	4	0	20	0	0	0	0	0	1097
4:15 - 5:15	0	612	4	0	616	3	437	0	0	440	12	0	4	0	16	0	0	0	0	0	1072
4:30 - 5:30	0	589	5	0	594	2	471	0	0	473	14	0	2	0	16	0	0	0	0	0	1083
4:45 - 5:45	0	556	4	0	560	2	463	0	0	465	13	0	2	0	15	0	0	0	0	0	1040
5:00 - 6:00	0	538	3	0	541	1	428	0	0	429	8	0	0	0	8	0	0	0	0	0	978
PEAK HOUR																					
4:00 - 5:00	0	677	3	0	680	4	393	0	0	397	16	0	4	0	20	0	0	0	0	0	1097

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road — **Date:** March 25, 2026 — Wednesday

and: Office Building South of High School — **Weather:** Sunny/Cool

Location: Charles County, Maryland — **Entered by:** SN — **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Office Building South of High Scl					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45		4	0	0	4	0	5		0	5	0		0	0	0					0	9
6:45 - 7:00		13	0	0	13	0	6		0	6	0		0	0	0					0	19
7:00 - 7:15		7	0	0	7	0	22		0	22	0		0	0	0					0	29
7:15 - 7:30		10	0	0	10	0	12		0	12	0		0	0	0					0	22
7:30 - 7:45		9	0	0	9	0	2		0	2	0		0	0	0					0	11
7:45 - 8:00		2	0	0	2	0	2		0	2	0		0	0	0					0	4
8:00 - 8:15		4	0	0	4	0	0		0	0	0		0	0	0					0	4
8:15 - 8:30		4	0	0	4	0	2		0	2	0		0	0	0					0	6
2 Hr Totals	0	53	0	0	53	0	51	0	0	51	0	0	0	0	0	0	0	0	0	0	104
1 Hr Totals																					
6:30 - 7:30	0	34	0	0	34	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	79
6:45 - 7:45	0	39	0	0	39	0	42	0	0	42	0	0	0	0	0	0	0	0	0	0	81
7:00 - 8:00	0	28	0	0	28	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	66
7:15 - 8:15	0	25	0	0	25	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	41
7:30 - 8:30	0	19	0	0	19	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	25
PEAK HOUR																					
6:45 - 7:45	0	39	0	0	39	0	42	0	0	42	0	0	0	0	0	0	0	0	0	0	81
PM																					
2:00 - 2:15		8	0	0	8	0	16		0	16	0		0	0	0					0	24
2:15 - 2:30		29	0	0	29	0	8		0	8	0		0	0	0					0	37
2:30 - 2:45		3	0	0	3	0	3		0	3	0		0	0	0					0	6
2:45 - 3:00		2	0	0	2	0	4		0	4	0		0	0	0					0	6
1 Hr Totals	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
1 Hr Totals																					
2:00 - 3:00	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
PEAK HOUR																					
2:00 - 3:00	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
PM																					
4:00 - 4:15		7	0	0	7	0	4		0	4	0		0	0	0					0	11
4:15 - 4:30		4	0	0	4	0	8		0	8	0		0	0	0					0	12
4:30 - 4:45		7	0	0	7	0	5		0	5	0		0	0	0					0	12
4:45 - 5:00		0	0	0	0	0	3		0	3	0		0	0	0					0	3
5:00 - 5:15		0	0	0	0	0	3		0	3	0		0	0	0					0	3
5:15 - 5:30		0	0	0	0	0	4		0	4	0		0	0	0					0	4
5:30 - 5:45		4	0	0	4	0	2		0	2	0		0	0	0					0	6
5:45 - 6:00		0	0	0	0	0	1		0	1	0		0	0	0					0	1
2 Hr Totals	0	22	0	0	22	0	30	0	0	30	0	0	0	0	0	0	0	0	0	0	52
1 Hr Totals																					
4:00 - 5:00	0	18	0	0	18	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	38
4:15 - 5:15	0	11	0	0	11	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	30
4:30 - 5:30	0	7	0	0	7	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	22
4:45 - 5:45	0	4	0	0	4	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	16
5:00 - 6:00	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
PEAK HOUR																					
4:00 - 5:00	0	18	0	0	18	0	20	0	0	20	0	0	0	0	0	0	0	0	0	0	38

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

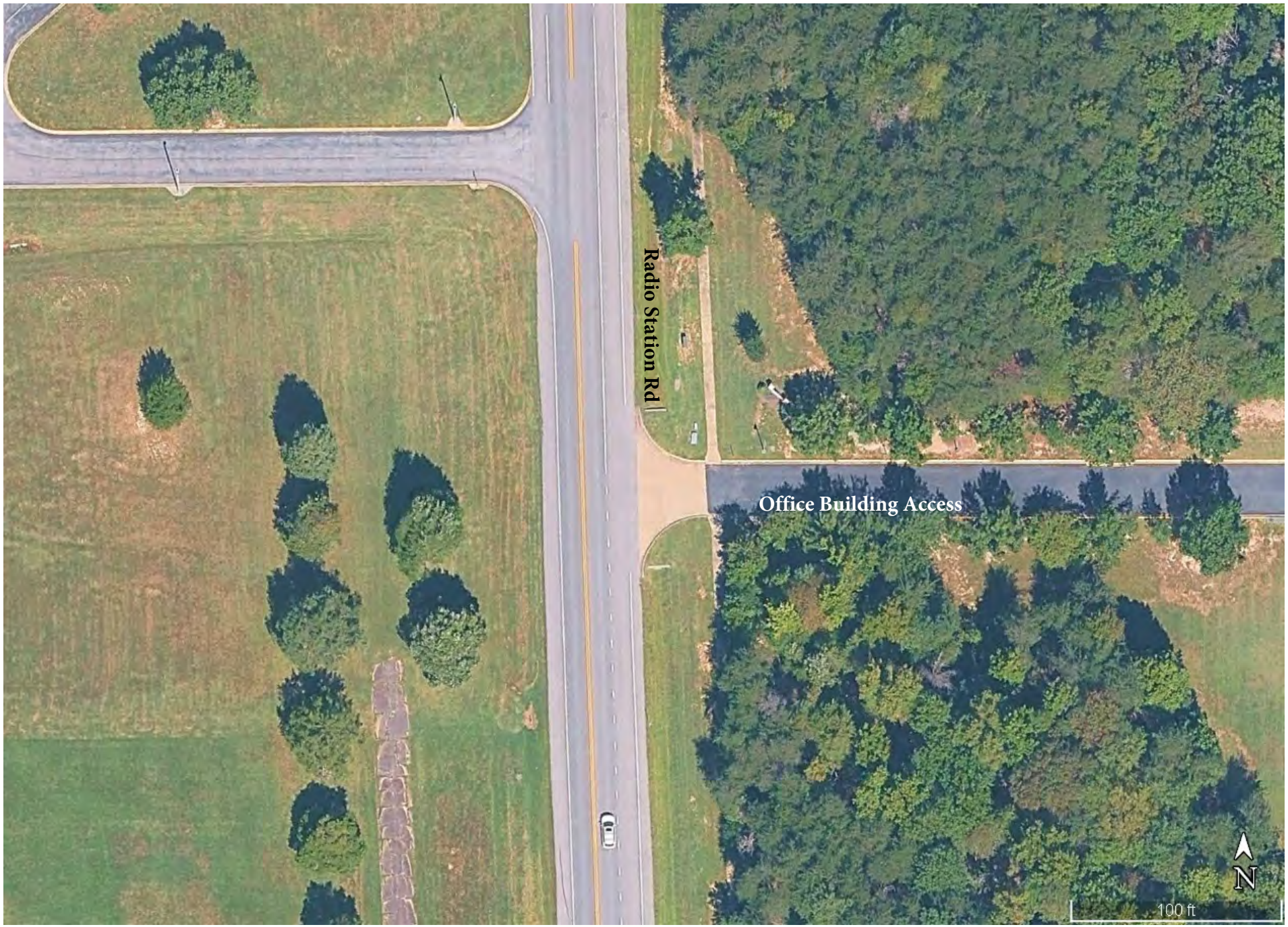
Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Office Building South of High School | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG Radio Station Road		SOUTH LEG Radio Station Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG Office Building South of High School		WEST LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0		
6:45 - 7:00	0	0		
7:00 - 7:15	0	0		
7:15 - 7:30	0	0		
7:30 - 7:45	0	0		
7:45 - 8:00	0	0		
8:00 - 8:15	0	0		
8:15 - 8:30	0	0		
TOTALS	0	0	0	0
PM				
2:00 - 2:15	1	0		
2:15 - 2:30	0	0		
2:30 - 2:45	0	0		
2:45 - 3:00	0	0		
TOTALS	1	0	0	0
PM				
4:00 - 4:15	0	0		
4:15 - 4:30	0	0		
4:30 - 4:45	0	0		
4:45 - 5:00	0	0		
5:00 - 5:15	0	0		
5:15 - 5:30	0	0		
5:30 - 5:45	0	0		
5:45 - 6:00	0	0		
TOTALS	0	0	0	0


Radio Station Rd
Office Building Access
N
100 ft

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Box Elder Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Box Elder Road					TRAFFIC FROM WEST on: Park Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	52	0	0	52	0	86	0	0	86	0	0	0	0	0	0	0	0	0	0	138
6:45 - 7:00	0	64	1	0	65	0	157	0	0	157	0	0	0	0	0	0	0	0	0	0	222
7:00 - 7:15	0	70	0	0	70	0	226	0	0	226	0	0	0	0	0	0	0	0	0	0	296
7:15 - 7:30	0	95	1	0	96	0	183	0	0	183	1	0	0	0	1	0	0	0	0	0	280
7:30 - 7:45	0	69	0	0	69	0	115	0	0	115	0	0	1	0	1	0	0	0	0	0	185
7:45 - 8:00	0	56	1	0	57	0	127	0	0	127	0	0	0	0	0	0	0	0	0	0	184
8:00 - 8:15	0	69	1	0	70	1	130	0	0	131	0	0	0	0	0	0	0	0	0	0	201
8:15 - 8:30	0	66	0	0	66	1	109	0	0	110	1	0	0	0	1	0	0	0	0	0	177
2 Hr Totals	0	541	4	0	545	2	1133	0	0	1135	2	0	1	0	3	0	0	0	0	0	1683
1 Hr Totals																					
6:30 - 7:30	0	281	2	0	283	0	652	0	0	652	1	0	0	0	1	0	0	0	0	0	936
6:45 - 7:45	0	298	2	0	300	0	681	0	0	681	1	0	1	0	2	0	0	0	0	0	983
7:00 - 8:00	0	290	2	0	292	0	651	0	0	651	1	0	1	0	2	0	0	0	0	0	945
7:15 - 8:15	0	289	3	0	292	1	555	0	0	556	1	0	1	0	2	0	0	0	0	0	850
7:30 - 8:30	0	260	2	0	262	2	481	0	0	483	1	0	1	0	2	0	0	0	0	0	747
PEAK HOUR																					
6:45 - 7:45	0	298	2	0	300	0	681	0	0	681	1	0	1	0	2	0	0	0	0	0	983
PM																					
2:00 - 2:15	0	118	1	0	119	0	90	0	0	90	0	0	1	0	1	0	0	0	0	0	210
2:15 - 2:30	0	188	3	0	191	2	94	0	0	96	1	0	1	0	2	0	0	0	0	0	289
2:30 - 2:45	0	121	0	0	121	1	84	0	0	85	1	0	2	0	3	0	0	0	0	0	209
2:45 - 3:00	0	89	1	0	90	0	76	0	0	76	2	0	0	0	2	0	0	0	0	0	168
1 Hr Totals	0	516	5	0	521	3	344	0	0	347	4	0	4	0	8	0	0	0	0	0	876
1 Hr Totals																					
2:00 - 3:00	0	516	5	0	521	3	344	0	0	347	4	0	4	0	8	0	0	0	0	0	876
PEAK HOUR																					
2:00 - 3:00	0	516	5	0	521	3	344	0	0	347	4	0	4	0	8	0	0	0	0	0	876
PM																					
4:00 - 4:15	0	210	0	0	210	2	82	0	0	84	0	0	1	0	1	0	0	0	0	0	295
4:15 - 4:30	0	171	0	0	171	1	95	0	0	96	1	0	4	0	5	0	0	0	0	0	272
4:30 - 4:45	0	157	1	0	158	1	109	0	0	110	0	0	0	0	0	0	0	0	0	0	268
4:45 - 5:00	0	155	2	0	157	0	129	0	0	129	2	0	1	0	3	0	0	0	0	0	289
5:00 - 5:15	0	131	1	0	132	1	127	1	0	129	0	0	1	0	1	0	0	0	0	0	262
5:15 - 5:30	3	144	1	0	148	2	114	0	0	116	3	0	1	0	4	0	0	0	0	0	268
5:30 - 5:45	1	122	0	0	123	0	99	1	0	100	2	0	0	0	2	0	0	1	0	1	226
5:45 - 6:00	0	136	2	0	138	2	85	0	0	87	1	0	0	0	1	0	0	0	0	0	226
2 Hr Totals	4	1226	7	0	1237	9	840	2	0	851	9	0	8	0	17	0	0	1	0	1	2106
1 Hr Totals																					
4:00 - 5:00	0	693	3	0	696	4	415	0	0	419	3	0	6	0	9	0	0	0	0	0	1124
4:15 - 5:15	0	614	4	0	618	3	460	1	0	464	3	0	6	0	9	0	0	0	0	0	1091
4:30 - 5:30	3	587	5	0	595	4	479	1	0	484	5	0	3	0	8	0	0	0	0	0	1087
4:45 - 5:45	4	552	4	0	560	3	469	2	0	474	7	0	3	0	10	0	0	1	0	1	1045
5:00 - 6:00	4	533	4	0	541	5	425	2	0	432	6	0	2	0	8	0	0	1	0	1	982
PEAK HOUR																					
4:00 - 5:00	0	693	3	0	696	4	415	0	0	419	3	0	6	0	9	0	0	0	0	0	1124

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: Box Elder Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Box Elder Road					TRAFFIC FROM WEST on: Park Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	46	0	0	46	0	80	0	0	80	0	0	0	0	0	0	0	0	0	0	126
6:45 - 7:00	0	52	1	0	53	0	151	0	0	151	0	0	0	0	0	0	0	0	0	0	204
7:00 - 7:15	0	63	0	0	63	0	204	0	0	204	0	0	0	0	0	0	0	0	0	0	267
7:15 - 7:30	0	84	1	0	85	0	171	0	0	171	1	0	0	0	1	0	0	0	0	0	257
7:30 - 7:45	0	61	0	0	61	0	113	0	0	113	0	0	1	0	1	0	0	0	0	0	175
7:45 - 8:00	0	54	1	0	55	0	125	0	0	125	0	0	0	0	0	0	0	0	0	0	180
8:00 - 8:15	0	66	1	0	67	1	130	0	0	131	0	0	0	0	0	0	0	0	0	0	198
8:15 - 8:30	0	61	0	0	61	1	107	0	0	108	1	0	0	0	1	0	0	0	0	0	170
2 Hr Totals	0	487	4	0	491	2	1081	0	0	1083	2	0	1	0	3	0	0	0	0	0	1577
1 Hr Totals																					
6:30 - 7:30	0	245	2	0	247	0	606	0	0	606	1	0	0	0	1	0	0	0	0	0	854
6:45 - 7:45	0	260	2	0	262	0	639	0	0	639	1	0	1	0	2	0	0	0	0	0	903
7:00 - 8:00	0	262	2	0	264	0	613	0	0	613	1	0	1	0	2	0	0	0	0	0	879
7:15 - 8:15	0	265	3	0	268	1	539	0	0	540	1	0	1	0	2	0	0	0	0	0	810
7:30 - 8:30	0	242	2	0	244	2	475	0	0	477	1	0	1	0	2	0	0	0	0	0	723
PEAK HOUR																					
6:45 - 7:45	0	260	2	0	262	0	639	0	0	639	1	0	1	0	2	0	0	0	0	0	903
PM																					
2:00 - 2:15	0	110	1	0	111	0	71	0	0	71	0	0	1	0	1	0	0	0	0	0	183
2:15 - 2:30	0	159	3	0	162	2	88	0	0	90	1	0	1	0	2	0	0	0	0	0	254
2:30 - 2:45	0	118	0	0	118	1	82	0	0	83	0	0	2	0	2	0	0	0	0	0	203
2:45 - 3:00	0	87	1	0	88	0	72	0	0	72	2	0	0	0	2	0	0	0	0	0	162
1 Hr Totals	0	474	5	0	479	3	313	0	0	316	3	0	4	0	7	0	0	0	0	0	802
1 Hr Totals																					
2:00 - 3:00	0	474	5	0	479	3	313	0	0	316	3	0	4	0	7	0	0	0	0	0	802
PEAK HOUR																					
2:00 - 3:00	0	474	5	0	479	3	313	0	0	316	3	0	4	0	7	0	0	0	0	0	802
PM																					
4:00 - 4:15	0	203	0	0	203	2	77	0	0	79	0	0	1	0	1	0	0	0	0	0	283
4:15 - 4:30	0	168	0	0	168	1	89	0	0	90	0	0	4	0	4	0	0	0	0	0	262
4:30 - 4:45	0	150	1	0	151	1	105	0	0	106	0	0	0	0	0	0	0	0	0	0	257
4:45 - 5:00	0	155	2	0	157	0	127	0	0	127	2	0	1	0	3	0	0	0	0	0	287
5:00 - 5:15	0	131	1	0	132	1	123	1	0	125	0	0	1	0	1	0	0	0	0	0	258
5:15 - 5:30	3	144	1	0	148	2	111	0	0	113	3	0	1	0	4	0	0	0	0	0	265
5:30 - 5:45	1	118	0	0	119	0	97	1	0	98	2	0	0	0	2	0	0	1	0	1	220
5:45 - 6:00	0	136	2	0	138	2	84	0	0	86	1	0	0	0	1	0	0	0	0	0	225
2 Hr Totals	4	1205	7	0	1216	9	813	2	0	824	8	0	8	0	16	0	0	1	0	1	2057
1 Hr Totals																					
4:00 - 5:00	0	676	3	0	679	4	398	0	0	402	2	0	6	0	8	0	0	0	0	0	1089
4:15 - 5:15	0	604	4	0	608	3	444	1	0	448	2	0	6	0	8	0	0	0	0	0	1064
4:30 - 5:30	3	580	5	0	588	4	466	1	0	471	5	0	3	0	8	0	0	0	0	0	1067
4:45 - 5:45	4	548	4	0	556	3	458	2	0	463	7	0	3	0	10	0	0	1	0	1	1030
5:00 - 6:00	4	529	4	0	537	5	415	2	0	422	6	0	2	0	8	0	0	1	0	1	968
PEAK HOUR																					
4:00 - 5:00	0	676	3	0	679	4	398	0	0	402	2	0	6	0	8	0	0	0	0	0	1089

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road **Date:** March 25, 2026 **Wednesday**

and: Box Elder Road **Weather:** Sunny/Cool

Location: Charles County, Maryland **Entered by:** SN **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on: Box Elder Road					TRAFFIC FROM WEST on: Park Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	6	0	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
6:45 - 7:00	0	10	0	0	10	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	16
7:00 - 7:15	0	7	0	0	7	0	22	0	0	22	0	0	0	0	0	0	0	0	0	0	29
7:15 - 7:30	0	10	0	0	10	0	12	0	0	12	0	0	0	0	0	0	0	0	0	0	22
7:30 - 7:45	0	8	0	0	8	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	10
7:45 - 8:00	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
8:00 - 8:15	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:15 - 8:30	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
2 Hr Totals	0	50	0	0	50	0	51	0	0	51	0	0	0	0	0	0	0	0	0	0	101
1 Hr Totals																					
6:30 - 7:30	0	33	0	0	33	0	45	0	0	45	0	0	0	0	0	0	0	0	0	0	78
6:45 - 7:45	0	35	0	0	35	0	42	0	0	42	0	0	0	0	0	0	0	0	0	0	77
7:00 - 8:00	0	27	0	0	27	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	65
7:15 - 8:15	0	23	0	0	23	0	16	0	0	16	0	0	0	0	0	0	0	0	0	0	39
7:30 - 8:30	0	17	0	0	17	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	23
PEAK HOUR																					
6:45 - 7:45	0	35	0	0	35	0	42	0	0	42	0	0	0	0	0	0	0	0	0	0	77
PM																					
2:00 - 2:15	0	8	0	0	8	0	19	0	0	19	0	0	0	0	0	0	0	0	0	0	27
2:15 - 2:30	0	29	0	0	29	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	35
2:30 - 2:45	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
2:45 - 3:00	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
1 Hr Totals	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
1 Hr Totals																					
2:00 - 3:00	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
PEAK HOUR																					
2:00 - 3:00	0	42	0	0	42	0	31	0	0	31	0	0	0	0	0	0	0	0	0	0	73
PM																					
4:00 - 4:15	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
4:15 - 4:30	0	3	0	0	3	0	6	0	0	6	1	0	0	0	1	0	0	0	0	0	10
4:30 - 4:45	0	7	0	0	7	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	11
4:45 - 5:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 - 5:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
5:15 - 5:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 - 5:45	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
5:45 - 6:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2 Hr Totals	0	21	0	0	21	0	27	0	0	27	1	0	0	0	1	0	0	0	0	0	49
1 Hr Totals																					
4:00 - 5:00	0	17	0	0	17	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	35
4:15 - 5:15	0	10	0	0	10	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	27
4:30 - 5:30	0	7	0	0	7	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	20
4:45 - 5:45	0	4	0	0	4	0	11	0	0	11	0	0	0	0	0	0	0	0	0	0	15
5:00 - 6:00	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
PEAK HOUR																					
4:00 - 5:00	0	17	0	0	17	0	17	0	0	17	1	0	0	0	1	0	0	0	0	0	35

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | **Date: March 25, 2026** | **Wednesday**

and: Box Elder Road | **Weather: Sunny/Cool**

Location: Charles County, Maryland | **Entered by: SN** | **Star Rating: 4**

TIME	NORTH LEG Radio Station Road		SOUTH LEG Radio Station Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	1	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	1	0

	EAST LEG Box Elder Road		WEST LEG Park Access	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	1	0
5:30 - 5:45	2	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	2	0	1	0

Radio Station Rd
Box Elder Rd
N
200 ft

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: MD 488 | Date: March 25, 2026 | Wednesday

and: Radio Station Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: MD 488					TRAFFIC FROM WEST on: MD 488					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	28	0	14	0	42	0	0	0	0	0	16	51	0	0	67	0	57	37	0	94	203
6:45 - 7:00	56	0	10	1	67	0	0	0	0	0	29	71	0	0	100	0	67	107	0	174	341
7:00 - 7:15	68	0	7	0	75	0	0	0	0	0	68	91	0	0	159	0	64	115	0	179	413
7:15 - 7:30	68	0	18	0	86	0	0	0	0	0	46	87	0	0	133	0	77	110	0	187	406
7:30 - 7:45	64	0	12	0	76	0	0	0	0	0	29	66	0	0	95	0	69	68	0	137	308
7:45 - 8:00	31	0	14	0	45	0	0	0	0	0	27	88	0	0	115	0	47	74	0	121	281
8:00 - 8:15	53	0	9	0	62	0	0	0	0	0	34	70	0	0	104	0	45	80	0	125	291
8:15 - 8:30	50	0	17	0	67	0	0	0	0	0	28	85	0	0	113	0	47	68	0	115	295
2 Hr Totals	418	0	101	1	520	0	0	0	0	0	277	609	0	0	886	0	473	659	0	1132	2538
1 Hr Totals																					
6:30 - 7:30	220	0	49	1	270	0	0	0	0	0	159	300	0	0	459	0	265	369	0	634	1363
6:45 - 7:45	256	0	47	1	304	0	0	0	0	0	172	315	0	0	487	0	277	400	0	677	1468
7:00 - 8:00	231	0	51	0	282	0	0	0	0	0	170	332	0	0	502	0	257	367	0	624	1408
7:15 - 8:15	216	0	53	0	269	0	0	0	0	0	136	311	0	0	447	0	238	332	0	570	1286
7:30 - 8:30	198	0	52	0	250	0	0	0	0	0	118	309	0	0	427	0	208	290	0	498	1175
PEAK HOUR																					
6:45 - 7:45	256	0	47	1	304	0	0	0	0	0	172	315	0	0	487	0	277	400	0	677	1468
PM																					
2:00 - 2:15	73	0	29	0	102	0	0	0	0	0	17	37	0	0	54	0	75	63	0	138	294
2:15 - 2:30	129	0	42	0	171	0	0	0	0	0	11	49	0	0	60	0	68	69	0	137	368
2:30 - 2:45	79	0	31	0	110	0	0	0	0	0	22	69	0	0	91	0	70	53	0	123	324
2:45 - 3:00	63	0	24	0	87	0	0	0	0	0	20	66	0	0	86	0	72	48	0	120	293
1 Hr Totals	344	0	126	0	470	0	0	0	0	0	70	221	0	0	291	0	285	233	0	518	1279
1 Hr Totals																					
2:00 - 3:00	344	0	126	0	470	0	0	0	0	0	70	221	0	0	291	0	285	233	0	518	1279
PEAK HOUR																					
2:00 - 3:00	344	0	126	0	470	0	0	0	0	0	70	221	0	0	291	0	285	233	0	518	1279
PM																					
4:00 - 4:15	129	0	51	0	180	0	0	0	0	0	27	75	0	0	102	0	72	48	0	120	402
4:15 - 4:30	111	0	46	0	157	0	0	0	0	0	22	71	0	0	93	0	76	58	0	134	384
4:30 - 4:45	89	0	38	0	127	0	0	0	0	0	19	72	0	0	91	0	101	81	0	182	400
4:45 - 5:00	90	0	39	0	129	0	0	0	0	0	41	78	0	0	119	0	87	76	0	163	411
5:00 - 5:15	81	0	34	0	115	0	0	0	0	0	46	89	0	0	135	0	98	64	0	162	412
5:15 - 5:30	81	0	36	0	117	0	0	0	0	0	29	73	0	0	102	0	76	74	0	150	369
5:30 - 5:45	73	0	30	0	103	0	0	0	0	0	21	93	0	0	114	0	76	57	0	133	350
5:45 - 6:00	82	0	36	0	118	0	0	0	0	0	21	65	0	0	86	0	74	52	0	126	330
2 Hr Totals	736	0	310	0	1046	0	0	0	0	0	226	616	0	0	842	0	660	510	0	1170	3058
1 Hr Totals																					
4:00 - 5:00	419	0	174	0	593	0	0	0	0	0	109	296	0	0	405	0	336	263	0	599	1597
4:15 - 5:15	371	0	157	0	528	0	0	0	0	0	128	310	0	0	438	0	362	279	0	641	1607
4:30 - 5:30	341	0	147	0	488	0	0	0	0	0	135	312	0	0	447	0	362	295	0	657	1592
4:45 - 5:45	325	0	139	0	464	0	0	0	0	0	137	333	0	0	470	0	337	271	0	608	1542
5:00 - 6:00	317	0	136	0	453	0	0	0	0	0	117	320	0	0	437	0	324	247	0	571	1461
PEAK HOUR																					
4:15 - 5:15	371	0	157	0	528	0	0	0	0	0	128	310	0	0	438	0	362	279	0	641	1607

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: MD 488 | Date: March 25, 2026 | Wednesday

and: Radio Station Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: MD 488					TRAFFIC FROM WEST on: MD 488					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	27		12	0	39					0	15	48		0	63		54	32	0	86	188
6:45 - 7:00	47		5	1	53					0	29	64		0	93		64	102	0	166	312
7:00 - 7:15	62		6	0	68					0	63	82		0	145		60	100	0	160	373
7:15 - 7:30	57		16	0	73					0	44	86		0	130		71	100	0	171	374
7:30 - 7:45	58		10	0	68					0	29	59		0	88		67	66	0	133	289
7:45 - 8:00	28		14	0	42					0	26	82		0	108		46	73	0	119	269
8:00 - 8:15	52		8	0	60					0	33	68		0	101		42	80	0	122	283
8:15 - 8:30	46		15	0	61					0	27	82		0	109		43	66	0	109	279
2 Hr Totals	377	0	86	1	464	0	0	0	0	0	266	571	0	0	837	0	447	619	0	1066	2367
1 Hr Totals																					
6:30 - 7:30	193	0	39	1	233	0	0	0	0	0	151	280	0	0	431	0	249	334	0	583	1247
6:45 - 7:45	224	0	37	1	262	0	0	0	0	0	165	291	0	0	456	0	262	368	0	630	1348
7:00 - 8:00	205	0	46	0	251	0	0	0	0	0	162	309	0	0	471	0	244	339	0	583	1305
7:15 - 8:15	195	0	48	0	243	0	0	0	0	0	132	295	0	0	427	0	226	319	0	545	1215
7:30 - 8:30	184	0	47	0	231	0	0	0	0	0	115	291	0	0	406	0	198	285	0	483	1120
PEAK HOUR																					
6:45 - 7:45	224	0	37	1	262	0	0	0	0	0	165	291	0	0	456	0	262	368	0	630	1348
PM																					
2:00 - 2:15	67		28	0	95					0	16	34		0	50		66	46	0	112	257
2:15 - 2:30	103		39	0	142					0	10	49		0	59		62	66	0	128	329
2:30 - 2:45	78		31	0	109					0	22	67		0	89		69	51	0	120	318
2:45 - 3:00	63		24	0	87					0	19	63		0	82		64	45	0	109	278
1 Hr Totals	311	0	122	0	433	0	0	0	0	0	67	213	0	0	280	0	261	208	0	469	1182
1 Hr Totals																					
2:00 - 3:00	311	0	122	0	433	0	0	0	0	0	67	213	0	0	280	0	261	208	0	469	1182
PEAK HOUR																					
2:00 - 3:00	311	0	122	0	433	0	0	0	0	0	67	213	0	0	280	0	261	208	0	469	1182
PM																					
4:00 - 4:15	123		46	0	169					0	27	73		0	100		70	44	0	114	383
4:15 - 4:30	109		46	0	155					0	19	68		0	87		76	54	0	130	372
4:30 - 4:45	88		36	0	124					0	18	71		0	89		98	77	0	175	388
4:45 - 5:00	88		39	0	127					0	39	76		0	115		87	75	0	162	404
5:00 - 5:15	81		34	0	115					0	44	88		0	132		97	62	0	159	406
5:15 - 5:30	81		36	0	117					0	28	72		0	100		73	72	0	145	362
5:30 - 5:45	72		29	0	101					0	20	92		0	112		74	56	0	130	343
5:45 - 6:00	80		36	0	116					0	21	65		0	86		74	51	0	125	327
2 Hr Totals	722	0	302	0	1024	0	0	0	0	0	216	605	0	0	821	0	649	491	0	1140	2985
1 Hr Totals																					
4:00 - 5:00	408	0	167	0	575	0	0	0	0	0	103	288	0	0	391	0	331	250	0	581	1547
4:15 - 5:15	366	0	155	0	521	0	0	0	0	0	120	303	0	0	423	0	358	268	0	626	1570
4:30 - 5:30	338	0	145	0	483	0	0	0	0	0	129	307	0	0	436	0	355	286	0	641	1560
4:45 - 5:45	322	0	138	0	460	0	0	0	0	0	131	328	0	0	459	0	331	265	0	596	1515
5:00 - 6:00	314	0	135	0	449	0	0	0	0	0	113	317	0	0	430	0	318	241	0	559	1438
PEAK HOUR																					
4:15 - 5:15	366	0	155	0	521	0	0	0	0	0	120	303	0	0	423	0	358	268	0	626	1570

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: MD 488 **Date:** March 25, 2026 **Wednesday**

and: Radio Station Road **Weather:** Sunny/Cool

Location: Charles County, Maryland **Entered by:** SN **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on:					TRAFFIC FROM EAST on: MD 488					TRAFFIC FROM WEST on: MD 488					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	1		2	0	3					0	1	3		0	4		2	5	0	7	14
6:45 - 7:00	9		4	0	13					0	0	6		0	6		3	5	0	8	27
7:00 - 7:15	6		1	0	7					0	5	9		0	14		4	15	0	19	40
7:15 - 7:30	10		2	0	12					0	2	1		0	3		6	10	0	16	31
7:30 - 7:45	6		2	0	8					0	0	5		0	5		2	2	0	4	17
7:45 - 8:00	3		0	0	3					0	1	6		0	7		1	1	0	2	12
8:00 - 8:15	1		1	0	2					0	1	2		0	3		3	0	0	3	8
8:15 - 8:30	3		2	0	5					0	1	3		0	4		3	2	0	5	14
2 Hr Totals	39	0	14	0	53	0	0	0	0	0	11	35	0	0	46	0	24	40	0	64	163
1 Hr Totals																					
6:30 - 7:30	26	0	9	0	35	0	0	0	0	0	8	19	0	0	27	0	15	35	0	50	112
6:45 - 7:45	31	0	9	0	40	0	0	0	0	0	7	21	0	0	28	0	15	32	0	47	115
7:00 - 8:00	25	0	5	0	30	0	0	0	0	0	8	21	0	0	29	0	13	28	0	41	100
7:15 - 8:15	20	0	5	0	25	0	0	0	0	0	4	14	0	0	18	0	12	13	0	25	68
7:30 - 8:30	13	0	5	0	18	0	0	0	0	0	3	16	0	0	19	0	9	5	0	14	51
PEAK HOUR																					
6:45 - 7:45	31	0	9	0	40	0	0	0	0	0	7	21	0	0	28	0	15	32	0	47	115
PM																					
2:00 - 2:15	6		1	0	7					0	1	3		0	4		9	17	0	26	37
2:15 - 2:30	26		3	0	29					0	1	0		0	1		6	3	0	9	39
2:30 - 2:45	1		0	0	1					0	0	2		0	2		0	2	0	2	5
2:45 - 3:00	0		0	0	0					0	1	3		0	4		6	3	0	9	13
1 Hr Totals	33	0	4	0	37	0	0	0	0	0	3	8	0	0	11	0	21	25	0	46	94
1 Hr Totals																					
2:00 - 3:00	33	0	4	0	37	0	0	0	0	0	3	8	0	0	11	0	21	25	0	46	94
PEAK HOUR																					
2:00 - 3:00	33	0	4	0	37	0	0	0	0	0	3	8	0	0	11	0	21	25	0	46	94
PM																					
4:00 - 4:15	6		5	0	11					0	0	2		0	2		2	4	0	6	19
4:15 - 4:30	2		0	0	2					0	3	3		0	6		0	4	0	4	12
4:30 - 4:45	1		2	0	3					0	1	1		0	2		3	4	0	7	12
4:45 - 5:00	2		0	0	2					0	2	2		0	4		0	1	0	1	7
5:00 - 5:15	0		0	0	0					0	2	1		0	3		1	2	0	3	6
5:15 - 5:30	0		0	0	0					0	1	1		0	2		1	2	0	3	5
5:30 - 5:45	1		1	0	2					0	1	1		0	2		1	1	0	2	6
5:45 - 6:00	2		0	0	2					0	0	0		0	0		0	1	0	1	3
2 Hr Totals	14	0	8	0	22	0	0	0	0	0	10	11	0	0	21	0	8	19	0	27	70
1 Hr Totals																					
4:00 - 5:00	11	0	7	0	18	0	0	0	0	0	6	8	0	0	14	0	5	13	0	18	50
4:15 - 5:15	5	0	2	0	7	0	0	0	0	0	8	7	0	0	15	0	4	11	0	15	37
4:30 - 5:30	3	0	2	0	5	0	0	0	0	0	6	5	0	0	11	0	5	9	0	14	30
4:45 - 5:45	3	0	1	0	4	0	0	0	0	0	6	5	0	0	11	0	3	6	0	9	24
5:00 - 6:00	3	0	1	0	4	0	0	0	0	0	4	3	0	0	7	0	3	6	0	9	20
PEAK HOUR																					
4:15 - 5:15	5	0	2	0	7	0	0	0	0	0	8	7	0	0	15	0	4	11	0	15	37

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: MD 488 | Date: March 25, 2026 | Wednesday

and: Radio Station Road | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG Radio Station Road		SOUTH LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0		
6:45 - 7:00	0	0		
7:00 - 7:15	0	0		
7:15 - 7:30	0	0		
7:30 - 7:45	0	0		
7:45 - 8:00	0	0		
8:00 - 8:15	0	0		
8:15 - 8:30	0	0		
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0		
2:15 - 2:30	0	0		
2:30 - 2:45	0	0		
2:45 - 3:00	0	0		
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0		
4:15 - 4:30	0	0		
4:30 - 4:45	0	0		
4:45 - 5:00	0	0		
5:00 - 5:15	0	0		
5:15 - 5:30	0	0		
5:30 - 5:45	0	0		
5:45 - 6:00	0	0		
TOTALS	0	0	0	0

	EAST LEG MD 488		WEST LEG MD 488	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

Radio Station Rd
MARYLAND
488
N
200 ft

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: La Plata High School Access | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: La Plata High School Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	11	35	0	0	46	0	66	18	0	84	0	0	0	0	0	9	0	7	0	16	146
6:45 - 7:00	17	62	0	0	79	0	93	53	0	146	0	0	0	0	0	6	0	3	0	9	234
7:00 - 7:15	41	53	0	0	94	0	82	131	0	213	0	0	0	0	0	27	0	21	0	48	355
7:15 - 7:30	46	39	0	0	85	0	85	121	0	206	0	0	0	0	0	53	0	44	0	97	388
7:30 - 7:45	8	64	0	0	72	0	109	8	0	117	0	0	0	0	0	11	0	5	0	16	205
7:45 - 8:00	2	58	0	0	60	0	127	0	0	127	0	0	0	0	0	0	0	1	0	1	188
8:00 - 8:15	0	61	0	0	61	0	127	2	0	129	0	0	0	0	0	1	0	1	0	2	192
8:15 - 8:30	0	79	0	0	79	0	102	2	0	104	0	0	0	0	0	0	0	0	0	0	183
2 Hr Totals	125	451	0	0	576	0	791	335	0	1126	0	0	0	0	0	107	0	82	0	189	1891
1 Hr Totals																					
6:30 - 7:30	115	189	0	0	304	0	326	323	0	649	0	0	0	0	0	95	0	75	0	170	1123
6:45 - 7:45	112	218	0	0	330	0	369	313	0	682	0	0	0	0	0	97	0	73	0	170	1182
7:00 - 8:00	97	214	0	0	311	0	403	260	0	663	0	0	0	0	0	91	0	71	0	162	1136
7:15 - 8:15	56	222	0	0	278	0	448	131	0	579	0	0	0	0	0	65	0	51	0	116	973
7:30 - 8:30	10	262	0	0	272	0	465	12	0	477	0	0	0	0	0	12	0	7	0	19	768
PEAK HOUR																					
6:45 - 7:45	112	218	0	0	330	0	369	313	0	682	0	0	0	0	0	97	0	73	0	170	1182
PM																					
2:00 - 2:15	7	103	0	0	110	0	77	10	0	87	0	0	0	0	0	11	0	5	0	16	213
2:15 - 2:30	8	102	0	0	110	0	86	8	0	94	0	0	0	0	0	95	0	7	0	102	306
2:30 - 2:45	3	111	0	0	114	0	81	1	0	82	0	0	0	0	0	13	0	13	0	26	222
2:45 - 3:00	3	83	0	0	86	0	80	4	0	84	0	0	0	0	0	11	0	8	0	19	189
1 Hr Totals	21	399	0	0	420	0	324	23	0	347	0	0	0	0	0	130	0	33	0	163	930
1 Hr Totals																					
2:00 - 3:00	21	399	0	0	420	0	324	23	0	347	0	0	0	0	0	130	0	33	0	163	930
PEAK HOUR																					
2:00 - 3:00	21	399	0	0	420	0	324	23	0	347	0	0	0	0	0	130	0	33	0	163	930
PM																					
4:00 - 4:15	1	173	0	0	174	0	86	2	0	88	0	0	0	0	0	32	0	7	0	39	301
4:15 - 4:30	12	174	0	0	186	0	74	20	0	94	0	0	0	0	0	5	0	2	0	7	287
4:30 - 4:45	10	134	0	0	144	0	91	17	0	108	0	0	0	0	0	24	0	8	0	32	284
4:45 - 5:00	13	143	0	0	156	0	107	30	0	137	0	0	0	0	0	10	0	7	0	17	310
5:00 - 5:15	15	128	0	0	143	0	110	19	0	129	0	0	0	0	0	11	0	4	0	15	287
5:15 - 5:30	5	136	0	0	141	0	115	8	0	123	0	0	0	0	0	14	0	5	0	19	283
5:30 - 5:45	3	115	0	0	118	0	98	7	0	105	0	0	0	0	0	3	0	3	0	6	229
5:45 - 6:00	5	128	0	0	133	0	83	8	0	91	0	0	0	0	0	11	0	4	0	15	239
2 Hr Totals	64	1131	0	0	1195	0	764	111	0	875	0	0	0	0	0	110	0	40	0	150	2220
1 Hr Totals																					
4:00 - 5:00	36	624	0	0	660	0	358	69	0	427	0	0	0	0	0	71	0	24	0	95	1182
4:15 - 5:15	50	579	0	0	629	0	382	86	0	468	0	0	0	0	0	50	0	21	0	71	1168
4:30 - 5:30	43	541	0	0	584	0	423	74	0	497	0	0	0	0	0	59	0	24	0	83	1164
4:45 - 5:45	36	522	0	0	558	0	430	64	0	494	0	0	0	0	0	38	0	19	0	57	1109
5:00 - 6:00	28	507	0	0	535	0	406	42	0	448	0	0	0	0	0	39	0	16	0	55	1038
PEAK HOUR																					
4:00 - 5:00	36	624	0	0	660	0	358	69	0	427	0	0	0	0	0	71	0	24	0	95	1182

CARS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: La Plata High School Access | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: La Plata High School Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	11	32		0	43		61	18	0	79					0	9		7	0	16	138
6:45 - 7:00	17	48		0	65		87	53	0	140					0	6		3	0	9	214
7:00 - 7:15	39	46		0	85		60	131	0	191					0	27		20	0	47	323
7:15 - 7:30	46	29		0	75		74	118	0	192					0	52		41	0	93	360
7:30 - 7:45	8	57		0	65		107	8	0	115					0	10		5	0	15	195
7:45 - 8:00	2	55		0	57		125	0	0	125					0	0		1	0	1	183
8:00 - 8:15	0	58		0	58		126	2	0	128					0	1		1	0	2	188
8:15 - 8:30	0	73		0	73		100	2	0	102					0	0		0	0	0	175
2 Hr Totals	123	398	0	0	521	0	740	332	0	1072	0	0	0	0	0	105	0	78	0	183	1776
1 Hr Totals																					
6:30 - 7:30	113	155	0	0	268	0	282	320	0	602	0	0	0	0	0	94	0	71	0	165	1035
6:45 - 7:45	110	180	0	0	290	0	328	310	0	638	0	0	0	0	0	95	0	69	0	164	1092
7:00 - 8:00	95	187	0	0	282	0	366	257	0	623	0	0	0	0	0	89	0	67	0	156	1061
7:15 - 8:15	56	199	0	0	255	0	432	128	0	560	0	0	0	0	0	63	0	48	0	111	926
7:30 - 8:30	10	243	0	0	253	0	458	12	0	470	0	0	0	0	0	11	0	7	0	18	741
PEAK HOUR																					
6:45 - 7:45	110	180	0	0	290	0	328	310	0	638	0	0	0	0	0	95	0	69	0	164	1092
PM																					
2:00 - 2:15	7	100		0	107		61	9	0	70					0	6		4	0	10	187
2:15 - 2:30	7	100		0	107		81	6	0	87					0	67		7	0	74	268
2:30 - 2:45	3	109		0	112		78	1	0	79					0	12		12	0	24	215
2:45 - 3:00	3	82		0	85		75	4	0	79					0	11		7	0	18	182
1 Hr Totals	20	391	0	0	411	0	295	20	0	315	0	0	0	0	0	96	0	30	0	126	852
1 Hr Totals																					
2:00 - 3:00	20	391	0	0	411	0	295	20	0	315	0	0	0	0	0	96	0	30	0	126	852
PEAK HOUR																					
2:00 - 3:00	20	391	0	0	411	0	295	20	0	315	0	0	0	0	0	96	0	30	0	126	852
PM																					
4:00 - 4:15	1	164		0	165		82	2	0	84					0	32		7	0	39	288
4:15 - 4:30	10	171		0	181		67	20	0	87					0	5		2	0	7	275
4:30 - 4:45	9	128		0	137		84	17	0	101					0	24		8	0	32	270
4:45 - 5:00	13	141		0	154		104	30	0	134					0	10		6	0	16	304
5:00 - 5:15	15	128		0	143		107	19	0	126					0	11		4	0	15	284
5:15 - 5:30	5	136		0	141		111	8	0	119					0	14		5	0	19	279
5:30 - 5:45	3	111		0	114		96	7	0	103					0	3		3	0	6	223
5:45 - 6:00	5	128		0	133		82	8	0	90					0	11		4	0	15	238
2 Hr Totals	61	1107	0	0	1168	0	733	111	0	844	0	0	0	0	0	110	0	39	0	149	2161
1 Hr Totals																					
4:00 - 5:00	33	604	0	0	637	0	337	69	0	406	0	0	0	0	0	71	0	23	0	94	1137
4:15 - 5:15	47	568	0	0	615	0	362	86	0	448	0	0	0	0	0	50	0	20	0	70	1133
4:30 - 5:30	42	533	0	0	575	0	406	74	0	480	0	0	0	0	0	59	0	23	0	82	1137
4:45 - 5:45	36	516	0	0	552	0	418	64	0	482	0	0	0	0	0	38	0	18	0	56	1090
5:00 - 6:00	28	503	0	0	531	0	396	42	0	438	0	0	0	0	0	39	0	16	0	55	1024
PEAK HOUR																					
4:00 - 5:00	33	604	0	0	637	0	337	69	0	406	0	0	0	0	0	71	0	23	0	94	1137

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road — **Date:** March 25, 2026 — Wednesday

and: La Plata High School Access — **Weather:** Sunny/Cool

Location: Charles County, Maryland — **Entered by:** SN — **Star Rating:** 4

TIME	TRAFFIC FROM NORTH on: Radio Station Road					TRAFFIC FROM SOUTH on: Radio Station Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: La Plata High School Access					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
6:30 - 6:45	0	3		0	3		5	0	0	5					0	0		0	0	0	8
6:45 - 7:00	0	13		0	13		6	0	0	6					0	0		0	0	0	19
7:00 - 7:15	2	7		0	9		22	0	0	22					0	0		1	0	1	32
7:15 - 7:30	0	9		0	9		11	3	0	14					0	1		3	0	4	27
7:30 - 7:45	0	7		0	7		2	0	0	2					0	1		0	0	1	10
7:45 - 8:00	0	3		0	3		2	0	0	2					0	0		0	0	0	5
8:00 - 8:15	0	3		0	3		1	0	0	1					0	0		0	0	0	4
8:15 - 8:30	0	5		0	5		2	0	0	2					0	0		0	0	0	7
2 Hr Totals	2	50	0	0	52	0	51	3	0	54	0	0	0	0	0	2	0	4	0	6	112
1 Hr Totals																					
6:30 - 7:30	2	32	0	0	34	0	44	3	0	47	0	0	0	0	0	1	0	4	0	5	86
6:45 - 7:45	2	36	0	0	38	0	41	3	0	44	0	0	0	0	0	2	0	4	0	6	88
7:00 - 8:00	2	26	0	0	28	0	37	3	0	40	0	0	0	0	0	2	0	4	0	6	74
7:15 - 8:15	0	22	0	0	22	0	16	3	0	19	0	0	0	0	0	2	0	3	0	5	46
7:30 - 8:30	0	18	0	0	18	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	26
PEAK HOUR																					
6:45 - 7:45	2	36	0	0	38	0	41	3	0	44	0	0	0	0	0	2	0	4	0	6	88
PM																					
2:00 - 2:15	0	3		0	3		16	1	0	17					0	5		1	0	6	26
2:15 - 2:30	1	2		0	3		5	2	0	7					0	28		0	0	28	38
2:30 - 2:45	0	2		0	2		2	0	0	2					0	1		1	0	2	6
2:45 - 3:00	0	1		0	1		5	0	0	5					0	0		1	0	1	7
1 Hr Totals	1	8	0	0	9	0	28	3	0	31	0	0	0	0	0	34	0	3	0	37	77
1 Hr Totals																					
2:00 - 3:00	1	8	0	0	9	0	28	3	0	31	0	0	0	0	0	34	0	3	0	37	77
PEAK HOUR																					
2:00 - 3:00	1	8	0	0	9	0	28	3	0	31	0	0	0	0	0	34	0	3	0	37	77
PM																					
4:00 - 4:15	0	9		0	9		4	0	0	4					0	0		0	0	0	13
4:15 - 4:30	2	3		0	5		7	0	0	7					0	0		0	0	0	12
4:30 - 4:45	1	6		0	7		7	0	0	7					0	0		0	0	0	14
4:45 - 5:00	0	2		0	2		3	0	0	3					0	0		1	0	1	6
5:00 - 5:15	0	0		0	0		3	0	0	3					0	0		0	0	0	3
5:15 - 5:30	0	0		0	0		4	0	0	4					0	0		0	0	0	4
5:30 - 5:45	0	4		0	4		2	0	0	2					0	0		0	0	0	6
5:45 - 6:00	0	0		0	0		1	0	0	1					0	0		0	0	0	1
2 Hr Totals	3	24	0	0	27	0	31	0	0	31	0	0	0	0	0	0	0	1	0	1	59
1 Hr Totals																					
4:00 - 5:00	3	20	0	0	23	0	21	0	0	21	0	0	0	0	0	0	0	1	0	1	45
4:15 - 5:15	3	11	0	0	14	0	20	0	0	20	0	0	0	0	0	0	0	1	0	1	35
4:30 - 5:30	1	8	0	0	9	0	17	0	0	17	0	0	0	0	0	0	0	1	0	1	27
4:45 - 5:45	0	6	0	0	6	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	19
5:00 - 6:00	0	4	0	0	4	0	10	0	0	10	0	0	0	0	0	0	0	0	0	0	14
PEAK HOUR																					
4:00 - 5:00	3	20	0	0	23	0	21	0	0	21	0	0	0	0	0	0	0	1	0	1	45

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Counted by: VCU

Intersection of: Radio Station Road | Date: March 25, 2026 | Wednesday

and: La Plata High School Access | Weather: Sunny/Cool

Location: Charles County, Maryland | Entered by: SN | Star Rating: 4

TIME	NORTH LEG Radio Station Road		SOUTH LEG Radio Station Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	1	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
TOTALS	1	0	0	0
PM				
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG		WEST LEG La Plata High School Access	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
8:00 - 8:15			0	0
8:15 - 8:30			0	0
TOTALS	0	0	0	0
PM				
2:00 - 2:15			0	0
2:15 - 2:30			0	0
2:30 - 2:45			0	0
2:45 - 3:00			0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15			0	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	0	0

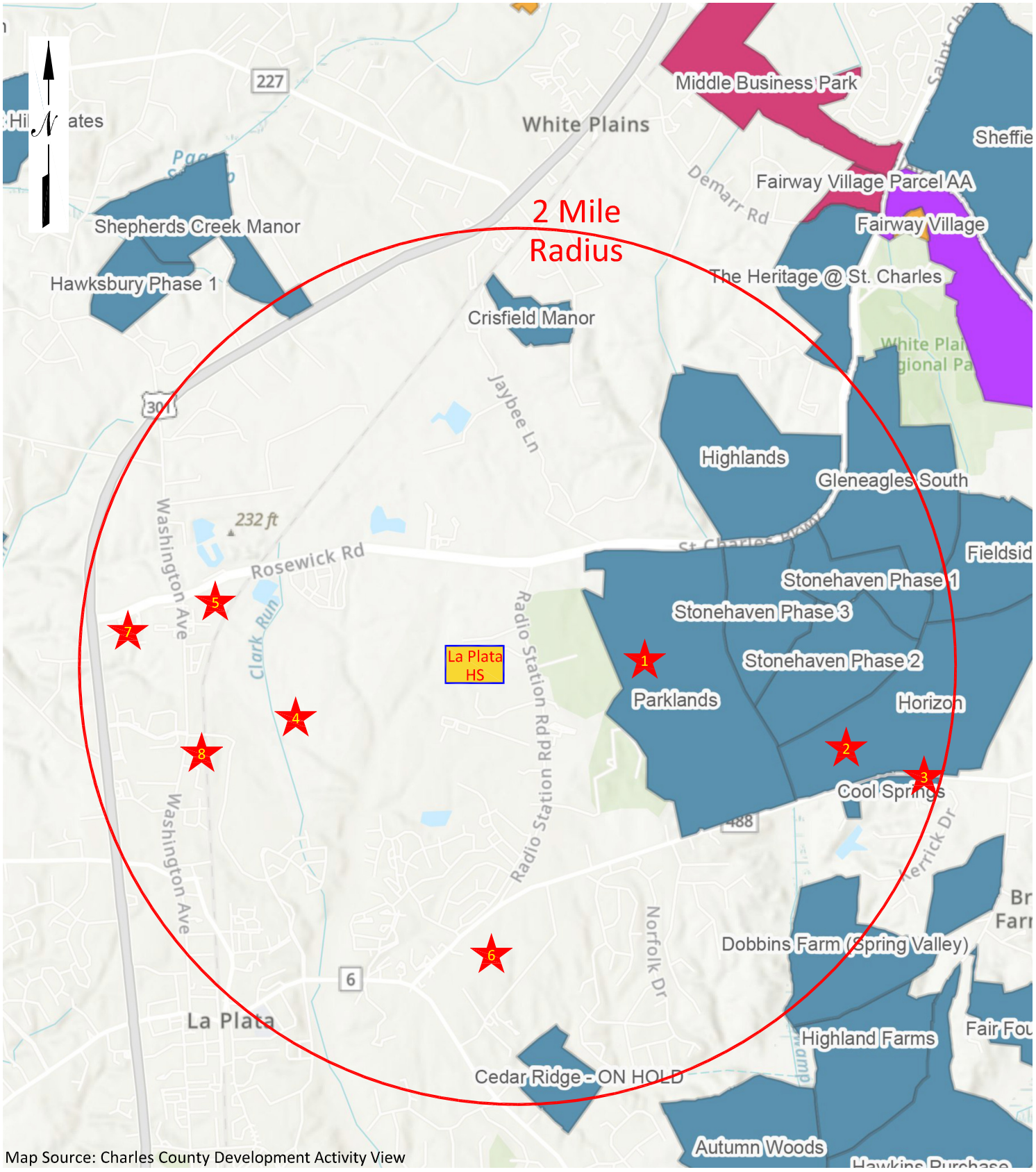
Radio Station Rd
High School Access
N
100 ft

APPENDIX B

Trip Assignment for

Background Developments

Figure B1. Location Map for Background Developments



Map Source: Charles County Development Activity View

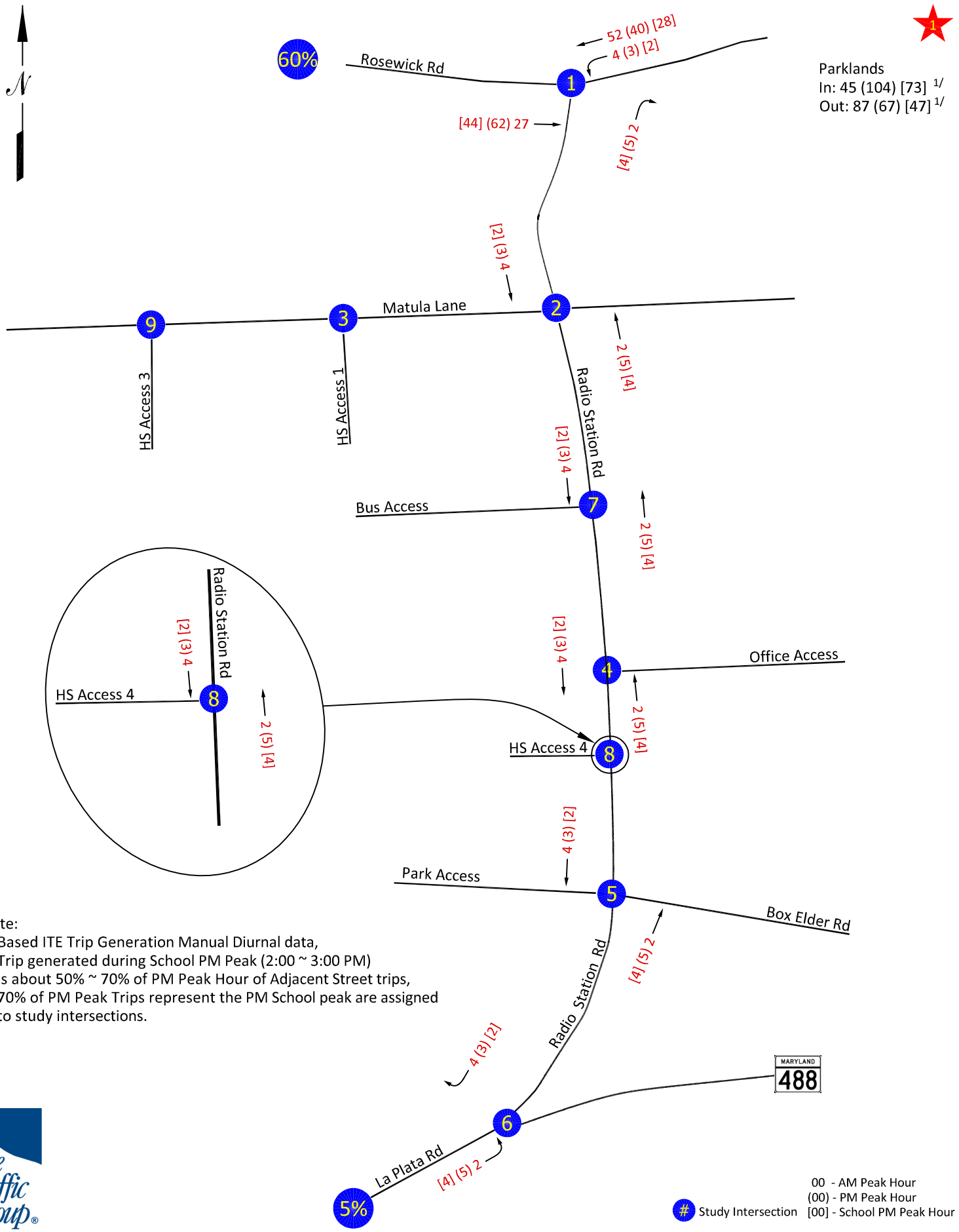
Development Activity (View)
Residential
Multi Family
Commercial
Mixed Use
World_Hillshade

1:62,401
0 0.4 0.8 1.6 mi
0 0.5 1 2 km

The Traffic Group

Rh, 251208\INITIAL\FIG.dwg-LOC_DEV, F04/10/26

Figure B2. Trip Assignment for Parklands



Note:
1. Based ITE Trip Generation Manual Diurnal data,
   Trip generated during School PM Peak (2:00 ~ 3:00 PM)
   is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips,
   70% of PM Peak Trips represent the PM School peak are assigned
   to study intersections.

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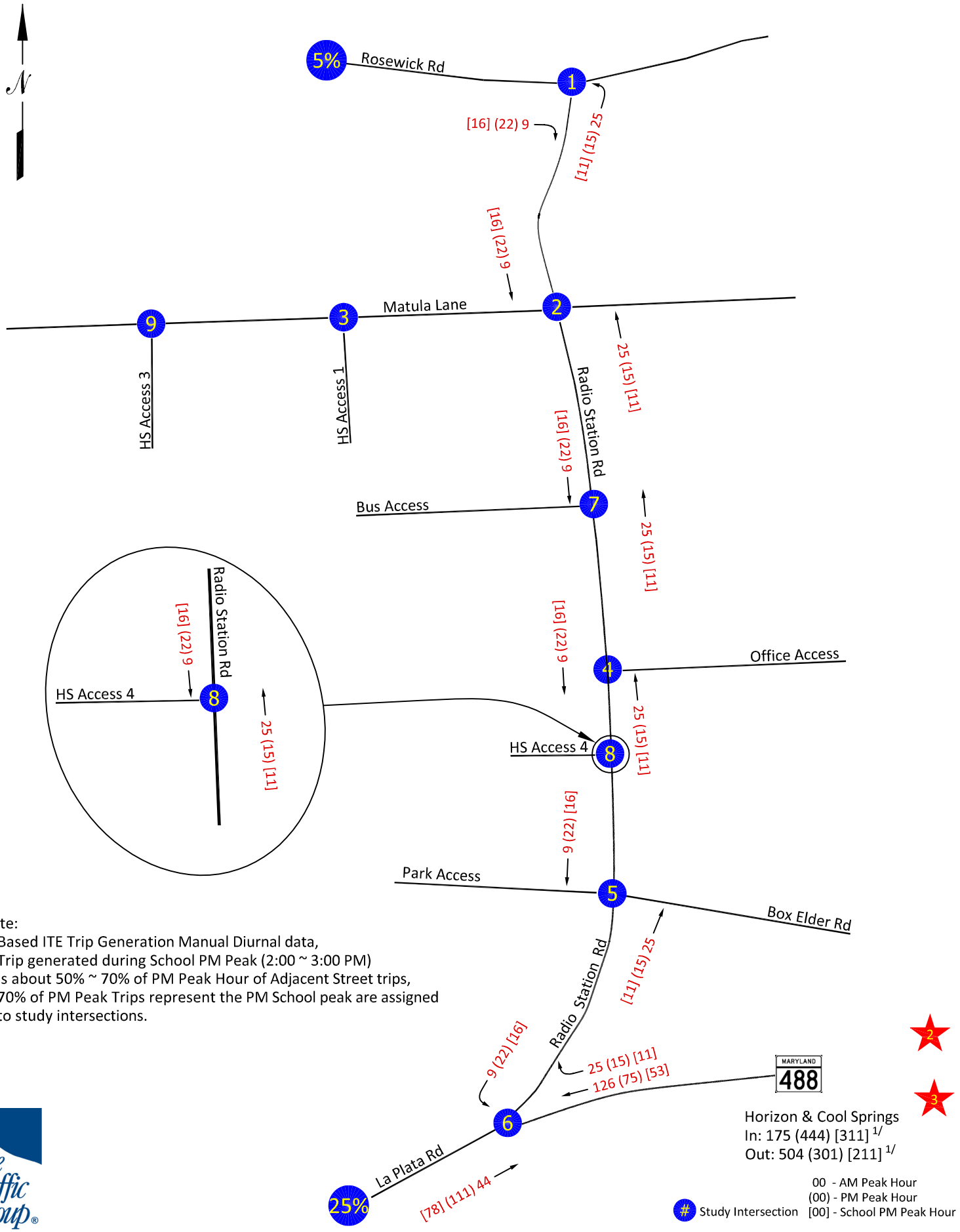
Rh, 251208\INITIAL\FIG.dwg-1, F04/14/26

Figure B3. Trip Assignment for Horizon and Cool Springs



Note:
1. Based ITE Trip Generation Manual Diurnal data,
   Trip generated during School PM Peak (2:00 ~ 3:00 PM)
   is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips,
   70% of PM Peak Trips represent the PM School peak are assigned
   to study intersections.

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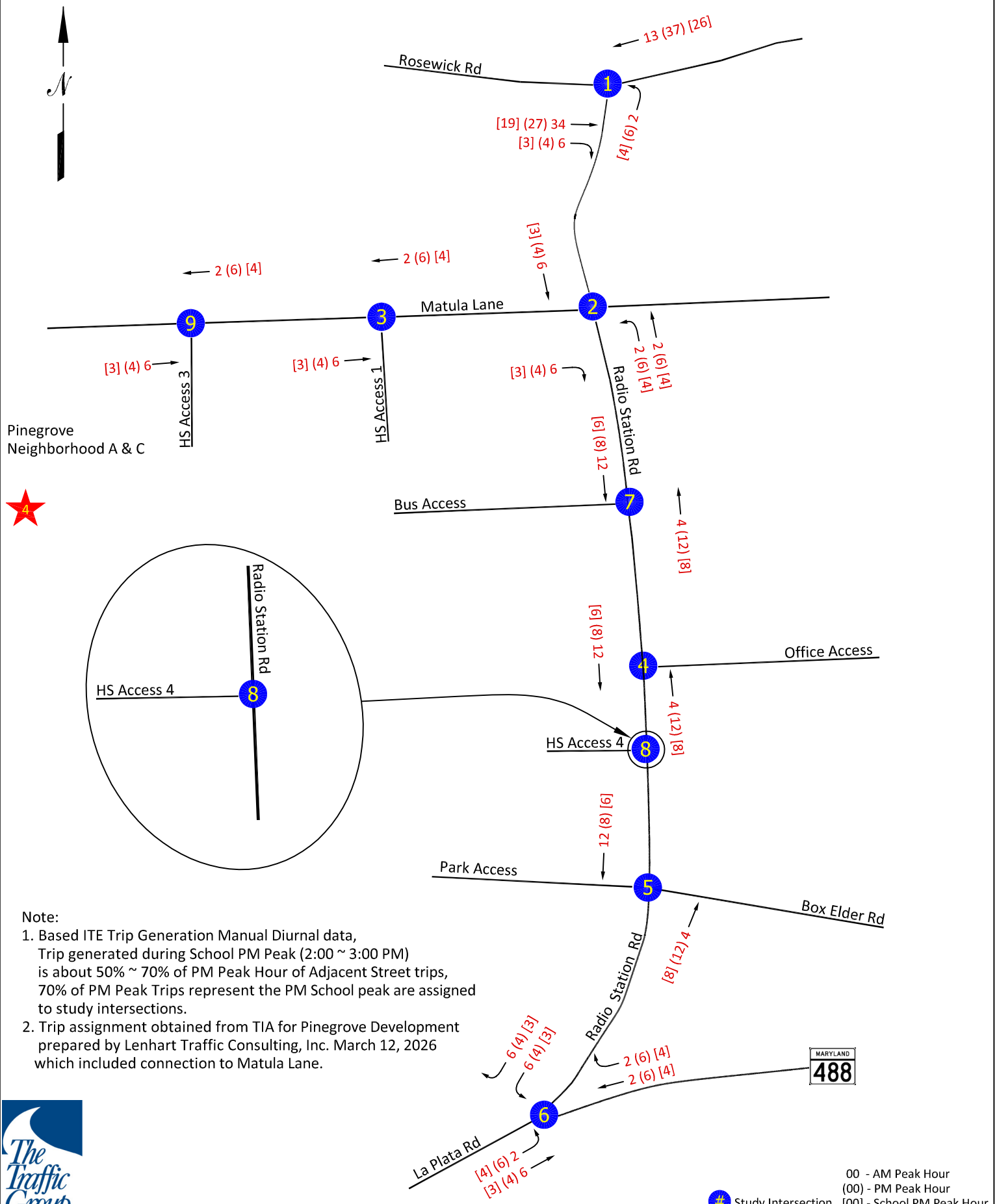
Figure B4. Trip Assignment for Pinegrove Neighborhoods A and C



Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

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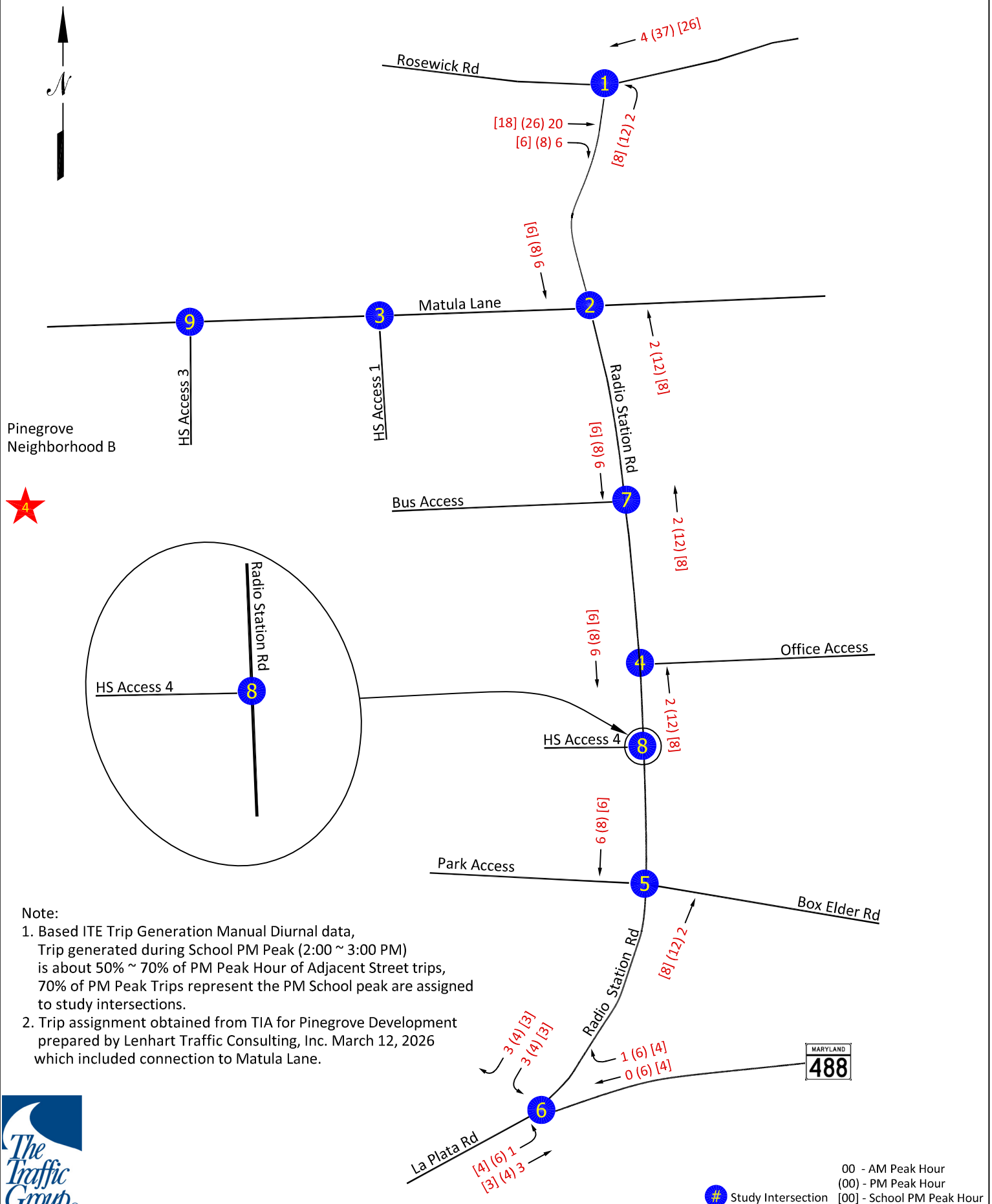
Rh, 251208\INITIAL\FIG.dwg-3A, F04/14/26

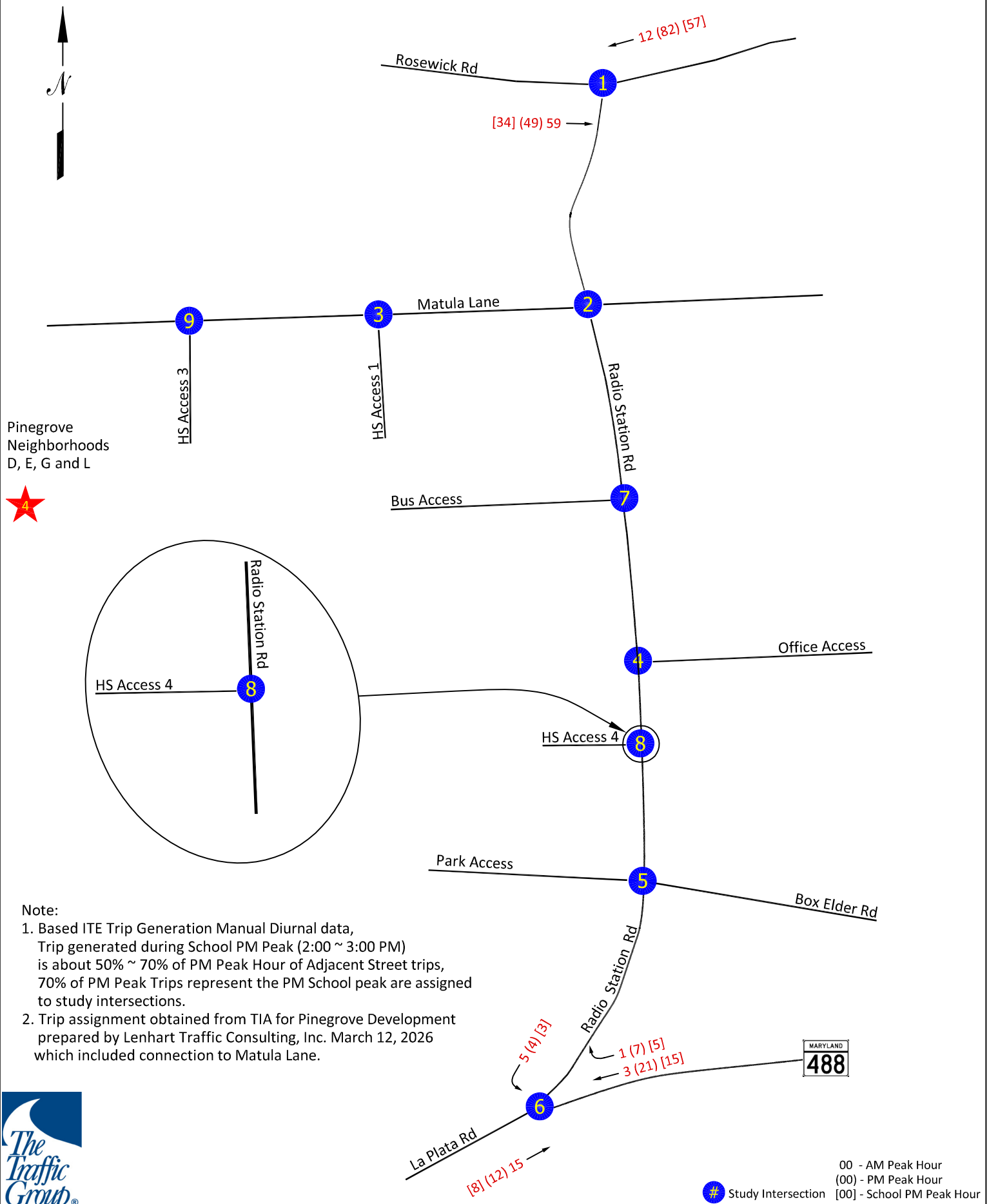
Figure B5. Trip Assignment for Pinegrove Neighborhood B



Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

Rh, 251208\INITIAL\FIG.dwg-3B, F04/14/26

Figure B6. Trip Assignment for Pinegrove Neighborhoods D, E, G and L



Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

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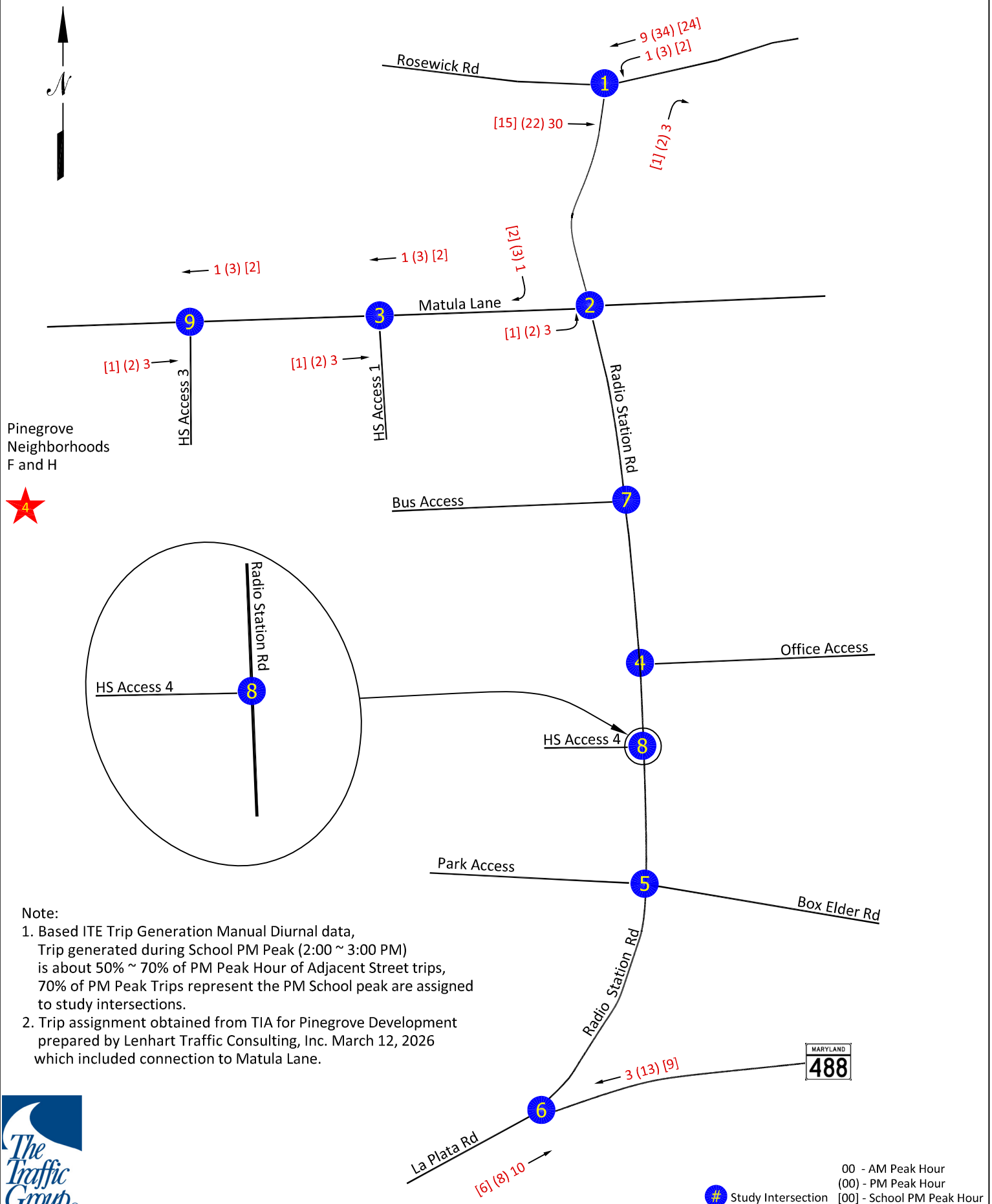
Rh, 251208\INITIAL\FIG.dwg-3C, F04/14/26

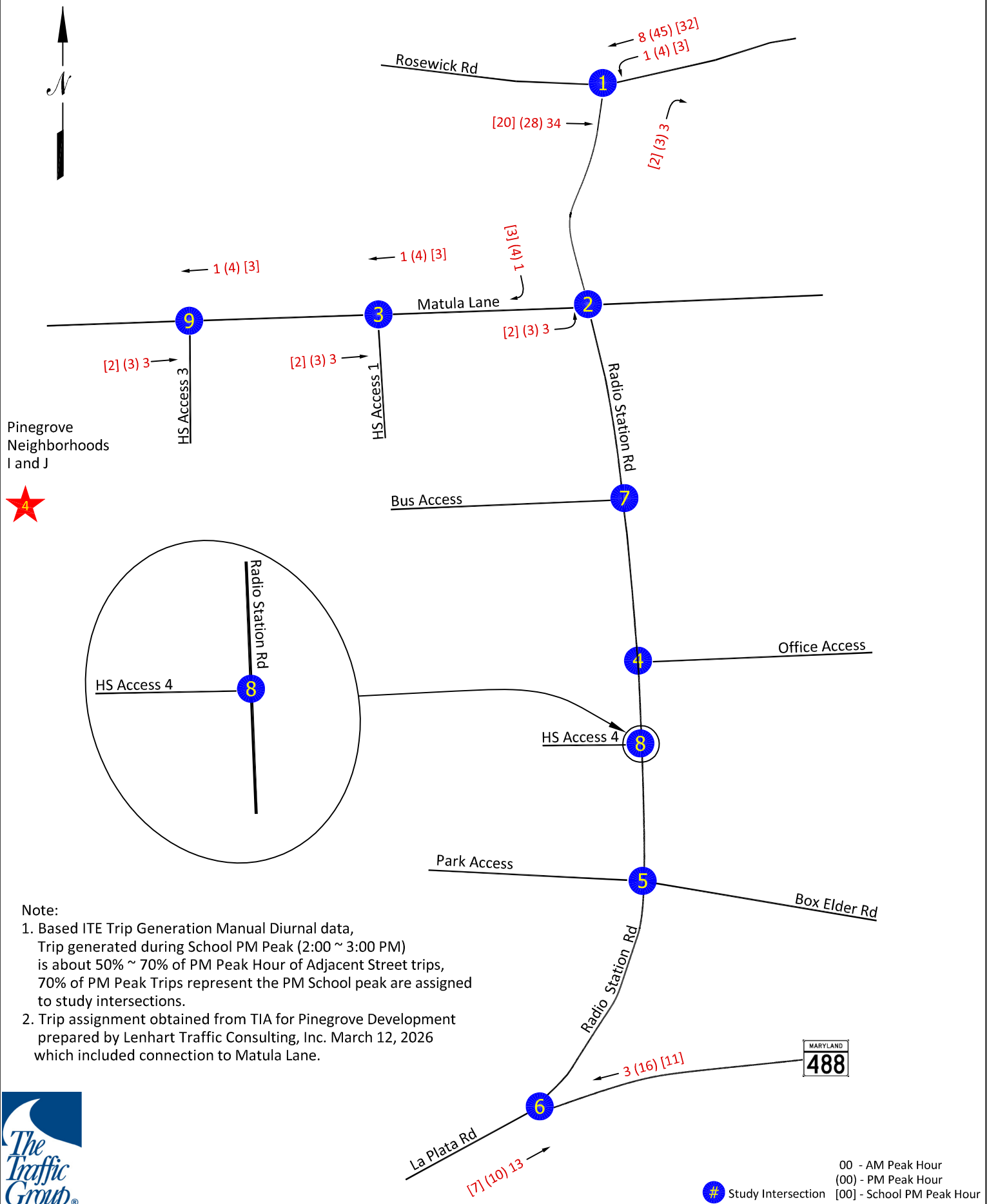
Figure B7. Trip Assignment for Pinegrove Neighborhoods F and H



Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

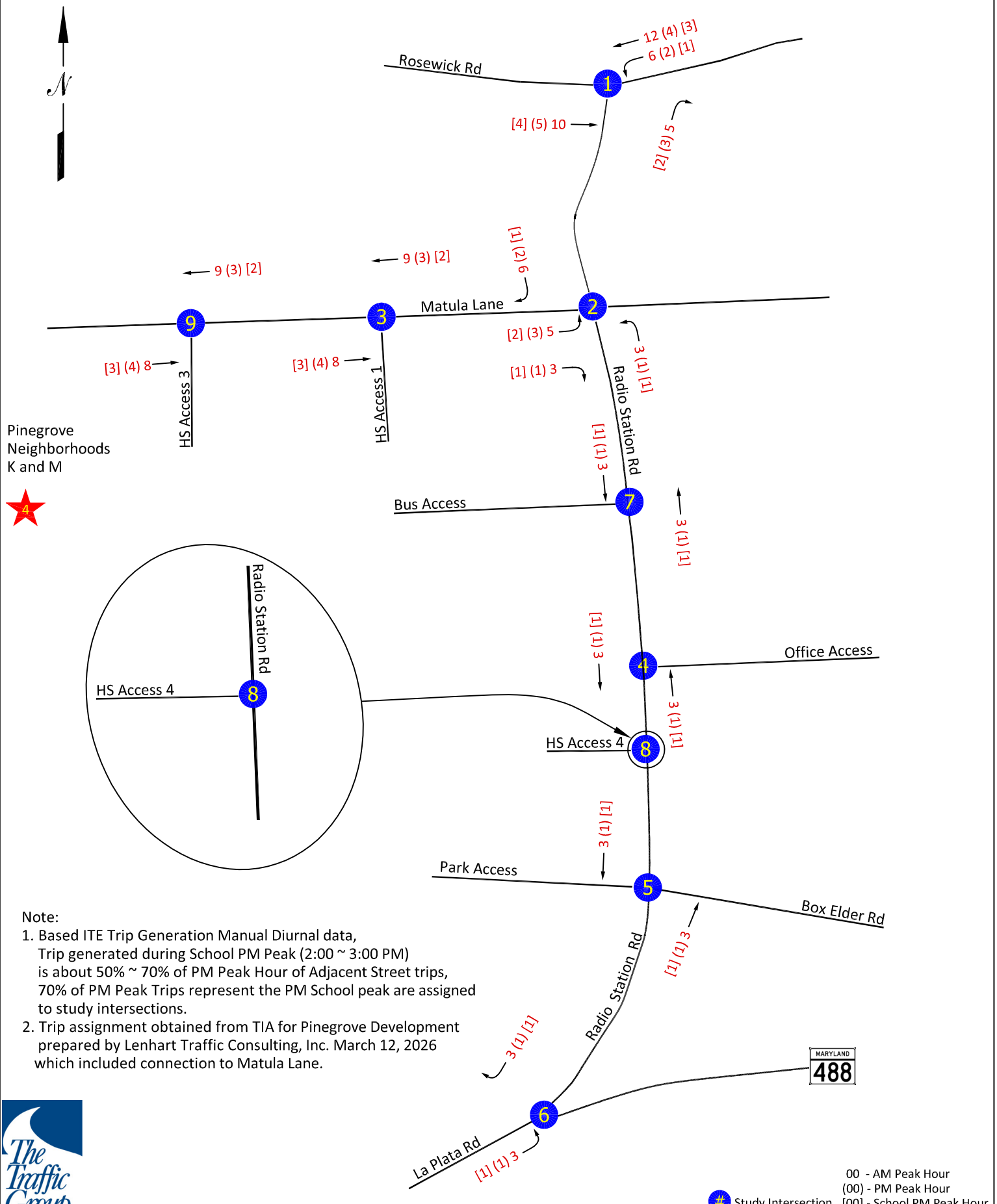
00 - AM Peak Hour
(00) - PM Peak Hour
[00] - School PM Peak Hour
Study Intersection

Figure B8. Trip Assignment for Pinegrove Neighborhoods I and J



Rh, 251208\INITIAL\FIG.dwg-3E, F04/14/26

Figure B9. Trip Assignment for Pinegrove Neighborhoods K and M

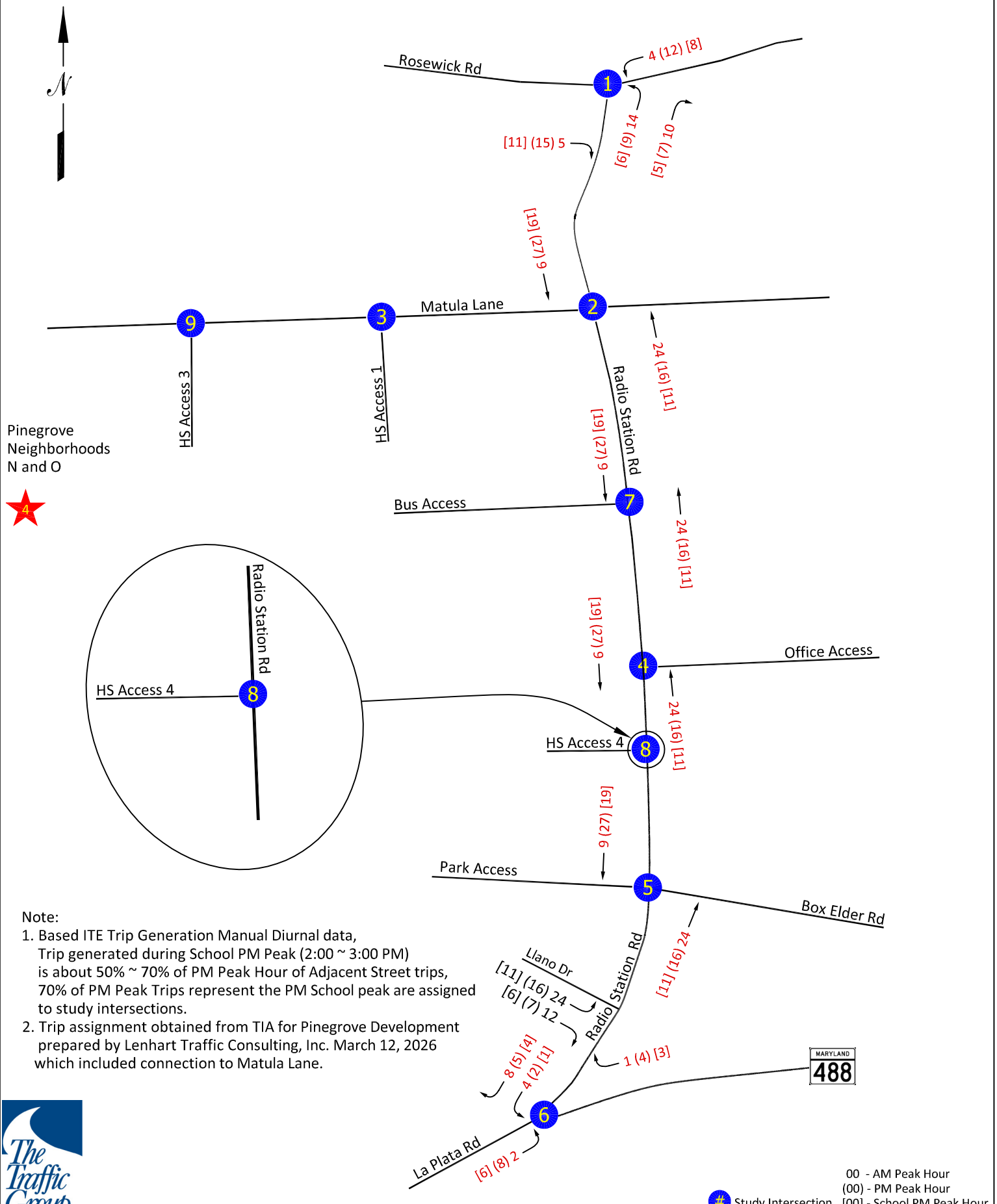


Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

00 - AM Peak Hour
(00) - PM Peak Hour
[00] - School PM Peak Hour
Study Intersection

Rh, 251208\INITIAL\FIG.dwg-3F, F04/14/26

Figure B10. Trip Assignment for Pinegrove Neighborhoods N and O

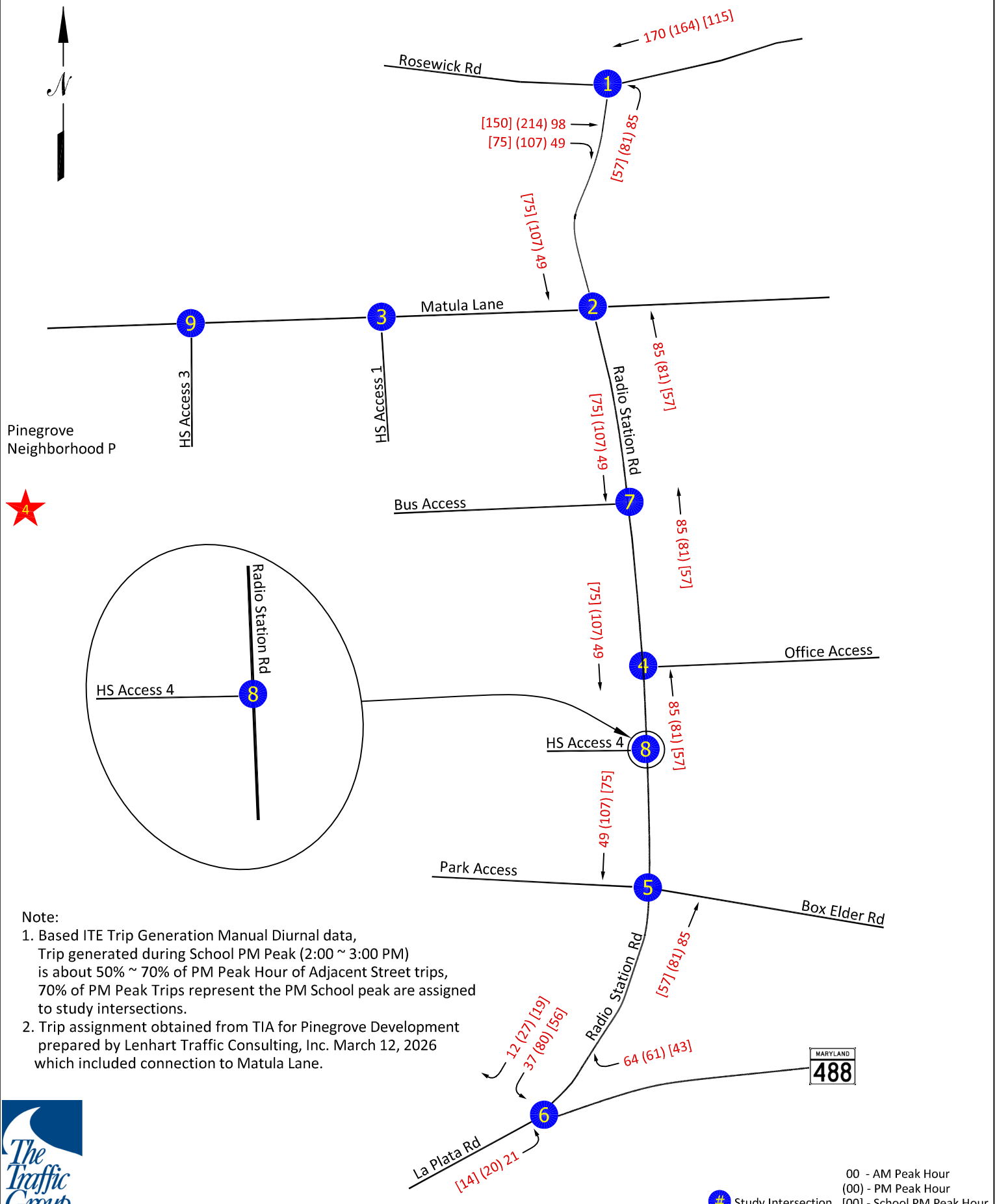


Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

00 - AM Peak Hour
(00) - PM Peak Hour
[00] - School PM Peak Hour
Study Intersection

Rh, 251208\INITIAL\FIG.dwg-3G, F04/14/26

Figure B11. Trip Assignment for Pinegrove Neighborhood P

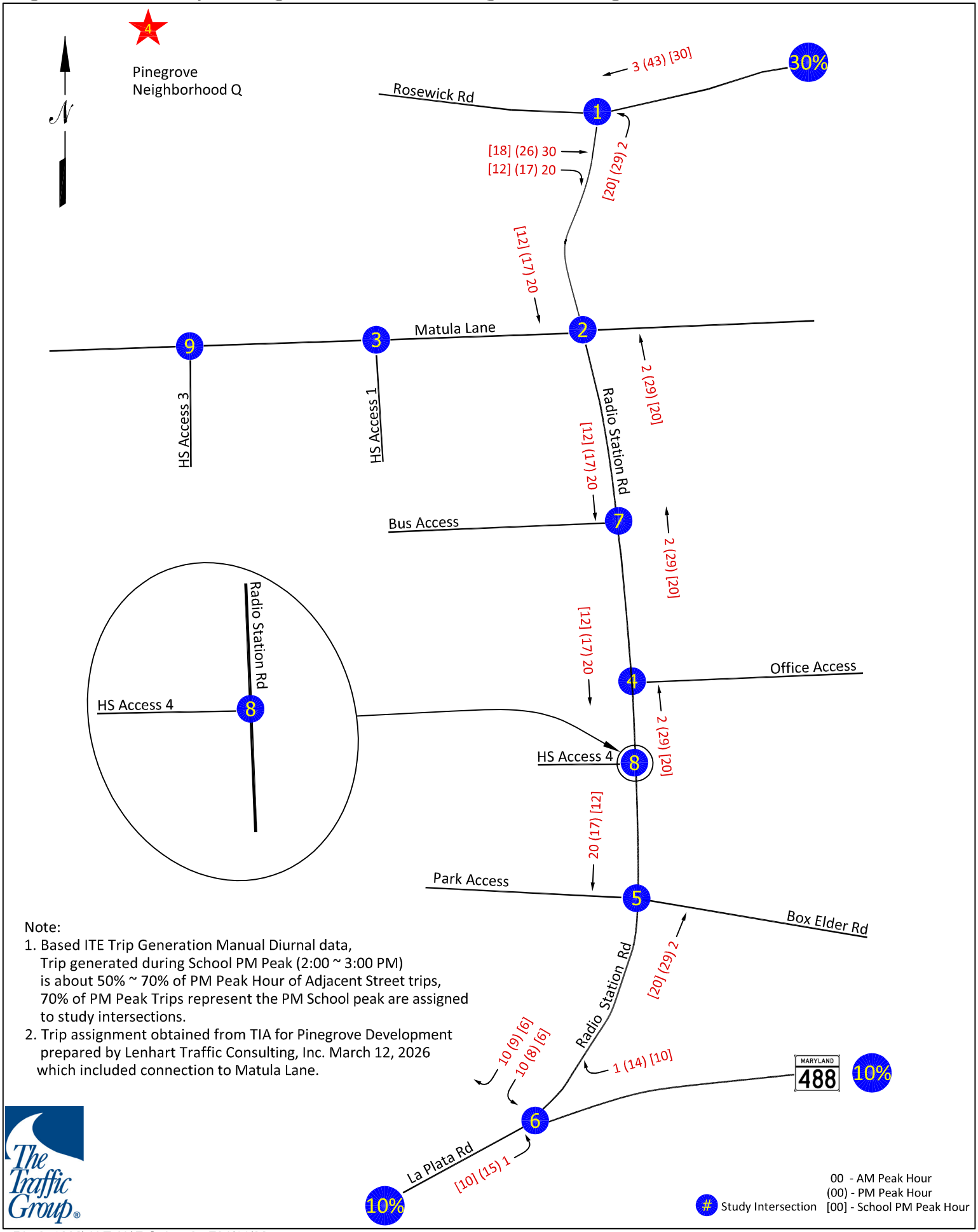


Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

00 - AM Peak Hour
(00) - PM Peak Hour
[00] - School PM Peak Hour
Study Intersection

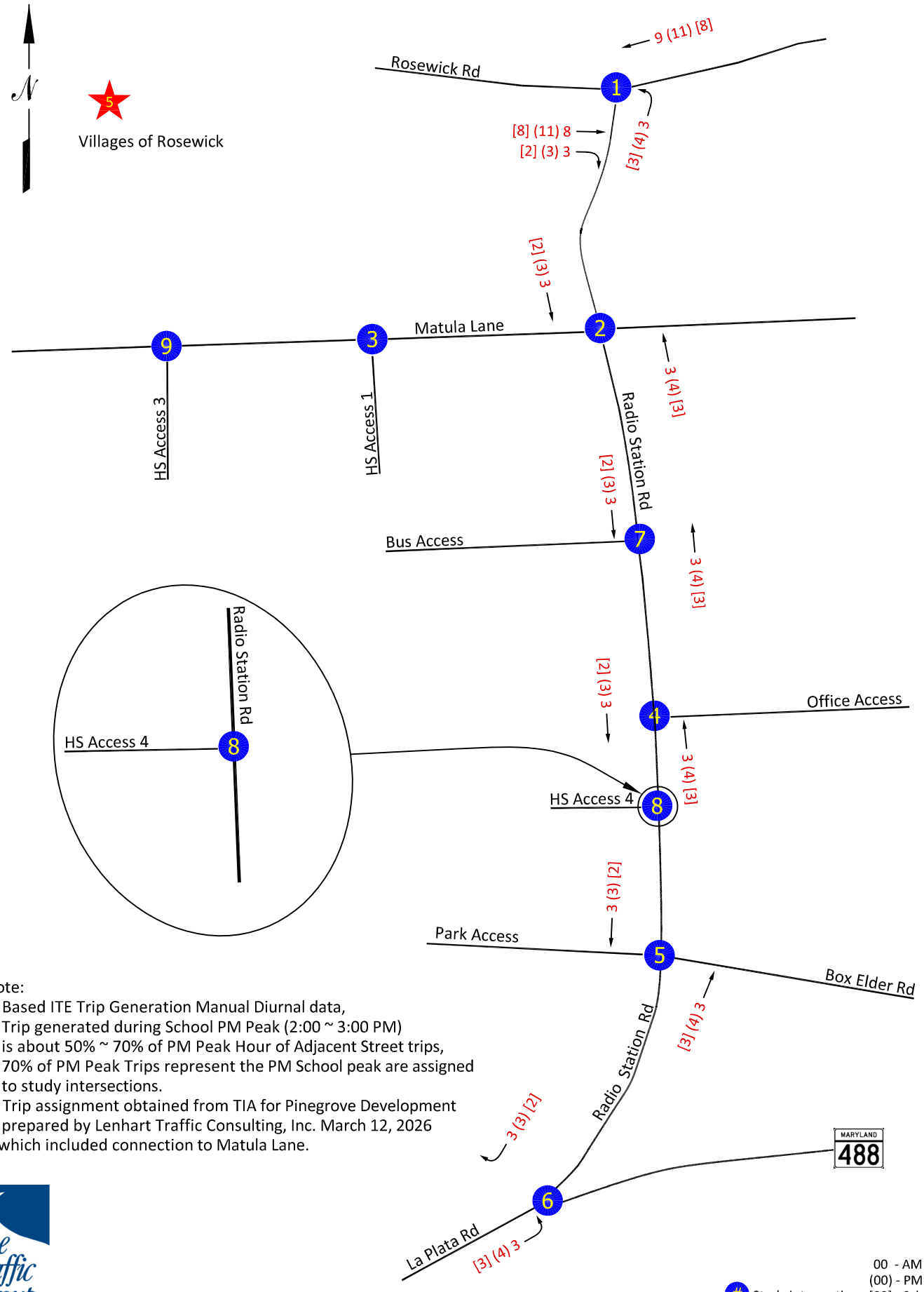
Rh, 251208\INITIAL\FIG.dwg-3H, F04/14/26

Figure B12. Trip Assignment for Pinegrove Neighborhood Q



Rh, 251208\INITIAL\FIG.dwg-3l, F04/14/26

Figure B13. Trip Assignment for Villages of Rosewick

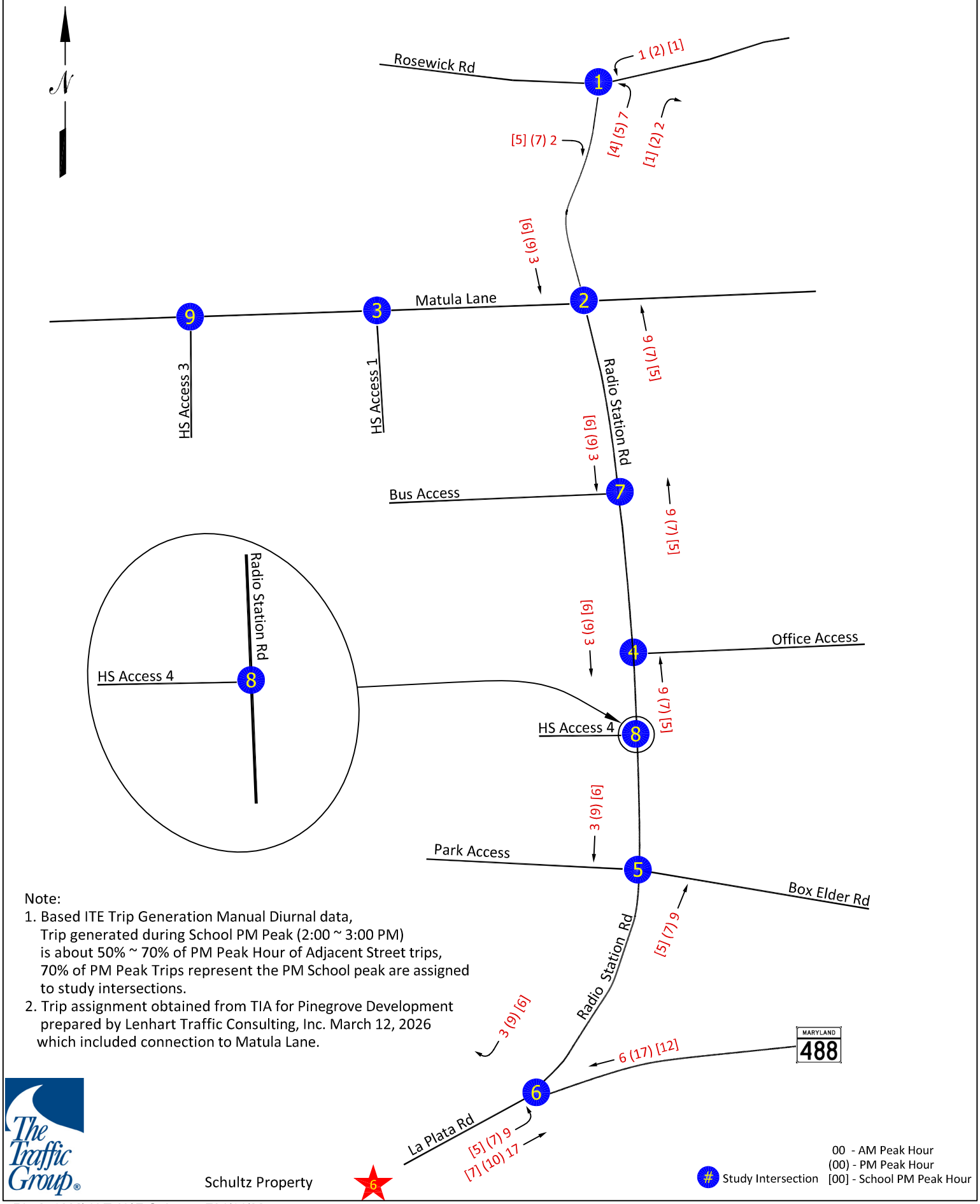


Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

00 - AM Peak Hour
(00) - PM Peak Hour
[00] - School PM Peak Hour
Study Intersection

Rh, 251208\INITIAL\FIG.dwg-4, F04/14/26

Figure B14. Trip Assignment for Schultz Property



Note:
1. Based ITE Trip Generation Manual Diurnal data, Trip generated during School PM Peak (2:00 ~ 3:00 PM) is about 50% ~ 70% of PM Peak Hour of Adjacent Street trips, 70% of PM Peak Trips represent the PM School peak are assigned to study intersections.
2. Trip assignment obtained from TIA for Pinegrove Development prepared by Lenhart Traffic Consulting, Inc. March 12, 2026 which included connection to Matula Lane.

Rh, 251208\INITIAL\FIG.dwg-5, F04/14/26

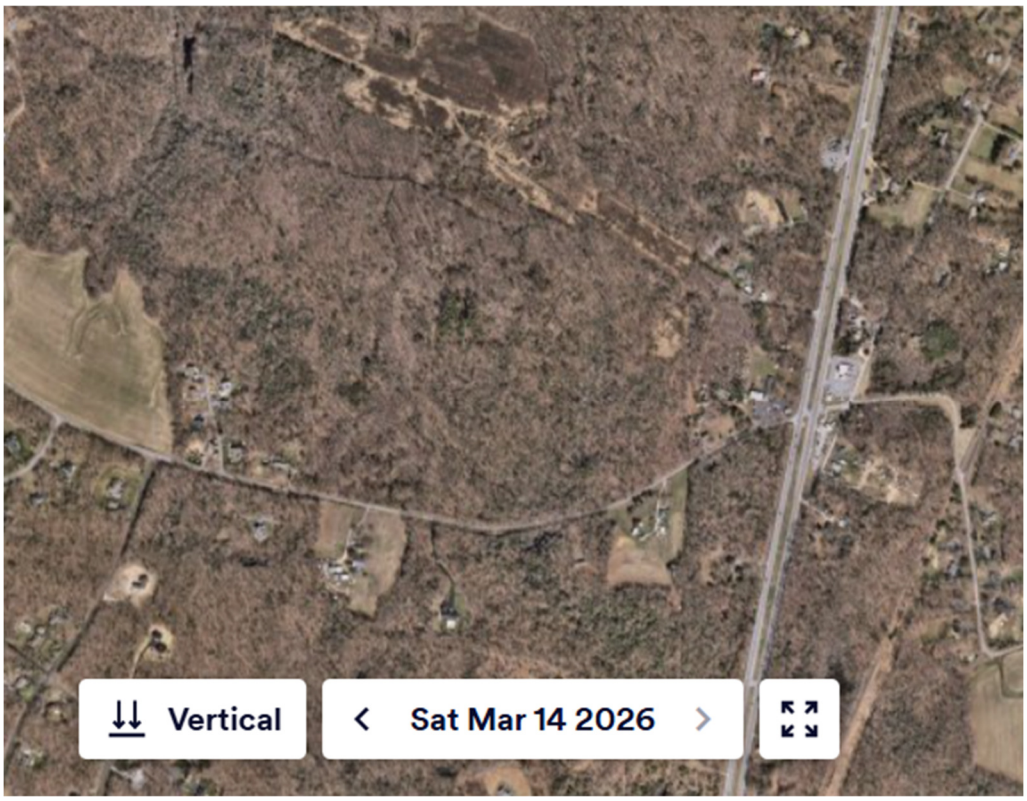
1. Village of Rosewick

2. Schultz Property

3. Rosewick Corner & Rosewick II Apartment - Built

4. Stagepoint - Built

5. Stagecoach Crossing



6. Village of Steeplechase

Parklands and Horizon

Parkland built units – From County Site information 490 SFD and 512 Th

TRAFFIC IMPACT ANALYSIS

FOR

PINEGROVE DEVELOPMENT (1,500 UNIT UPDATE)

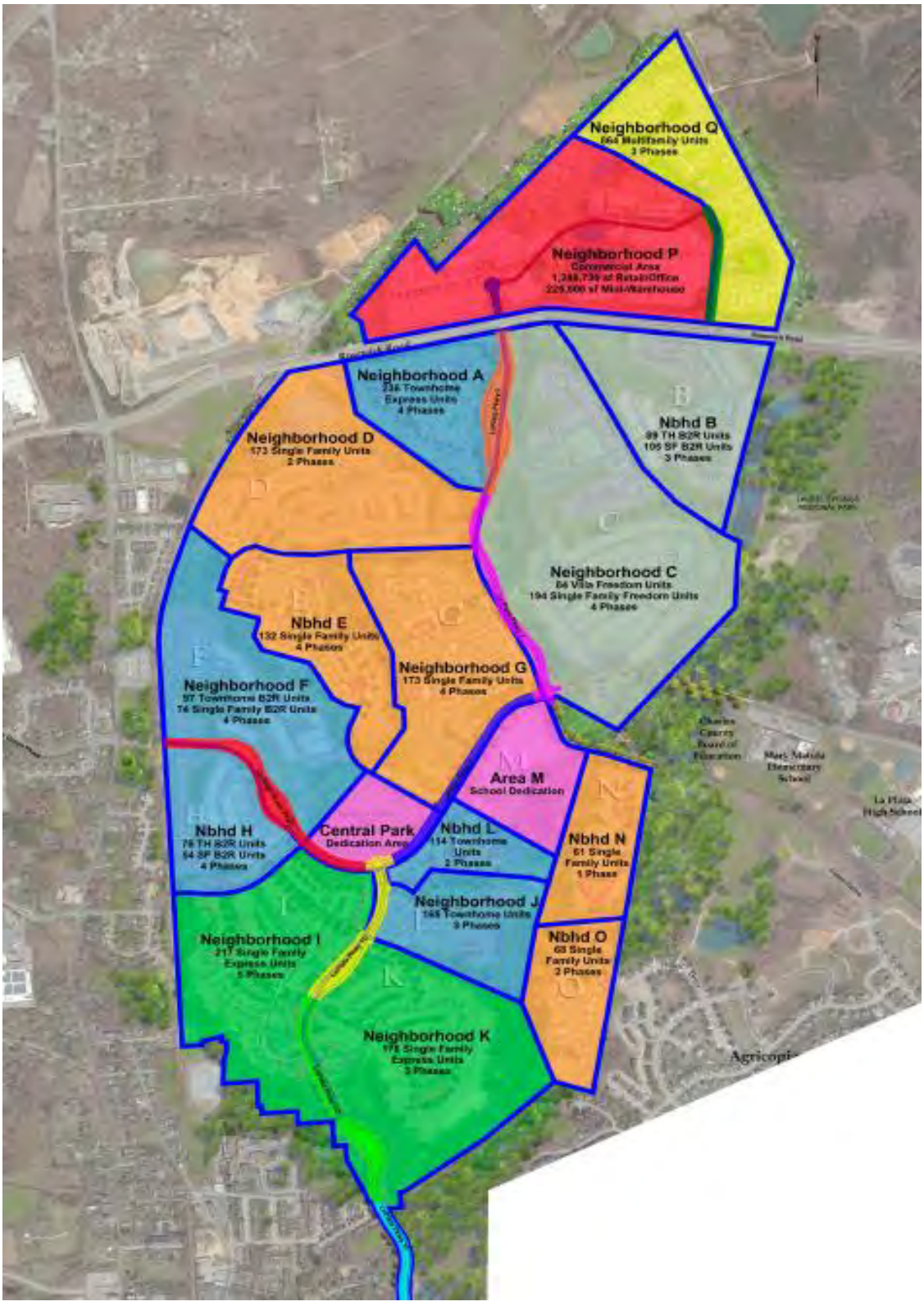
Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

October 10, 2025

Revised: March 12, 2026



Traffic Impact Analysis	Neighborhood Location Map	**Exhibit 1c**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Trip Generation Equations

	Trip Distribution (In/Out)
Single-Family Attached Housing (ITE-215, Units)	
Morning Trips = 0.59 x Units - 15.25	25/75
Evening Trips = 0.57 x Units - 7.84	57/43
Senior Adult Housing - Single Family (ITE-251, Units)	**Trip Distribution (In/Out)**
Ln(Morning Trips) = 0.71 x Ln(Units) + 0.40	34/66
Ln(Evening Trips) = 0.79 x Ln(Units) + 0.15	61/39
Single-Family Detached Housing (ITE-210, Units)	**Trip Distribution (In/Out)**
Morning Trips = 0.67 x Units + 5.59	27/73
Ln(Evening Trips) = 0.92 x Ln(Units) + 0.33	62/38
Elementary School (Students, ITE-520)	**Trip Distribution (In/Out)**
Morning Trips = 0.73 x Students	54/46
Evening Trips = 0.16 x Students	46/54
Shopping Center (>150 ksf)(ksf, ITE-820)	**Trip Distribution (In/Out)**
Morning Trips = 0.61 x ksf + 132.89	62/38
Ln(Evening Trips) = 0.66 x Ln(ksf) + 3.23	49/51
General Office (ksf, ITE-710)	**Trip Distribution (In/Out)**
Morning Trips = 1.12 x ksf + 19.95	88/12
Evening Trips = 0.99 x ksf + 31.14	16/84
Mini-Warehouse (ksf-Gross Floor Area, ITE-151)	**Trip Distribution (In/Out)**
Morning Trips = 0.08 x ksf	59/41
Evening Trips = 0.14 x ksf	48/52
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	**Trip Distribution (In/Out)**
Morning Trips = 0.35 x Units + 12.93	24/76
Evening Trips = 0.48 x Units + 7.35	62/38
Medical-Dental Office (ksf, ITE-720)	**Trip Distribution (In/Out)**
Ln(Morning Trips) = 0.90 x Ln(ksf) + 1.33	78/22
Evening Trips = 3.70 x (ksf) - 5.75	30/70
Convenience Store / Gas Station w/16-24 VFP (ksf, ITE-945)	**Trip Distribution (In/Out)**
Morning Trips = 64.97 x ksf	51/49
Evening Trips = 61.09 x ksf	50/50
Day Care Center (ksf, ITE-565)	**Trip Distribution (In/Out)**
Morning Trips = 10.88 x ksf	53/47
Evening Trips = 10.75 x ksf	47/53
Assisted Living (ITE-254, Beds)	**Trip Distribution (In/Out)**
Morning Trips = 0.19 x Beds	59/41
Evening Trips = 0.24 x Beds	38/62

NOTES: 1. Trip Generation Equations obtained from the ITE Trip Generation Manual, 12th Edition.

Traffic Impact Analysis	Trip Generation Equations	**Exhibit 13a**
Lenhart Traffic Consulting, Inc Traffic Engineering & Transportation Planning		

Full Build Out Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
Neighborhoods A and C	Single-Family Attached Housing (ITE-215, Units)	236 units	33	91	124	72	55	127
	Less Constructed and Occupied Units	*127 units*	*-19*	*-41*	*-60*	*-37*	*-28*	*-65*
	Senior Adult Housing - Single Family (ITE-251, Units)	386 units	35	67	102	78	50	128
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		-1	-2	-3	-13	-8	-21
	Internal Trips To/From Elementary School (From Neighborhood A Only):		*-11*	*-17*	*-28*	*-2*	*-2*	*-4*
Neighborhood B	Single-Family Attached Housing (ITE-215, Units)	107 units	15	33	48	30	23	53
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		0	0	0	-3	-2	-5
	Internal Trips To/From Elementary School:		*-12*	*-11*	*-23*	*-2*	*-2*	*-4*
Neighborhoods D, E, G, and L	Single-Family Detached Housing (ITE-210, Units)	478 units	88	238	326	252	154	406
	Single-Family Attached Housing (ITE-215, Units)	114 units	13	39	52	32	25	57
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		-2	-3	-5	-33	-19	-52
	Internal Trips To/From Elementary School:		*-81*	*-92*	*-173*	*-15*	*-13*	*-28*
Neighborhoods F and H	Single-Family Detached Housing (ITE-210, Units)	128 units	25	66	91	75	46	121
	Single-Family Attached Housing (ITE-215, Units)	173 units	22	65	87	52	39	91
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		-1	-2	-3	-15	-9	-24
	Internal Trips To/From Elementary School:		*-20*	*-22*	*-42*	*-4*	*-3*	*-7*
Neighborhoods I and J	Single-Family Detached Housing (ITE-210, Units)	220 units	41	112	153	123	76	199
	Less Constructed and Occupied Units	*61 units*	*-12*	*-34*	*-46*	*-38*	*-23*	*-61*
	Single-Family Attached Housing (ITE-215, Units)	159 units	20	59	79	47	36	83
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		-1	-2	-3	-15	-9	-24
	Internal Trips To/From Elementary School:		*-40*	*-45*	*-85*	*-7*	*-6*	*-13*
Neighborhood K	Single-Family Detached Housing (ITE-210, Units)	176 units	33	91	124	100	62	162
	Less Constructed and Occupied Units	*176 units*	*-33*	*-91*	*-124*	*-100*	*-62*	*-162*
Neighborhood M	Elementary School (Students, ITE-520)	750 students	296	252	548	55	65	120
	Internal Trips (80% AM/60% PM):		*-237*	*-202*	*-439*	*-33*	*-39*	*-72*
Neighborhood N	Single-Family Detached Housing (ITE-210, Units)	61 units	12	34	46	38	23	61
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		0	0	0	0	0	0
	Internal Trips To/From Elementary School:		*0*	*0*	*0*	*0*	*0*	*0*
Neighborhood O	Single-Family Detached Housing (ITE-210, Units)	68 units	14	37	51	42	25	67
	Less Constructed and Occupied Units	*68 units*	*-14*	*-37*	*-51*	*-42*	*-25*	*-67*
	Internal Trips To/From Office/Retail (Assigned Across Rosewick Road):		0	0	0	0	0	0
	Internal Trips To/From Elementary School:		*0*	*0*	*0*	*0*	*0*	*0*
Neighborhood P	Shopping Center (ksf, ITE-820)	162,500 sq.ft.	144	88	232	357	371	728
	Internal Trips To/From Residential/Office:		*-16*	*-11*	*-27*	*-65*	*-103*	*-168*
	Pass-by Trips (0% AM/29% PM):		*0*	*0*	*0*	*-84*	*-78*	*-162*
	General Office (ksf, ITE-710)	34,000 sq.ft.	51	7	58	10	55	65
	Internal Trips To/From Residential/Retail:		*-3*	*-2*	*-5*	*-5*	*-11*	*-16*
	Medical-Dental Office (ksf, ITE-720)	40,000 sq.ft.	82	23	105	43	99	142
	Internal Trips To/From Residential/Retail:		*-6*	*-6*	*-12*	*-24*	*-21*	*-45*
	Convenience Store / Gas Station w/16-24 VFP (ksf, ITE-945)	6,000 sq.ft.	199	191	390	183	184	367
	Pass-by Trips (76% AM/75% PM):		*-149*	*-144*	*-293*	*-133*	*-130*	*-263*
	Day Care Center (ksf, ITE-565)	12,000 sq.ft.	69	62	131	61	68	129
	Assisted Living (ITE-254, Beds)	224 beds	25	18	43	21	33	54
	Mini-Warehouse (ksf-Gross Floor Area, ITE-151)	60,000 sq.ft.	3	2	5	4	4	8
Neighborhood Q	Multifamily Housing, Low-Rise (ITE-220, Units)	864 units	76	239	315	262	160	422
	Less Constructed and Occupied Units	*288 units*	*-27*	*-87*	*-114*	*-91*	*-55*	*-146*
	Internal Trips To/From Office/Retail:		-1	-2	-3	-20	-11	-31
	Internal Trips To/From Elementary School (Assigned Across Rosewick Road):		*-39*	*-50*	*-89*	*-9*	*-7*	*-16*
	Neighborhoods A and C Primary Trips:		**37**	**98**	**135**	**98**	**67**	**165**
	Neighborhood B Primary Trips:		**3**	**22**	**25**	**25**	**19**	**44**
	Neighborhoods D, E, G, and L Primary Trips:		**18**	**182**	**200**	**236**	**147**	**383**
	Neighborhoods F and H Primary Trips:		**26**	**107**	**133**	**108**	**73**	**181**
	Neighborhoods I and J Primary Trips:		**8**	**90**	**98**	**110**	**74**	**184**
	Neighborhood K Primary Trips:		**33**	**91**	**124**	**100**	**62**	**162**
	Neighborhood M Primary Trips:		**59**	**50**	**109**	**22**	**26**	**48**
	Neighborhood N Primary Trips:		**12**	**34**	**46**	**38**	**23**	**61**
	Neighborhood O Primary Trips:		**14**	**37**	**51**	**42**	**25**	**67**
	Neighborhood P Primary Trips:		**399**	**228**	**627**	**368**	**471**	**839**
	Neighborhood Q Primary Trips:		**36**	**187**	**223**	**233**	**142**	**375**
	Total Full Build Out Primary Trips:		**645**	**1126**	**1771**	**1380**	**1129**	**2509**

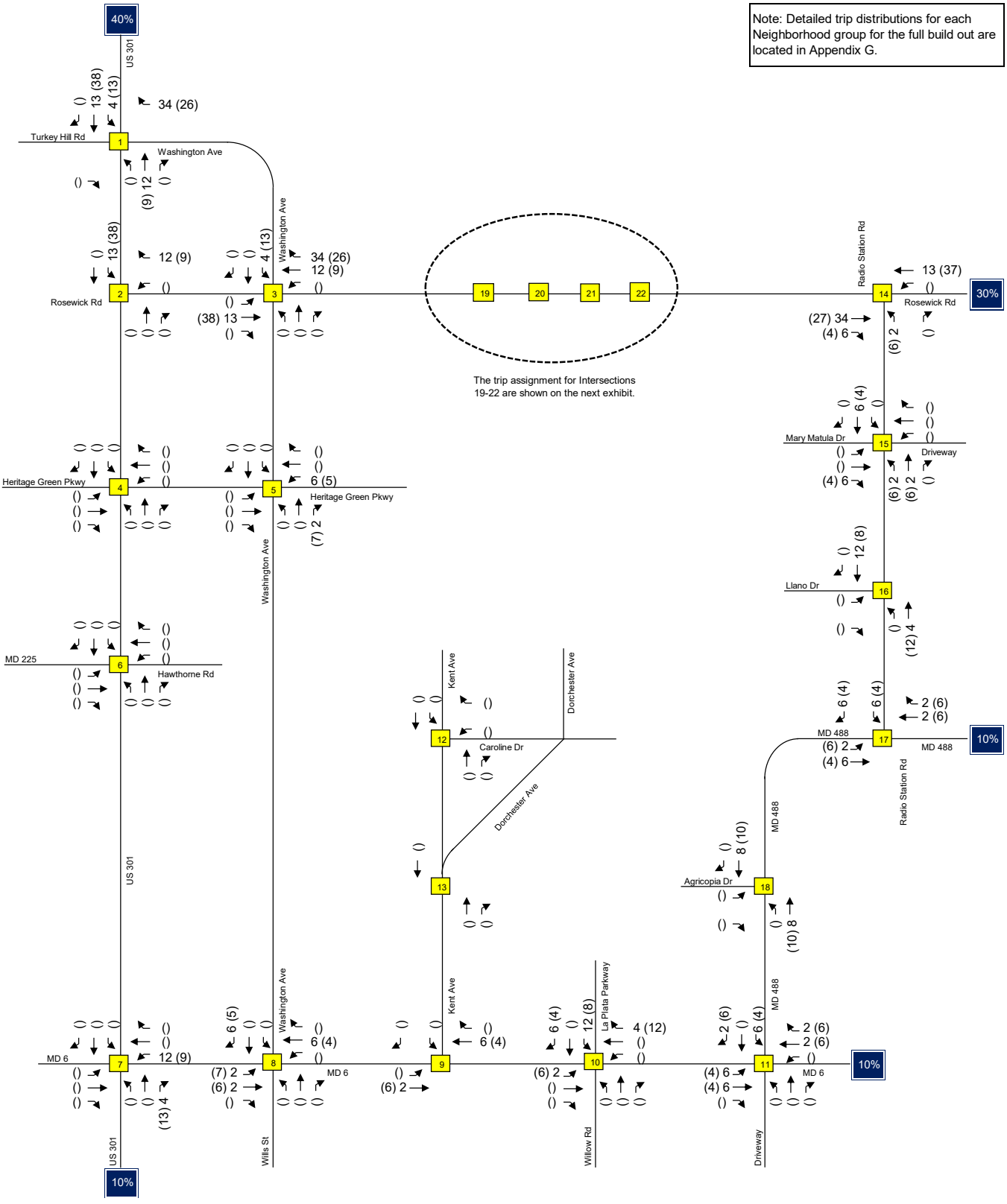
NOTES: **1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 12th Edition.**

2. Trips associated with the full build out also include the trips from the Partial Build Out

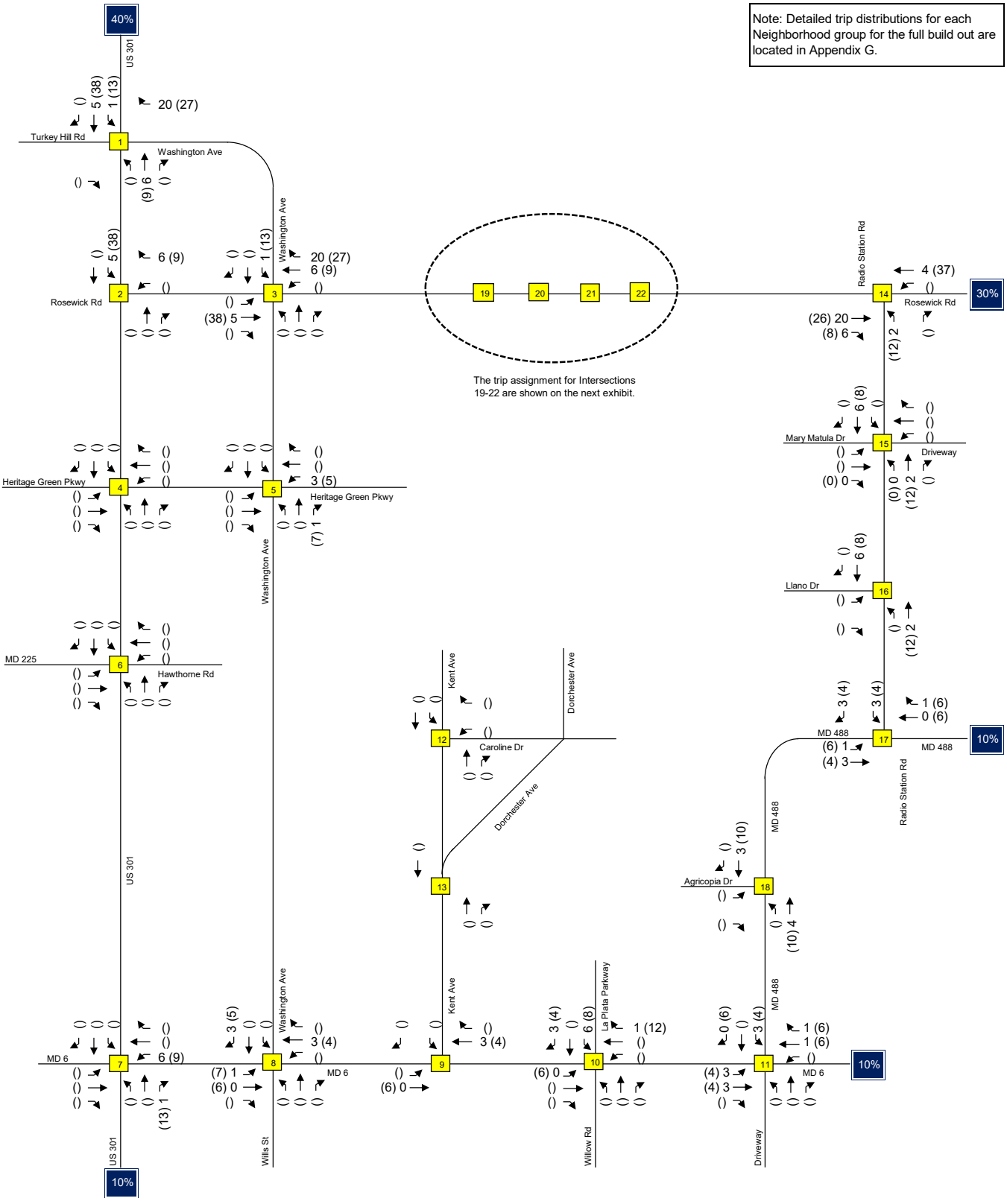
3. ITE Internal Capture worksheets are located in Appendix E. The residential portion of the internal trips is distributed among the various residential units based on the amount of total trips generated.

4. Neighborhoods N and O will be accessed exclusively along Radio Station Road and MD 488, respectively, and are therefore excluded from internal trip calculations.

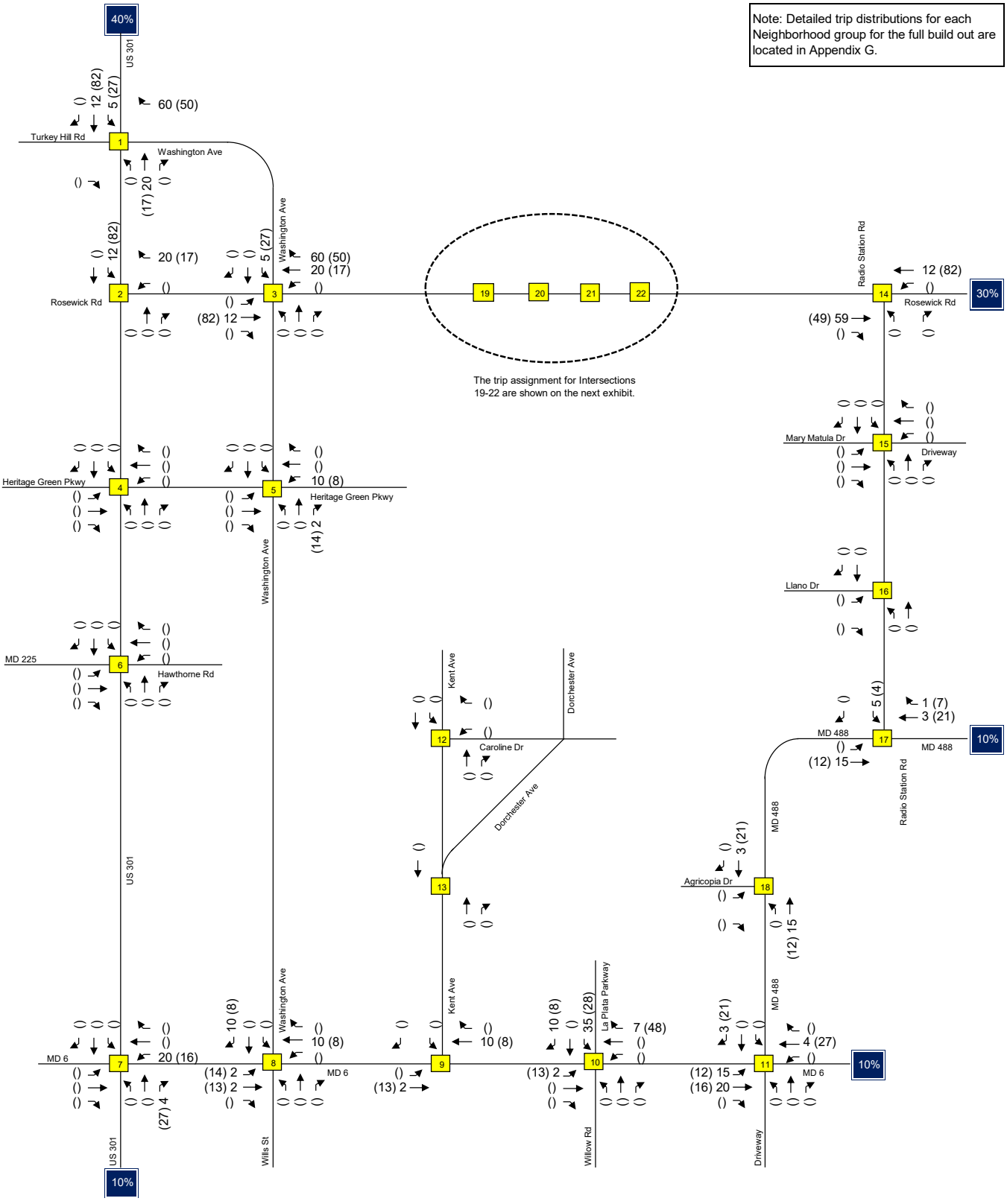
Traffic Impact Analysis	Trip Generation for Full Build Out	**Exhibit 13b**
Lenhart Traffic Consulting Traffic Engineering & Transportation Planning		



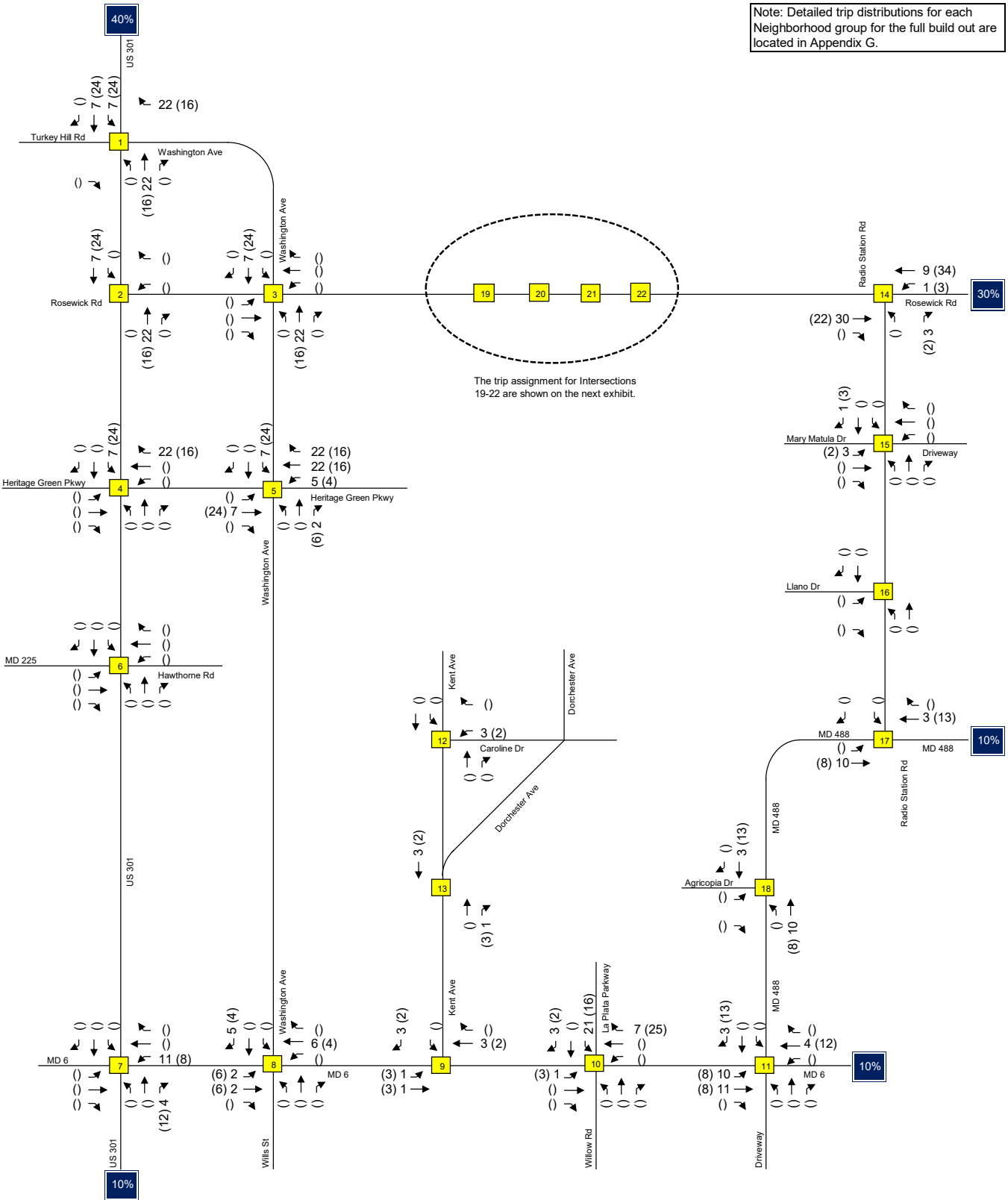
Traffic Impact Analysis	Primary Trip Assignment for Neighborhoods A and C Full Build Out	**Exhibit 14a**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



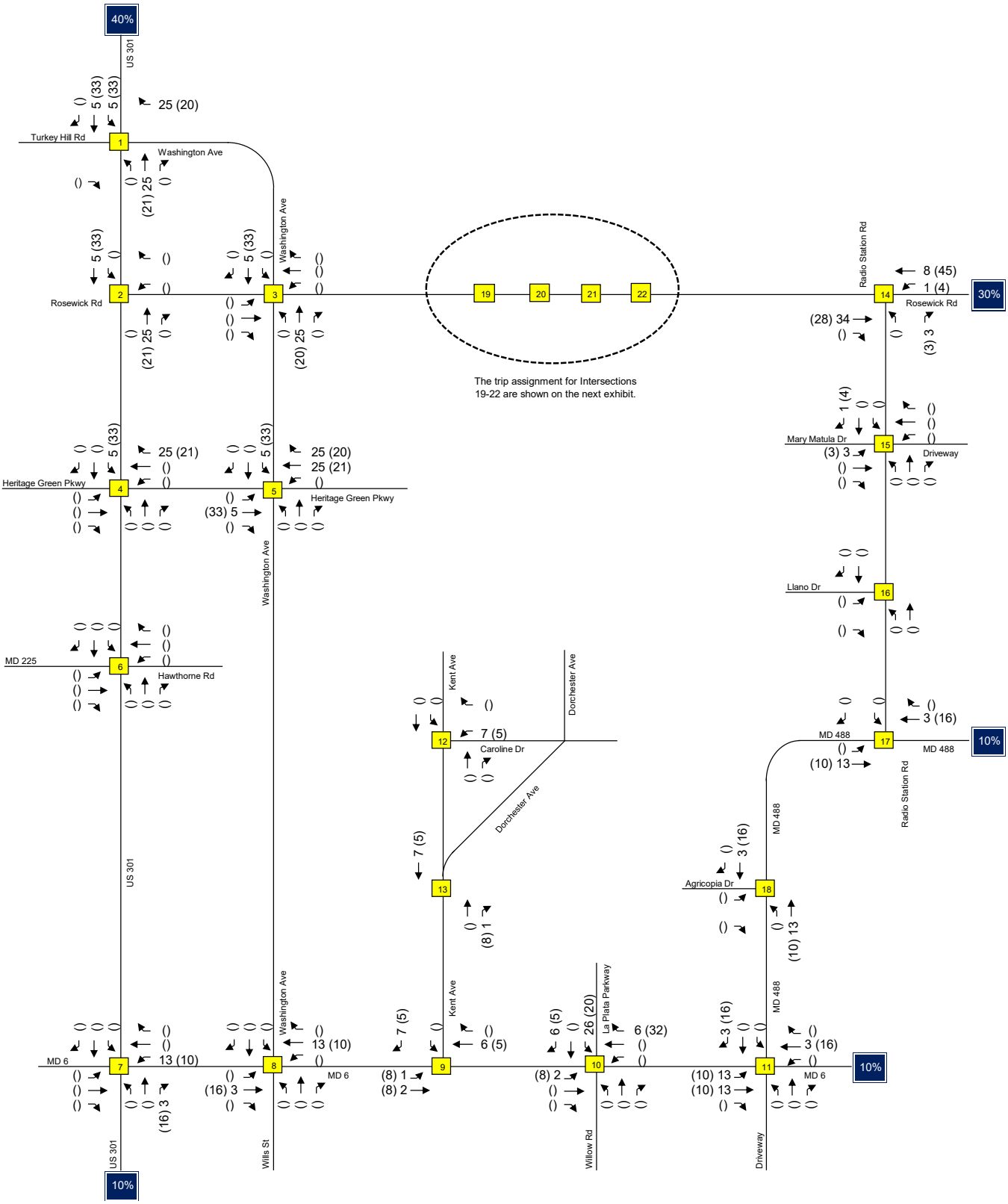
Traffic Impact Analysis	Primary Trip Assignment for Neighborhood B Full Build Out	**Exhibit 14c**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



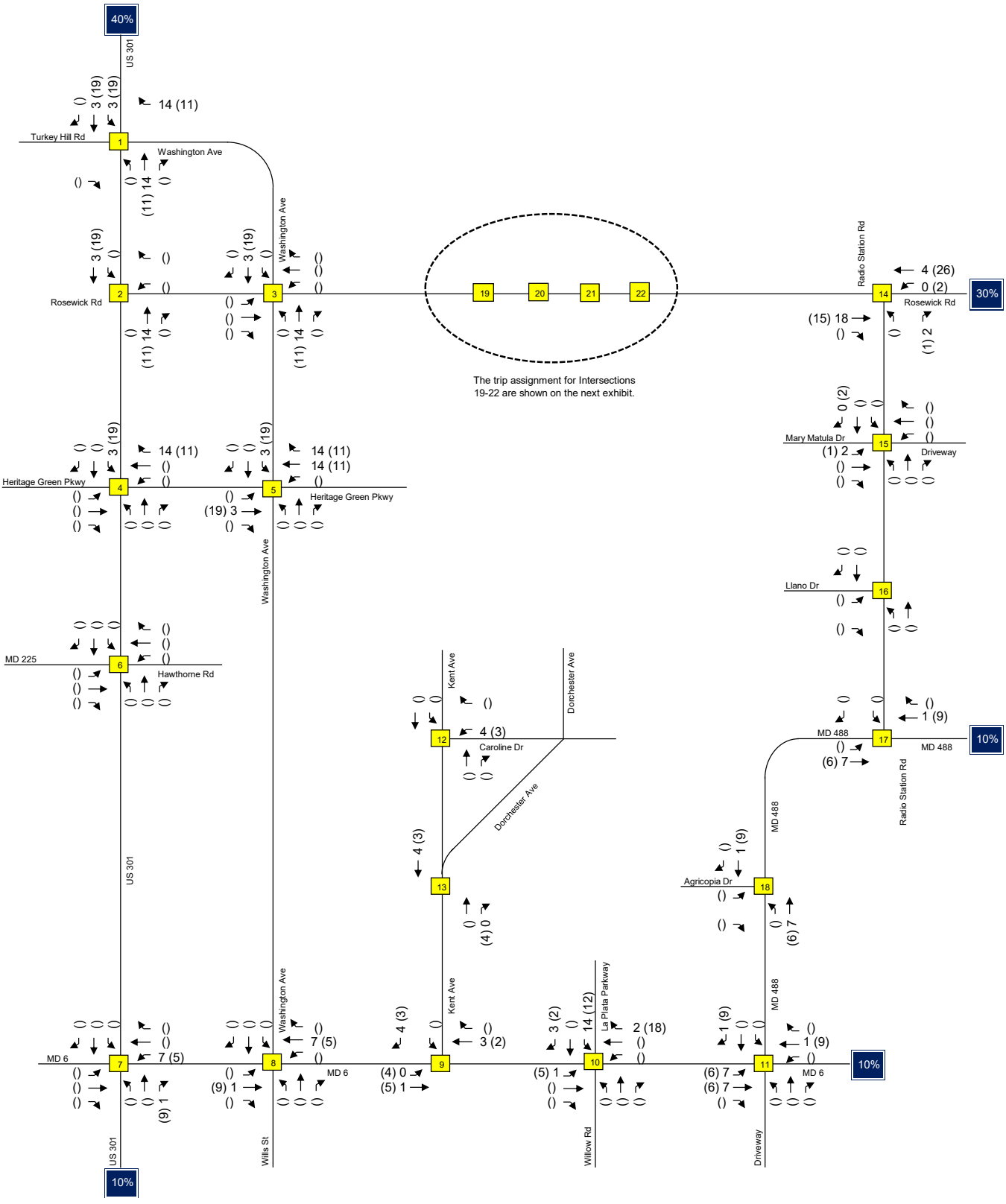
Traffic Impact Analysis	Primary Trip Assignment for Neighborhoods D, E, G, and L Full Build Out	**Exhibit 14e**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



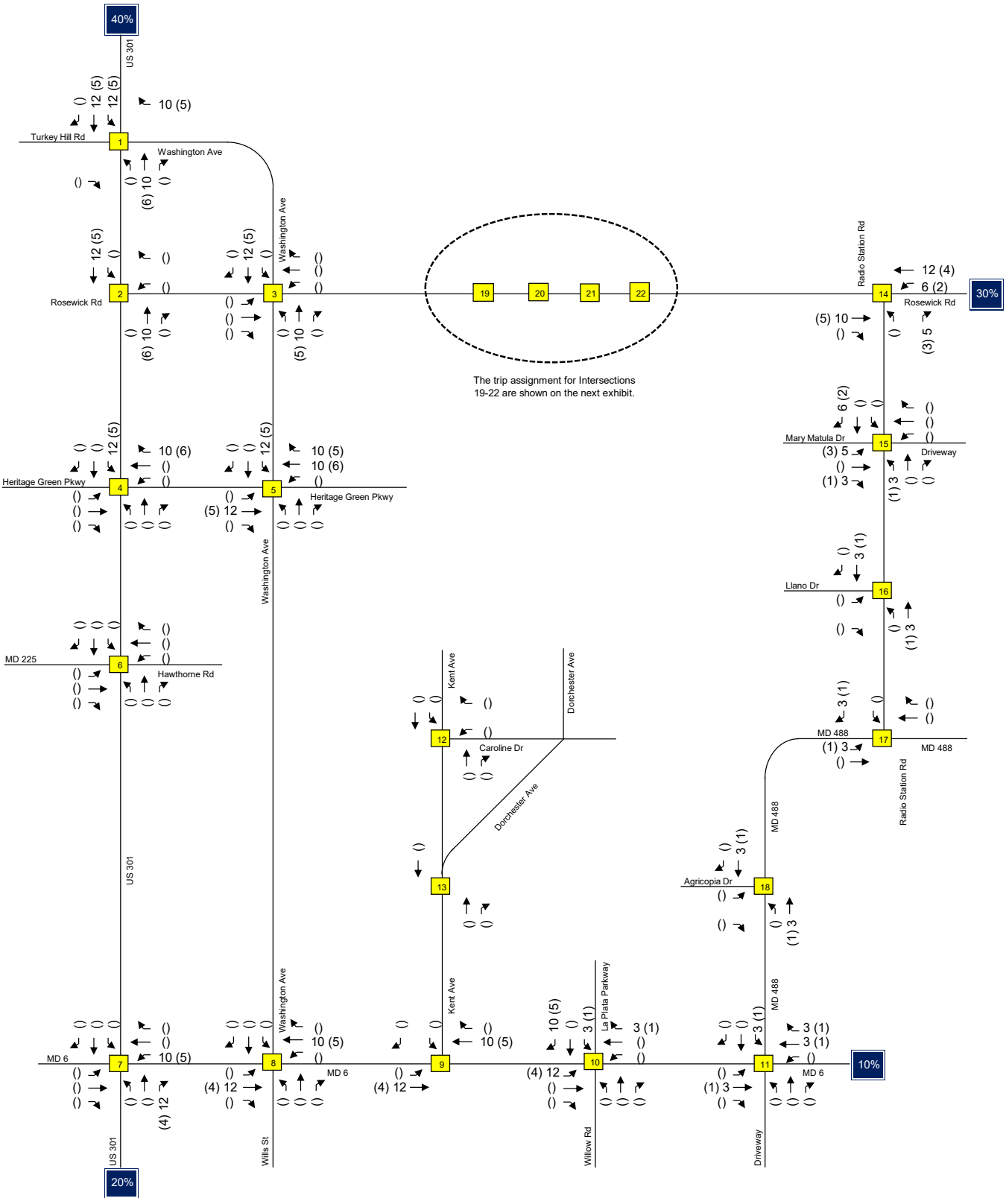
Traffic Impact Analysis	Trip Assignment for Neighborhoods F and H Full Build Out	**Exhibit 14g**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



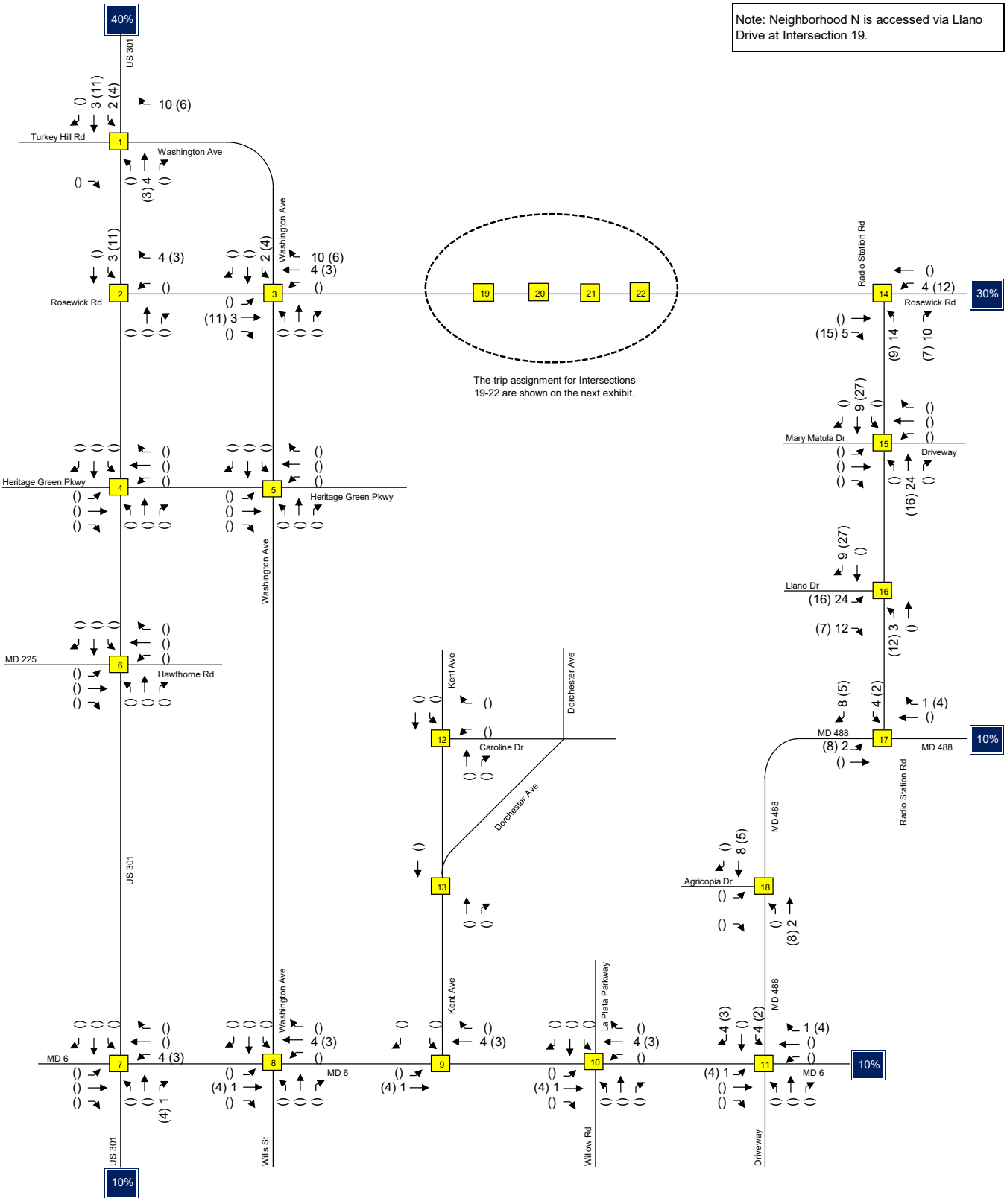
Traffic Impact Analysis	Trip Assignment for Neighborhoods I and J Full Build Out	**Exhibit 14i**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



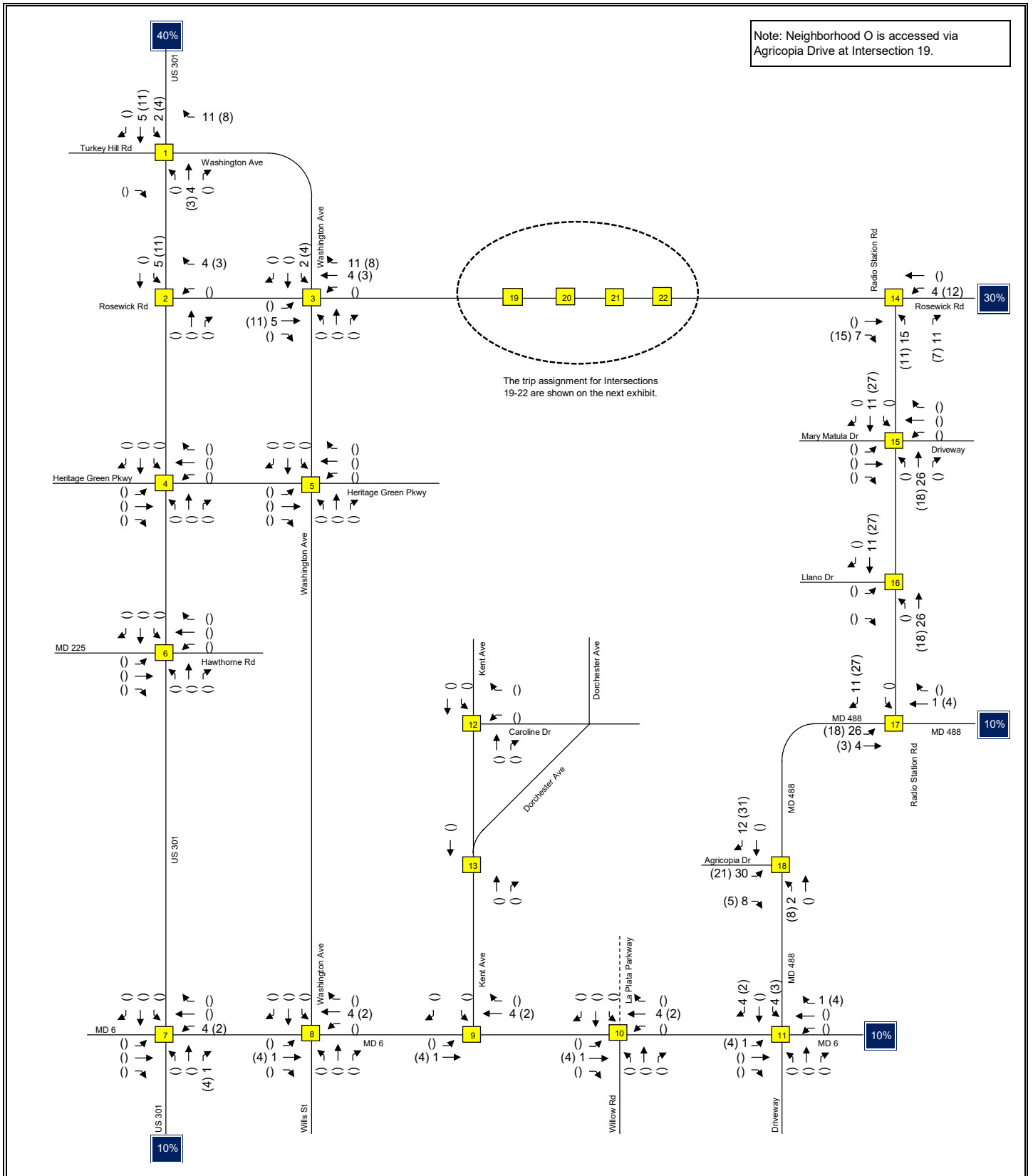
Traffic Impact Analysis	Trip Assignment for Neighborhood K Full Build Out	**Exhibit 14k**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



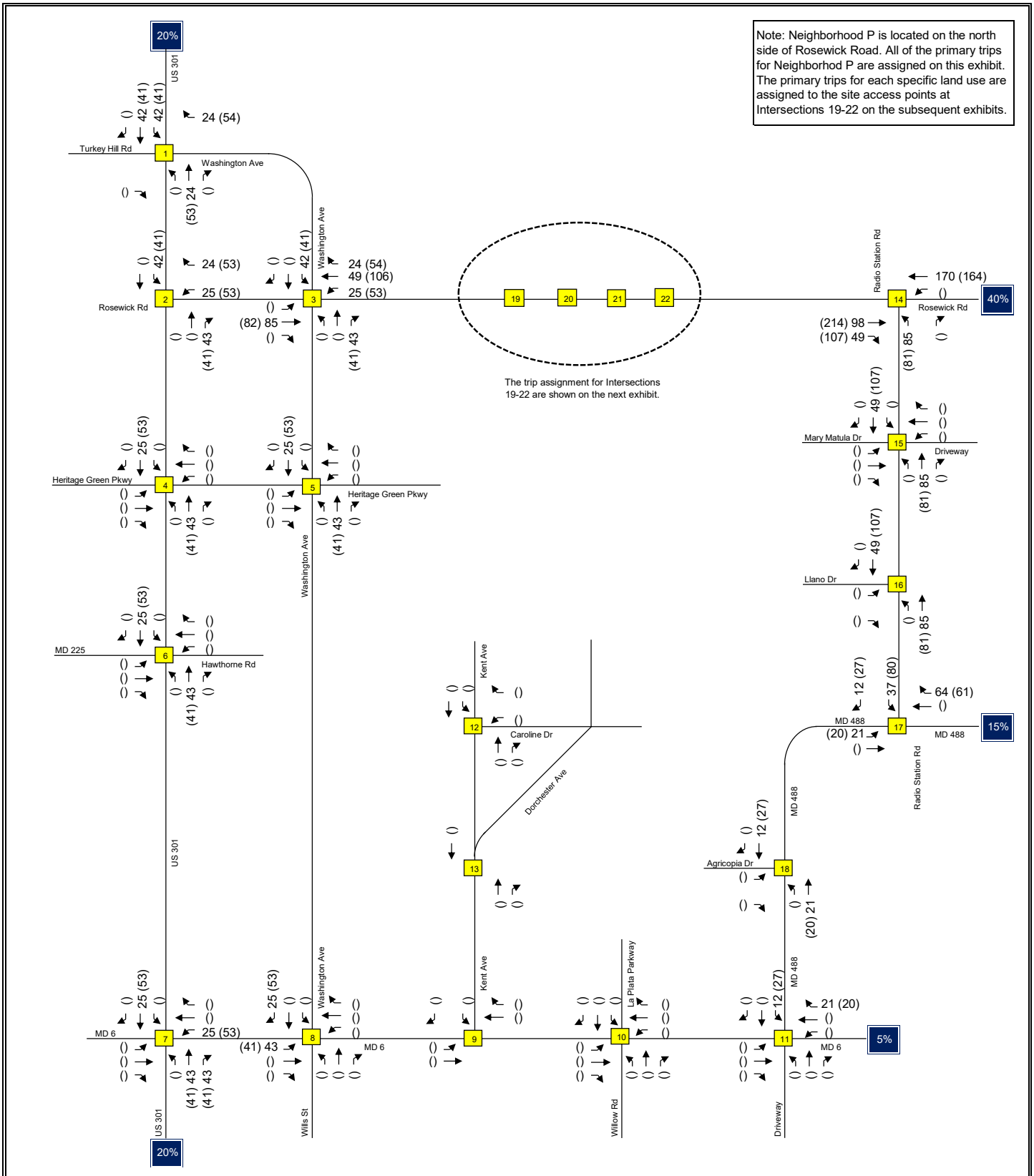
Traffic Impact Analysis	Trip Assignment for Neighborhood M Full Build Out	**Exhibit 14m**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



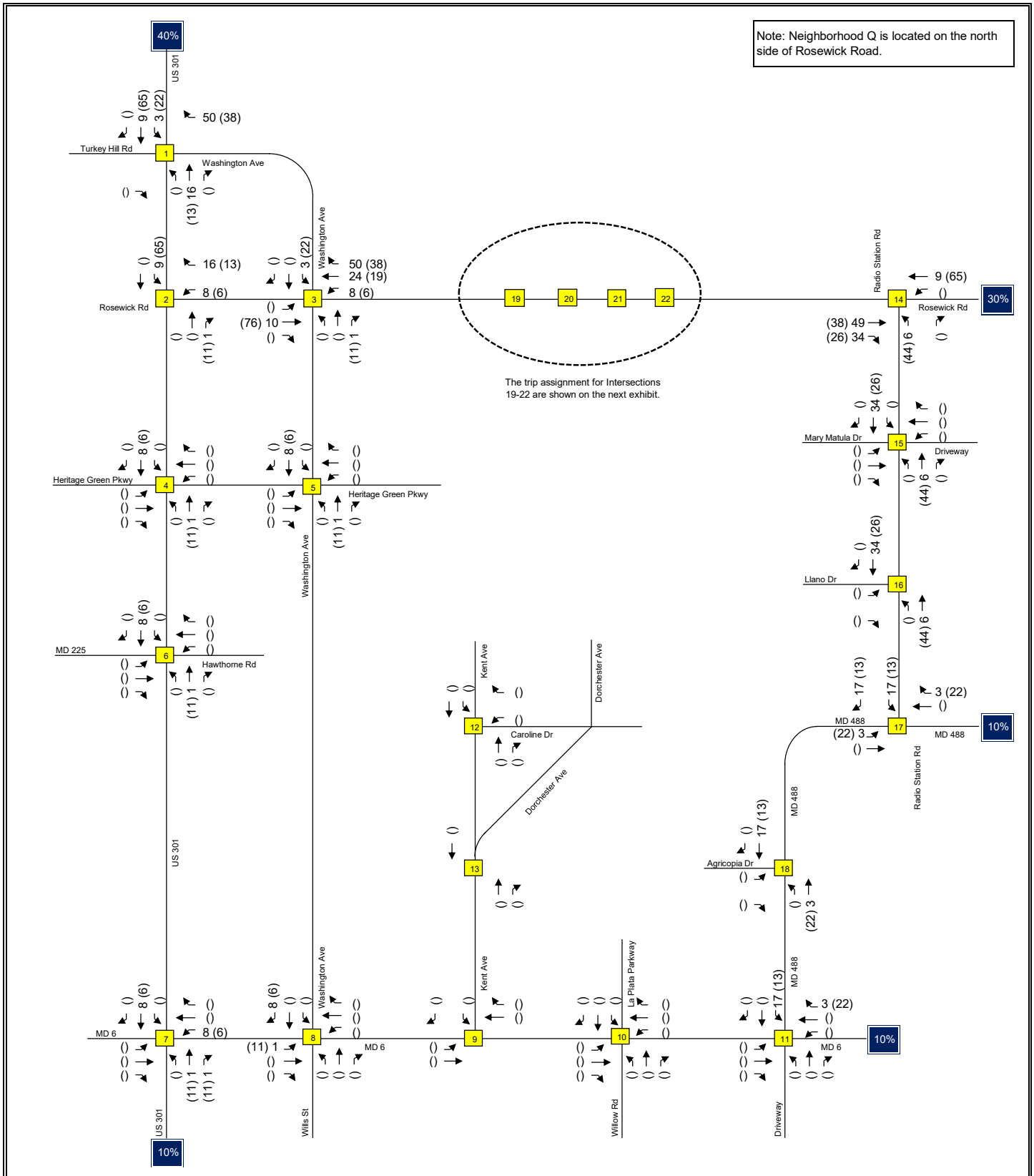
Traffic Impact Analysis	Trip Assignment for Neighborhood N Full Build Out	**Exhibit 14o**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Trip Assignment for Neighborhood O Full Build Out	**Exhibit 14q**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



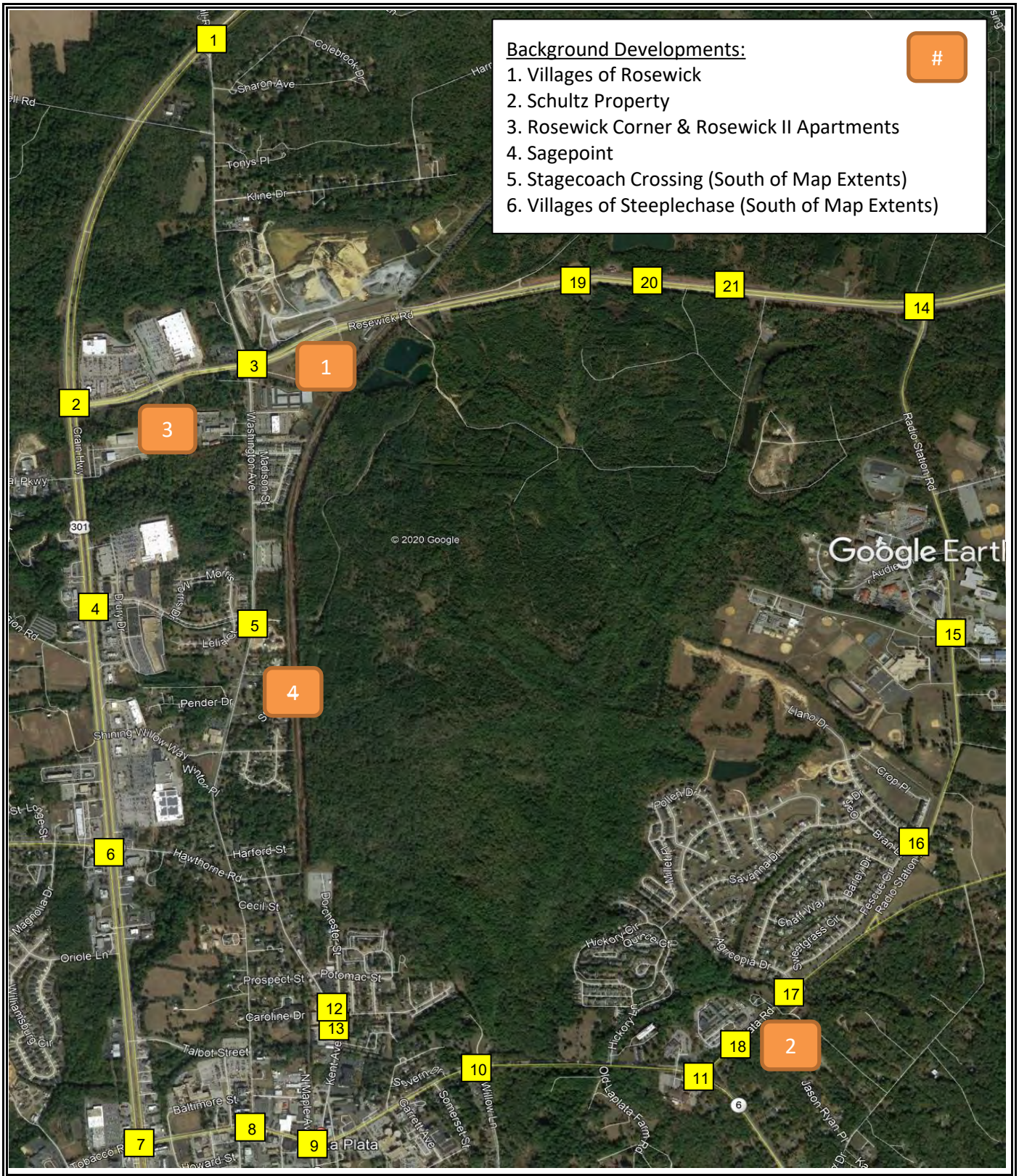
Traffic Impact Analysis	Primary Trip Assignment for Neighborhood P Full Build Out	**Exhibit 14s**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Trip Assignment for Neighborhood Q Full Build Out	**Exhibit 14cc**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Appendix D

Background Developments



Traffic Impact Analysis	Background Development Map	**Exhibit D-1**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Trip Generaton Rates

	Trip Distribution (In/Out)
Multifamily Housing, Mid-Rise (ITE-221, Units) [Close to Rail Transit]	
Morning Trips = 0.31 x Units + 1.06	56/44
Evening Trips = 0.29 x Units - 0.09	43/57
Mid Rise Residential with 1st-Floor Commercial (ITE-231, Units)	**Trip Distribution (In/Out)**
Morning Trips = 0.30 x Units	28/72
Evening Trips = 0.36 x Units	70/30
Shopping Center (General Urban/Suburban, ksf, ITE-820)	**Trip Distribution (In/Out)**
Morning Trips = 0.94 x ksf	62/38
Evening Trips = 3.81 x ksf	48/52
General Office (ksf, ITE-710)	**Trip Distribution (In/Out)**
Morning Trips = 1.16 x ksf	86/14
Evening Trips = 1.15 x ksf	16/84
Single-Family Detached (ITE-210, Units)	**Trip Distribution (In/Out)**
Morning Trips = 0.71 x (Units) + 4.80	25/75
Ln(Evening Trips) = 0.96 x Ln(Units) + 0.20	63/37
Fast Casual Restaurant (ksf, ITE-930)	**Trip Distribution (In/Out)**
Morning Trips = 2.07 x ksf	67/33
Evening Trips = 14.13 x ksf	55/45
Drive-in Bank (ksf, ITE-912)	**Trip Distribution (In/Out)**
Morning Trips = 9.50 x ksf	58/42
Evening Trips = 20.45 x ksf	50/50
Supermarket (ksf, ITE-850)	**Trip Distribution (In/Out)**
Morning Trips = 3.82 x ksf	62/38
Ln(Evening Trips) = 0.75 x Ln(ksf) + 3.21	51/49
Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	**Trip Distribution (In/Out)**
Morning Trips = 16.1 x Fueling Positions + 135 x ksf - 483	50/50
Evening Trips = 11.5 x Fueling Positions + 82.9 x ksf - 226	50/50
Day Care Center (ksf, ITE-565)	**Trip Distribution (In/Out)**
Morning Trips = 11.00 x ksf	53/47
Evening Trips = 11.12 x ksf	47/53
Library (ksf, ITE-590)	**Trip Distribution (In/Out)**
Morning Trips = 1.00 x ksf	71/29
Evening Trips = 8.16 x ksf	48/52
Assisted Living (ITE-254, Beds)	**Trip Distribution (In/Out)**
Morning Trips = 0.19 x Beds	63/37
Evening Trips = 0.26 x Beds	38/62
Multifamily Housing, Low-Rise (ITE-220, Units)	**Trip Distribution (In/Out)**
Ln(Morning Trips) = 0.95 x Ln(Units) - 0.51	23/77
Ln(Evening Trips) = 0.89 x Ln(Units) - 0.02	63/37

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition or Approved TIA's for each development

Traffic Impact Analysis	Background Development Trip Generation	**Exhibit D-2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Trip Generaton Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
1. Villages of Rosewick	Multifamily Housing, Mid-Rise (ITE-221, Urban/Suburban, Units) [Clos	40 units	7	6	13	5	7	12
	Mid Rise Residential with 1st-Floor Commercial (ITE-231, Units)	192 units	16	42	58	48	21	69
	Shopping Center (ksf, ITE-820)	9,600 sq.ft.	6	3	9	18	19	37
		Pass-by at 0% AM/34% PM:	*0*	*0*	*0*	*-6*	*-7*	*-13*
	General Office (ksf, ITE-710)	28,800 sq.ft.	28	5	33	5	28	33
		Total Primary Trips:	**57**	**56**	**113**	**70**	**68**	**138**
2. Schultz Property	Single-Family Detached (ITE-210, Units)	24 units	5	17	22	16	10	26
	Multifamily Housing, Mid-Rise (ITE-221, Units)	120 units	11	30	41	32	21	53
		Total Primary Trips:	**16**	**47**	**63**	**48**	**31**	**79**
3. Rosewick Corner	Shopping Center (ksf, ITE-820)	0 sq.ft.	0	0	0	0	0	0
		Pass-by at 0% AM/34% PM:	0	0	0	0	0	0
	Fast Casual Restaurant (ksf, ITE-930)	3,428 sq.ft.	5	2	7	26	22	48
		Internal Trips:	*-4*	*0*	*-4*	*-12*	*-13*	*-25*
		Pass-by at 0% AM/43% PM:	0	0	0	-6	-4	-10
	Supermarket (ksf, ITE-850)	0 sq.ft.	0	0	0	0	0	0
		Internal Trips:	*0*	*0*	*0*	*0*	*0*	*0*
		Pass-by at 0% AM/36% PM:	0	0	0	0	0	0
	Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	16 Fueling Positions 5000 sq. ft.	225	225	450	186	187	373
		Pass-by at 76% AM/76% PM:	-171	-171	-342	-141	-142	-283
	Multifamily Housing, Mid-Rise (ITE-221 Urban/Suburban, Units)	193 units	17	48	65	51	32	83
		Internal Trips:	*0*	*-1*	*-1*	*-27*	*-17*	*-44*
		Net Primary External Trips:	**72**	**103**	**175**	**77**	**65**	**142**
3. Rosewick II Apartments	Multifamily Housing, Low-Rise (ITE-220, Units)	98 units	9	30	39	31	19	50
		Total Primary Trips:	**9**	**30**	**39**	**31**	**19**	**50**
4. Sagepoint	Assisted Living (ITE-254, Beds)	60 beds	7	4	11	6	10	16
		Total Primary Trips:	**7**	**4**	**11**	**6**	**10**	**16**
5. Villages of Steeplechase	Single-Family Detached Housing (ITE-210, Units)	36 units	6	19	25	21	13	34
	Single-Family Attached Housing (ITE-215, Units)	196 units	30	66	96	65	49	114
6. Stagecoach Crossing	Single-Family Detached Housing (ITE-210, Units)	322 units	58	167	225	191	112	303
	Single-Family Attached Housing (ITE-215, Units)	314 units	49	109	158	105	79	184

NOTES: 1. Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition or Approved TIA's for each development.

2. Internal Capture Sheets for Rosewick Corner included at the end of Appendix D.

Traffic Impact Analysis	Background Development Trip Generation	**Exhibit D-3**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

Note: 25% of site traffic is assumed to be destined to/orignate from La Plata, between Intersections 8 and 10

Intersections 19-21 are future site access points which are not yet built out.

Traffic Impact Analysis	Background Development 1 Trip Assignment	**Exhibit D-4**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

Note: 20% of site traffic is assumed to be destined to/orignate from La Plata, between Intersections 8 and 10

15%

US 301

Turkey Hill Rd

Washington Ave

Rosewick Rd

Washington Ave

Radio Station Rd

Rosewick Rd

5%

Intersections 19-21 are future site access points which are not yet built out.

Heritage Green Pkwy

Heritage Green Pkwy

Washington Ave

MD 225

Hawthorne Rd

US 301

Kent Ave

Caroline Dr

Dorchester Ave

Mary Matula Dr

Driveway

Llano Dr

MD 488

MD 488

35%

Radio Station Rd

2

MD 488

Agricopia Dr

MD 6

MD 6

US 301

Wills St

Washington Ave

Kent Ave

Site Access

Willow Rd

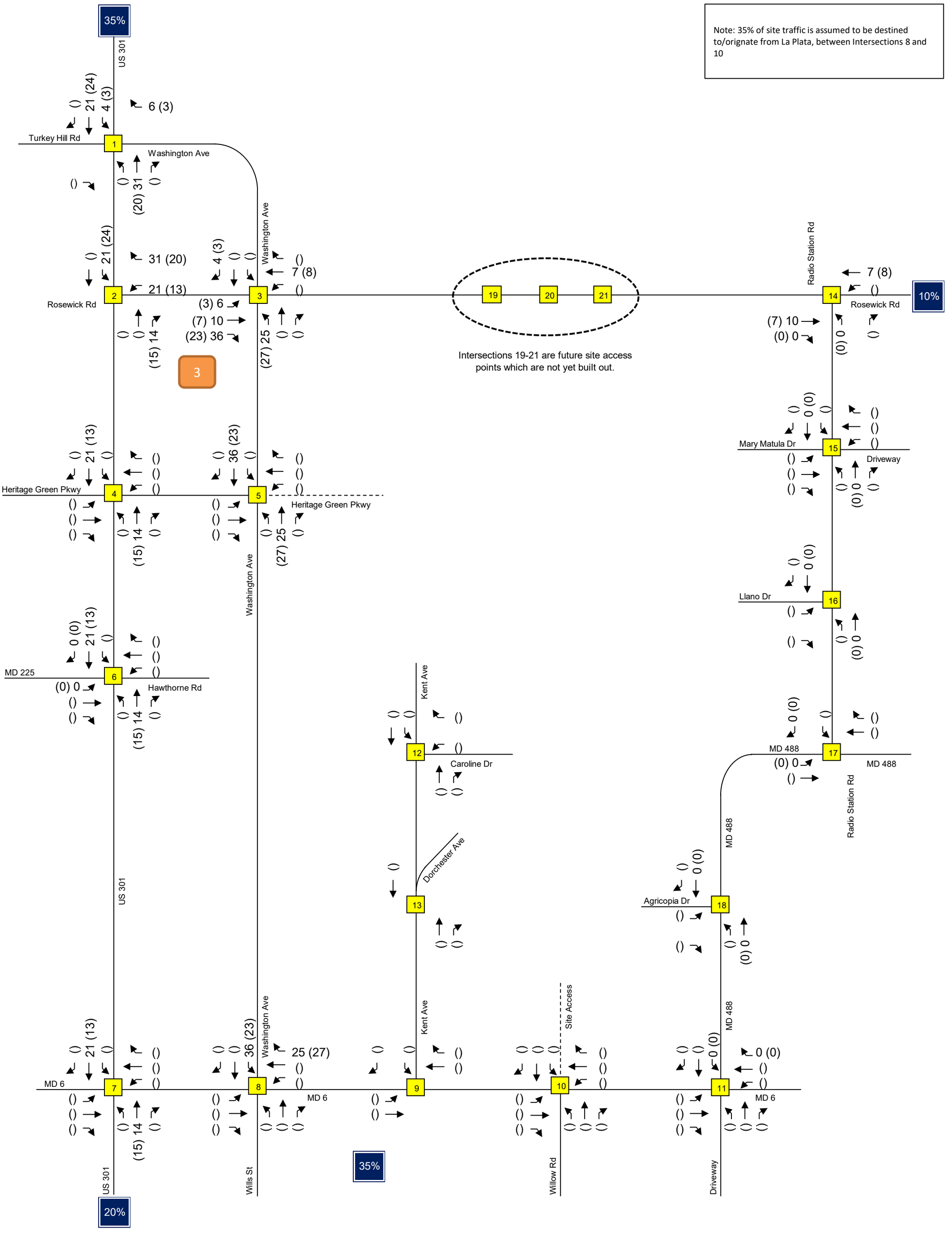
MD 488

Driveway

20%

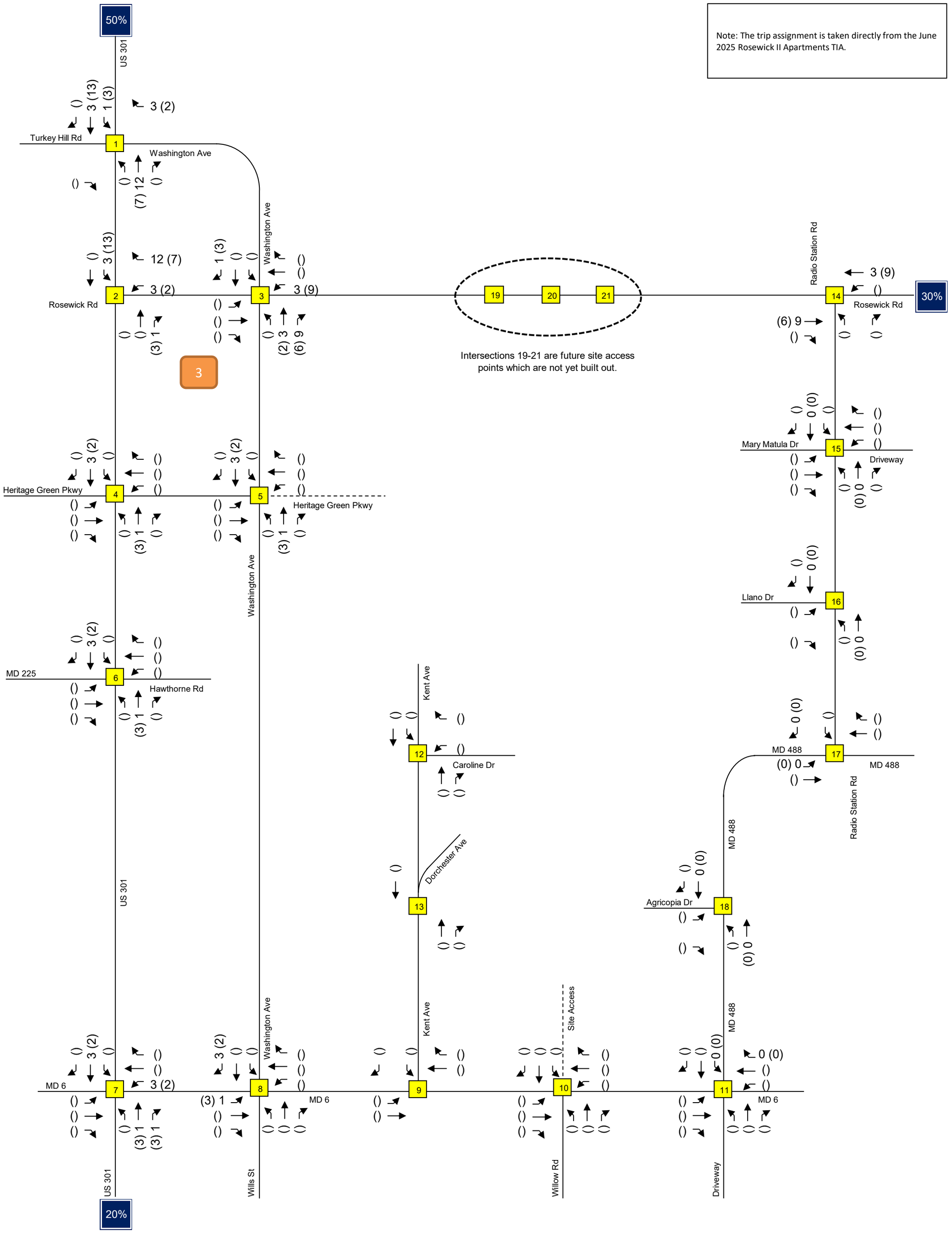
25%

Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Background Development 2 Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit D-5**

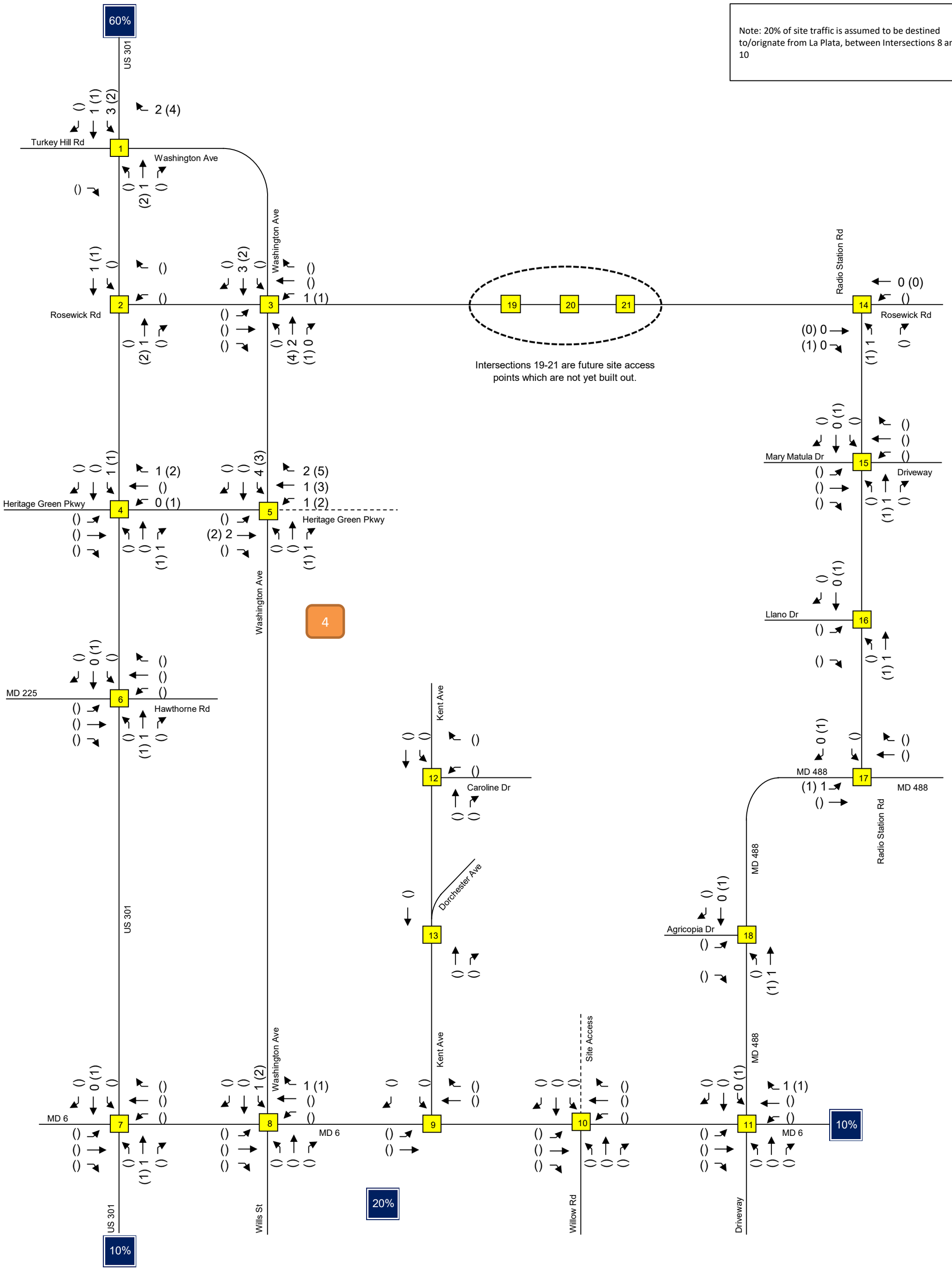


Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Background Development 3 (Rosewick Corner) Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit D-6a**

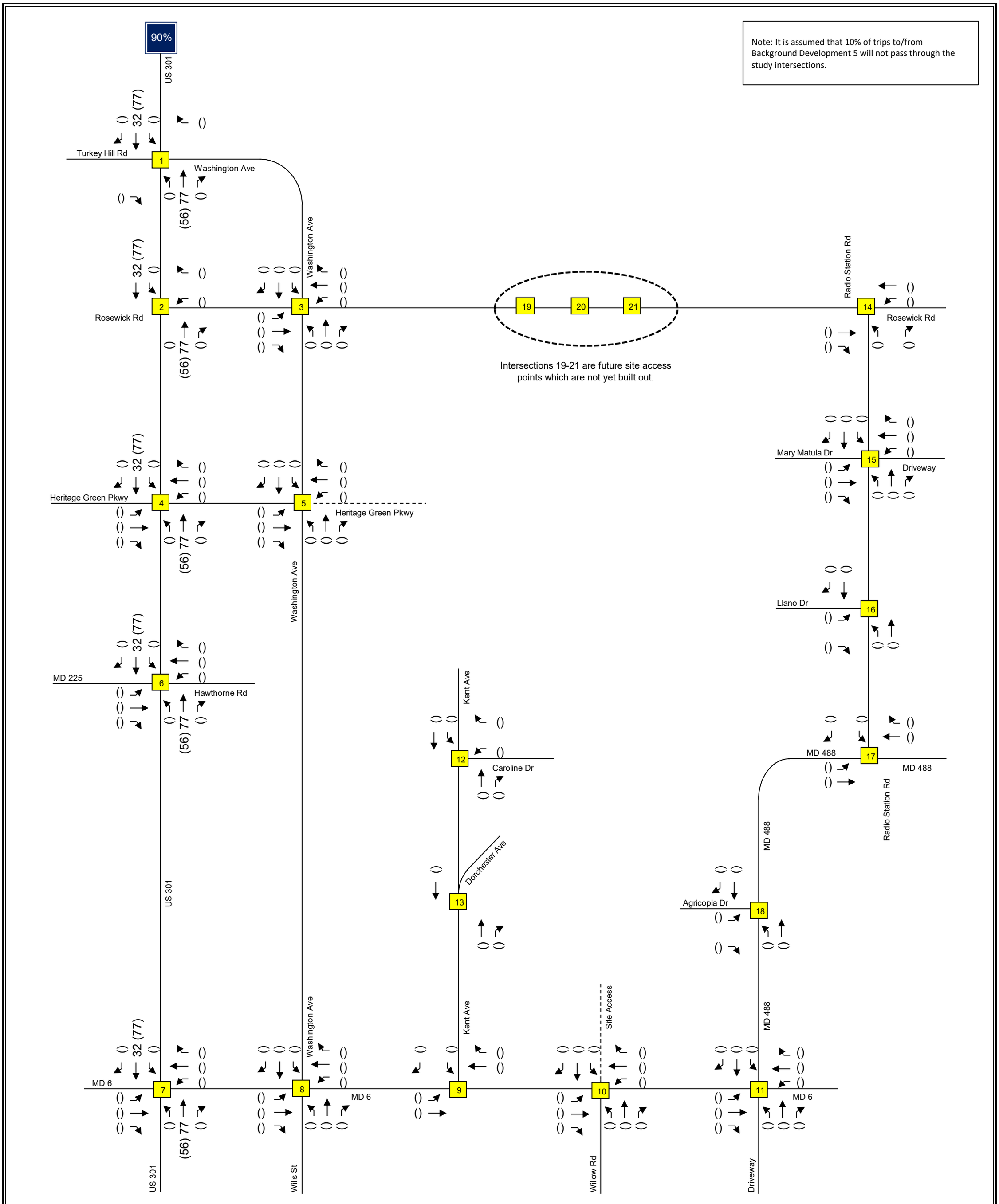
Note: The trip assignment is taken directly from the June 2025 Rosewick II Apartments TIA.



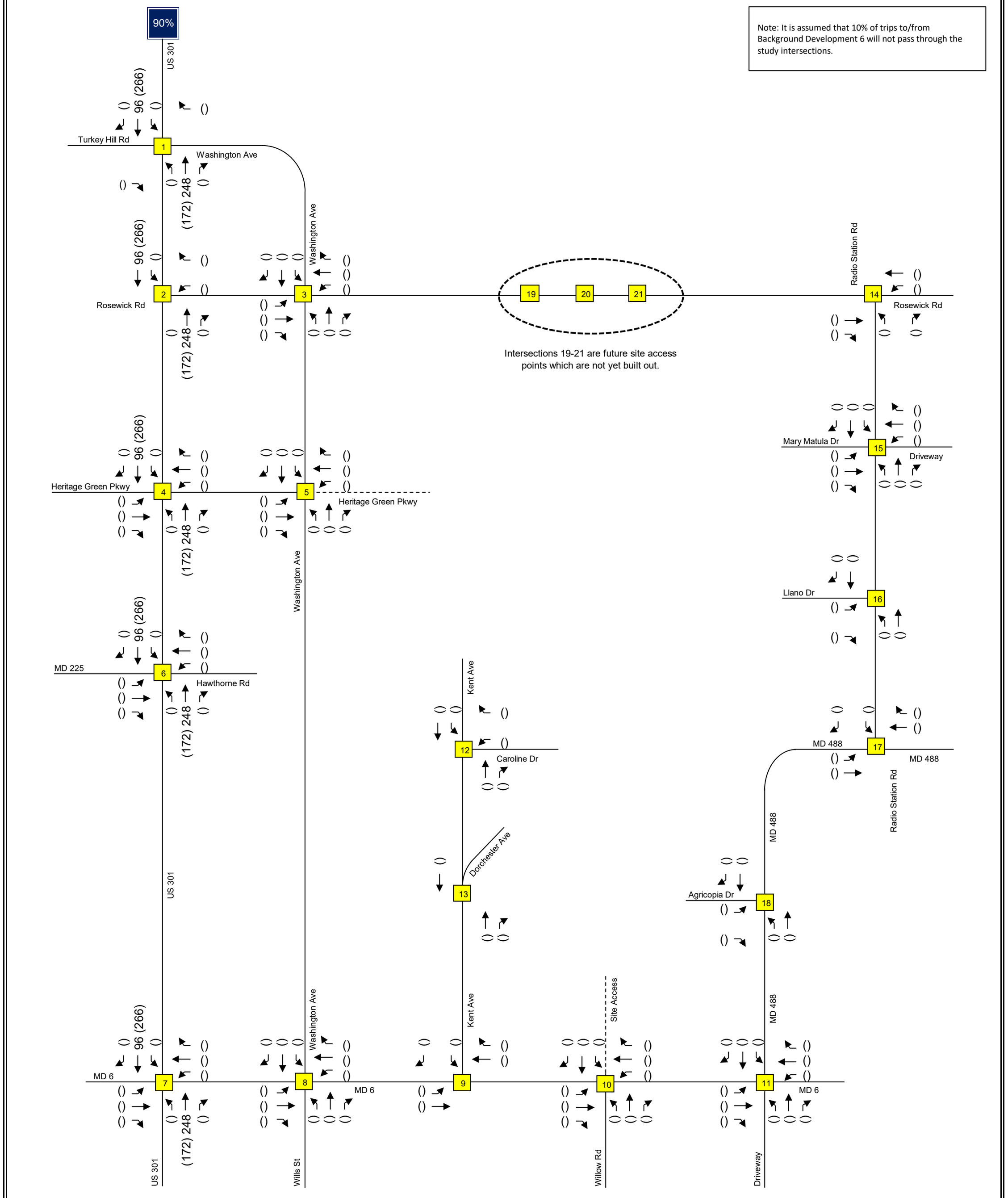
Traffic Impact Analysis	Background Development 3 (Rosewick Apartments II) Trip Assignment	**Exhibit D-6b**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis	Background Development 4 Trip Assignment	**Exhibit D-7**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	

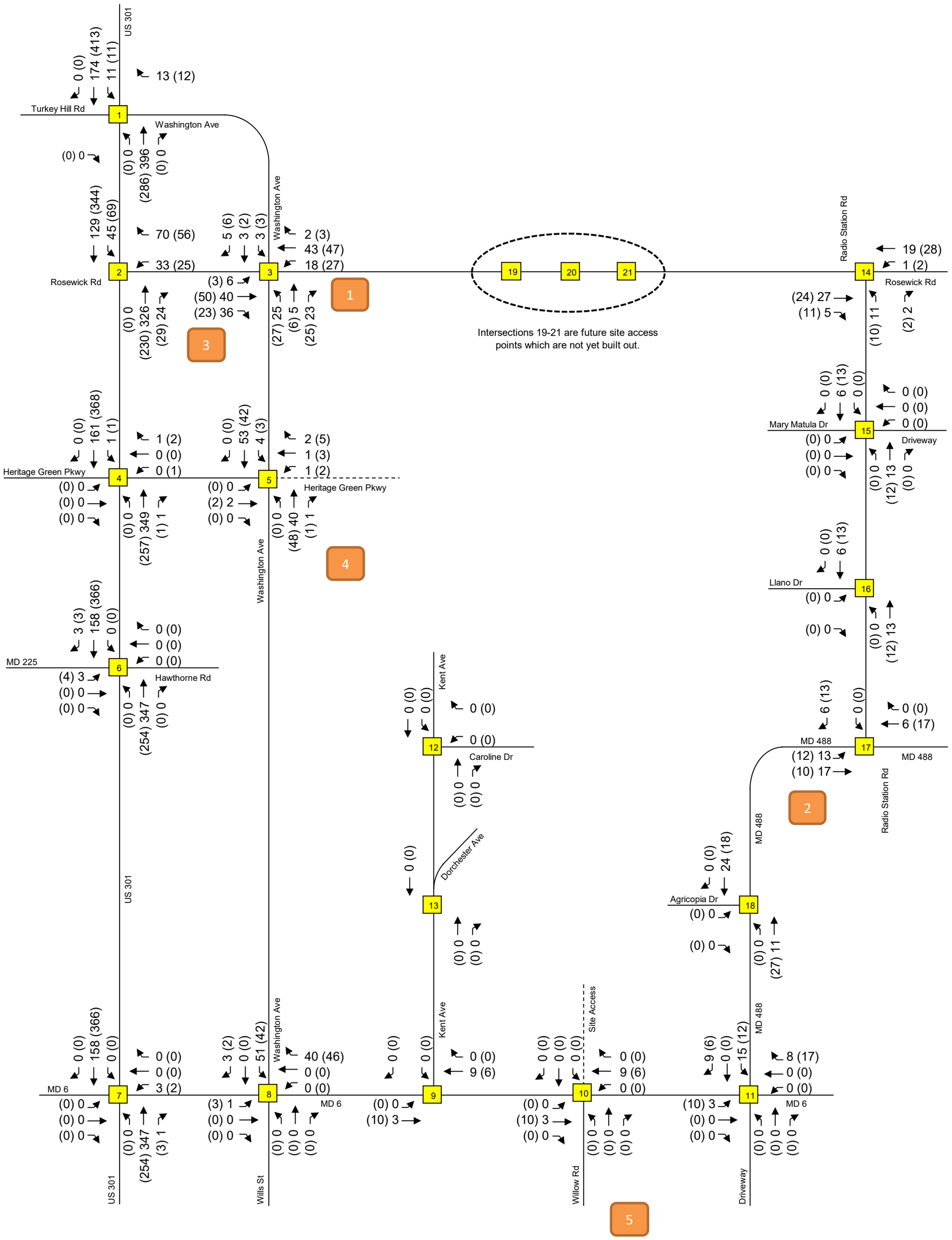


Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Background Development 5 Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit D-8**



Note: It is assumed that 10% of trips to/from Background Development 6 will not pass through the study intersections.

Traffic Impact Analysis	Background Development 6 Trip Assignment	**Exhibit D-9**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	



Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Combined Background Development Trips Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	**Exhibit D-10**

APPENDIX C

Intersection Capacity Analysis Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

ROSEWICK RD				
— T		T	374	507
— T		L	204	345
— L			AM	PM

PM	AM		
501	318	T	T —
271	180	R	R —

	L	R
AM	132	283
PM	187	314

L R

ROSEWICK RD

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	132	1.00	132				132
EB	318	0.55	175	204	1.00	204	379
WB	374	0.55	206				
						CLV TOTAL=	**511**
						Level of Service (LOS)=	**A**

CLV V/C =0.32

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	187	1.00	187				187
EB	501	0.55	276	345	1.00	345	621
WB	507	0.55	279				
						CLV TOTAL=	**808**
						Level of Service (LOS)=	**A**

CLV V/C =0.51

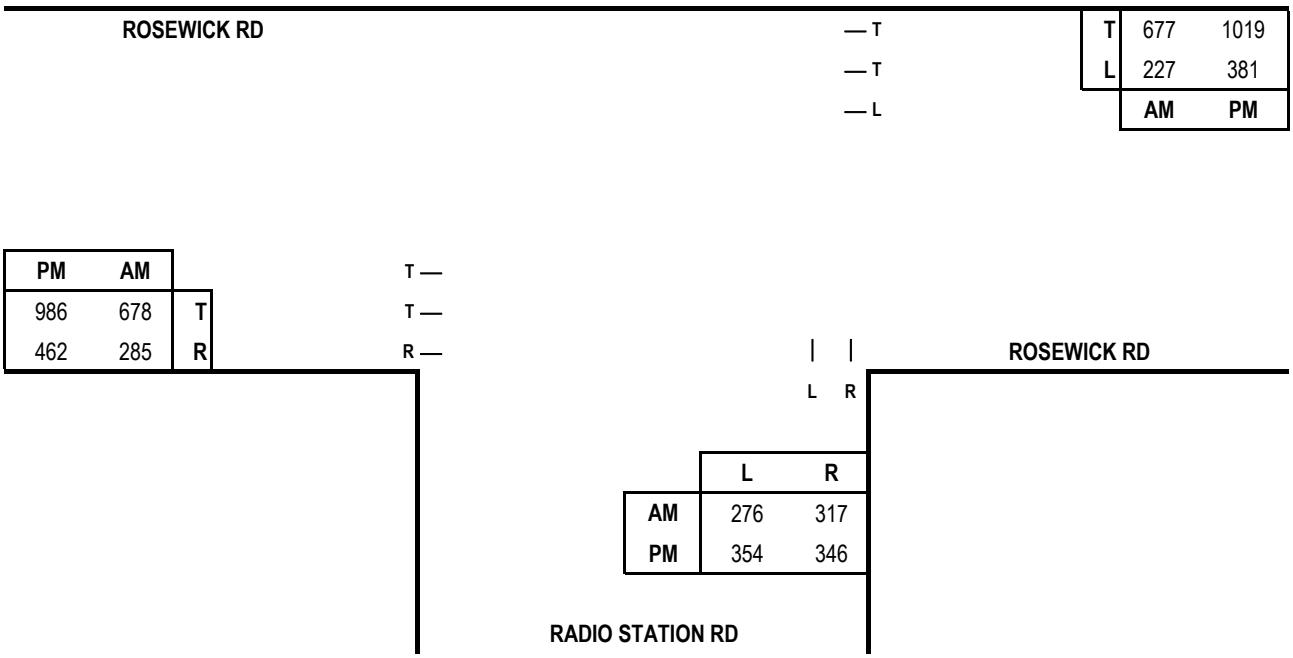
Scenario ID - EXIST1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	276	1.00	276				276
EB	678	0.55	373	227	1.00	227	600
WB	677	0.55	372				

CLV TOTAL= **876**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	354	1.00	354				354
EB	986	0.55	542	381	1.00	381	923
WB	1019	0.55	560				

CLV TOTAL= **1,277**
Level of Service (LOS)= **C**

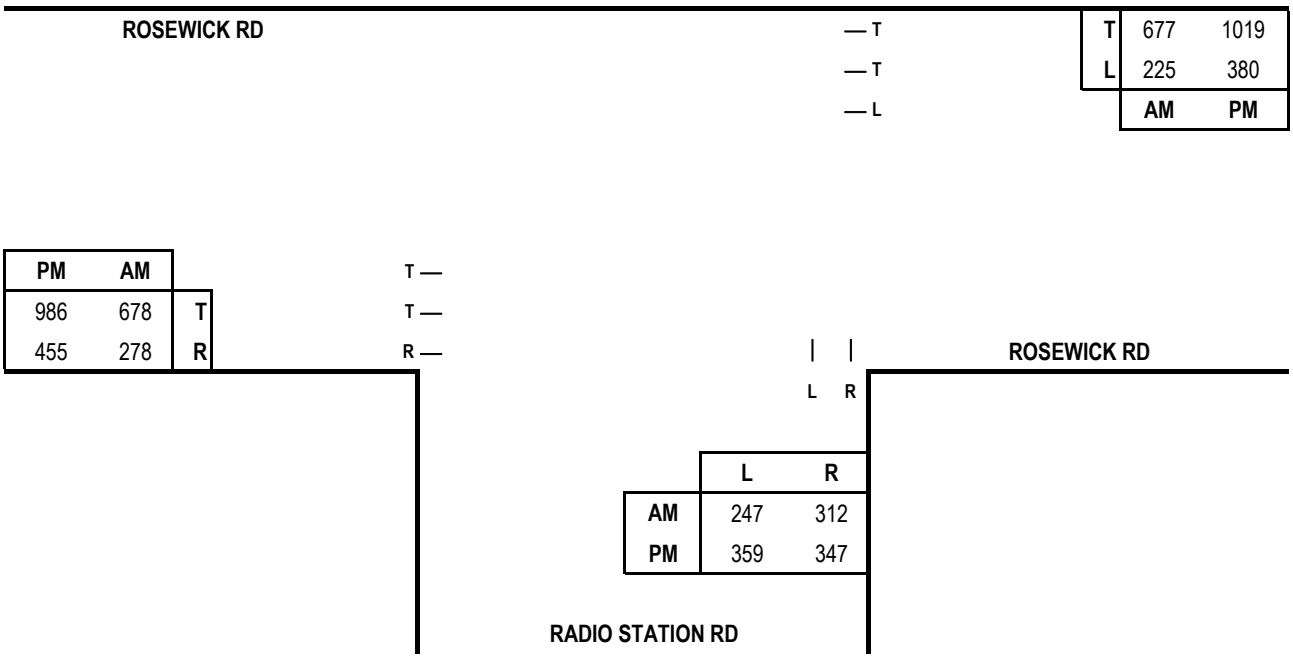
Scenario ID - BACK1
CLV V/C =0.55
CLV V/C =0.8

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	247	1.00	247				247
EB	678	0.55	373	225	1.00	225	598
WB	677	0.55	372				
						CLV TOTAL=	845
						Level of Service (LOS)=	A

CLV V/C =0.53

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	359	1.00	359				359
EB	986	0.55	542	380	1.00	380	922
WB	1019	0.55	560				
						CLV TOTAL=	1,281
						Level of Service (LOS)=	C

CLV V/C =0.8

Scenario ID - TOT1

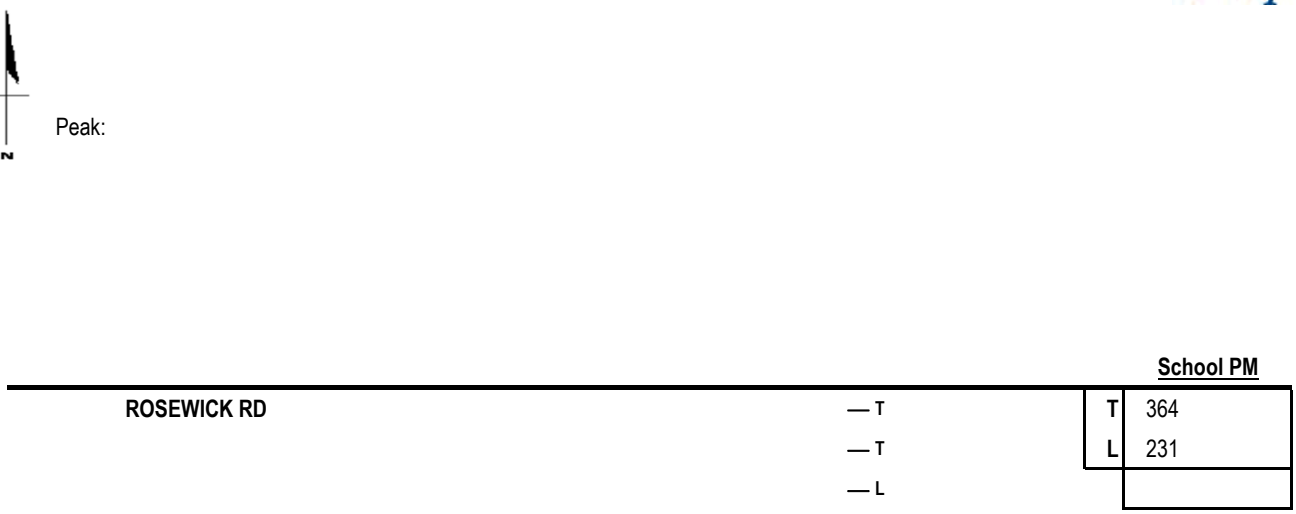
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	143	1.00	143				143
EB	413	0.55	227	231	1.00	231	458
WB	364	0.55	200				
						CLV TOTAL=	**601**
						Level of Service (LOS)=	**A**

Scenario ID - EXIST1

CLV V/C =0.38

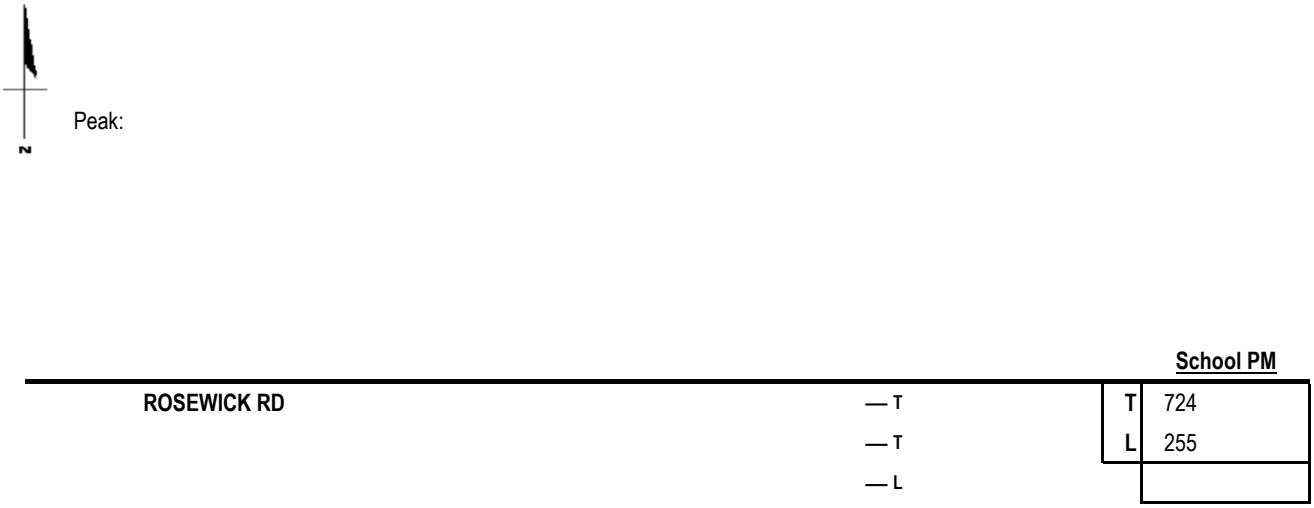
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	260	1.00	260				260
EB	756	0.55	416	255	1.00	255	671
WB	724	0.55	398				
						CLV TOTAL=	931
						Level of Service (LOS)=	A

Scenario ID - BACK1

CLV V/C =0.58

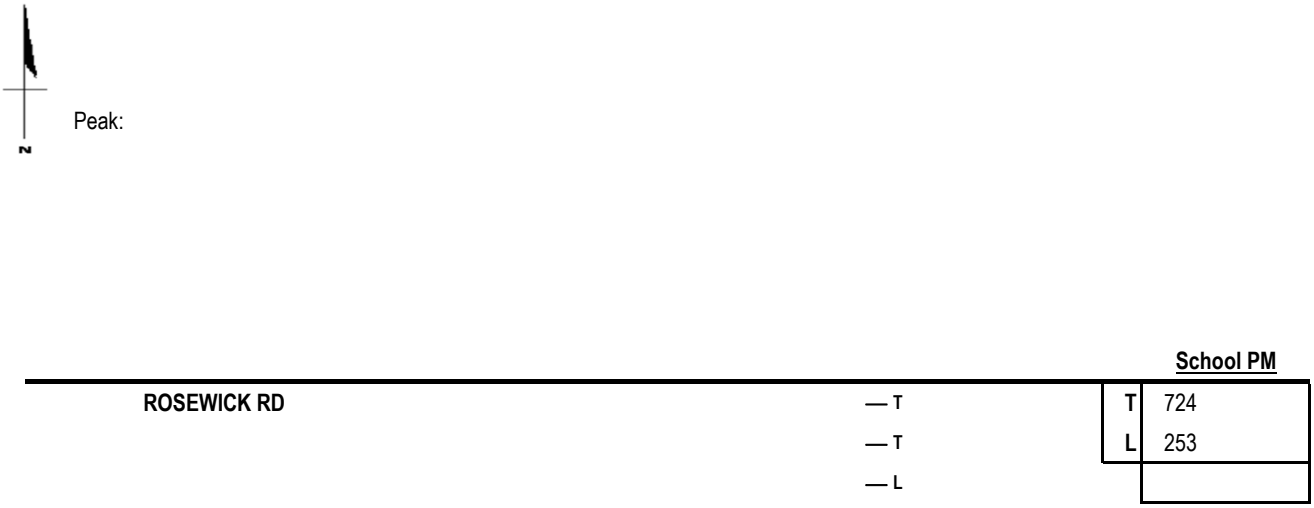
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Rosewick Rd
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	277	1.00	277				277
EB	756	0.55	416	253	1.00	253	669
WB	724	0.55	398				
						CLV TOTAL=	946
						Level of Service (LOS)=	A

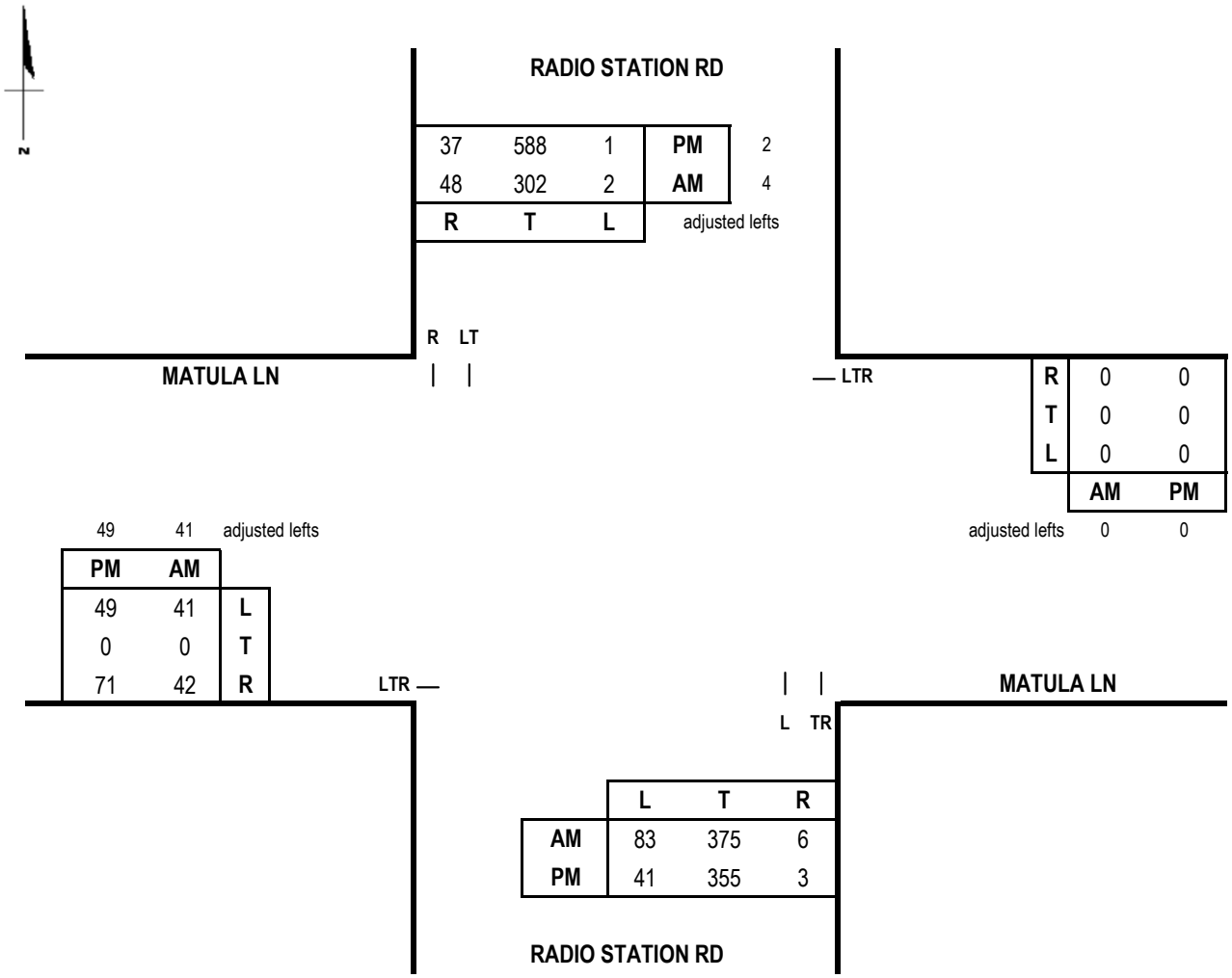
Scenario ID - TOT1

CLV V/C =0.59

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	381	1.00	381	2	1.00	2	389
SB	306	1.00	306	83	1.00	83	
EB	83	1.00	83	0	1.00	0	83
WB	0	1.00	0	41	1.00	41	
					CLV TOTAL=		472
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	358	1.00	358	1	1.00	1	631
SB	590	1.00	590	41	1.00	41	
EB	120	1.00	120	0	1.00	0	120
WB	0	1.00	0	49	1.00	49	
				CLV TOTAL=			751
				Level of Service (LOS)=			A

Scenario ID - EXIST2

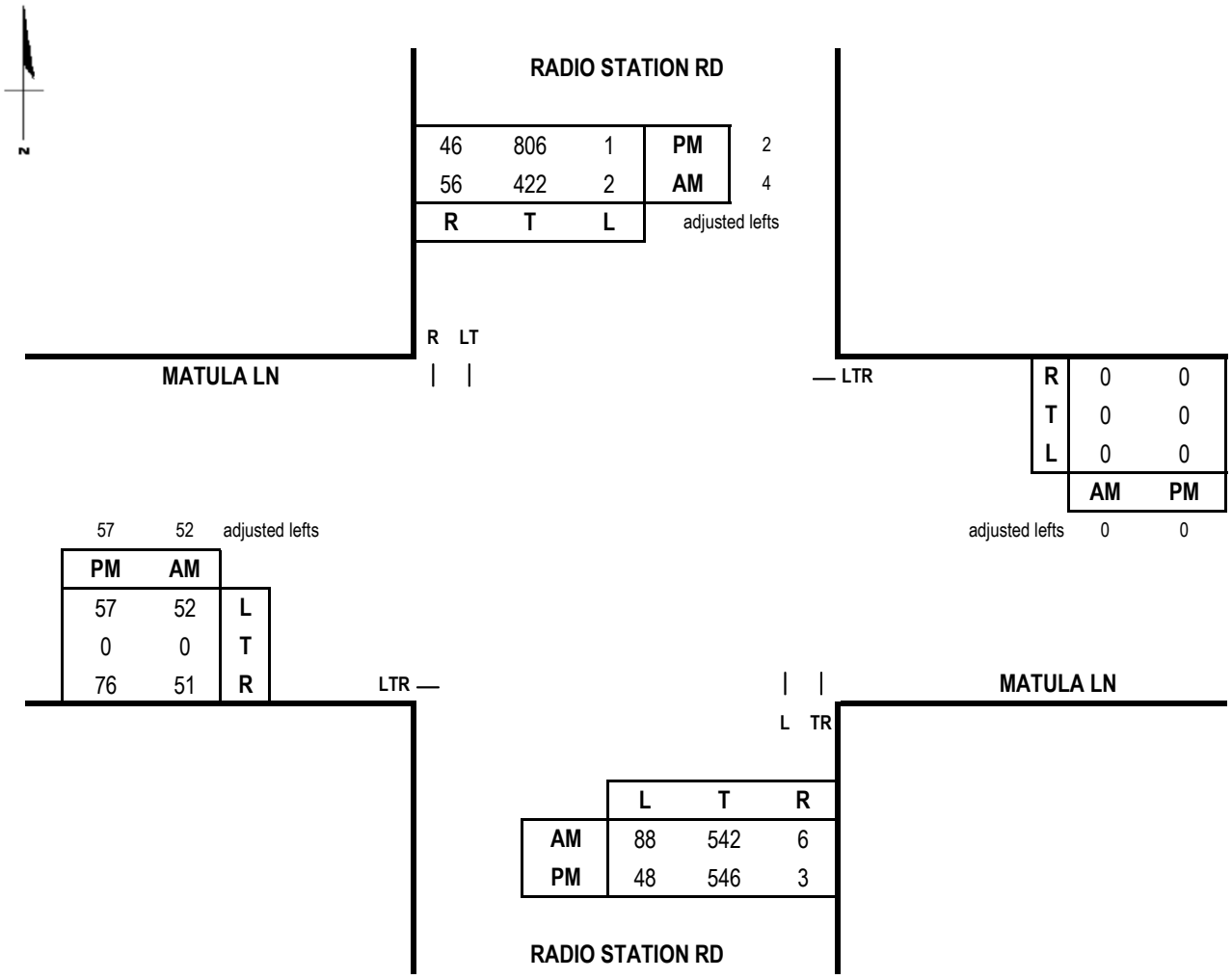
AM V/C =0.3

PM V/C =0.47

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	548	1.00	548	2	1.00	2	550
SB	426	1.00	426	88	1.00	88	
EB	103	1.00	103	0	1.00	0	103
WB	0	1.00	0	52	1.00	52	

CLV TOTAL= **653**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	549	1.00	549	1	1.00	1	856
SB	808	1.00	808	48	1.00	48	
EB	133	1.00	133	0	1.00	0	133
WB	0	1.00	0	57	1.00	57	

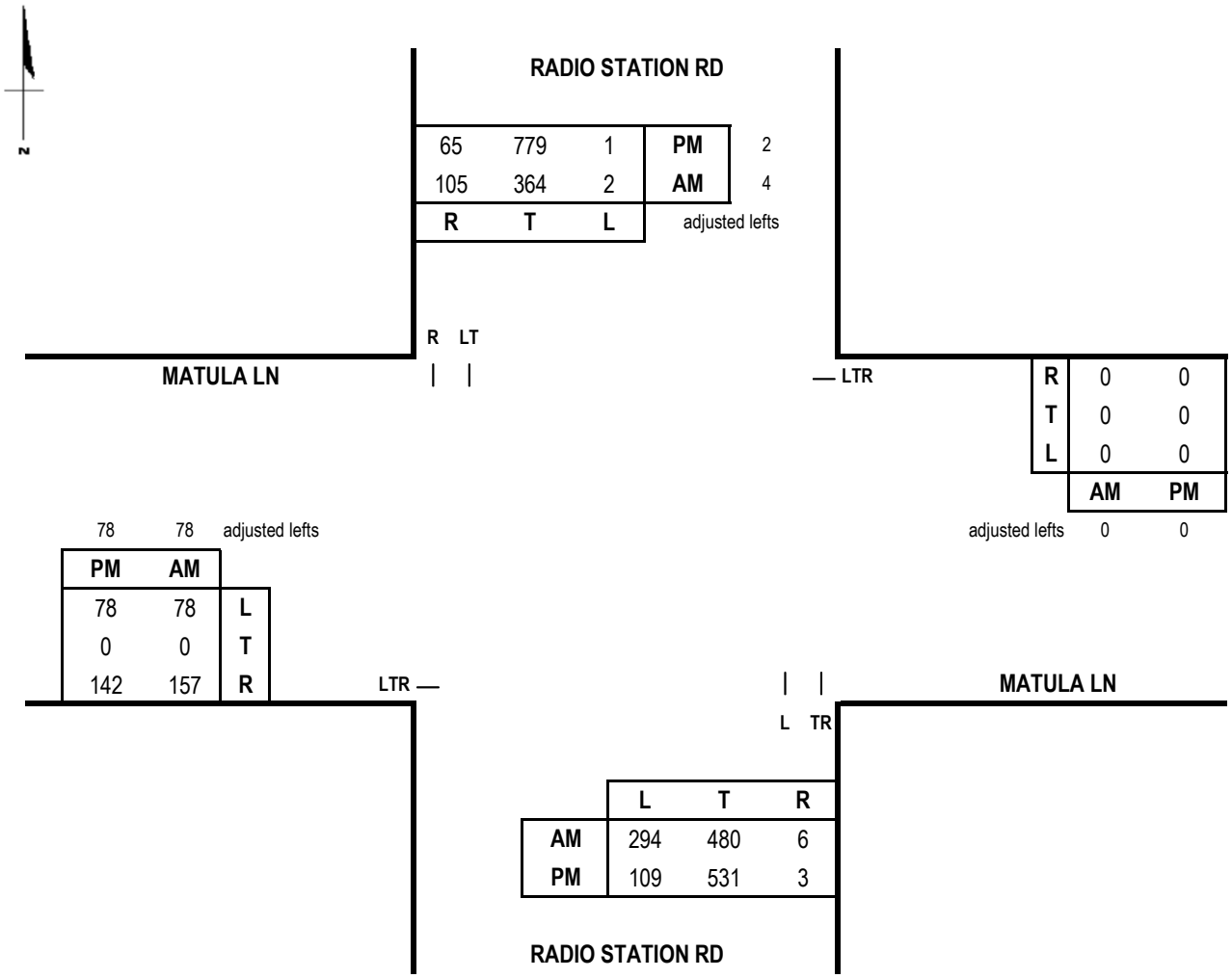
CLV TOTAL= **989**
Level of Service (LOS)= **A**

Scenario ID - BACK2
AM V/C =0.41
PM V/C =0.62

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	486	1.00	486	2	1.00	2	662
SB	368	1.00	368	294	1.00	294	
EB	235	1.00	235	0	1.00	0	235
WB	0	1.00	0	78	1.00	78	

CLV TOTAL= **897**
Level of Service (LOS)= **A**
AM V/C =0.56

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	534	1.00	534	1	1.00	1	890
SB	781	1.00	781	109	1.00	109	
EB	220	1.00	220	0	1.00	0	220
WB	0	1.00	0	78	1.00	78	

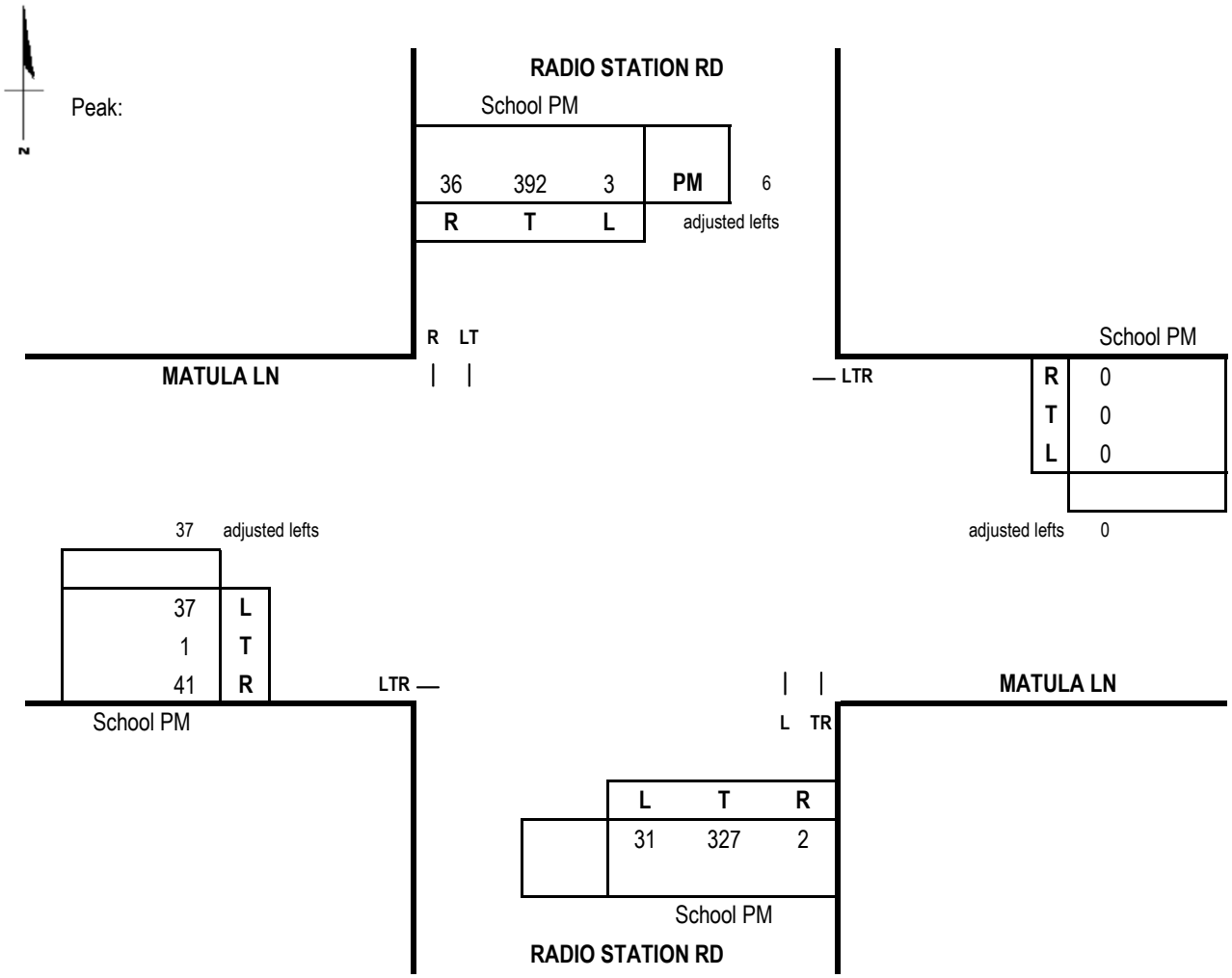
CLV TOTAL= **1,110**
Level of Service (LOS)= **B**
PM V/C =0.69

Scenario ID - TOT2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

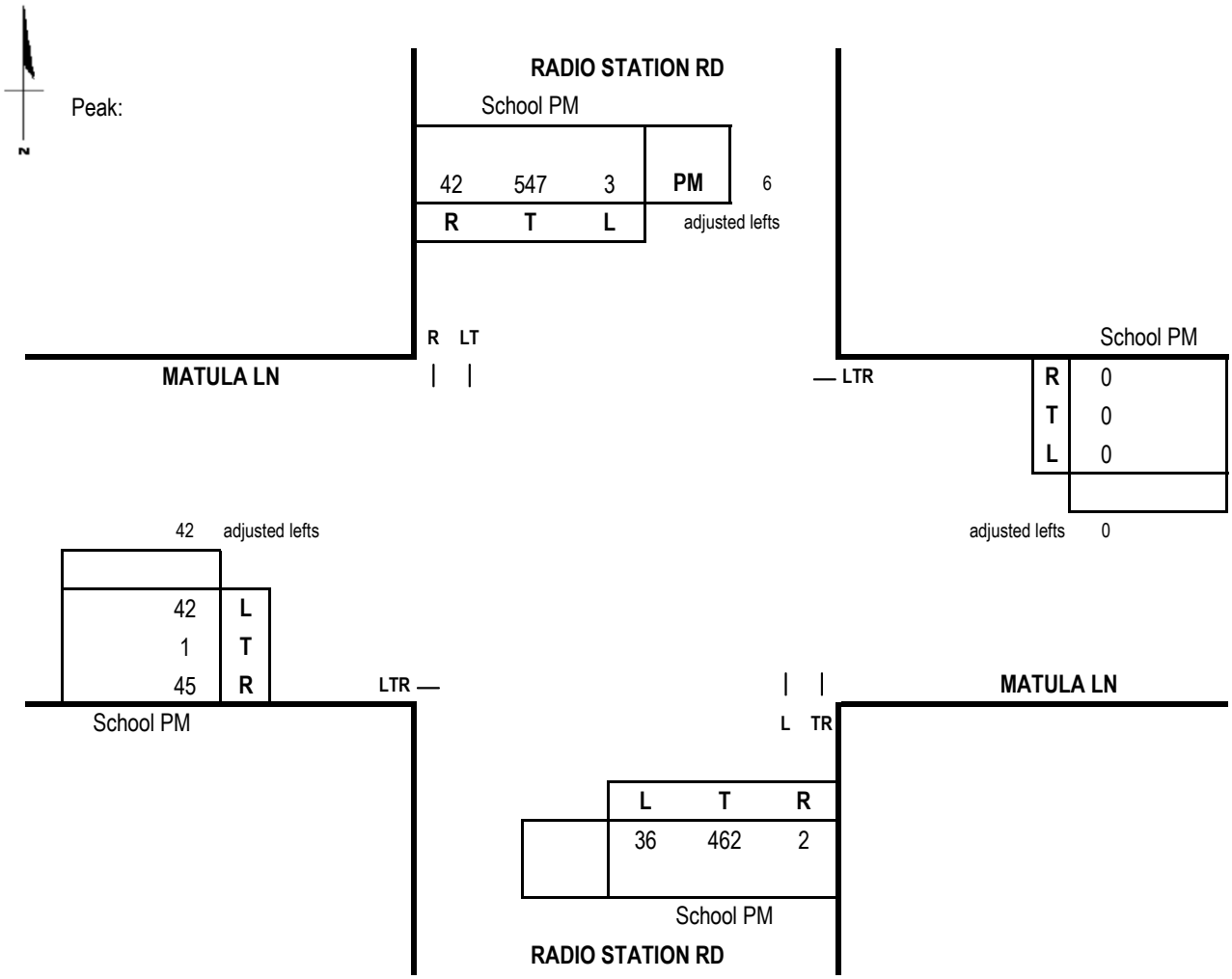
Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	329	1.00	329	3	1.00	3	429
SB	398	1.00	398	31	1.00	31	
EB	79	1.00	79	0	1.00	0	79
WB	0	1.00	0	37	1.00	37	
						CLV TOTAL=	508
						Level of Service (LOS)=	A

Scenario ID - EXIST2 SAT V/C =0.32

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	464	1.00	464	3	1.00	3	589
SB	553	1.00	553	36	1.00	36	
EB	88	1.00	88	0	1.00	0	88
WB	0	1.00	0	42	1.00	42	
						CLV TOTAL=	677
						Level of Service (LOS)=	A

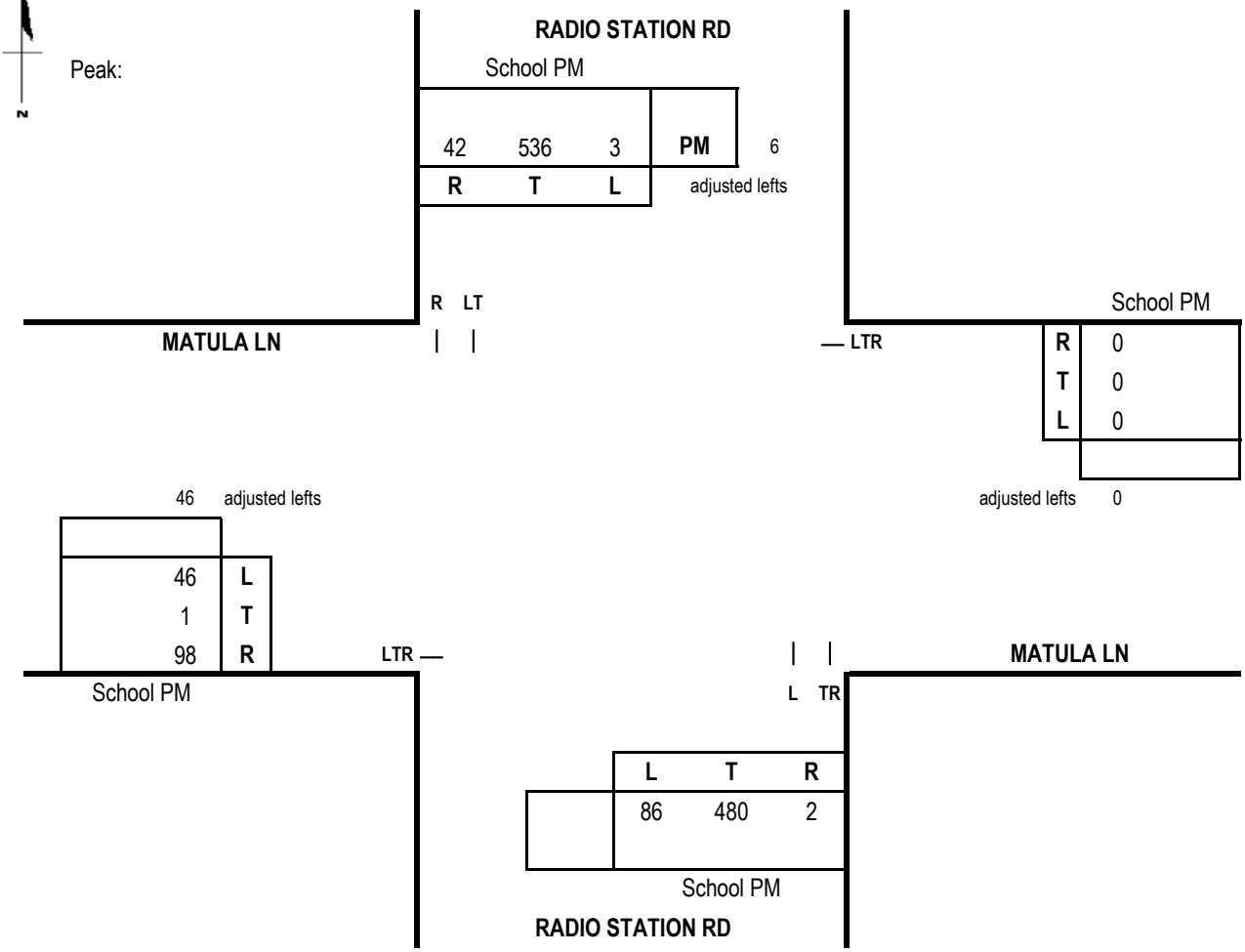
Scenario ID - BACK2 SAT V/C =0.42

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Matula Ln
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	482	1.00	482	3	1.00	3	628
SB	542	1.00	542	86	1.00	86	
EB	145	1.00	145	0	1.00	0	145
WB	0	1.00	0	46	1.00	46	
						CLV TOTAL=	773
						Level of Service (LOS)=	A

Scenario ID - TOT2

SAT V/C =0.48

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

MATULA LN — LT

T	111	65
L	23	1
	AM	**PM**
adjusted lefts	25	1

PM	AM	
124	39	T
20	0	R

TR —

	L	R
AM	2	45
PM	2	1

LR

MATULA LN

HS ACCESS 1

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	47	1.00	47				47
EB	39	1.00	39	23	1.00	23	136
WB	136	1.00	136				

CLV TOTAL= **183**
Level of Service (LOS)= **A**

Scenario ID - EXIST3
CLV V/C =0.11

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	3	1.00	3				3
EB	144	1.00	144	1	1.00	1	145
WB	66	1.00	66				

CLV TOTAL= **148**
Level of Service (LOS)= **A**

CLV V/C =0.09

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

MATULA LN — LT

		AM	PM
T		124	81
L		23	1
	adjusted lefts	25	1

PM	AM	
137	59	T
20	0	R

TR —

	L	R
AM	2	45
PM	2	1

LR

MATULA LN

HS ACCESS 1

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	47	1.00	47				47
EB	59	1.00	59	23	1.00	23	149
WB	149	1.00	149				
					CLV TOTAL=		196
					Level of Service (LOS)=		A

Scenario ID - BACK3

CLV V/C =0.12

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	3	1.00	3				3
EB	157	1.00	157	1	1.00	1	158
WB	82	1.00	82				
				CLV TOTAL=			161
				Level of Service (LOS)=			A

CLV V/C =0.1

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

MATULA LN — LT

T	402	162
L	0	0
	AM	**PM**
adjusted lefts	0	0

PM	AM	
132	58	T
0	0	R

TR —

	L	R
AM	0	177
PM	0	88

LR

MATULA LN

HS ACCESS 1

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	177	1.00	177				177
EB	58	1.00	58	0	1.00	0	402
WB	402	1.00	402				

CLV TOTAL= **579**
Level of Service (LOS)= **A**

Scenario ID - TOT3
CLV V/C =0.36

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	88	1.00	88				88
EB	132	1.00	132	0	1.00	0	162
WB	162	1.00	162				

CLV TOTAL= **250**
Level of Service (LOS)= **A**

CLV V/C =0.16

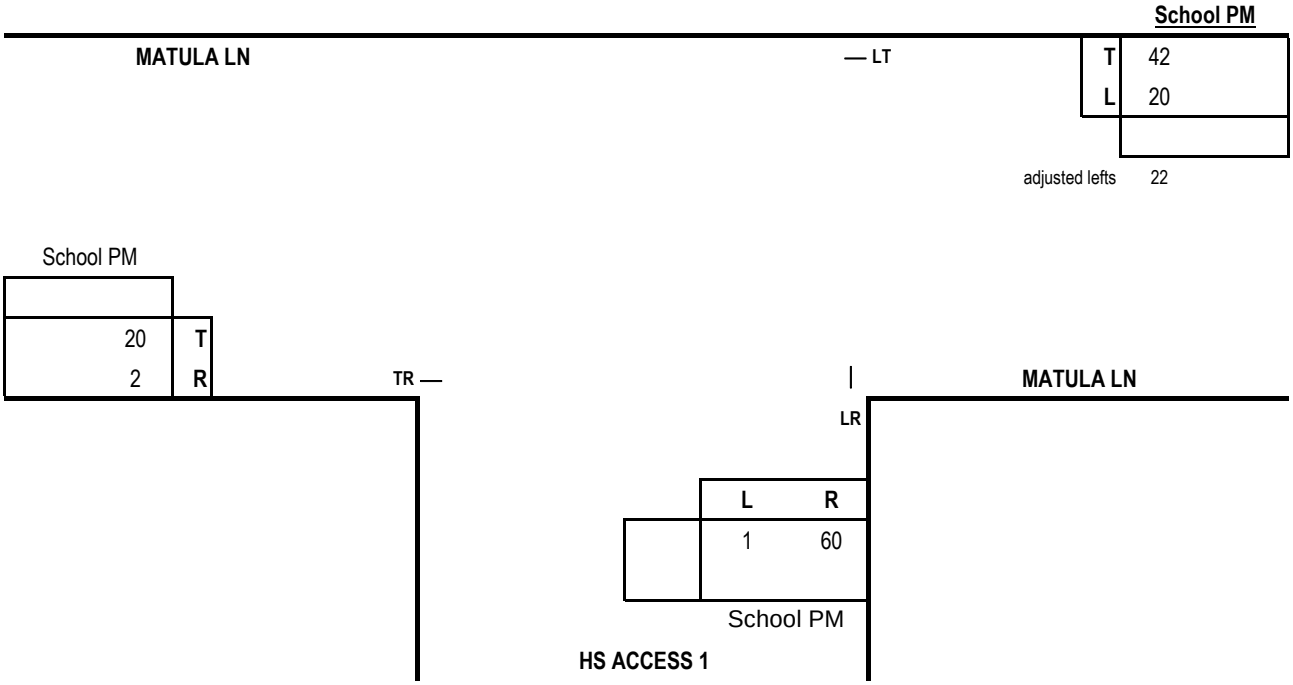
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	61	1.00	61				61
EB	22	1.00	22	20	1.00	20	64
WB	64	1.00	64				
						CLV TOTAL=	125
						Level of Service (LOS)=	A

Scenario ID - EXIST3

CLV V/C =0.08

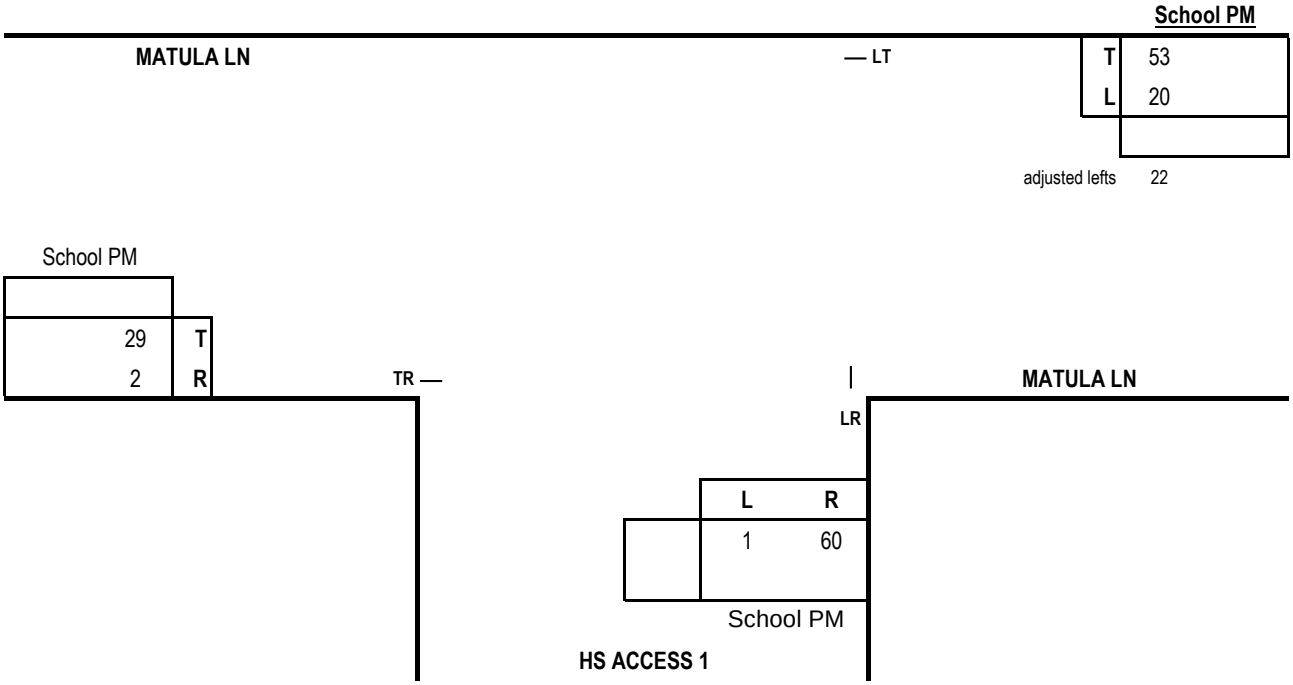
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	61	1.00	61				61
EB	31	1.00	31	20	1.00	20	75
WB	75	1.00	75				
						CLV TOTAL=	136
						Level of Service (LOS)=	A

Scenario ID - BACK3

CLV V/C =0.09

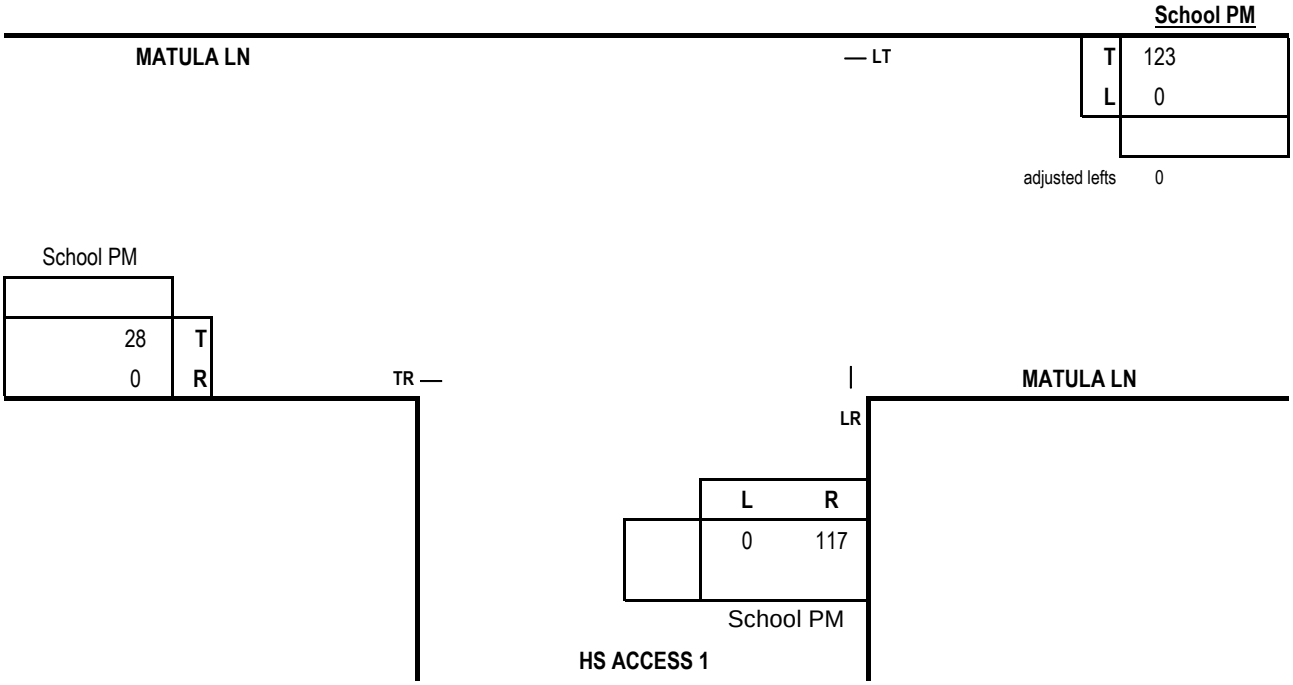
CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 1
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	117	1.00	117				117
EB	28	1.00	28	0	1.00	0	123
WB	123	1.00	123				
					CLV TOTAL=		**240**
					Level of Service (LOS)=		**A**

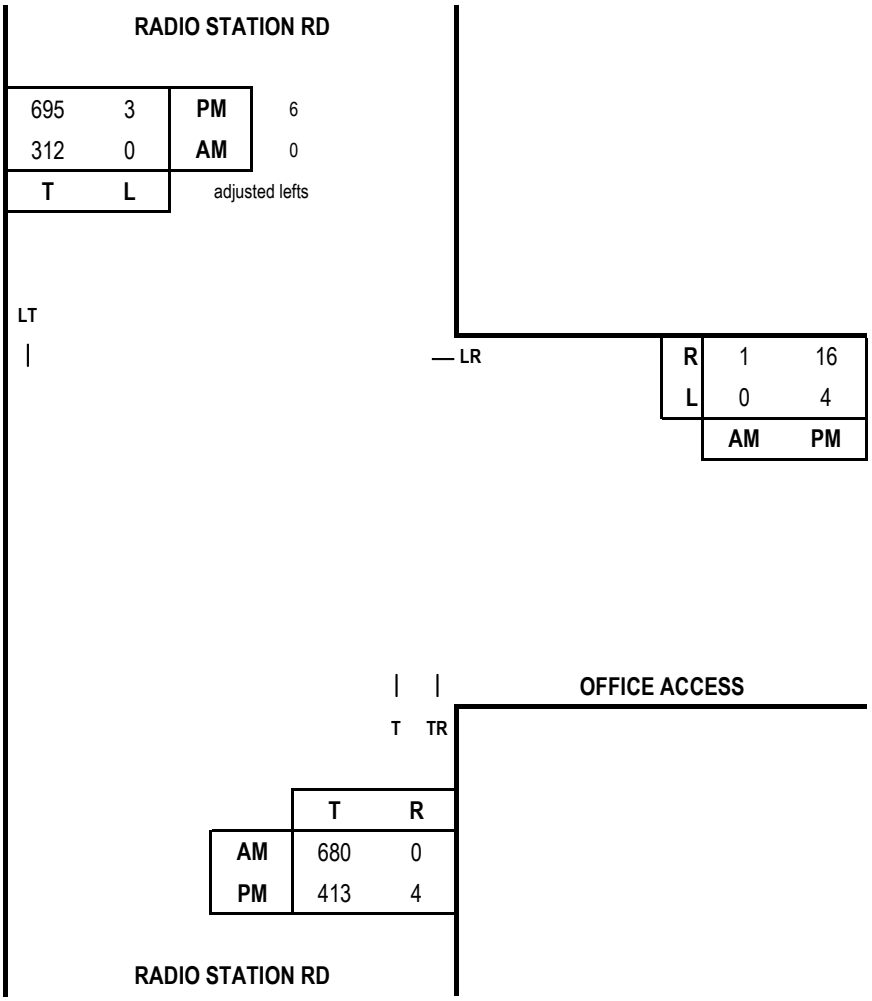
Scenario ID - TOT3

CLV V/C =0.15

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	680	0.55	374	0	1.00	0	374
SB	312	1.00	312				
					CLV TOTAL=		375
					Level of Service (LOS)=		A

Scenario ID - EXIST4
CLV V/C =0.23

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	20	1.00	20				20
NB	417	0.55	229	3	1.00	3	701
SB	701	1.00	701				
					CLV TOTAL=		721
					Level of Service (LOS)=		A

CLV V/C =0.45

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

RADIO STATION RD

	T	L	
PM	918	3	9
AM	441	0	0
			adjusted lefts

LT

LR —

	AM	PM
R	1	16
L	0	4

OFFICE ACCESS

T TR

	T	R
AM	852	0
PM	611	4

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	852	0.55	469	0	1.00	0	469
SB	441	1.00	441				

CLV TOTAL= **470**
Level of Service (LOS)= **A**

CLV V/C =0.29

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	20	1.00	20				20
NB	615	0.55	338	3	1.00	3	927
SB	927	1.00	927				

CLV TOTAL= **947**
Level of Service (LOS)= **A**

CLV V/C =0.59

Scenario ID - BACK4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

RADIO STATION RD

922	3	**PM**	9
532	0	**AM**	0
T	**L**		adjusted lefts

LT

LR —

R	1	16
L	0	4
	AM	**PM**

OFFICE ACCESS

T TR

	T	**R**
AM	784	0
PM	612	4

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	784	0.55	431	0	1.00	0	532
SB	532	1.00	532				

CLV TOTAL= **533**
Level of Service (LOS)= **A**

Scenario ID - TOT4
CLV V/C =0.33

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	20	1.00	20				20
NB	616	0.55	339	3	1.00	3	931
SB	931	1.00	931				

CLV TOTAL= **951**
Level of Service (LOS)= **A**

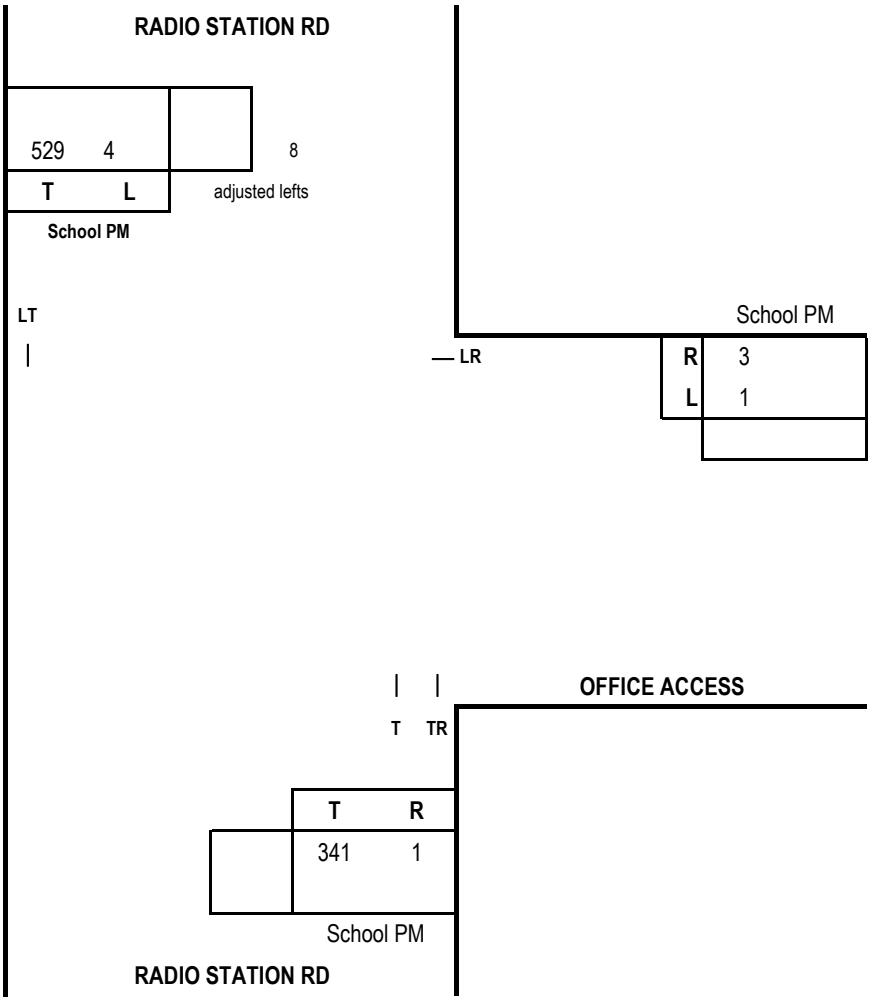
CLV V/C =0.59

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	342	0.55	188	4	1.00	4	537
SB	537	1.00	537				
					CLV TOTAL=		541
					Level of Service (LOS)=		A

Scenario ID - EXIST4

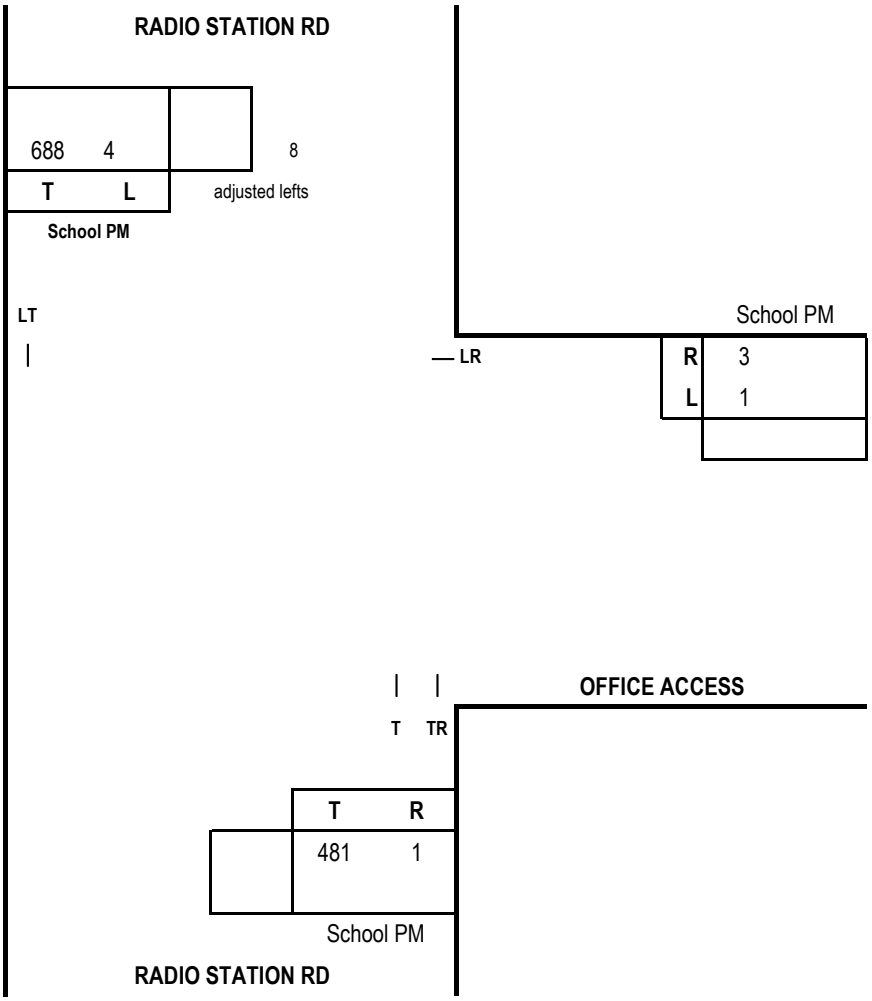
CLV V/C =0.34

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	482	0.55	265	4	1.00	4	696
SB	696	1.00	696				
						CLV TOTAL=	700
						Level of Service (LOS)=	A

Scenario ID - BACK4

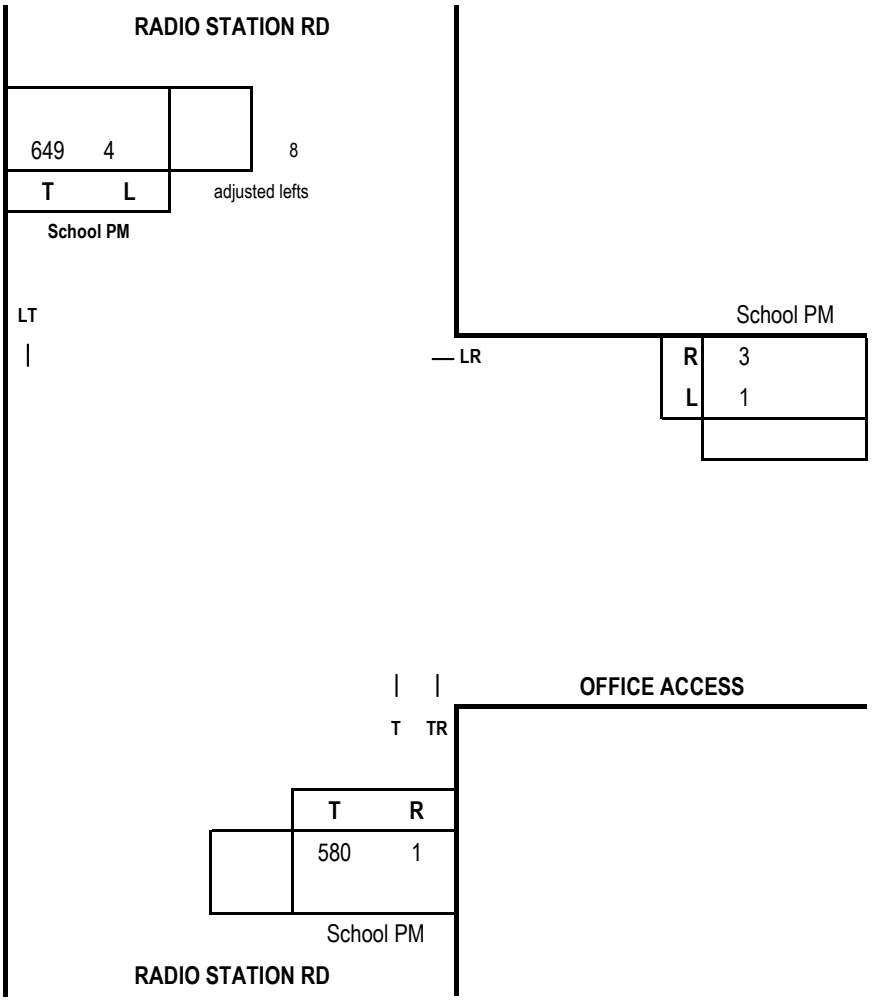
CLV V/C =0.44

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Office Access
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

Peak:



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	581	0.55	320	4	1.00	4	657
SB	657	1.00	657				
						CLV TOTAL=	661
						Level of Service (LOS)=	A

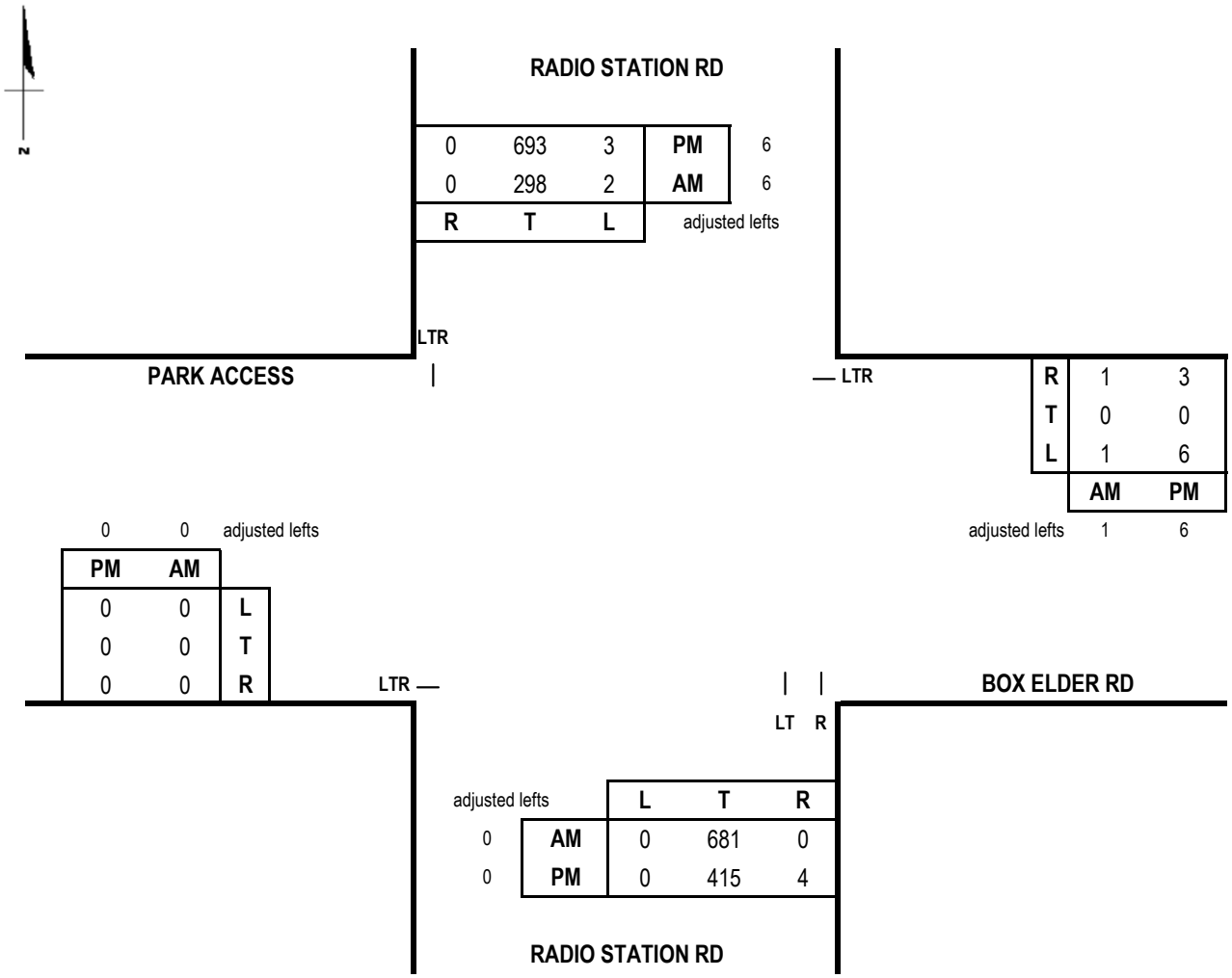
Scenario ID - TOT4

CLV V/C =0.41

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	681	1.00	681	2	1.00	2	683
SB	304	1.00	304	0	1.00	0	
EB	0	1.00	0	1	1.00	1	2
WB	2	1.00	2	0	1.00	0	
						CLV TOTAL=	685
						Level of Service (LOS)=	A

Evening Peak Hour

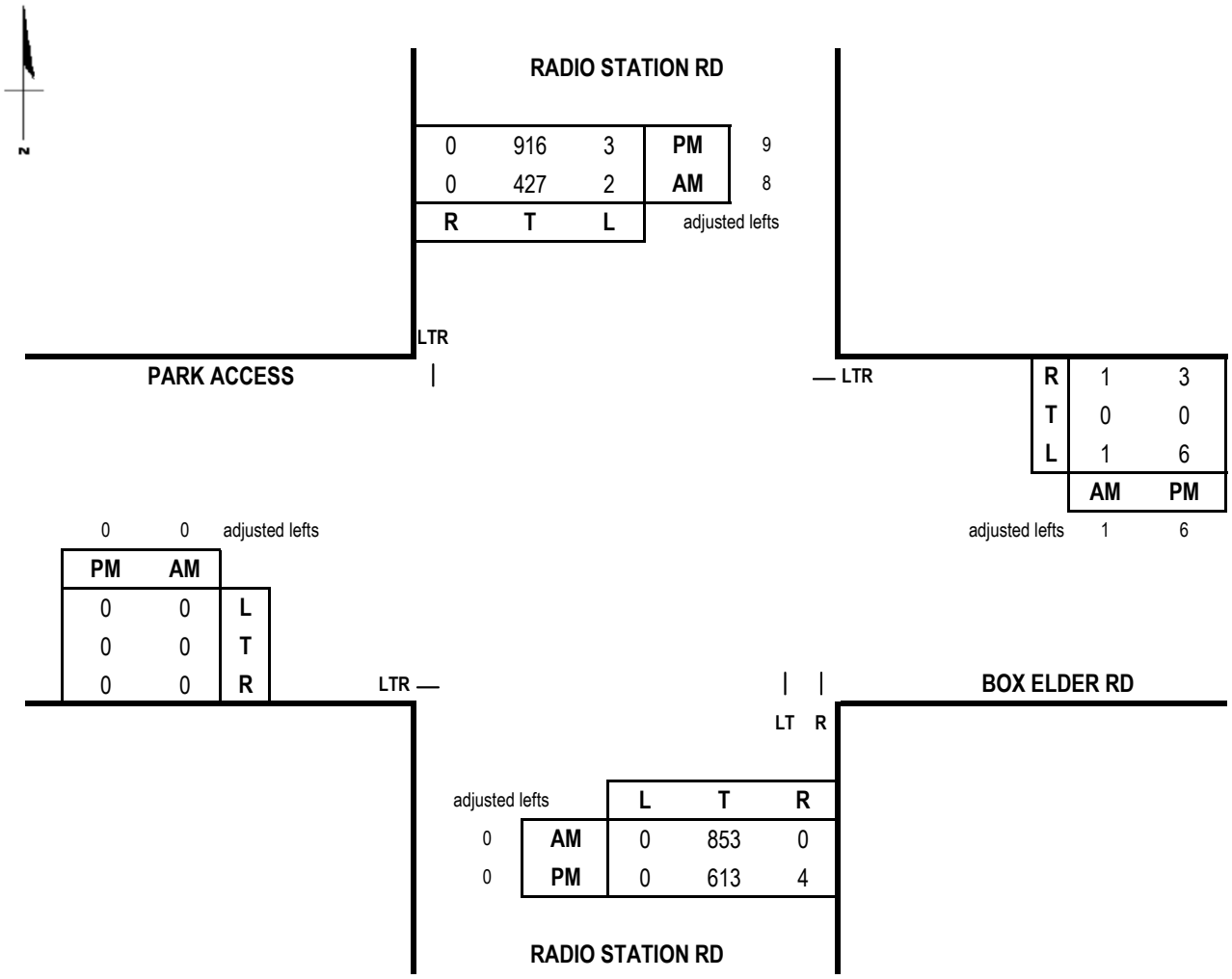
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	415	1.00	415	3	1.00	3	699
SB	699	1.00	699	0	1.00	0	
EB	0	1.00	0	6	1.00	6	9
WB	9	1.00	9	0	1.00	0	
						CLV TOTAL=	708
						Level of Service (LOS)=	A

Scenario ID - EXIST5
AM V/C =0.43
PM V/C =0.44

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	853	1.00	853	2	1.00	2	855
SB	435	1.00	435	0	1.00	0	
EB	0	1.00	0	1	1.00	1	2
WB	2	1.00	2	0	1.00	0	
						CLV TOTAL=	**857**
						Level of Service (LOS)=	**A**

AM V/C =0.54

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	613	1.00	613	3	1.00	3	925
SB	925	1.00	925	0	1.00	0	
EB	0	1.00	0	6	1.00	6	9
WB	9	1.00	9	0	1.00	0	
						CLV TOTAL=	**934**
						Level of Service (LOS)=	**A**

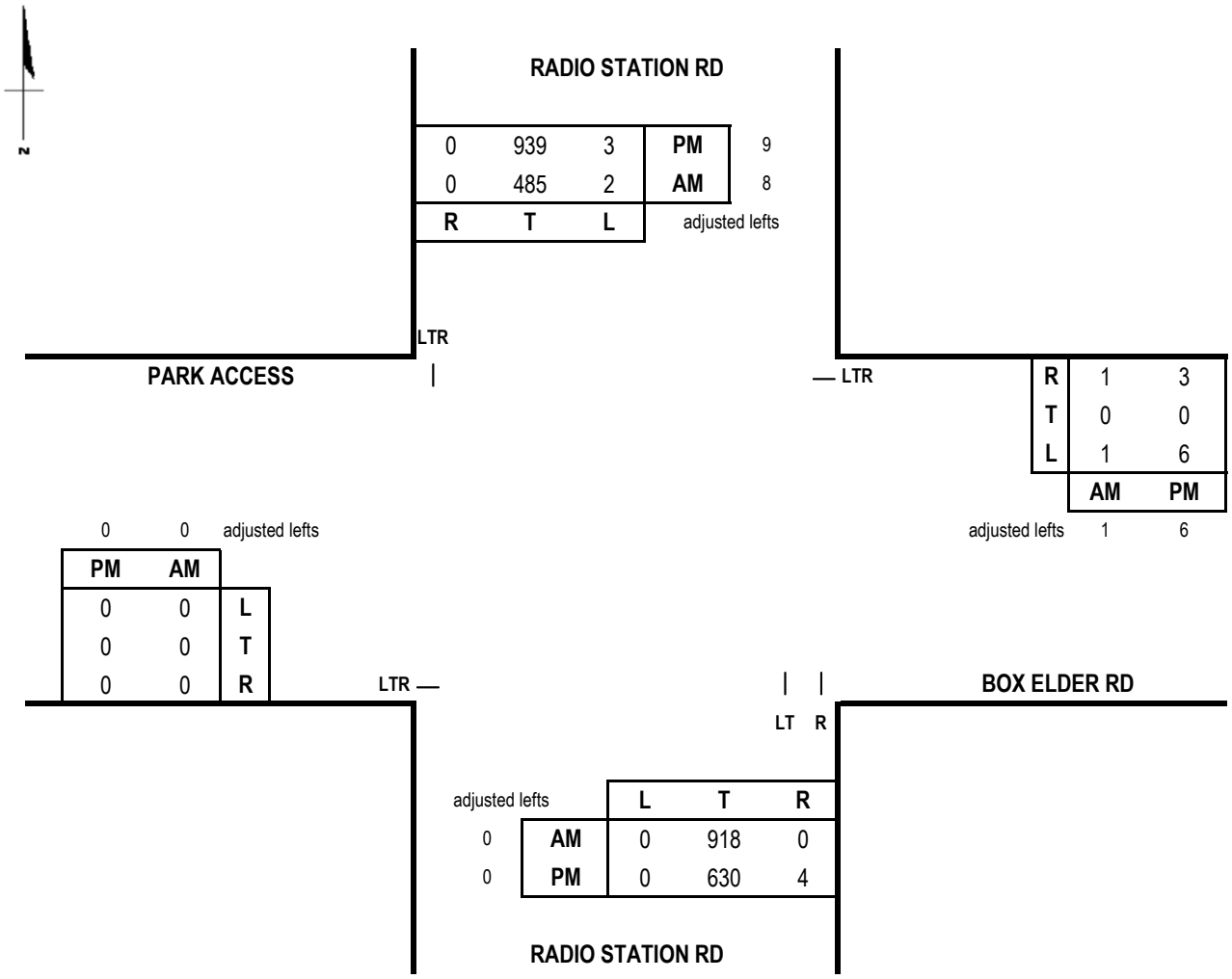
PM V/C =0.58

Scenario ID - BACK5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	918	1.00	918	2	1.00	2	920
SB	493	1.00	493	0	1.00	0	
EB	0	1.00	0	1	1.00	1	2
WB	2	1.00	2	0	1.00	0	
						CLV TOTAL=	922
						Level of Service (LOS)=	A

AM V/C =0.58

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	630	1.00	630	3	1.00	3	948
SB	948	1.00	948	0	1.00	0	
EB	0	1.00	0	6	1.00	6	9
WB	9	1.00	9	0	1.00	0	
						CLV TOTAL=	957
						Level of Service (LOS)=	A

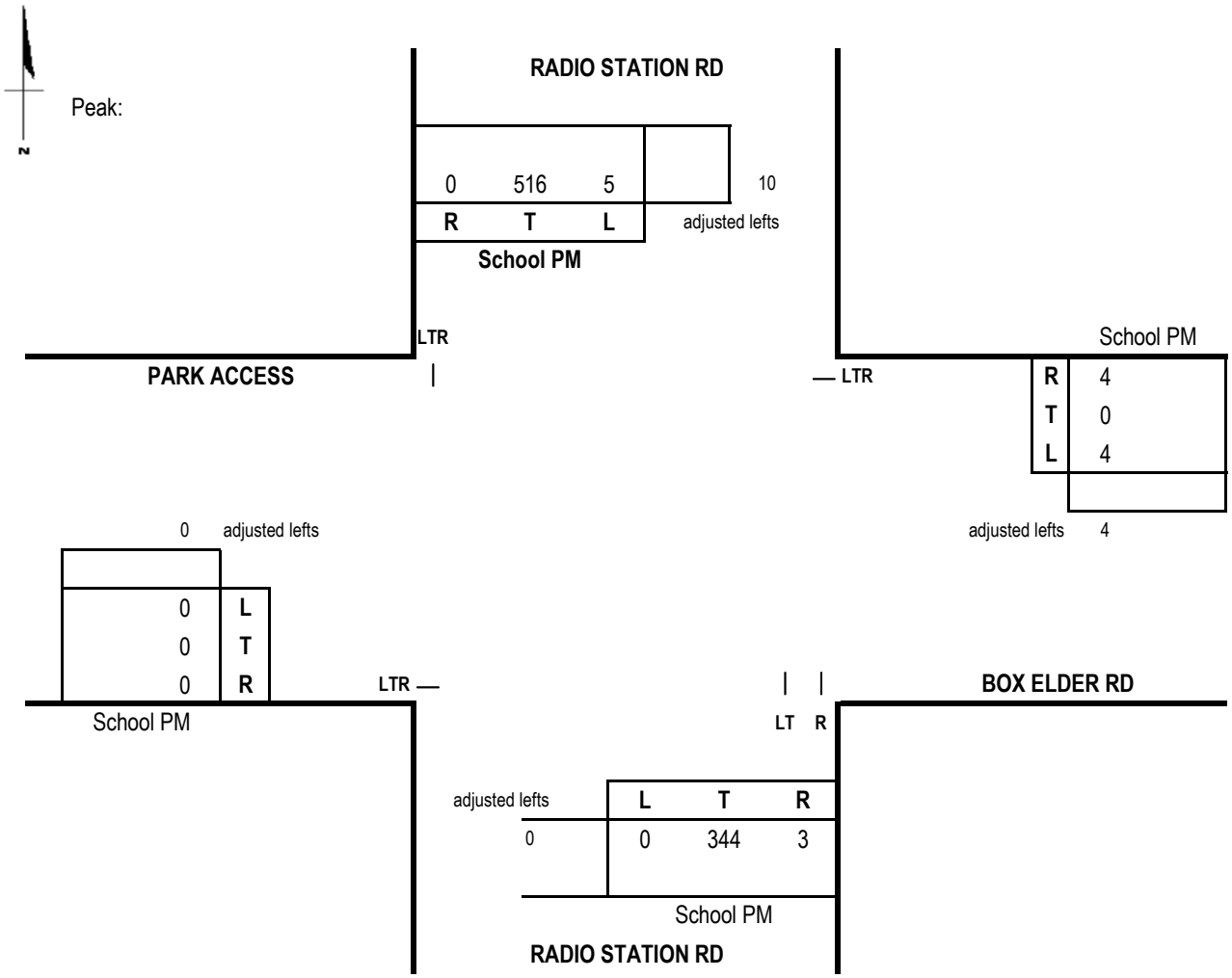
PM V/C =0.6

Scenario ID - TOT5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

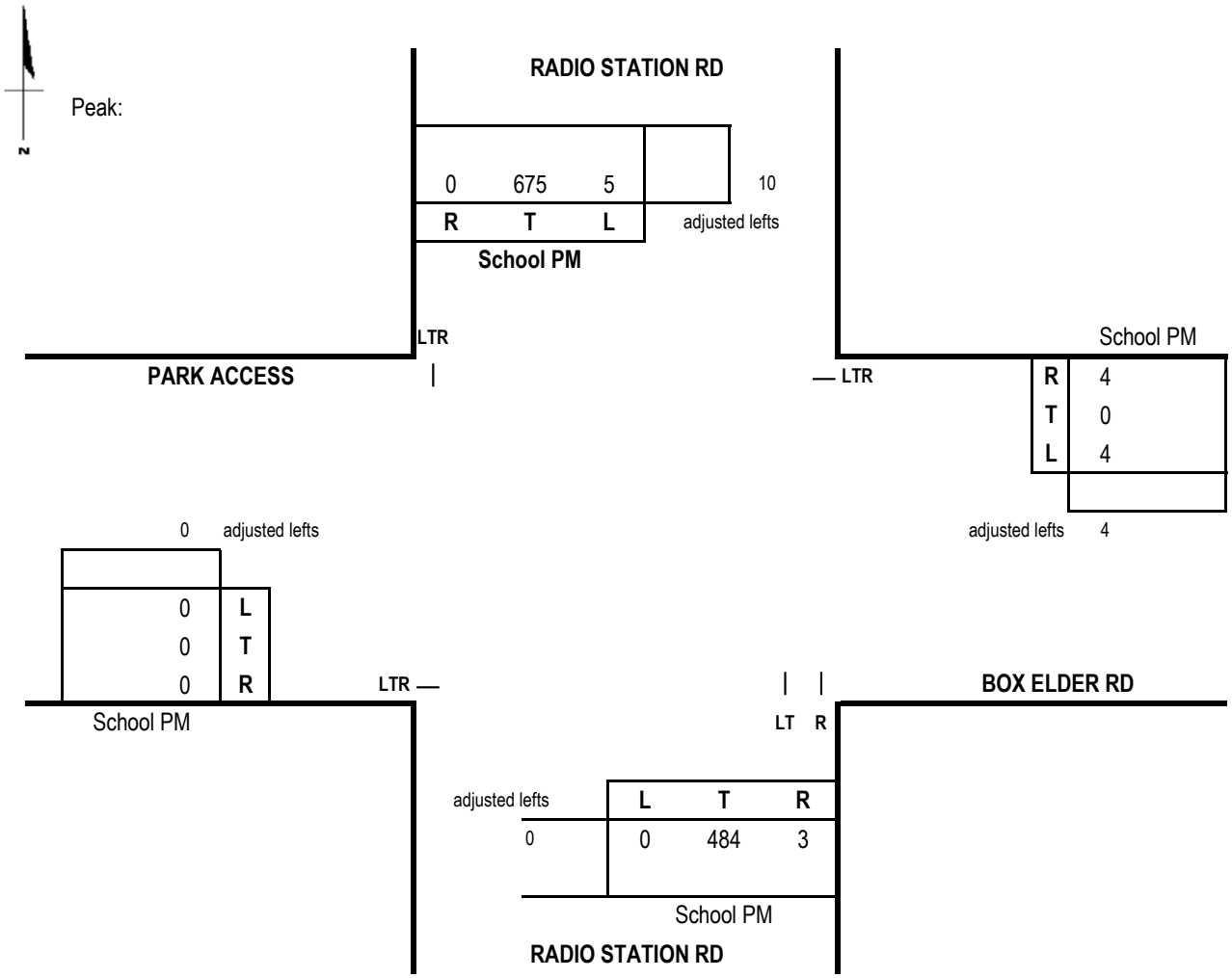
School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	344	1.00	344	5	1.00	5	526
SB	526	1.00	526	0	1.00	0	
EB	0	1.00	0	4	1.00	4	8
WB	8	1.00	8	0	1.00	0	
						CLV TOTAL=	534
						Level of Service (LOS)=	A

Scenario ID - EXIST5 SAT V/C =0.33

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	**CLV**
NB	484	1.00	484	5	1.00	5	685
SB	685	1.00	685	0	1.00	0	
EB	0	1.00	0	4	1.00	4	8
WB	8	1.00	8	0	1.00	0	
						CLV TOTAL=	**693**
						Level of Service (LOS)=	**A**

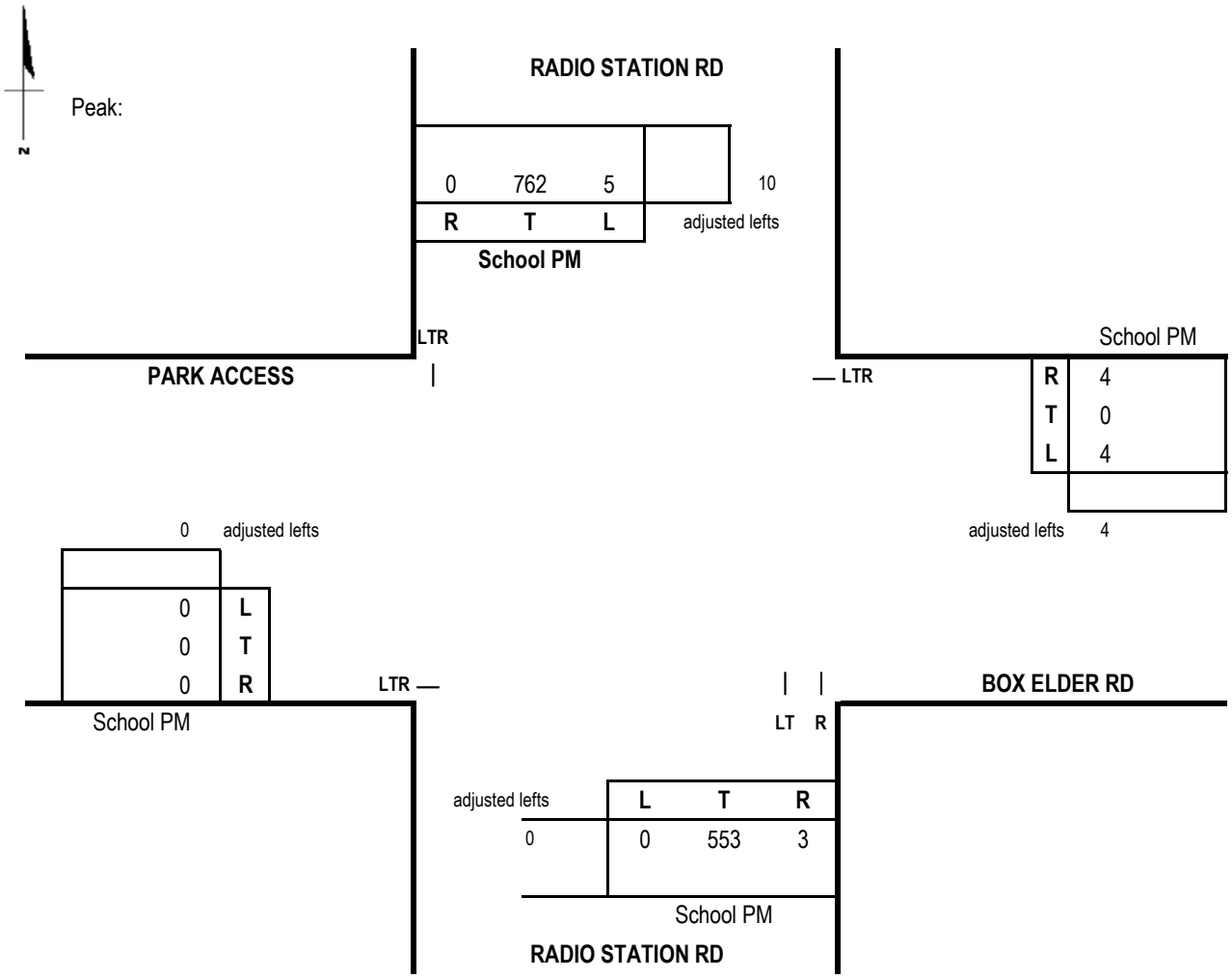
Scenario ID - BACK5

SAT V/C =0.43

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: Box Elder Rd/Park Access
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	553	1.00	553	5	1.00	5	772
SB	772	1.00	772	0	1.00	0	
EB	0	1.00	0	4	1.00	4	8
WB	8	1.00	8	0	1.00	0	
					CLV TOTAL=		780
					Level of Service (LOS)=		A

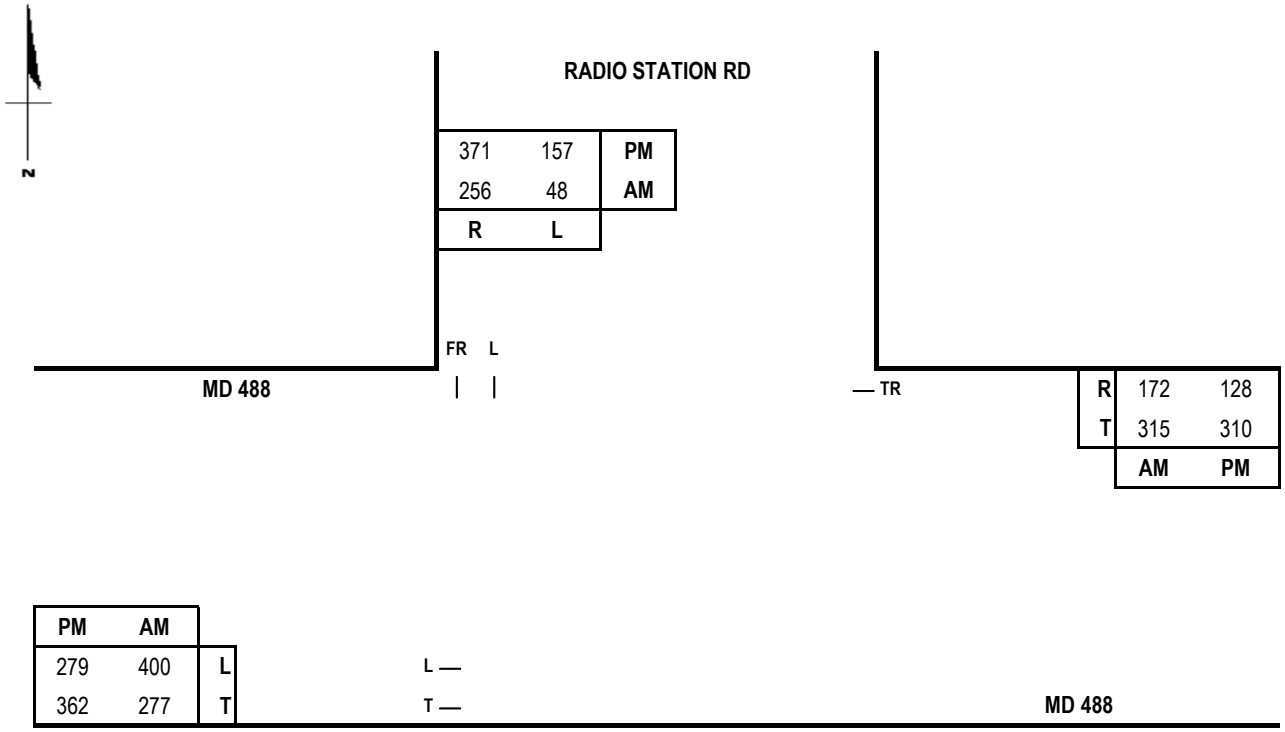
Scenario ID - TOT5 SAT V/C =0.49

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour							
	Thru Volumes			+ Opposing Lefts			AM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	48	1.00	48				48
EB	277	1.00	277				887
WB	487	1.00	487	400	1.00	400	
						CLV TOTAL=	935
						Level of Service (LOS)=	A

Evening Peak Hour							
	Thru Volumes			+ Opposing Lefts			PM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	157	1.00	157				157
EB	362	1.00	362				717
WB	438	1.00	438	279	1.00	279	
						CLV TOTAL=	874
						Level of Service (LOS)=	A

Scenario ID - EXIST6

CLV V/C =0.58

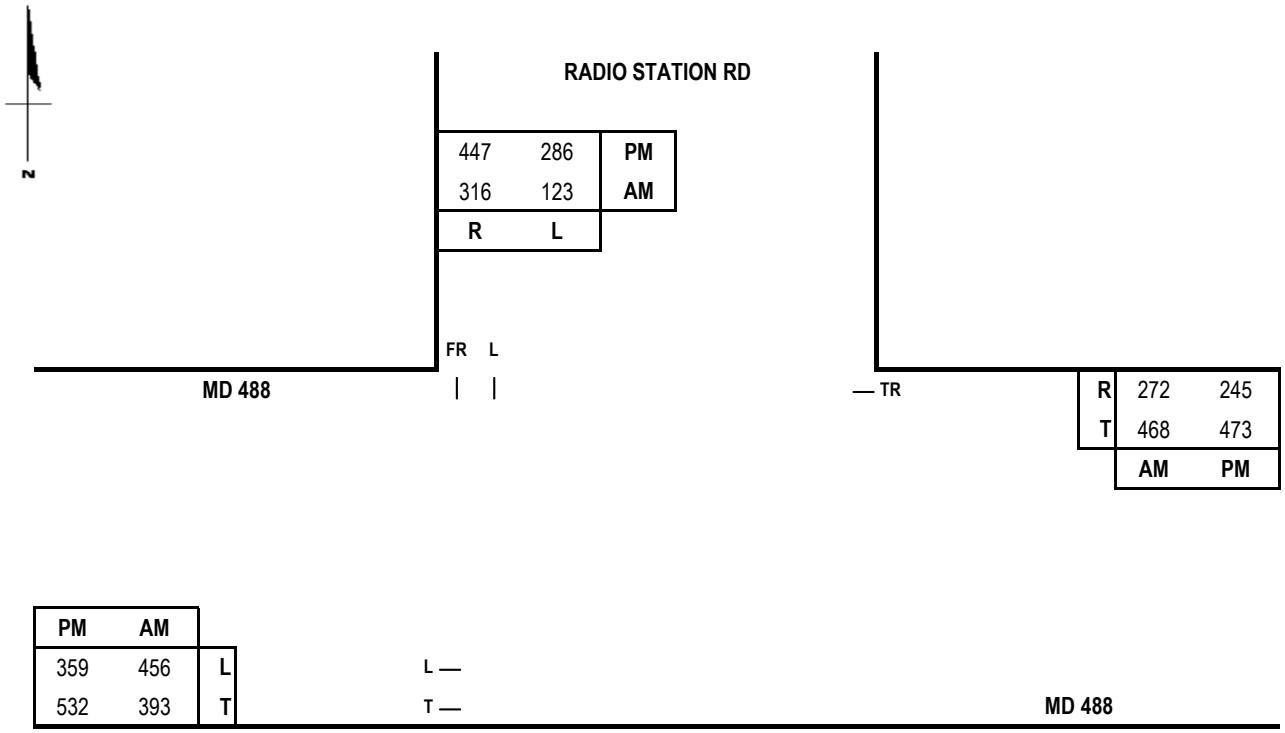
CLV V/C =0.55

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour							
	Thru Volumes			+ Opposing Lefts			AM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	123	1.00	123				123
EB	393	1.00	393				1196
WB	740	1.00	740	456	1.00	456	
					CLV TOTAL=		1,319
					Level of Service (LOS)=		D
							CLV V/C =0.82

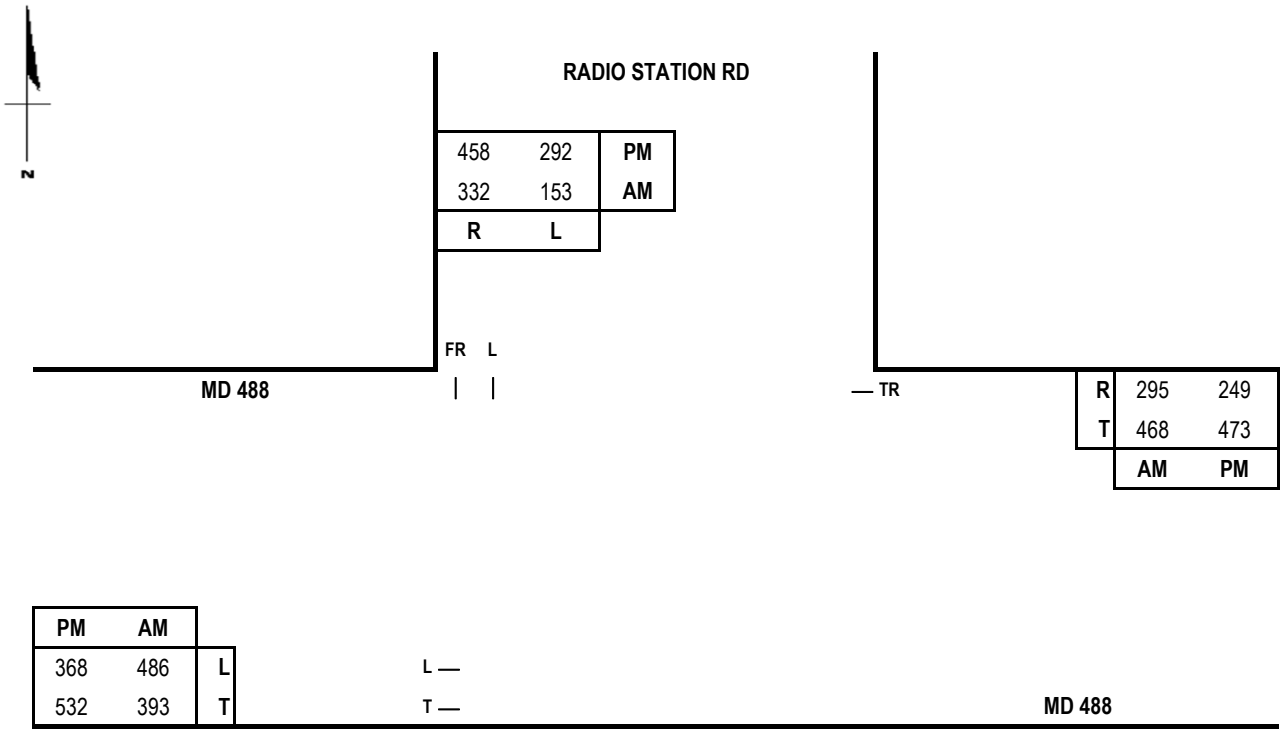
Evening Peak Hour							
	Thru Volumes			+ Opposing Lefts			PM
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	286	1.00	286				286
EB	532	1.00	532				1077
WB	718	1.00	718	359	1.00	359	
					CLV TOTAL=		1,363
					Level of Service (LOS)=		D
							CLV V/C =0.85

Scenario ID - BACK6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	153	1.00	153				153
EB	393	1.00	393				1249
WB	763	1.00	763	486	1.00	486	

CLV TOTAL= **1,402**
Level of Service (LOS)= **D**
CLV V/C =0.88

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	292	1.00	292				292
EB	532	1.00	532				1090
WB	722	1.00	722	368	1.00	368	

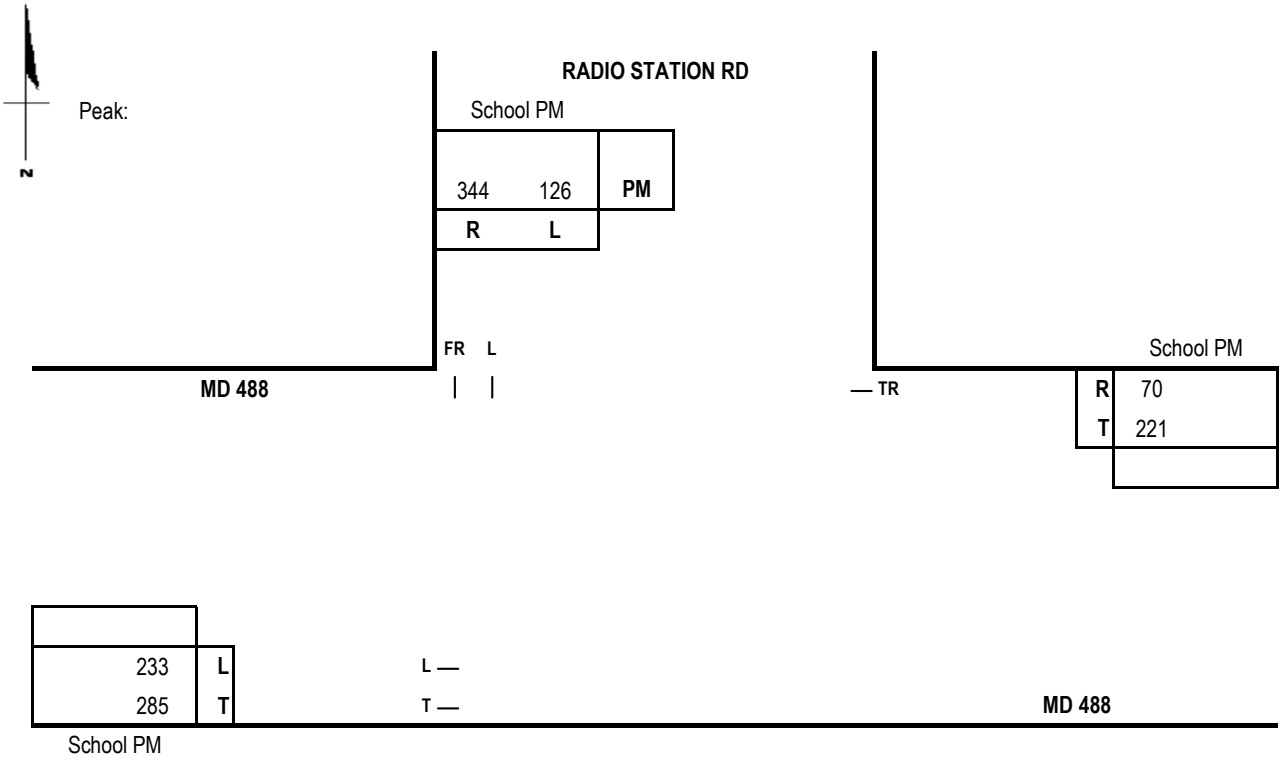
CLV TOTAL= **1,382**
Level of Service (LOS)= **D**
CLV V/C =0.86

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	126	1.00	126				126
EB	285	1.00	285				524
WB	291	1.00	291	233	1.00	233	
						CLV TOTAL=	650
						Level of Service (LOS)=	A

Scenario ID - EXIST6

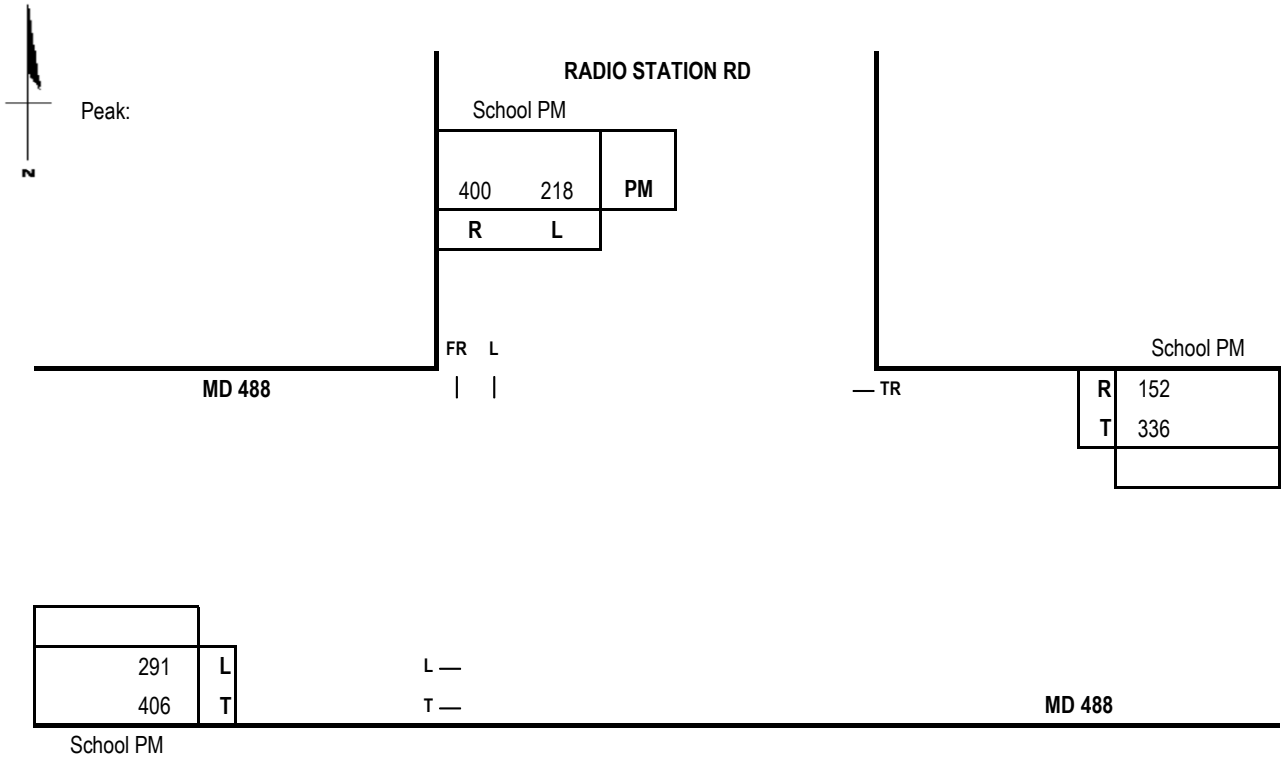
CLV V/C =0.41

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	218	1.00	218				218
EB	406	1.00	406				779
WB	488	1.00	488	291	1.00	291	
						CLV TOTAL=	997
						Level of Service (LOS)=	A

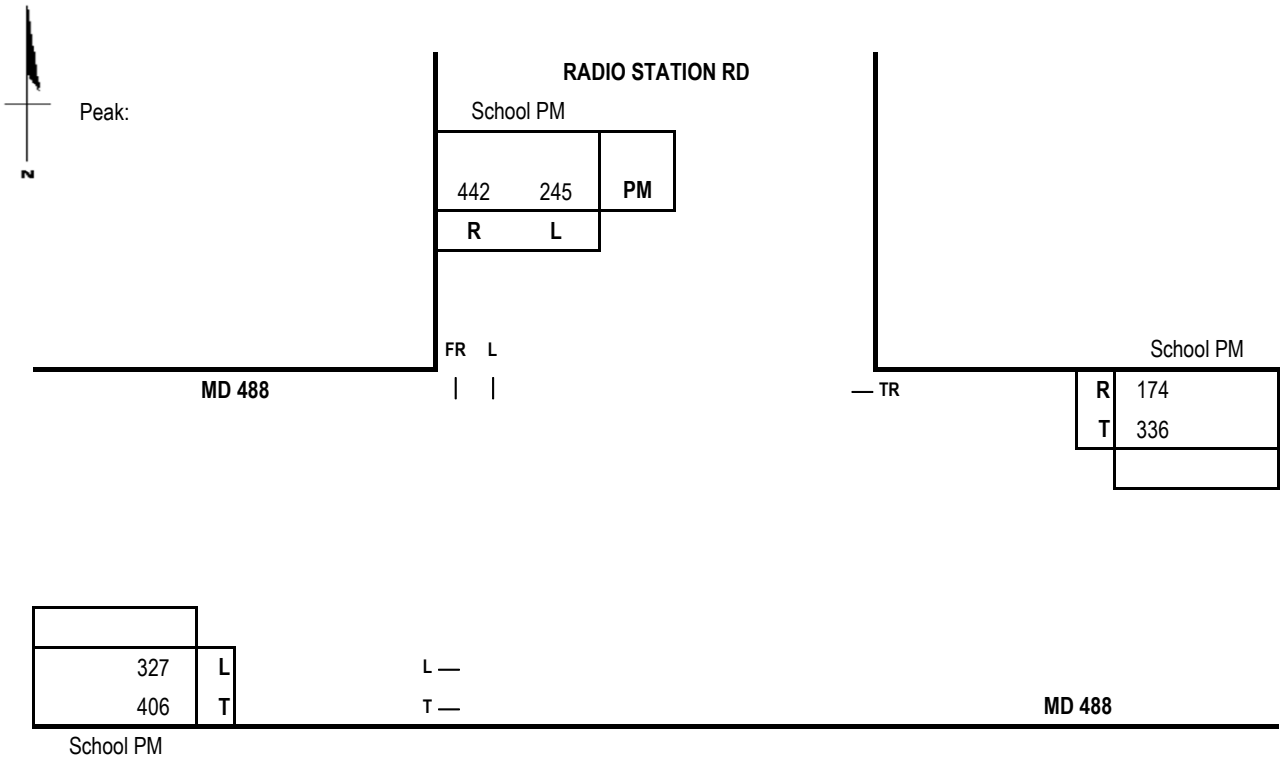
Scenario ID - BACK6

CLV V/C =0.62

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road: MD 488
N/S Road: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
SB	245	1.00	245				245
EB	406	1.00	406				837
WB	510	1.00	510	327	1.00	327	
						CLV TOTAL=	1,082
						Level of Service (LOS)=	B

CLV V/C =0.68

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

RADIO STATION RD

36	624	PM
112	218	AM
R	T	

R T

HS ACCESS 2

PM	AM	
24	73	L
71	97	R

LR

L T

	L	T
AM	313	369
PM	69	358

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	170	1.00	170				170
NB	369	1.00	369				531
SB	218	1.00	218	313	1.00	313	
					CLV TOTAL=		701
					Level of Service (LOS)=		A

Scenario ID - EXIST7

CLV V/C =0.44

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	95	1.00	95				95
NB	358	1.00	358				693
SB	624	1.00	624	69	1.00	69	
					CLV TOTAL=		788
					Level of Service (LOS)=		A

CLV V/C =0.49

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

RADIO STATION RD

36	847	PM
112	347	AM
R	T	

R T

HS ACCESS 2

PM	AM	
24	73	L
71	97	R

LR

L T

	L	T
AM	313	541
PM	69	556

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	170	1.00	170				170
NB	541	1.00	541				660
SB	347	1.00	347	313	1.00	313	
						CLV TOTAL=	830
						Level of Service (LOS)=	A

CLV V/C =0.52

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	95	1.00	95				95
NB	556	1.00	556				916
SB	847	1.00	847	69	1.00	69	
						CLV TOTAL=	1,011
						Level of Service (LOS)=	B

CLV V/C =0.63

Scenario ID - BACK7

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

RADIO STATION RD

0	922	PM
6	501	AM
R	T	

R T

HS ACCESS 2
(Bus Access)

PM	AM	
0	6	L
0	34	R

LR

L T

	L	T
AM	34	752
PM	0	626

RADIO STATION RD

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	40	1.00	40				40
NB	752	1.00	752				752
SB	501	1.00	501	34	1.00	34	
						CLV TOTAL=	792
						Level of Service (LOS)=	A

Scenario ID - TOT7
CLV V/C =0.5

Evening Peak Hour

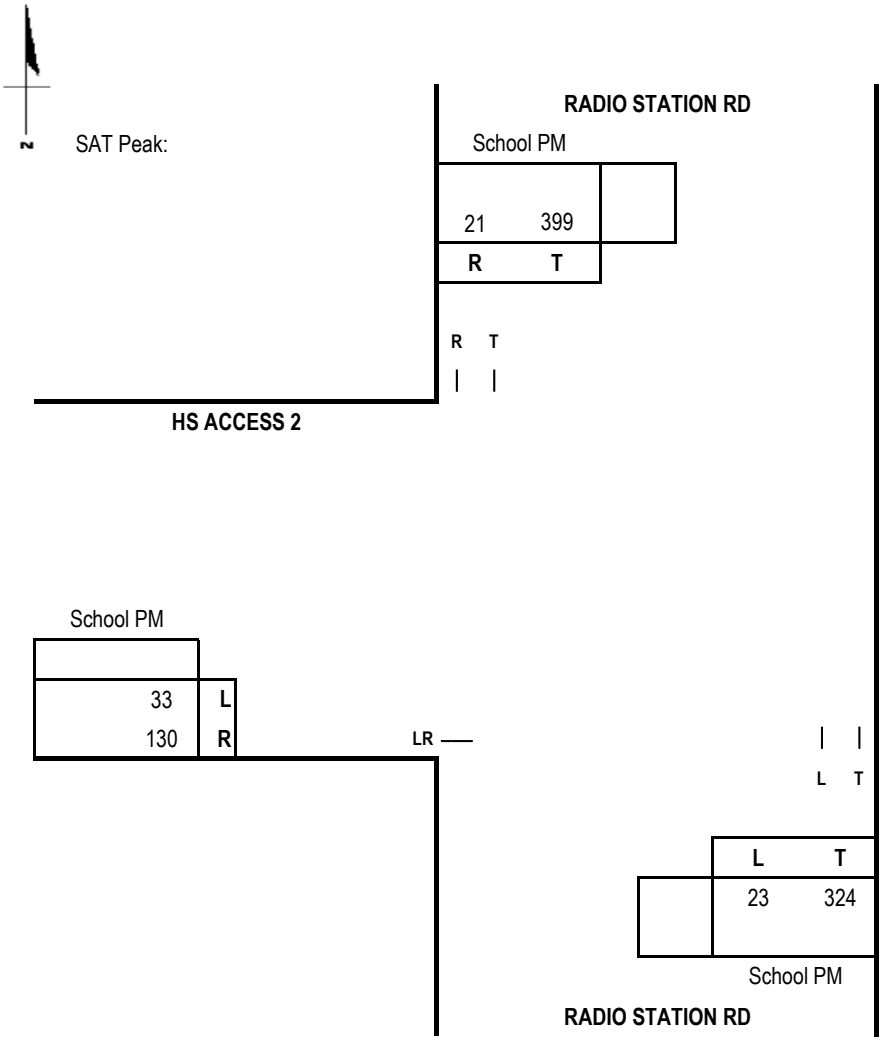
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	0	1.00	0				0
NB	626	1.00	626				922
SB	922	1.00	922	0	1.00	0	
						CLV TOTAL=	922
						Level of Service (LOS)=	A

CLV V/C =0.58

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Existing Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

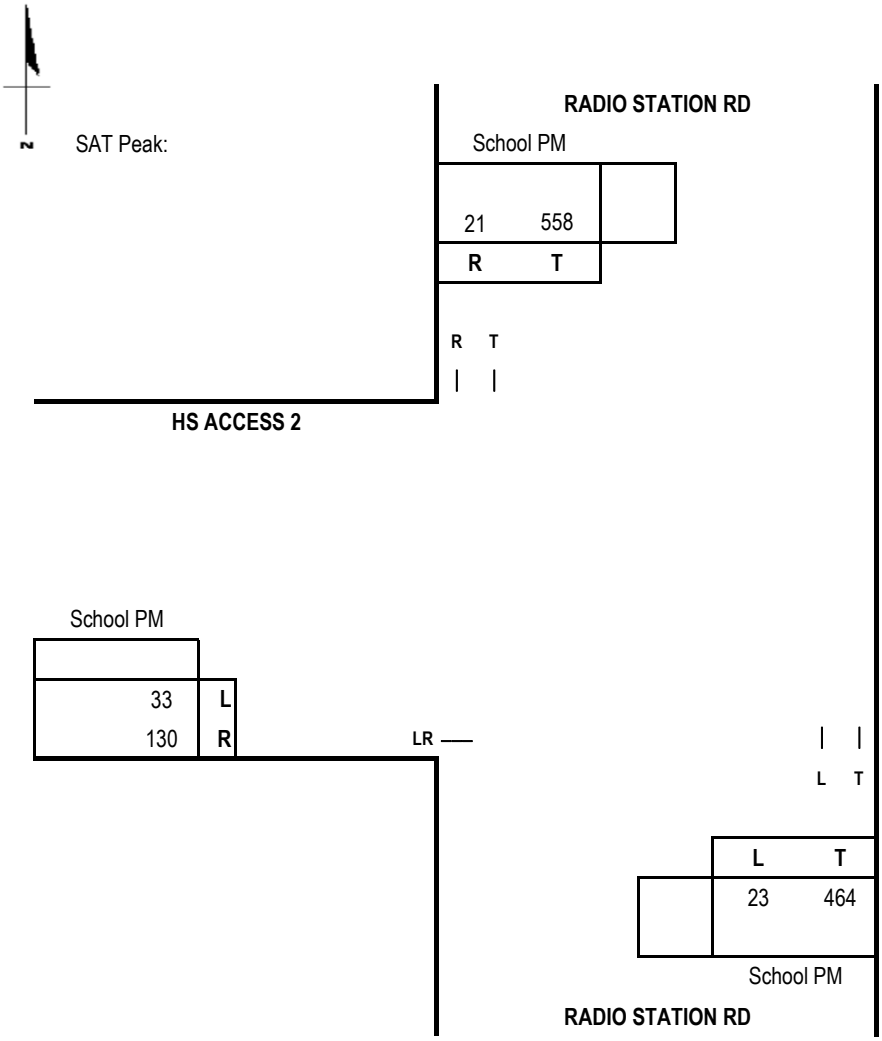
School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	163	1.00	163				163
NB	324	1.00	324				422
SB	399	1.00	399	23	1.00	23	
					CLV TOTAL=		585
					Level of Service (LOS)=		A

Scenario ID - EXIST7
CLV V/C =0.37

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Background Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

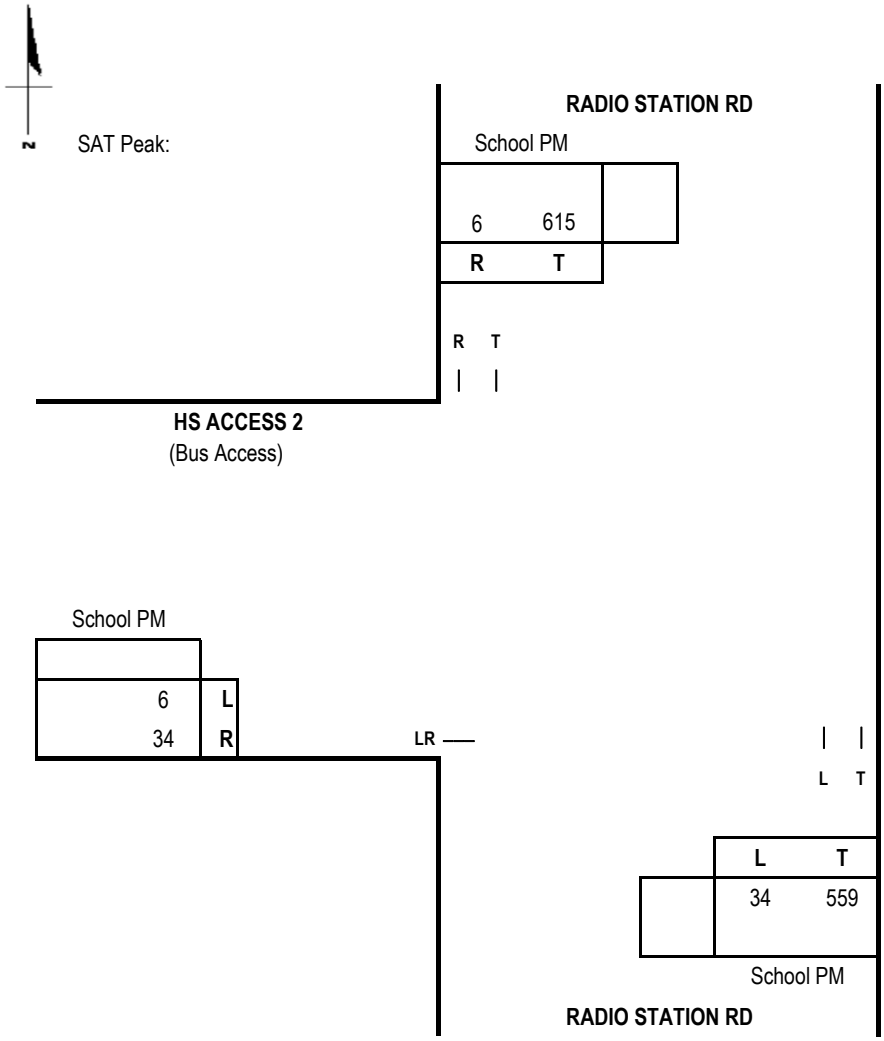
School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	163	1.00	163				163
NB	464	1.00	464				581
SB	558	1.00	558	23	1.00	23	
					CLV TOTAL=		744
					Level of Service (LOS)=		A

Scenario ID - BACK7
CLV V/C =0.47

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road Name: Hs Access 2
N/S Road Name: Radio Station Rd
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	40	1.00	40				40
NB	559	1.00	559				649
SB	615	1.00	615	34	1.00	34	
						CLV TOTAL=	689
						Level of Service (LOS)=	A

Scenario ID - TOT7

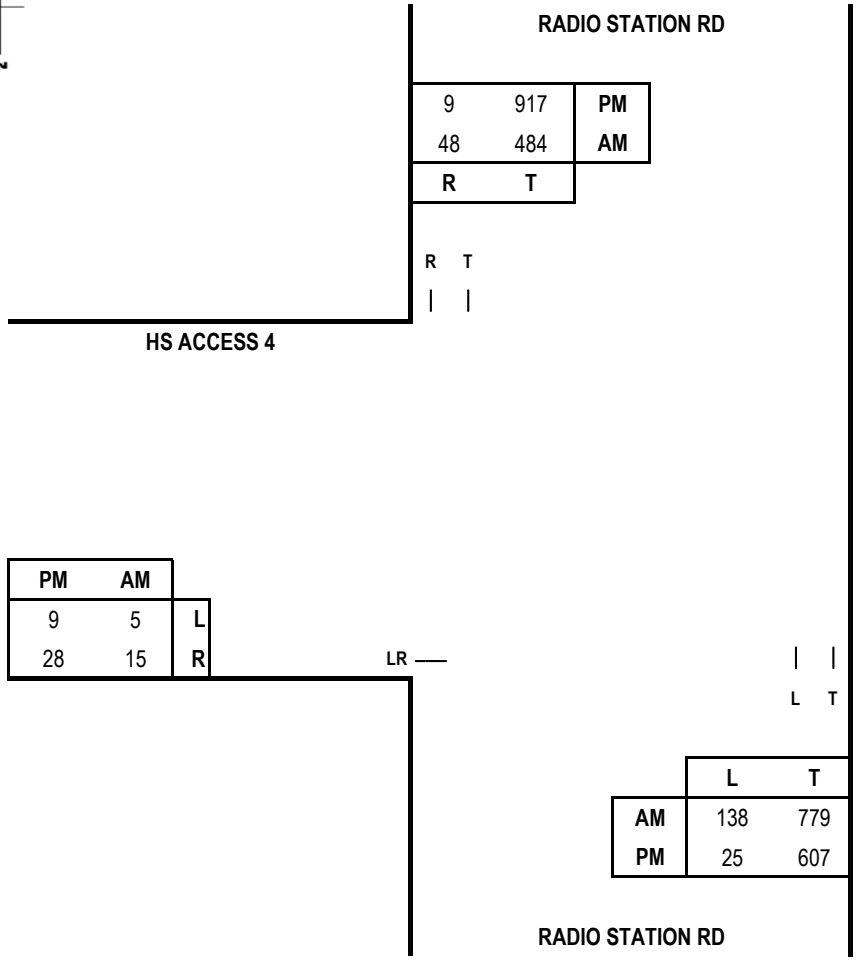
CLV V/C =0.43

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road Name: Hs Access 4 **Date of Count:**

N/S Road Name: Radio Station Rd **Day of Count:**

Conditions: Total Traffic **Analyst:** Richard Huang



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	20	1.00	20				20
NB	779	1.00	779				779
SB	484	1.00	484	138	1.00	138	
						CLV TOTAL=	799
						Level of Service (LOS)=	A

Scenario ID - TOT8 CLV V/C =0.5

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	37	1.00	37				37
NB	607	1.00	607				942
SB	917	1.00	917	25	1.00	25	
						CLV TOTAL=	979
						Level of Service (LOS)=	A

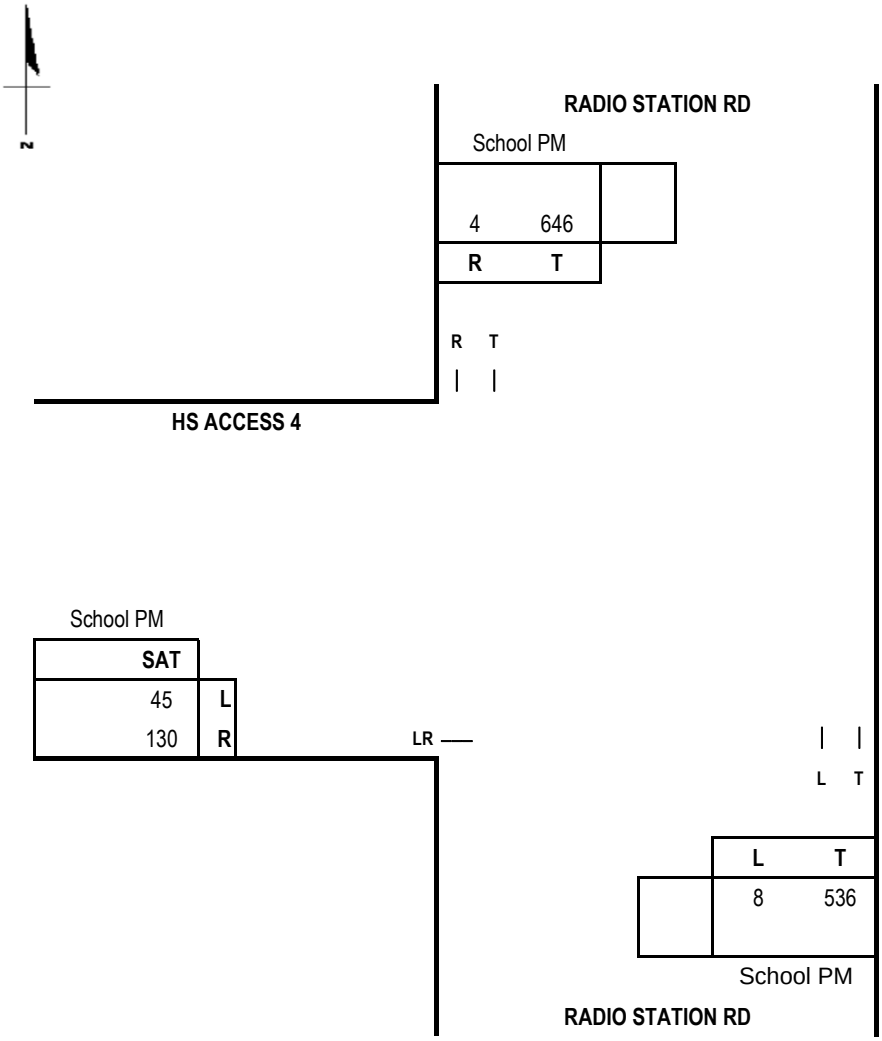
CLV V/C =0.61

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

E/W Road Name: Hs Access 4 **Date of Count:**

N/S Road Name: Radio Station Rd **Day of Count:**

Conditions: Total Traffic **Analyst:** Richard Huang



Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	175	1.00	175				175
NB	536	1.00	536				654
SB	646	1.00	646	8	1.00	8	
					CLV TOTAL=		829
					Level of Service (LOS)=		A

Scenario ID - TOT8 CLV V/C =0.52

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 3
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

MATULA LN — LT

	AM	PM
T	124	81
L	278	81
adjusted lefts	306	89

PM	AM	
132	58	T
0	0	R

TR —

	L	R
AM	0	0
PM	0	0

LR

MATULA LN

HS ACCESS 3

Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	1.00	0				0
EB	58	1.00	58	278	1.00	278	430
WB	430	1.00	430				

CLV TOTAL= **430**
Level of Service (LOS)= **A**

Scenario ID - TOT9
CLV V/C =0.27

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	1.00	0				0
EB	132	1.00	132	81	1.00	81	213
WB	170	1.00	170				

CLV TOTAL= **213**
Level of Service (LOS)= **A**

CLV V/C =0.13

CRITICAL LANE VOLUME (CLV) METHODOLOGY

for MSHA

E/W Road: Matula Ln
N/S Road: Hs Access 3
Conditions: Total Traffic

Date of Count: 3/25/2026
Day of Count: Wednesday
Analyst: Richard Huang

School PM

MATULA LN — LT

T	11
L	112

adjusted lefts 123

SAT	
28	T
0	R

TR —

School PM

	L	R
	0	0

LR

School PM

MATULA LN

HS ACCESS 3

Capacity Analysis

School PM Peak Hour							
	Thru Volumes			+ Opposing Lefts			
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	1.00	0				0
EB	28	1.00	28	112	1.00	112	140
WB	134	1.00	134				

CLV TOTAL= **140**

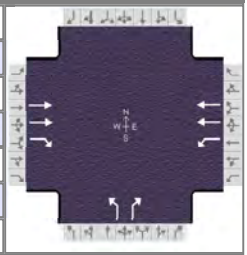
Level of Service (LOS)= **A**

Scenario ID - TOT9

CLV V/C =0.09

HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		318	180	204	374		132		283			

Signal Information			
Cycle, s	89.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	14.9	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	19.9	59.9		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.0	3.0	3.0		3.3		
Queue Clearance Time (g_s), s		9.9	7.5	6.6		18.6		
Green Extension Time (g_e), s		2.0	0.3	2.0		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		346	196	222	407		143		308			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1560	1767	1766		1654		1510			
Queue Service Time (g_s), s		6.1	7.9	5.5	4.6		6.2		16.6			
Cycle Queue Clearance Time (g_c), s		6.1	7.9	5.5	4.6		6.2		16.6			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1353	607	704	2158		460		420			
Volume-to-Capacity Ratio (*X*)		0.255	0.322	0.315	0.188		0.312		0.733			
Back of Queue (*Q*), ft/ln (95 th percentile)		103	120	80	63		116		262			
Back of Queue (*Q*), veh/ln (95 th percentile)		4.0	4.7	3.1	2.5		4.3		9.8			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		18.6	19.2	9.6	7.7		25.7		29.4			
Incremental Delay (d_2), s/veh		0.0	0.1	0.1	0.0		0.1		0.9			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		18.7	19.3	9.7	7.7		25.8		30.4			
Level of Service (LOS)		B	B	A	A		C		C			
Approach Delay, s/veh / LOS	18.9	B		8.4	A		28.9	C		0.0		
Intersection Delay, s/veh / LOS	17.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	0.93	A	1.01	A		F		

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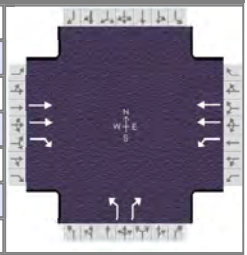
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		318	180	204	374		132		283			

Signal Information			
Cycle, s	89.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	14.9	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		318	180	204	374		132		283			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	4	3	3		11		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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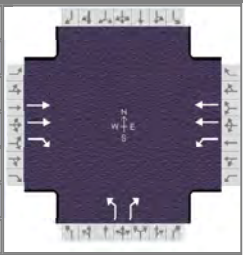
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	285	227	677		276		317			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	15.0	35.0	25.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.3		
Queue Clearance Time (g_s), s		16.8	8.2	11.2		21.2		
Green Extension Time (g_e), s		4.4	0.4	4.4		1.3		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		737	310	247	736		300		345			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1560	1767	1766		1654		1510			
Queue Service Time (g_s), s		14.8	13.6	6.2	9.2		14.4		19.2			
Cycle Queue Clearance Time (g_c), s		14.8	13.6	6.2	9.2		14.4		19.2			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1352	607	535	2159		460		420			
Volume-to-Capacity Ratio (*X*)		0.545	0.510	0.461	0.341		0.653		0.821			
Back of Queue (*Q*), ft/ln (95 th percentile)		239	205	91	128		256		298			
Back of Queue (*Q*), veh/ln (95 th percentile)		9.2	7.9	3.5	5.0		9.4		11.2			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		21.3	21.0	11.7	8.6		28.7		30.4			
Incremental Delay (d_2), s/veh		0.1	0.2	0.2	0.0		0.6		2.0			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		21.4	21.2	12.0	8.6		29.2		32.4			
Level of Service (LOS)		C	C	B	A		C		C			
Approach Delay, s/veh / LOS	21.4	C		9.5	A		30.9	C		0.0		
Intersection Delay, s/veh / LOS	19.3						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.35	A	1.30	A		F		

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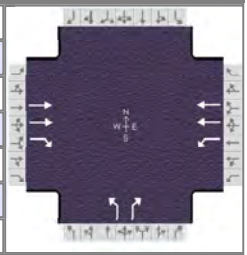
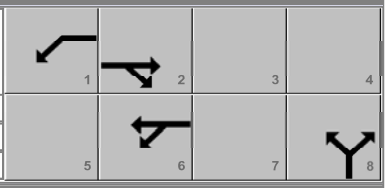
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	285	227	677		276		317			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	285	227	677		276		317			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	4	3	3		11		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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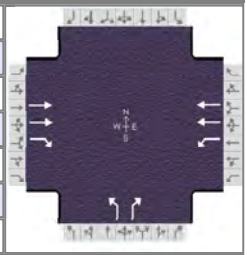
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	278	225	677		247		312			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	15.0	30.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		35.0	20.0	55.0		35.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.3		
Queue Clearance Time (g_s), s		18.1	8.9	12.5		19.4		
Green Extension Time (g_e), s		4.3	0.4	4.4		1.3		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		737	302	245	736		268		339			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1560	1767	1766		1654		1510			
Queue Service Time (g_s), s		16.1	14.4	6.9	10.5		11.6		17.4			
Cycle Queue Clearance Time (g_c), s		16.1	14.4	6.9	10.5		11.6		17.4			
Green Ratio (*g/C*)		0.33	0.33	0.52	0.56		0.33		0.33			
Capacity (*c*), veh/h		1159	520	484	1962		552		503			
Volume-to-Capacity Ratio (*X*)		0.636	0.581	0.505	0.375		0.487		0.674			
Back of Queue (*Q*), ft/ln (95 th percentile)		262	219	108	157		262		307			
Back of Queue (*Q*), veh/ln (95 th percentile)		10.1	8.5	4.2	6.1		9.8		12.0			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		25.4	24.8	14.7	11.2		23.9		25.8			
Incremental Delay (d_2), s/veh		0.2	0.4	0.3	0.0		0.2		0.7			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		25.6	25.2	15.0	11.3		24.1		26.4			
Level of Service (LOS)		C	C	B	B		C		C			
Approach Delay, s/veh / LOS	25.5	C		12.2	B		25.4	C		0.0		
Intersection Delay, s/veh / LOS	20.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.92	B	0.69	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.34	A	1.30	A		F		

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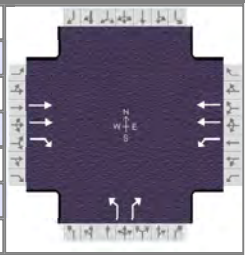
HCS Signalized Intersection Input Data

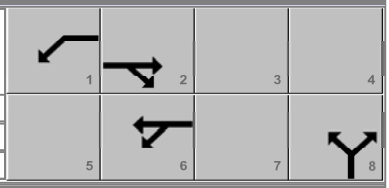
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TA	PHF	0.92
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	278	225	677		247		312			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	30.0	30.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		678	278	225	677		247		312			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	4	3	3		11		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		30	15	30		30		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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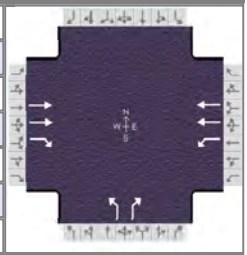
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		501	271	345	507		187		314			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.0	3.0	3.0		3.3		
Queue Clearance Time (g_s), s		14.2	12.2	8.2		18.9		
Green Extension Time (g_e), s		3.0	0.6	3.0		1.1		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		522	282	359	528		195		327			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1560	1697	1752		1753		1585			
Queue Service Time (g_s), s		9.4	12.2	10.2	6.2		8.1		16.9			
Cycle Queue Clearance Time (g_c), s		9.4	12.2	10.2	6.2		8.1		16.9			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1385	607	601	2142		487		440			
Volume-to-Capacity Ratio (*X*)		0.377	0.465	0.598	0.247		0.400		0.743			
Back of Queue (*Q*), ft/ln (95 th percentile)		161	186	150	86		154		263			
Back of Queue (*Q*), veh/ln (95 th percentile)		6.3	7.2	5.6	3.3		6.0		10.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		19.7	20.5	11.5	8.0		26.4		29.6			
Incremental Delay (d_2), s/veh		0.1	0.2	0.4	0.0		0.2		0.9			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		19.8	20.7	11.8	8.0		26.6		30.5			
Level of Service (LOS)		B	C	B	A		C		C			
Approach Delay, s/veh / LOS	20.1	C		9.6	A		29.1	C		0.0		
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.15	A	1.22	A		F		

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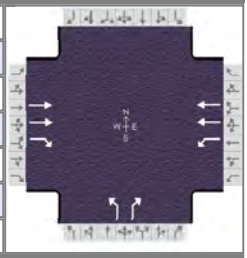
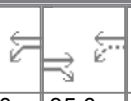
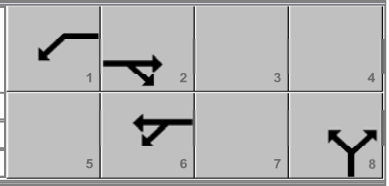
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		501	271	345	507		187		314			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

												
Green	15.0	35.0		25.0	0.0	0.0	0.0					
Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Red	1.0	1.0		1.0	0.0	0.0	0.0					

Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		501	271	345	507		187		314			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		2	4	8	4		4		2			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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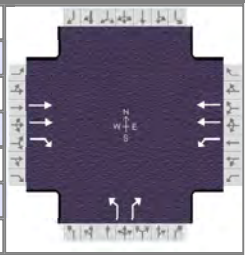
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	462	381	1019		354		346			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4	
Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.2		
Queue Clearance Time (g_s), s		24.3	14.3	17.2		21.1		
Green Extension Time (g_e), s		7.2	0.6	7.7		1.5		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.07	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		1027	433	397	1061		369		360			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1560	1697	1752		1753		1585			
Queue Service Time (g_s), s		22.3	21.2	12.3	15.2		17.3		19.1			
Cycle Queue Clearance Time (g_c), s		22.3	21.2	12.3	15.2		17.3		19.1			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1384	606	437	2142		487		440			
Volume-to-Capacity Ratio (*X*)		0.742	0.715	0.909	0.496		0.757		0.819			
Back of Queue (*Q*), ft/ln (95 th percentile)		334	292	216	208		296		294			
Back of Queue (*Q*), veh/ln (95 th percentile)		13.1	11.3	8.1	8.0		11.5		11.6			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		23.6	23.3	18.1	9.8		29.7		30.4			
Incremental Delay (d_2), s/veh		0.4	0.6	6.3	0.1		0.9		1.8			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		24.1	23.9	24.4	9.8		30.7		32.2			
Level of Service (LOS)		C	C	C	A		C		C			
Approach Delay, s/veh / LOS	24.0	C		13.8	B		31.4	C		0.0		
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.38	B
Bicycle LOS Score / LOS	1.69	B	1.69	B		F		

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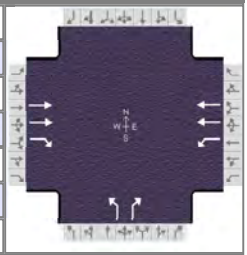
HCS Signalized Intersection Input Data

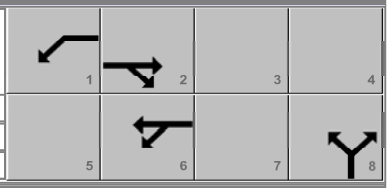
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	462	381	1019		354		346			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	462	381	1019		354		346			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		2	4	8	4		4		2			
Ped / Bike / RTOR, /h	0	0	46	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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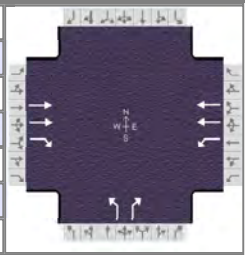
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	455	380	1019		359		347			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	15.0	35.0	25.0	0.0	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
Red	1.0	1.0	1.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.2		
Queue Clearance Time (g_s), s		26.0	14.2	17.2		21.2		
Green Extension Time (g_e), s		7.2	0.6	7.9		1.6		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.10	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		1027	474	396	1061		374		361			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1781	1560	1697	1752		1753		1585			
Queue Service Time (g_s), s		22.3	24.0	12.2	15.2		17.6		19.2			
Cycle Queue Clearance Time (g_c), s		22.3	24.0	12.2	15.2		17.6		19.2			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1385	607	437	2142		487		440			
Volume-to-Capacity Ratio (*X*)		0.742	0.781	0.907	0.496		0.768		0.821			
Back of Queue (*Q*), ft/ln (95 th percentile)		334	330	218	208		301		296			
Back of Queue (*Q*), veh/ln (95 th percentile)		13.1	12.8	8.0	8.0		11.7		11.6			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		23.6	24.1	18.0	9.8		29.8		30.4			
Incremental Delay (d_2), s/veh		0.4	1.7	6.1	0.1		1.0		1.9			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		24.1	25.9	24.1	9.8		30.8		32.3			
Level of Service (LOS)		C	C	C	A		C		C			
Approach Delay, s/veh / LOS	24.6	C		13.7	B		31.6	C		0.0		
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.73	B	1.69	B		F		

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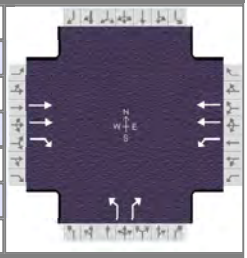
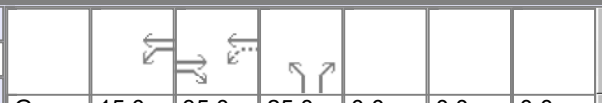
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TP	PHF	0.96
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TP.xus		
Project Description	La Plata HS				

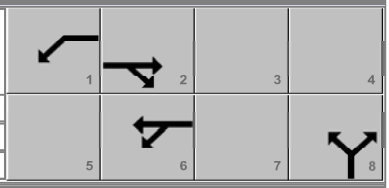


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	455	380	1019		359		347			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		986	455	380	1019		359		347			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		2	4	8	4		4		2			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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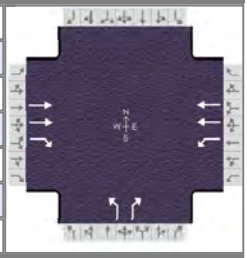
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EX School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		413	215	231	364		143		269			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	15.0	35.0	25.0	0.0	0.0	0.0	5	6	7	8		
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		3.0	3.0	3.0		3.3		
Queue Clearance Time (g_s), s		10.8	8.0	6.1		16.3		
Green Extension Time (g_e), s		2.1	0.4	2.1		0.9		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		417	217	233	368		144		272			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1572	1711	1752		1795		1510			
Queue Service Time (g_s), s		7.5	8.8	6.0	4.1		5.7		14.3			
Cycle Queue Clearance Time (g_c), s		7.5	8.8	6.0	4.1		5.7		14.3			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1353	612	649	2141		499		420			
Volume-to-Capacity Ratio (*X*)		0.308	0.355	0.359	0.172		0.289		0.648			
Back of Queue (*Q*), ft/ln (95 th percentile)		128	134	88	57		107		231			
Back of Queue (*Q*), veh/ln (95 th percentile)		4.9	5.2	3.3	2.2		4.3		8.7			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		19.1	19.5	10.0	7.6		25.5		28.6			
Incremental Delay (d_2), s/veh		0.0	0.1	0.1	0.0		0.1		0.6			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		19.1	19.6	10.1	7.6		25.6		29.2			
Level of Service (LOS)		B	B	B	A		C		C			
Approach Delay, s/veh / LOS	19.3	B		8.6	A		28.0	C		0.0		
Intersection Delay, s/veh / LOS	17.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.01	A	0.98	A		F		

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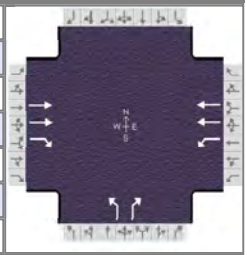
HCS Signalized Intersection Input Data

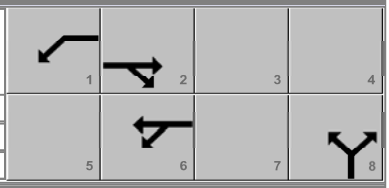
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EX School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1EPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		413	215	231	364		143		269			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		413	215	231	364		143		269			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	3	7	4		1		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*lt*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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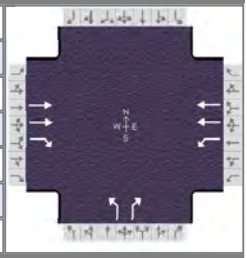
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	352	255	724		260		292			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4		
Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0	5	6	7	8		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.3		
Queue Clearance Time (g_s), s		18.1	8.7	11.2		17.8		
Green Extension Time (g_e), s		4.6	0.4	4.6		1.2		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		764	356	258	731		263		295			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1572	1711	1752		1795		1510			
Queue Service Time (g_s), s		15.5	16.1	6.7	9.2		11.1		15.8			
Cycle Queue Clearance Time (g_c), s		15.5	16.1	6.7	9.2		11.1		15.8			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1352	612	511	2141		499		419			
Volume-to-Capacity Ratio (*X*)		0.565	0.581	0.504	0.342		0.526		0.703			
Back of Queue (*Q*), ft/ln (95 th percentile)		248	233	99	128		206		251			
Back of Queue (*Q*), veh/ln (95 th percentile)		9.5	9.1	3.8	5.0		8.2		9.4			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		21.5	21.7	12.2	8.6		27.5		29.2			
Incremental Delay (d_2), s/veh		0.1	0.3	0.3	0.0		0.3		0.8			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		21.7	22.0	12.5	8.6		27.8		30.0			
Level of Service (LOS)		C	C	B	A		C		C			
Approach Delay, s/veh / LOS	21.8	C		9.6	A		28.9	C		0.0		
Intersection Delay, s/veh / LOS	18.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.41	A	1.30	A		F		

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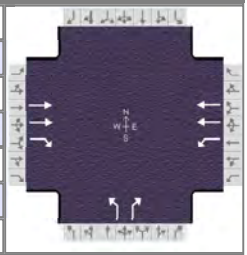
HCS Signalized Intersection Input Data

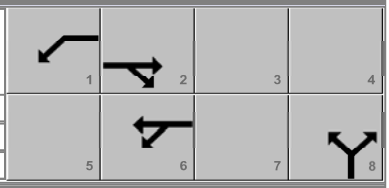
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1BPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	352	255	724		260		292			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	35.0	25.0	0.0	0.0	0.0						
Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	352	255	724		260		292			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	3	7	4		1		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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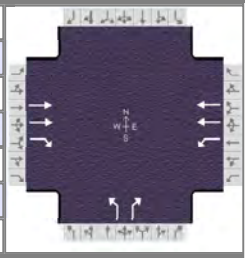
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	343	253	724		277		297			

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4
							5	6	7	8
Green	15.0	35.0	25.0	0.0	0.0	0.0				
Yellow	4.0	4.0	4.0	0.0	0.0	0.0				
Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6		8		
Case Number		7.3	1.0	4.0		9.0		
Phase Duration, s		40.0	20.0	60.0		30.0		
Change Period, ($Y+R_c$), s		5.0	5.0	5.0		5.0		
Max Allow Headway (*MAH*), s		2.9	3.0	2.9		3.2		
Queue Clearance Time (g_s), s		17.5	8.7	11.2		18.1		
Green Extension Time (g_e), s		4.6	0.4	4.6		1.2		
Phase Call Probability		1.00	1.00	1.00		1.00		
Max Out Probability		0.00	0.00	0.00		0.00		

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		2	12	1	6		3		18			
Adjusted Flow Rate (*v*), veh/h		764	346	256	731		280		300			
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1738	1572	1711	1752		1795		1510			
Queue Service Time (g_s), s		15.5	15.5	6.7	9.2		12.0		16.1			
Cycle Queue Clearance Time (g_c), s		15.5	15.5	6.7	9.2		12.0		16.1			
Green Ratio (*g/C*)		0.39	0.39	0.58	0.61		0.28		0.28			
Capacity (*c*), veh/h		1352	612	511	2141		499		419			
Volume-to-Capacity Ratio (*X*)		0.565	0.566	0.500	0.342		0.561		0.715			
Back of Queue (*Q*), ft/ln (95 th percentile)		248	237	101	128		218		255			
Back of Queue (*Q*), veh/ln (95 th percentile)		9.5	8.9	3.7	5.0		8.7		9.6			
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00	0.00	0.00	0.00		0.00		0.00			
Uniform Delay (d_1), s/veh		21.5	21.5	12.2	8.6		27.8		29.3			
Incremental Delay (d_2), s/veh		0.1	0.3	0.3	0.0		0.4		0.9			
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0		0.0			
Control Delay (*d*), s/veh		21.7	21.8	12.4	8.6		28.2		30.1			
Level of Service (LOS)		C	C	B	A		C		C			
Approach Delay, s/veh / LOS	21.7	C		9.6	A		29.2	C		0.0		
Intersection Delay, s/veh / LOS	18.9						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.91	B	0.68	A	2.31	B	2.31	B
Bicycle LOS Score / LOS	1.40	A	1.30	A		F		

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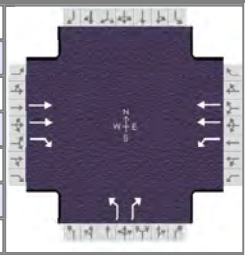
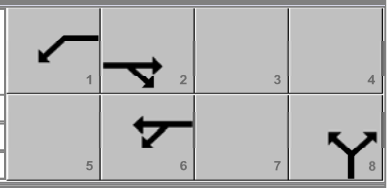
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total School PM	PHF	0.99
Urban Street	Rosewick Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Rosewick Rd at Radio S…	File Name	1TPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	343	253	724		277		297			

Signal Information												
Cycle, s	90.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	15.0	35.0	25.0	0.0	0.0	0.0		
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h		756	343	253	724		277		297			
Initial Queue (Q_b), veh/h		0	0	0	0		0		0			
Base Saturation Flow Rate (s_o), veh/h		1900	1900	1900	1900		1900		1900			
Parking (N_m), man/h		None			None			None				
Heavy Vehicles (P_{HV}), %		5	3	7	4		1		8			
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0			
Arrival Type (*AT*)		3	3	3	3		3		3			
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0	12.0	12.0	12.0		12.0		12.0			
Turn Bay Length, ft		0	0	0	0		0		0			
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h		50	50	50	50		35		35			

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		50.0	30.0	80.0		40.0		
Yellow Change Interval (*Y*), s		4.0	4.0	4.0		4.0		
Red Clearance Interval (R_c), s		1.0	1.0	1.0		1.0		
Minimum Green (G_{min}), s		35	15	35		25		
Start-Up Lost Time (*l1*), s		2.0	2.0	2.0	2.0			
Extension of Effective Green (*e*), s		2.0	2.0	2.0	2.0			
Passage (*PT*), s		2.0	2.0	2.0		2.0		
Recall Mode		Min	Off	Min		Off		
Dual Entry		Yes	No	Yes		Yes		
Walk (*Walk*), s		0.0				0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0				0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0				0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0				9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0		No	0.0	0	No		0	
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0			
Pedestrian Signal / Occupied Parking	No	0.50			0.50		No	0.50		No		

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HCS Two-Way Stop-Control Report

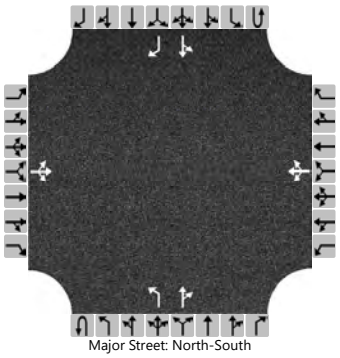
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		41	0	42		0	0	0		83	375	6		2	302	48
Percent Heavy Vehicles (%)		44	0	29		0	0	0		29				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized													No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.49		7.10	6.50	6.20		4.39				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.90	4.00	3.56		3.50	4.00	3.30		2.46				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			99				0			99				2		
Capacity, c (veh/h)			251				0			1011				1118		
v/c Ratio			0.39							0.10				0.00		
95% Queue Length, Q_{95} (veh)			1.8							0.3				0.0		
95% Queue Length, Q_{95} (ft)			58.1							9.2				0.0		
Control Delay (s/veh)			28.4				999.0			8.9				8.2	0.0	
Level of Service (LOS)			D				F			A				A	A	
Approach Delay (s/veh)	28.4								1.6				0.1			
Approach LOS	D								A				A			

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HCS Two-Way Stop-Control Report

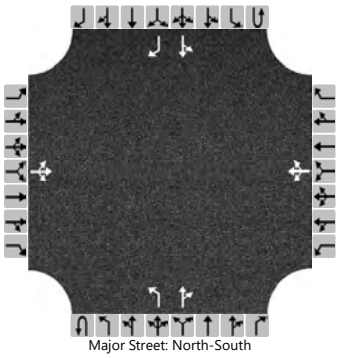
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		52	0	51		0	0	0		88	542	6		2	422	56
Percent Heavy Vehicles (%)		44	0	29		0	0	0		29				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.54	6.50	6.49		7.10	6.50	6.20		4.39				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.90	4.00	3.56		3.50	4.00	3.30		2.46				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			123				0			105				2		
Capacity, c (veh/h)			143				0			882				944		
v/c Ratio			0.86							0.12				0.00		
95% Queue Length, Q_{95} (veh)			5.6							0.4				0.0		
95% Queue Length, Q_{95} (ft)			181.0							12.3				0.0		
Control Delay (s/veh)			101.9				999.0			9.6				8.8	0.0	
Level of Service (LOS)			F				F			A				A	A	
Approach Delay (s/veh)		101.9								1.3				0.1		
Approach LOS		F								A				A		

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HCS Two-Way Stop-Control Report

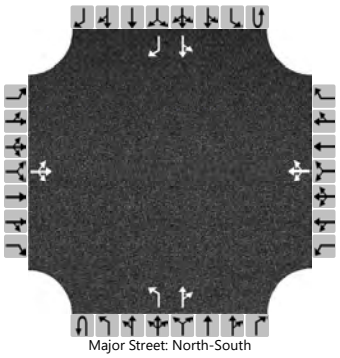
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		49	0	71		0	0	0		41	355	3		1	588	37
Percent Heavy Vehicles (%)		2	0	1		0	0	0		22				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.21		7.10	6.50	6.20		4.32				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.31		3.50	4.00	3.30		2.40				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			132				0			45				1		
Capacity, c (veh/h)			266				0			821				1176		
v/c Ratio			0.50							0.05				0.00		
95% Queue Length, Q_{95} (veh)			2.6							0.2				0.0		
95% Queue Length, Q_{95} (ft)			65.7							5.9				0.0		
Control Delay (s/veh)			31.1				999.0			9.6				8.1	0.0	
Level of Service (LOS)			D				F			A				A	A	
Approach Delay (s/veh)		31.1								1.0				0.0		
Approach LOS		D								A				A		

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HCS Two-Way Stop-Control Report

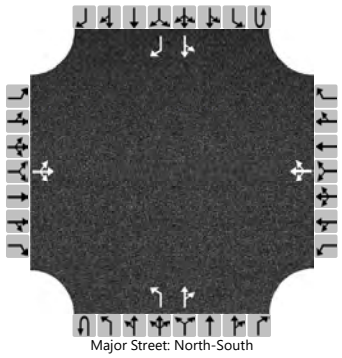
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		57	0	76		0	0	0		48	546	3		1	806	46
Percent Heavy Vehicles (%)		2	0	1		0	0	0		22				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.21		7.10	6.50	6.20		4.32				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.31		3.50	4.00	3.30		2.40				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			146				0			53				1		
Capacity, c (veh/h)			136				0			656				984		
v/c Ratio			1.07							0.08				0.00		
95% Queue Length, Q_{95} (veh)			8.1							0.3				0.0		
95% Queue Length, Q_{95} (ft)			204.8							8.8				0.0		
Control Delay (s/veh)			162.8				999.0			11.0				8.7	0.0	
Level of Service (LOS)			F				F			B				A	A	
Approach Delay (s/veh)		162.8								0.9				0.0		
Approach LOS		F								A				A		

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HCS Two-Way Stop-Control Report

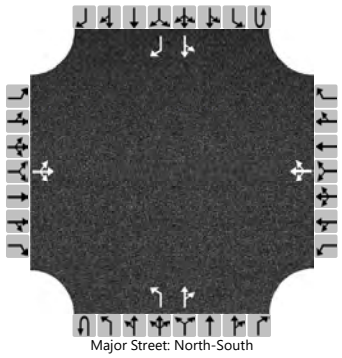
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EX School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		37	1	41		0	0	0		31	327	2		3	392	36
Percent Heavy Vehicles (%)		3	0	0		0	0	0		32				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.50	6.20		7.10	6.50	6.20		4.42				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.00	3.30		3.50	4.00	3.30		2.49				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			84				0			33				3		
Capacity, c (veh/h)			379				0			964				1220		
v/c Ratio			0.22							0.03				0.00		
95% Queue Length, Q_{95} (veh)			0.8							0.1				0.0		
95% Queue Length, Q_{95} (ft)			20.2							3.1				0.0		
Control Delay (s/veh)			17.2				999.0			8.9				8.0	0.0	
Level of Service (LOS)			C				F			A				A	A	
Approach Delay (s/veh)		17.2								0.8				0.1		
Approach LOS		C								A				A		

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HCS Two-Way Stop-Control Report

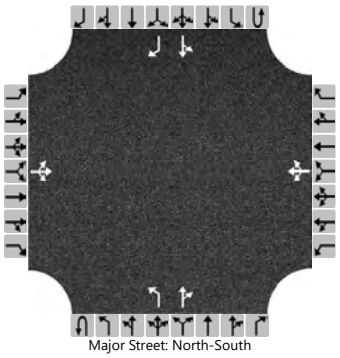
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Back School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		42	1	45		0	0	0		36	462	2		3	547	42
Percent Heavy Vehicles (%)		3	0	0		0	0	0		32				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.13	6.50	6.20		7.10	6.50	6.20		4.42				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.53	4.00	3.30		3.50	4.00	3.30		2.49				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			94				0			38				3		
Capacity, c (veh/h)			244				0			826				1080		
v/c Ratio			0.38							0.05				0.00		
95% Queue Length, Q_{95} (veh)			1.7							0.1				0.0		
95% Queue Length, Q_{95} (ft)			43.0							3.1				0.0		
Control Delay (s/veh)			28.7				999.0			9.6				8.3	0.0	
Level of Service (LOS)			D				F			A				A	A	
Approach Delay (s/veh)		28.7								0.7				0.1		
Approach LOS		D								A				A		

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HCS Two-Way Stop-Control Report

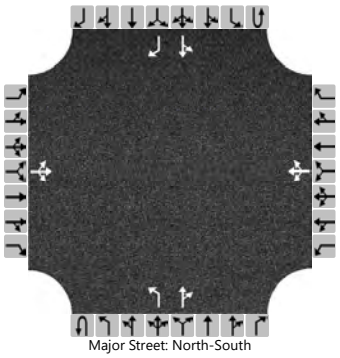
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		78	0	157		0	0	0		294	480	6		2	364	105
Percent Heavy Vehicles (%)		2	0	2		0	0	0		2				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.22		7.10	6.50	6.20		4.12				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.32		3.50	4.00	3.30		2.22				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			280				0			350				2		
Capacity, c (veh/h)			110				0			1012				1005		
v/c Ratio			2.54							0.35				0.00		
95% Queue Length, Q_{95} (veh)			25.3							1.6				0.0		
95% Queue Length, Q_{95} (ft)			642.6							40.6				0.0		
Control Delay (s/veh)			779.8				999.0			10.4				8.6	0.0	
Level of Service (LOS)			F				F			B				A	A	
Approach Delay (s/veh)		779.8								3.9				0.1		
Approach LOS		F								A				A		

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HCS Two-Way Stop-Control Report

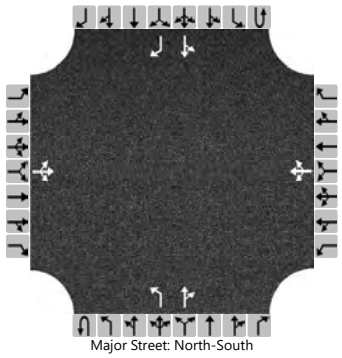
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		78	0	142		0	0	0		109	531	3		1	779	65
Percent Heavy Vehicles (%)		2	0	1		0	0	0		2				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.21		7.10	6.50	6.20		4.12				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.31		3.50	4.00	3.30		2.22				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			242				0			120				1		
Capacity, c (veh/h)			127				0			737				998		
v/c Ratio			1.91							0.16				0.00		
95% Queue Length, Q_{95} (veh)			19.1							0.6				0.0		
95% Queue Length, Q_{95} (ft)			482.7							15.2				0.0		
Control Delay (s/veh)			495.1				999.0			10.8				8.6	0.0	
Level of Service (LOS)			F				F			B				A	A	
Approach Delay (s/veh)		495.1								1.8				0.0		
Approach LOS		F								A				A		

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HCS Two-Way Stop-Control Report

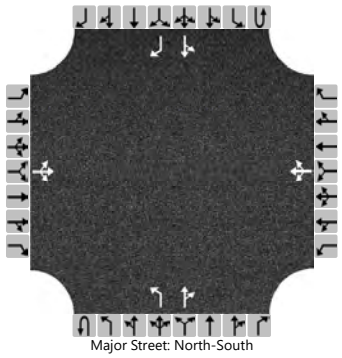
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Matula Ln
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	Radio Station Rd
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	1	1	0	0	0	1	1
Configuration			LTR				LTR			L		TR		LT		R
Volume (veh/h)		46	1	98		0	0	0		86	480	2		3	536	42
Percent Heavy Vehicles (%)		2	0	0		0	0	0		2				0		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.50	6.20		7.10	6.50	6.20		4.12				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.00	3.30		3.50	4.00	3.30		2.22				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			154				0			91				3		
Capacity, c (veh/h)			257				0			965				1063		
v/c Ratio			0.60							0.09				0.00		
95% Queue Length, Q_{95} (veh)			3.5							0.3				0.0		
95% Queue Length, Q_{95} (ft)			87.9							7.6				0.0		
Control Delay (s/veh)			38.1				999.0			9.1				8.4	0.0	
Level of Service (LOS)			E				F			A				A	A	
Approach Delay (s/veh)		38.1								1.4				0.1		
Approach LOS		E								A				A		

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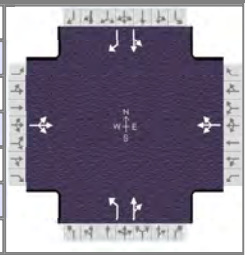
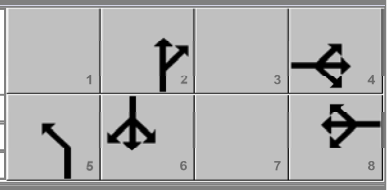
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Ex AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2EA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	0	42	0	0	0	83	375	6	2	302	48

Signal Information					EB			WB			NB			SB		
Cycle, s	62.8	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	11.9	20.0	15.9	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	0	42	0	0	0	83	375	6	2	302	48
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		36			0		29	5			6	4
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0			12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft		0			0		0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		15.0	30.0	60.0		60.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		20		5	15	20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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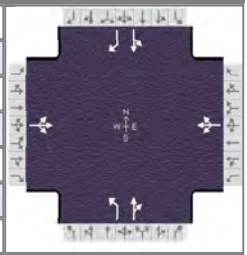
HCS Signalized Intersection Results Summary

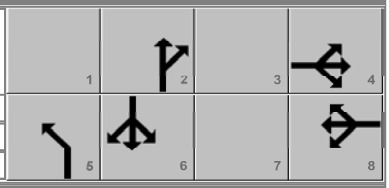
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Ex AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2EA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	41	0	42	0	0	0	83	375	6	2	302	48

Signal Information										
Cycle, s	62.8	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							

Green	11.9	20.0	15.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		12.0		12.0	2.0	4.0		7.3
Phase Duration, s		20.9		0.0	16.9	41.9		25.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.2		0.0	3.1	3.1		3.1
Queue Clearance Time (g_s), s		5.7			5.5	9.6		11.5
Green Extension Time (g_e), s		0.2		0.0	0.1	1.5		1.5
Phase Call Probability		0.79			0.79	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		90			0		90	414			330	52
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1225			0		1400	1821			1809	1560
Queue Service Time (g_s), s		3.7			0.0		3.5	7.6			0.0	1.5
Cycle Queue Clearance Time (g_c), s		3.7			0.0		3.5	7.6			9.5	1.5
Green Ratio (*g/C*)		0.25					1.15	0.59			0.32	0.32
Capacity (*c*), veh/h		310					266	1070			634	497
Volume-to-Capacity Ratio (*X*)		0.291			0.000		0.340	0.387			0.521	0.105
Back of Queue (*Q*), ft/ln (95 th percentile)		57			0		60	104			169	22
Back of Queue (*Q*), veh/ln (95 th percentile)		1.8			0.0		1.9	4.0			6.5	0.9
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		18.9					22.0	6.9			17.8	15.1
Incremental Delay (d_2), s/veh		0.2			0.0		0.3	0.1			0.2	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		19.1					22.3	7.0			18.1	15.1
Level of Service (LOS)		B					C	A			B	B
Approach Delay, s/veh / LOS	19.1	B		0.0			9.7	A		17.7	B	
Intersection Delay, s/veh / LOS	13.7						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.64	B	1.68	B
Bicycle LOS Score / LOS	0.64	A	0.49	A	1.32	A	1.12	A

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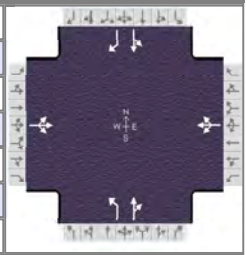
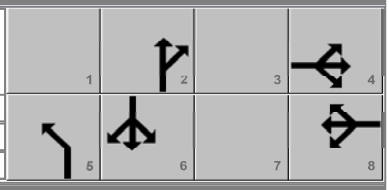
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2BA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	52	0	51	0	0	0	88	542	6	2	422	56

Signal Information												
Cycle, s	64.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	12.3	20.0	17.3	0.0	0.0	0.0		
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	52	0	51	0	0	0	88	542	6	2	422	56
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		36			0		29	5			6	4
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0			12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft		0			0		0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		15.0	30.0	60.0		60.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		20		5	15	20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No		0.50	No		0.50	No		0.50	No		0.50

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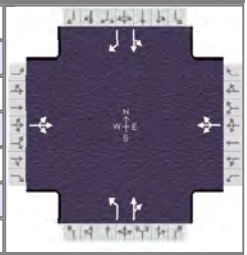
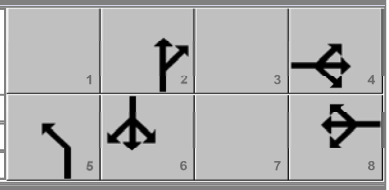
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2BA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	52	0	51	0	0	0	88	542	6	2	422	56

Signal Information												
Cycle, s	64.7	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
				Green	12.3	20.0	17.3	0.0	0.0	0.0		
				Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		12.0		12.0	2.0	4.0		7.3
Phase Duration, s		22.3		0.0	17.3	42.3		25.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.2		0.0	3.1	3.0		3.0
Queue Clearance Time (g_s), s		6.8			5.8	15.3		17.3
Green Extension Time (g_e), s		0.2		0.0	0.1	2.3		2.3
Phase Call Probability		0.87			0.82	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		112			0		96	596			461	61
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1226			0		1400	1822			1809	1560
Queue Service Time (g_s), s		4.8			0.0		3.8	13.3			0.0	1.8
Cycle Queue Clearance Time (g_c), s		4.8			0.0		3.8	13.3			15.3	1.8
Green Ratio (*g/C*)		0.27					0.19	0.58			0.31	0.31
Capacity (*c*), veh/h		329					267	1052			615	483
Volume-to-Capacity Ratio (*X*)		0.340			0.000		0.358	0.566			0.749	0.126
Back of Queue (*Q*), ft/ln (95 th percentile)		73			0		66	188			258	28
Back of Queue (*Q*), veh/ln (95 th percentile)		2.3			0.0		2.2	7.2			9.8	1.1
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		19.1					22.7	8.6			20.7	16.1
Incremental Delay (d_2), s/veh		0.2			0.0		0.3	0.2			0.7	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		19.3					23.1	8.8			21.4	16.1
Level of Service (LOS)		B					C	A			C	B
Approach Delay, s/veh / LOS	19.3	B		0.0			10.7	B		20.8	C	
Intersection Delay, s/veh / LOS	15.4						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.64	B	1.68	B
Bicycle LOS Score / LOS	0.67	A	0.49	A	1.63	B	1.35	A

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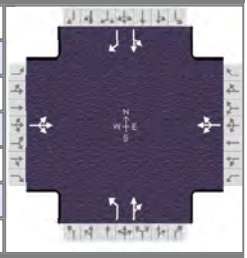
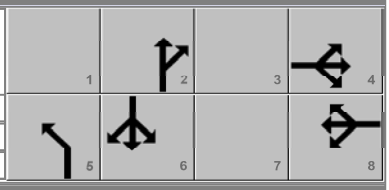
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TAimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	157	0	0	0	294	480	6	2	364	105

Signal Information					EB			WB			NB			SB		
Cycle, s	69.8	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	15.0	20.0	19.9	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	157	0	0	0	294	480	6	2	364	105
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		2	5			6	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0			12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft		0			0		0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		15.0	30.0	60.0		60.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		20		5	15	20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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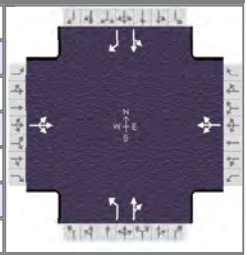
HCS Signalized Intersection Results Summary

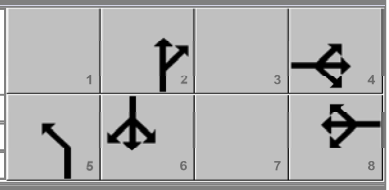
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total AM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TAimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	157	0	0	0	294	480	6	2	364	105

Signal Information			
Cycle, s	69.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	15.0	20.0	19.9	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		12.0		12.0	2.0	4.0		7.3
Phase Duration, s		24.9		0.0	20.0	45.0		25.0
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.3		0.0	3.1	3.1		3.1
Queue Clearance Time (g_s), s		11.0			14.0	14.2		16.0
Green Extension Time (g_e), s		0.5		0.0	0.5	2.1		2.1
Phase Call Probability		0.99			1.00	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		255			0		320	528			398	114
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1671			0		1781	1822			1809	1585
Queue Service Time (g_s), s		9.0			0.0		12.0	12.2			0.0	3.9
Cycle Queue Clearance Time (g_c), s		9.0			0.0		12.0	12.2			14.0	3.9
Green Ratio (*g/C*)		0.28					1.07	0.57			0.29	0.29
Capacity (*c*), veh/h		475					382	1043			570	454
Volume-to-Capacity Ratio (*X*)		0.537			0.000		0.837	0.507			0.698	0.251
Back of Queue (*Q*), ft/ln (95 th percentile)		148			0		218	182			247	61
Back of Queue (*Q*), veh/ln (95 th percentile)		5.9			0.0		8.6	7.0			9.4	2.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		21.1					26.3	9.0			22.8	19.2
Incremental Delay (d_2), s/veh		0.4			0.0		1.9	0.1			0.6	0.1
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		21.5					28.2	9.1			23.4	19.3
Level of Service (LOS)		C					C	A			C	B
Approach Delay, s/veh / LOS	21.5	C		0.0			16.3	B		22.5	C	
Intersection Delay, s/veh / LOS	19.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.65	B	1.69	B
Bicycle LOS Score / LOS	0.91	A	0.49	A	1.89	B	1.33	A

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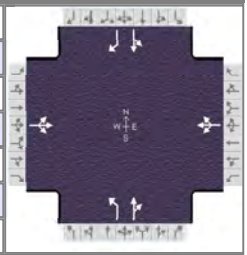
HCS Signalized Intersection Results Summary

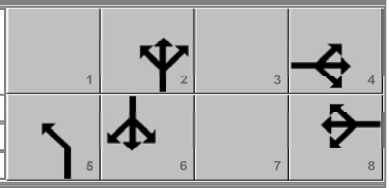
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total PM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TPimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	142	0	0	0	109	531	3	1	779	65

Signal Information			
Cycle, s	96.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	14.4	47.4	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		12.0		12.0	1.0	4.0		7.3
Phase Duration, s		25.0		0.0	19.4	71.8		52.4
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.3		0.0	3.1	3.0		3.0
Queue Clearance Time (g_s), s		14.8			4.3	16.0		45.4
Green Extension Time (g_e), s		0.5		0.0	0.2	3.5		2.0
Phase Call Probability		1.00			0.96	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.09

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		239			0		118	580			848	71
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1676			0		1781	1824			1811	1585
Queue Service Time (g_s), s		12.8			0.0		2.3	14.0			1.2	2.3
Cycle Queue Clearance Time (g_c), s		12.8			0.0		2.3	14.0			43.4	2.3
Green Ratio (*g/C*)		0.21					0.66	0.69			0.49	0.49
Capacity (*c*), veh/h		346					365	1259			924	777
Volume-to-Capacity Ratio (*X*)		0.691			0.000		0.325	0.461			0.917	0.091
Back of Queue (*Q*), ft/ln (95 th percentile)		222			0		58	206			690	36
Back of Queue (*Q*), veh/ln (95 th percentile)		8.9			0.0		2.3	7.9			26.4	1.4
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		35.5					18.2	6.8			23.7	13.2
Incremental Delay (d_2), s/veh		0.9			0.0		0.2	0.1			8.8	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		36.5					18.4	6.9			32.5	13.2
Level of Service (LOS)		D					B	A			C	B
Approach Delay, s/veh / LOS	36.5	D		0.0			8.9	A		31.0	C	
Intersection Delay, s/veh / LOS	23.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.63	B	1.67	B
Bicycle LOS Score / LOS	0.88	A	0.49	A	1.64	B	2.00	B

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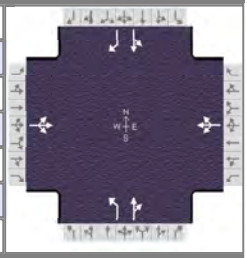
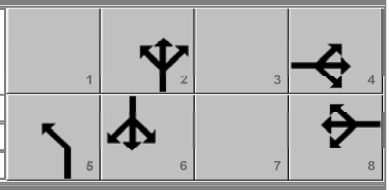
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total PM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TPimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	142	0	0	0	109	531	3	1	779	65

Signal Information					EB			WB			NB			SB		
Cycle, s	96.8	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	14.4	47.4	20.0	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	78	0	142	0	0	0	109	531	3	1	779	65
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		2	5			6	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0			12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft		0			0		0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		15.0	30.0	60.0		60.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		20		5	15	20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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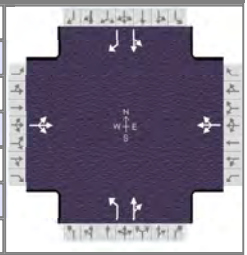
HCS Signalized Intersection Results Summary

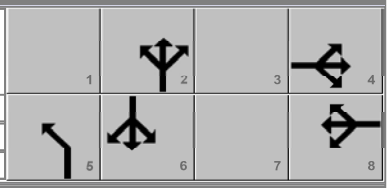
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total School PM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TPSimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	1	98	0	0	0	86	480	2	3	536	42

Signal Information										
Cycle, s	74.0	Reference Phase	2							
Offset, s	0	Reference Point	End							
Uncoordinated	Yes	Simult. Gap E/W	On							
Force Mode	Fixed	Simult. Gap N/S	On							

Green	12.8	26.9	19.2	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8	5	2		6
Case Number		12.0		12.0	1.0	4.0		7.3
Phase Duration, s		24.2		0.0	17.8	49.7		31.9
Change Period, ($Y+R_c$), s		5.0		5.0	5.0	5.0		5.0
Max Allow Headway (*MAH*), s		3.3		0.0	3.1	3.0		3.0
Queue Clearance Time (g_s), s		7.7			3.8	13.8		24.5
Green Extension Time (g_e), s		0.3		0.0	0.1	2.4		2.4
Phase Call Probability		0.96			0.85	1.00		1.00
Max Out Probability		0.00			0.00	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		158			0		93	524			586	46
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1670			0		1781	1825			1809	1585
Queue Service Time (g_s), s		5.7			0.0		1.8	11.8			0.8	1.4
Cycle Queue Clearance Time (g_c), s		5.7			0.0		1.8	11.8			22.5	1.4
Green Ratio (*g/C*)		0.26					0.56	0.60			0.36	0.36
Capacity (*c*), veh/h		434					456	1104			708	577
Volume-to-Capacity Ratio (*X*)		0.363			0.000		0.205	0.475			0.828	0.079
Back of Queue (*Q*), ft/ln (95 th percentile)		96			0		27	174			359	22
Back of Queue (*Q*), veh/ln (95 th percentile)		3.8			0.0		1.0	6.7			13.7	0.8
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00			0.00		0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		22.4					12.0	8.1			22.1	15.4
Incremental Delay (d_2), s/veh		0.2			0.0		0.1	0.1			1.0	0.0
Initial Queue Delay (d_3), s/veh		0.0			0.0		0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		22.6					12.0	8.2			23.1	15.4
Level of Service (LOS)		C					B	A			C	B
Approach Delay, s/veh / LOS	22.6		C	0.0			8.8		A	22.5		C
Intersection Delay, s/veh / LOS	16.5						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.94	B	1.94	B	1.64	B	1.68	B
Bicycle LOS Score / LOS	0.75	A	0.49	A	1.51	B	1.53	B

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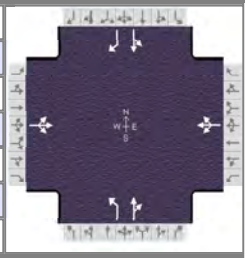
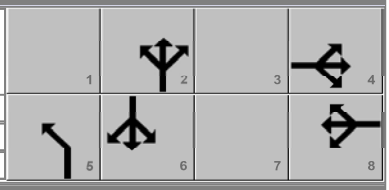
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total School PM	PHF	0.92
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station Rd at Mat…	File Name	2TPSimp.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	1	98	0	0	0	86	480	2	3	536	42

Signal Information					EB			WB			NB			SB		
Cycle, s	74.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	12.8	26.9	19.2	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	46	1	98	0	0	0	86	480	2	3	536	42
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0			0		2	5			6	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0	0	0	0	0
Buses (N_b), buses/h	0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0			12.0		12.0	12.0			12.0	12.0
Turn Bay Length, ft		0			0		0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35	35	35	35	35	35	35	35	35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		40.0		15.0	30.0	60.0		60.0
Yellow Change Interval (*Y*), s		4.0		4.0	4.0	4.0		4.0
Red Clearance Interval (R_c), s		1.0		1.0	1.0	1.0		1.0
Minimum Green (G_{min}), s		20		5	15	20		20
Start-Up Lost Time (*l1*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Extension of Effective Green (*e*), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Passage (*PT*), s		2.0		2.0	2.0	2.0		2.0
Recall Mode		Off		Off	Off	Min		Min
Dual Entry		Yes		Yes	No	Yes		Yes
Walk (*Walk*), s		0.0		0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No	0.0	0	No	0.0	0	No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No	0.50		No	0.50		No	0.50	

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HCS Two-Way Stop-Control Report

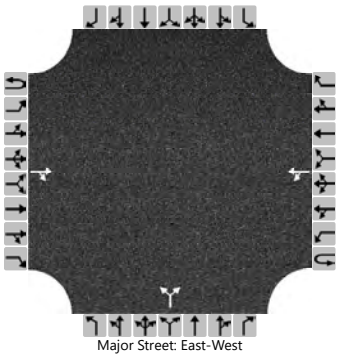
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EA
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			39	0		23	111			2		45				
Percent Heavy Vehicles (%)						9				100		64				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.19				7.40		6.84				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.28				4.40		3.88				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					59					
Capacity, c (veh/h)						1514					849					
v/c Ratio						0.02					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
95% Queue Length, Q_{95} (ft)						2.7					7.6					
Control Delay (s/veh)						7.4	0.2				9.6					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.4				9.6							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

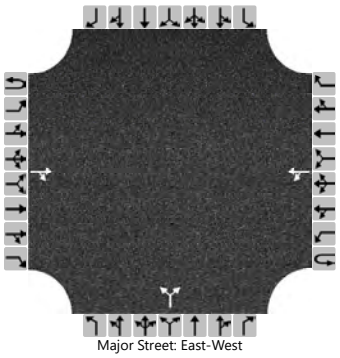
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BA
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			59	0		23	124			2		45				
Percent Heavy Vehicles (%)						9				100		64				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.19				7.40		6.84				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.28				4.40		3.88				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						29					59					
Capacity, c (veh/h)						1483					819					
v/c Ratio						0.02					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
95% Queue Length, Q_{95} (ft)						2.7					7.6					
Control Delay (s/veh)						7.5	0.2				9.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.3				9.7							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

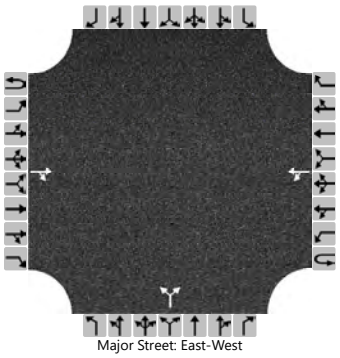
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EP
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			124	20		1	65			2		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					5					
Capacity, c (veh/h)						1319					689					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.7	0.0				10.3					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.1				10.3							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

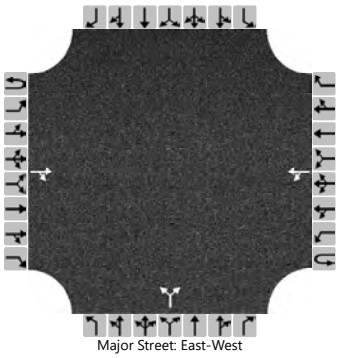
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BP
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			137	20		1	81			2		1				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						2					5					
Capacity, c (veh/h)						1294					650					
v/c Ratio						0.00					0.01					
95% Queue Length, Q_{95} (veh)						0.0					0.0					
95% Queue Length, Q_{95} (ft)						0.0					0.0					
Control Delay (s/veh)						7.8	0.0				10.6					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.1				10.6							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

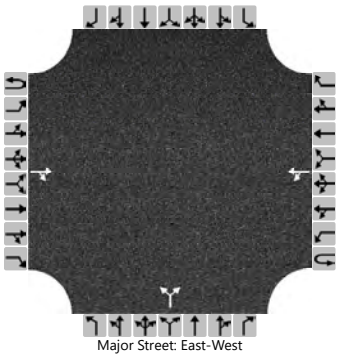
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EX School PM
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			20	2		20	42			1		60				
Percent Heavy Vehicles (%)						0				100		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				7.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				4.40		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31					95					
Capacity, c (veh/h)						1590					1036					
v/c Ratio						0.02					0.09					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
95% Queue Length, Q_{95} (ft)						2.5					7.6					
Control Delay (s/veh)						7.3	0.1				8.8					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					2.5				8.8							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

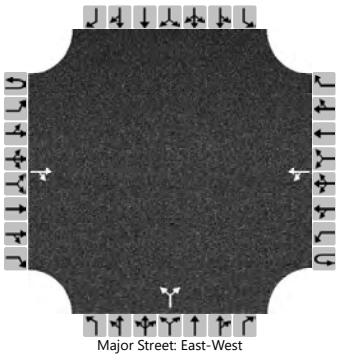
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Back School PM
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			29	2		20	53			1		60				
Percent Heavy Vehicles (%)						0				100		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				7.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				4.40		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						31					95					
Capacity, c (veh/h)						1572					1016					
v/c Ratio						0.02					0.09					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
95% Queue Length, Q_{95} (ft)						2.5					7.6					
Control Delay (s/veh)						7.3	0.2				8.9					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					2.1				8.9							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

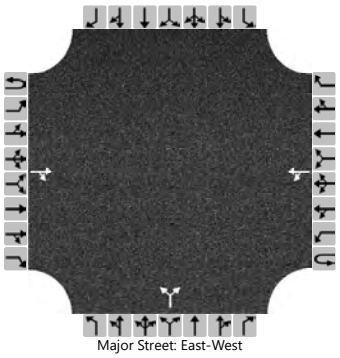
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.80
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			58	0		0	402			0		177				
Percent Heavy Vehicles (%)						0				0		2				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.22				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.32				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					221					
Capacity, c (veh/h)						1540					990					
v/c Ratio						0.00					0.22					
95% Queue Length, Q_{95} (veh)						0.0					0.9					
95% Queue Length, Q_{95} (ft)						0.0					22.9					
Control Delay (s/veh)						7.3	0.0				9.7					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.7							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

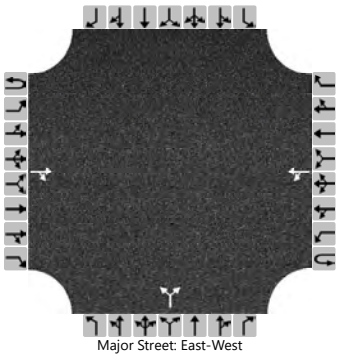
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.56
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			132	0		0	162			0		88				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					157					
Capacity, c (veh/h)						1343					808					
v/c Ratio						0.00					0.19					
95% Queue Length, Q_{95} (veh)						0.0					0.7					
95% Queue Length, Q_{95} (ft)						0.0					17.5					
Control Delay (s/veh)						7.7	0.0				10.5					
Level of Service (LOS)						A	A				B					
Approach Delay (s/veh)					0.0				10.5							
Approach LOS					A				B							

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HCS Two-Way Stop-Control Report

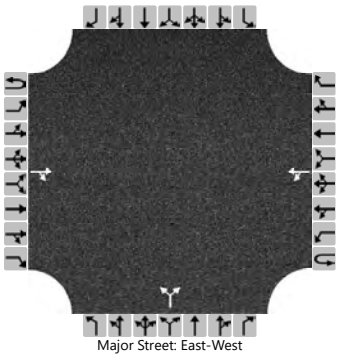
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Lane at HS Access
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access
Peak Hour Factor	0.64
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			28	0		0	123			0		117				
Percent Heavy Vehicles (%)						0				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.10				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.20				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0					183					
Capacity, c (veh/h)						1578					1032					
v/c Ratio						0.00					0.18					
95% Queue Length, Q_{95} (veh)						0.0					0.6					
95% Queue Length, Q_{95} (ft)						0.0					15.0					
Control Delay (s/veh)						7.3	0.0				9.2					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					0.0				9.2							
Approach LOS					A				A							

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HCS Two-Way Stop-Control Report

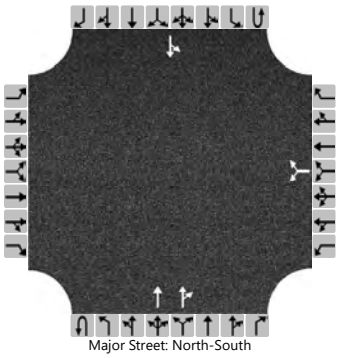
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						0		1			680	0		0	312	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							0		
Capacity, c (veh/h)							601							825		
v/c Ratio							0.00							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							11.0							9.4	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.0								0.0			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

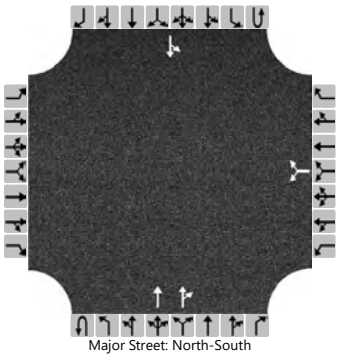
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						0		1			852	0		0	441	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							0		
Capacity, c (veh/h)							516							692		
v/c Ratio							0.00							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							12.0							10.2	0.0	
Level of Service (LOS)							B							B	A	
Approach Delay (s/veh)					12.0								0.0			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

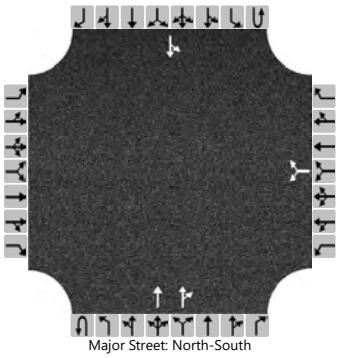
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	EP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						4		16			413	4		3	695	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							3		
Capacity, c (veh/h)							480							1132		
v/c Ratio							0.04							0.00		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							12.8							8.2	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					12.8								0.1			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

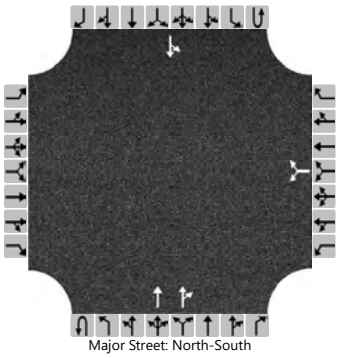
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						4		16			611	4		3	918	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							3		
Capacity, c (veh/h)							305							948		
v/c Ratio							0.07							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
95% Queue Length, Q_{95} (ft)							5.0							0.0		
Control Delay (s/veh)							17.7							8.8	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)					17.7								0.1			
Approach LOS					C								A			

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HCS Two-Way Stop-Control Report

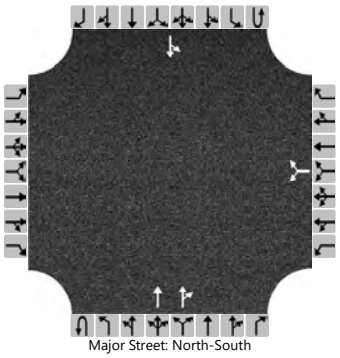
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EX School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						1		3			341	1		4	529	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							5							5		
Capacity, c (veh/h)							442							1121		
v/c Ratio							0.01							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							13.2							8.2	0.1	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					13.2								0.1			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

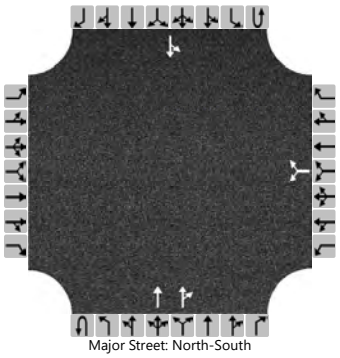
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Back School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						1		3			481	1		4	688	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							5							5		
Capacity, c (veh/h)							289							959		
v/c Ratio							0.02							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							17.7							8.8	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)					17.7								0.1			
Approach LOS					C								A			

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HCS Two-Way Stop-Control Report

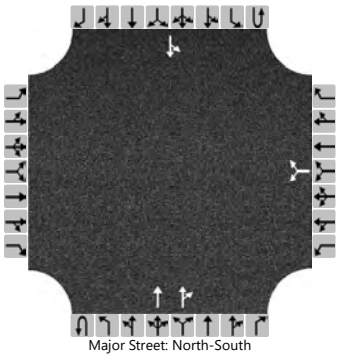
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.84
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						0		1			784	0		0	532	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							1							0		
Capacity, c (veh/h)							548							742		
v/c Ratio							0.00							0.00		
95% Queue Length, Q_{95} (veh)							0.0							0.0		
95% Queue Length, Q_{95} (ft)							0.0							0.0		
Control Delay (s/veh)							11.6							9.9	0.0	
Level of Service (LOS)							B							A	A	
Approach Delay (s/veh)					11.6								0.0			
Approach LOS					B								A			

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HCS Two-Way Stop-Control Report

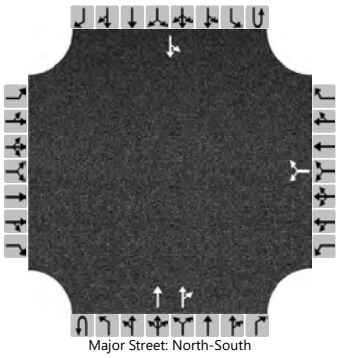
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						4		16			612	4		3	922	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							21							3		
Capacity, c (veh/h)							304							947		
v/c Ratio							0.07							0.00		
95% Queue Length, Q_{95} (veh)							0.2							0.0		
95% Queue Length, Q_{95} (ft)							5.0							0.0		
Control Delay (s/veh)							17.7							8.8	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)					17.7								0.1			
Approach LOS					C								A			

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HCS Two-Way Stop-Control Report

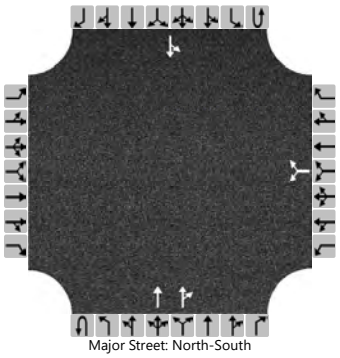
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Office Access
Jurisdiction	Charles County, MD
East/West Street	Office Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	2	0	0	0	1	0
Configuration							LR				T	TR		LT		
Volume (veh/h)						1		3			580	1		4	649	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.5		6.9						4.1		
Critical Headway (sec)						6.80		6.90						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							5							5		
Capacity, c (veh/h)							258							858		
v/c Ratio							0.02							0.01		
95% Queue Length, Q_{95} (veh)							0.1							0.0		
95% Queue Length, Q_{95} (ft)							2.5							0.0		
Control Delay (s/veh)							19.3							9.2	0.1	
Level of Service (LOS)							C							A	A	
Approach Delay (s/veh)					19.3								0.2			
Approach LOS					C								A			

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HCS Two-Way Stop-Control Report

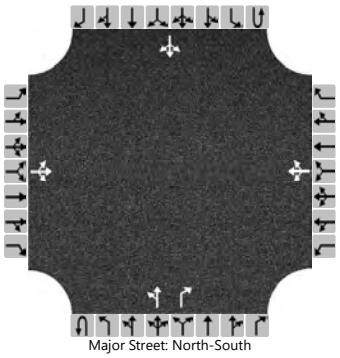
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		1	0	1		0	681	0		2	298	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				2			0				2		
Capacity, c (veh/h)			0				232			1211				817		
v/c Ratio							0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.0			0.0				0.0		
95% Queue Length, Q_{95} (ft)							0.0			0.0				0.0		
Control Delay (s/veh)			999.0				20.7			8.0	0.0			9.4	0.0	0.0
Level of Service (LOS)			F				C			A	A			A	A	A
Approach Delay (s/veh)	20.7				0.0				0.1							
Approach LOS	C				A				A							

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HCS Two-Way Stop-Control Report

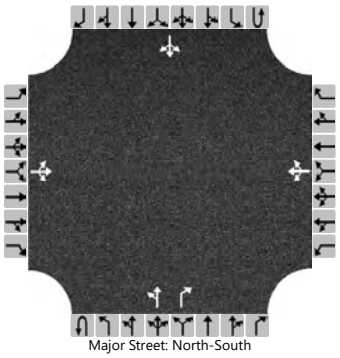
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		1	0	1		0	853	0		2	427	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				2			0				2		
Capacity, c (veh/h)			0				141			1061				684		
v/c Ratio							0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)							2.5			0.0				0.0		
Control Delay (s/veh)			999.0				30.9			8.4	0.0			10.3	0.1	0.1
Level of Service (LOS)			F				D			A	A			B	A	A
Approach Delay (s/veh)	30.9				0.0				0.1							
Approach LOS	D				A				A							

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HCS Two-Way Stop-Control Report

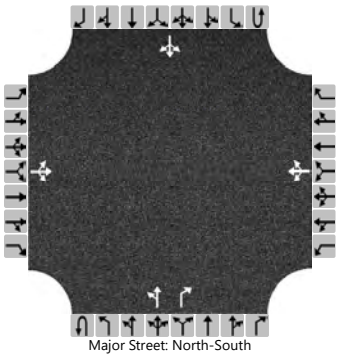
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		1	0	1		0	918	0		2	485	0
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				2			0				2		
Capacity, c (veh/h)			0				115			1000				639		
v/c Ratio							0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)							2.5			0.0				0.0		
Control Delay (s/veh)			999.0				37.1			8.6	0.0			10.7	0.1	0.1
Level of Service (LOS)			F				E			A	A			B	A	A
Approach Delay (s/veh)	37.1				0.0				0.1							
Approach LOS	E				A				A							

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HCS Two-Way Stop-Control Report

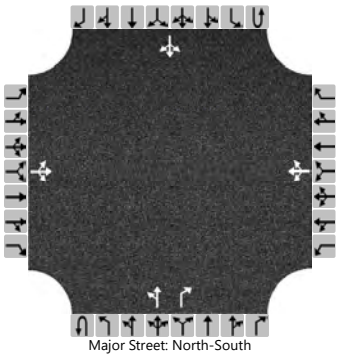
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		6	0	3		0	415	4		3	693	0
Percent Heavy Vehicles (%)		0	0	0		0	0	33		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.53		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.60		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				9			0				3		
Capacity, c (veh/h)			0				220			884				1130		
v/c Ratio							0.04			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)							2.7			0.0				0.0		
Control Delay (s/veh)			999.0				22.1			9.1	0.0			8.2	0.0	0.0
Level of Service (LOS)			F				C			A	A			A	A	A
Approach Delay (s/veh)	22.1				0.0				0.1							
Approach LOS	C				A				A							

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HCS Two-Way Stop-Control Report

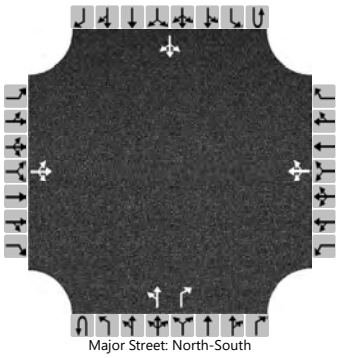
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		6	0	3		0	613	4		3	916	0
Percent Heavy Vehicles (%)		0	0	0		0	0	33		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.53		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.60		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				9			0				3		
Capacity, c (veh/h)			0				114			722				946		
v/c Ratio							0.08			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.3			0.0				0.0		
95% Queue Length, Q_{95} (ft)							8.2			0.0				0.0		
Control Delay (s/veh)			999.0				39.5			10.0	0.0			8.8	0.1	0.1
Level of Service (LOS)			F				E			A	A			A	A	A
Approach Delay (s/veh)	39.5				0.0				0.1							
Approach LOS	E				A				A							

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HCS Two-Way Stop-Control Report

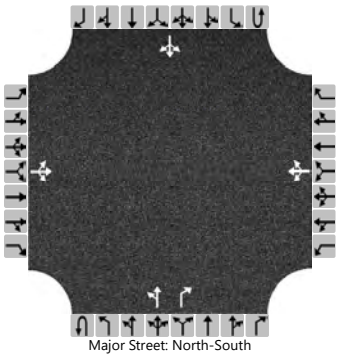
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		6	0	3		0	630	4		3	939	0
Percent Heavy Vehicles (%)		0	0	0		0	0	33		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.53		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.60		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				9			0				3		
Capacity, c (veh/h)			0				107			707				932		
v/c Ratio							0.09			0.00				0.00		
95% Queue Length, Q_{95} (veh)							0.3			0.0				0.0		
95% Queue Length, Q_{95} (ft)							8.2			0.0				0.0		
Control Delay (s/veh)			999.0				42.0			10.1	0.0			8.9	0.1	0.1
Level of Service (LOS)			F				E			B	A			A	A	A
Approach Delay (s/veh)					42.0				0.0				0.1			
Approach LOS					E				A				A			

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HCS Two-Way Stop-Control Report

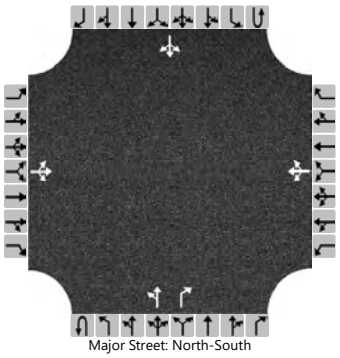
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EX School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		4	0	4		0	344	3		5	516	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.45		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.53		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				11			0				7		
Capacity, c (veh/h)			0				268			923				1115		
v/c Ratio							0.04			0.00				0.01		
95% Queue Length, Q_{95} (veh)							0.1			0.0				0.0		
95% Queue Length, Q_{95} (ft)							2.8			0.0				0.0		
Control Delay (s/veh)			999.0				19.0			8.9	0.0			8.2	0.1	0.1
Level of Service (LOS)			F				C			A	A			A	A	A
Approach Delay (s/veh)					19.0				0.0				0.2			
Approach LOS					C				A				A			

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HCS Two-Way Stop-Control Report

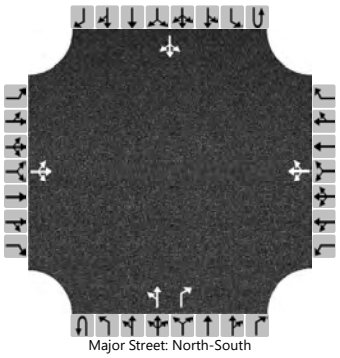
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Back School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		4	0	4		0	484	3		5	675	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.45		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.53		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				11			0				7		
Capacity, c (veh/h)			0				155			771				953		
v/c Ratio							0.07			0.00				0.01		
95% Queue Length, Q_{95} (veh)							0.2			0.0				0.0		
95% Queue Length, Q_{95} (ft)							5.5			0.0				0.0		
Control Delay (s/veh)			999.0				30.0			9.7	0.0			8.8	0.1	0.1
Level of Service (LOS)			F				D			A	A			A	A	A
Approach Delay (s/veh)					30.0				0.0				0.2			
Approach LOS					D				A				A			

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HCS Two-Way Stop-Control Report

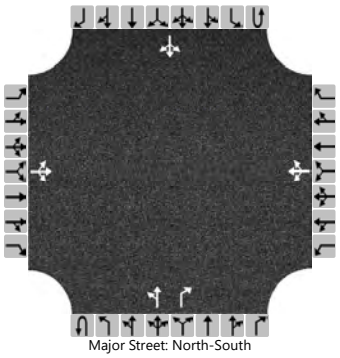
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at Box Elder Rd
Jurisdiction	Charles County, MD
East/West Street	Box Elder Rd/Park Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	1	0	0	1	0
Configuration			LTR				LTR			LT		R			LTR	
Volume (veh/h)		0	0	0		4	0	4		0	553	3		5	762	0
Percent Heavy Vehicles (%)		0	0	0		0	0	25		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized									No							
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.45		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.53		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0				11			0				7		
Capacity, c (veh/h)			0				115			699				882		
v/c Ratio							0.09			0.00				0.01		
95% Queue Length, Q_{95} (veh)							0.3			0.0				0.0		
95% Queue Length, Q_{95} (ft)							8.3			0.0				0.0		
Control Delay (s/veh)			999.0				39.6			10.2	0.0			9.1	0.2	0.2
Level of Service (LOS)			F				E			B	A			A	A	A
Approach Delay (s/veh)	39.6				0.0				0.2							
Approach LOS	E				A				A							

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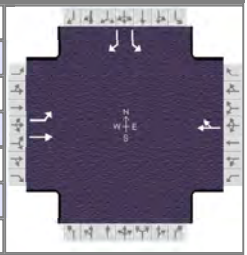
HCS Signalized Intersection Results Summary

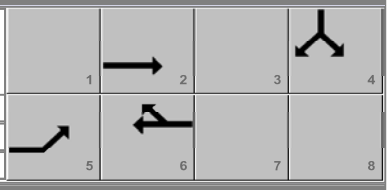
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.89
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	400	277			315	172				48		256

Signal Information			
Cycle, s	96.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	27.6	33.4	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	32.6	71.0		38.4				25.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.1		3.1				3.3
Queue Clearance Time (g_s), s	26.7	8.2		31.6				20.9
Green Extension Time (g_e), s	0.9	1.8		1.7				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	449	311			547					54		288
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1826			1703					1513		
Queue Service Time (g_s), s	24.7	6.2			29.6					2.8		
Cycle Queue Clearance Time (g_c), s	24.7	6.2			29.6					2.8		
Green Ratio (*g/C*)	0.29	0.69			0.35					0.21		
Capacity (*c*), veh/h	488	1256			593					315		
Volume-to-Capacity Ratio (*X*)	0.922	0.248			0.922					0.171		
Back of Queue (*Q*), ft/ln (95 th percentile)	428	92			480					53		
Back of Queue (*Q*), veh/ln (95 th percentile)	16.1	3.6			18.3					1.8		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (d_1), s/veh	33.2	5.6			30.1					31.2		
Incremental Delay (d_2), s/veh	7.3	0.0			5.9					0.1		
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	40.4	5.7			36.0					31.3		10.0
Level of Service (LOS)	D	A			D					C		A
Approach Delay, s/veh / LOS	26.2	C		36.0	D		0.0			13.4	B	
Intersection Delay, s/veh / LOS	26.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.92	B	1.73	B	1.95	B
Bicycle LOS Score / LOS	1.74	B	1.39	A				F

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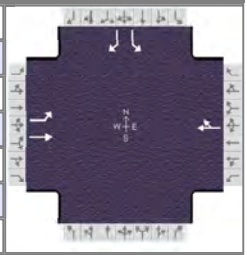
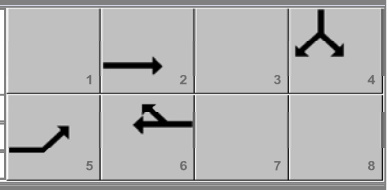
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.89
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	400	277			315	172				48		256

Signal Information												
Cycle, s	96.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On	Green	27.6	33.4	20.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	400	277			315	172				48		256
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	8	5			6					21		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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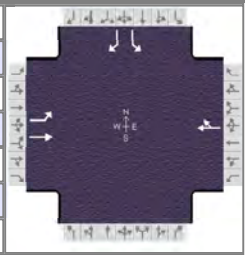
HCS Signalized Intersection Results Summary

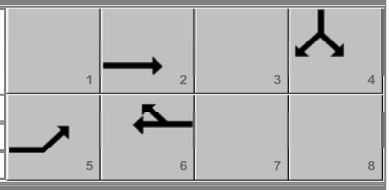
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BA	PHF	0.89
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	456	393			468	272				123		316

Signal Information			
Cycle, s	131.4	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	41.4	55.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	46.4	106.4		60.0				25.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.1		3.1				3.3
Queue Clearance Time (*g s*), s	40.9	11.6		57.0				22.0
Green Extension Time (*g e*), s	0.5	3.1		0.0				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.58	0.00		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	512	442			831					138		355
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1826			1699					1513		
Queue Service Time (*g s*), s	38.9	9.6			55.0					11.2		
Cycle Queue Clearance Time (*g c*), s	38.9	9.6			55.0					11.2		
Green Ratio (*g/C*)	0.32	0.77			0.42					0.15		
Capacity (*c*), veh/h	535	1409			711					230		
Volume-to-Capacity Ratio (*X*)	0.958	0.313			1.170					0.600		
Back of Queue (*Q*), ft/ln (95 th percentile)	722	144			1477					230		
Back of Queue (*Q*), veh/ln (95 th percentile)	27.1	5.5			56.4					7.9		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (*d 1*), s/veh	44.1	4.5			38.2					52.0		
Incremental Delay (*d 2*), s/veh	25.5	0.0			91.1					3.1		
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	69.6	4.6			129.3					55.1		10.0
Level of Service (LOS)	E	A			F					E		A
Approach Delay, s/veh / LOS	39.5	D		129.3	F		0.0			22.6	C	
Intersection Delay, s/veh / LOS	68.6						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.65	A	1.92	B	1.74	B	1.97	B
Bicycle LOS Score / LOS	2.06	B	1.86	B				F

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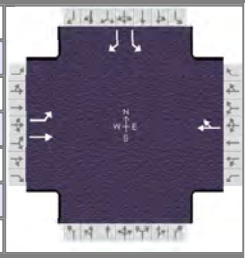
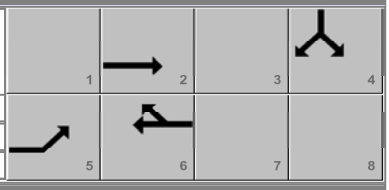
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BA	PHF	0.89
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	456	393			468	272				123		316

Signal Information					EB			WB			NB			SB		
Cycle, s	131.4	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	41.4	55.0		20.0	0.0	0.0	0.0					
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0		4.0	0.0	0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0		1.0	0.0	0.0	0.0					



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	456	393			468	272				123		316
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	8	5			6					21		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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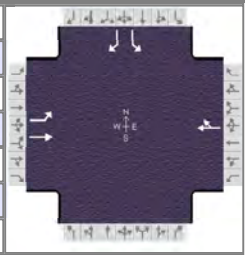
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TA	PHF	0.89
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	486	393			468	295				153		332

Signal Information			
Cycle, s	134.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

							1	2	3	4	
Green	44.8	55.0	20.0	0.0	0.0	0.0	5	6	7	8	
Yellow	4.0	4.0	4.0	0.0	0.0	0.0					
Red	1.0	1.0	1.0	0.0	0.0	0.0					

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	49.8	109.8		60.0				25.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.1		3.1				3.3
Queue Clearance Time (g_s), s	44.7	11.6		57.0				22.0
Green Extension Time (g_e), s	0.1	3.0		0.0				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	1.00	0.00		1.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	546	442			828					172		373
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1826			1699					1513		
Queue Service Time (g_s), s	42.7	9.6			55.0					14.7		
Cycle Queue Clearance Time (g_c), s	42.7	9.6			55.0					14.7		
Green Ratio (*g/C*)	0.33	0.78			0.41					0.15		
Capacity (*c*), veh/h	564	1419			694					225		
Volume-to-Capacity Ratio (*X*)	0.969	0.311			1.194					0.766		
Back of Queue (*Q*), ft/ln (95 th percentile)	799	144			1550					308		
Back of Queue (*Q*), veh/ln (95 th percentile)	30.0	5.5			59.2					10.6		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (d_1), s/veh	44.3	4.4			39.9					55.1		
Incremental Delay (d_2), s/veh	29.7	0.0			101.1					13.2		
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	74.0	4.5			141.0					68.4		10.0
Level of Service (LOS)	E	A			F					E		A
Approach Delay, s/veh / LOS	42.9	D		141.0	F		0.0			28.4	C	
Intersection Delay, s/veh / LOS	74.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.65	A	1.92	B	1.78	B	1.97	B
Bicycle LOS Score / LOS	2.12	B	1.85	B				F

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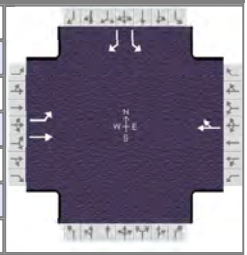
HCS Signalized Intersection Input Data

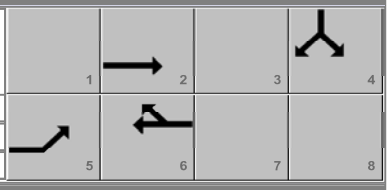
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TA	PHF	0.89
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TA.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	486	393			468	295				153		332

Signal Information			
Cycle, s	134.8	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	44.8	55.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	486	393			468	295				153		332
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	8	5			6					21		13
Ped / Bike / RTOR, /h	0	0		0	0	26	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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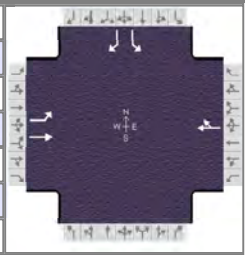
HCS Signalized Intersection Results Summary

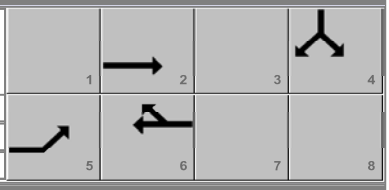
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EP	PHF	0.98
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	279	362			310	128				157		371

Signal Information			
Cycle, s	83.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	23.9	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	30.0	58.9		28.9				25.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (*g s*), s	13.4	9.3		22.4				22.0
Green Extension Time (*g e*), s	0.5	1.5		1.5				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	285	369			447					160		379
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1885			1763					1795		
Queue Service Time (*g s*), s	11.4	7.3			20.4					6.3		
Cycle Queue Clearance Time (*g c*), s	11.4	7.3			20.4					6.3		
Green Ratio (*g/C*)	0.30	0.64			0.28					0.24		
Capacity (*c*), veh/h	522	1211			502					428		
Volume-to-Capacity Ratio (*X*)	0.546	0.305			0.890					0.374		
Back of Queue (*Q*), ft/ln (95 th percentile)	205	105			333					118		
Back of Queue (*Q*), veh/ln (95 th percentile)	8.0	4.2			13.0					4.7		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (*d 1*), s/veh	24.7	6.7			28.7					26.7		
Incremental Delay (*d 2*), s/veh	0.3	0.1			2.2					0.2		
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	25.0	6.7			30.9					26.9		10.0
Level of Service (LOS)	C	A			C					C		A
Approach Delay, s/veh / LOS	14.7	B		30.9	C		0.0			15.0	B	
Intersection Delay, s/veh / LOS	19.2						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.67	A	1.92	B	1.72	B	1.95	B
Bicycle LOS Score / LOS	1.57	B	1.23	A				F

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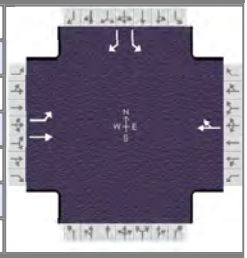
HCS Signalized Intersection Input Data

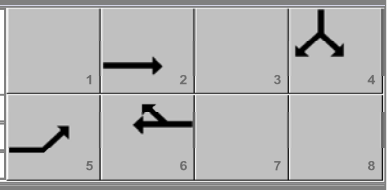
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EP	PHF	0.98
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	279	362			310	128				157		371

Signal Information			
Cycle, s	83.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	23.9	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	279	362			310	128				157		371
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	4	1			3					1		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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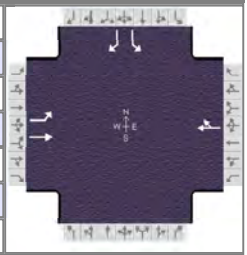
HCS Signalized Intersection Results Summary

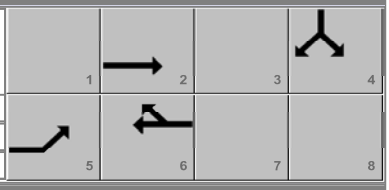
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BP	PHF	0.98
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	359	532			473	245				286		447

Signal Information			
Cycle, s	107.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	47.6	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	30.0	82.6		52.6				25.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (*g s*), s	23.8	14.1		45.3				22.0
Green Extension Time (*g e*), s	0.7	2.8		2.3				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.18				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	366	543			733					292		456
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1885			1748					1795		
Queue Service Time (*g s*), s	21.8	12.1			43.3					17.0		
Cycle Queue Clearance Time (*g c*), s	21.8	12.1			43.3					17.0		
Green Ratio (*g/C*)	0.23	0.72			0.44					0.19		
Capacity (*c*), veh/h	407	1359			773					334		
Volume-to-Capacity Ratio (*X*)	0.899	0.399			0.948					0.874		
Back of Queue (*Q*), ft/ln (95 th percentile)	373	175			712					362		
Back of Queue (*Q*), veh/ln (95 th percentile)	14.4	6.9			27.8					14.4		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (*d 1*), s/veh	40.1	5.9			28.8					42.6		
Incremental Delay (*d 2*), s/veh	3.0	0.1			16.6					21.0		
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	43.0	5.9			45.4					63.6		10.0
Level of Service (LOS)	D	A			D					E		A
Approach Delay, s/veh / LOS	20.9	C		45.4	D		0.0			30.9	C	
Intersection Delay, s/veh / LOS	31.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.91	B	1.73	B	1.96	B
Bicycle LOS Score / LOS	1.99	B	1.70	B				F

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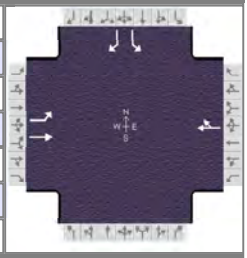
HCS Signalized Intersection Input Data

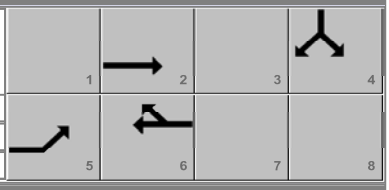
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	BP	PHF	0.98
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	359	532			473	245				286		447

Signal Information			
Cycle, s	107.6	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	47.6	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	359	532			473	245				286		447
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	4	1			3					1		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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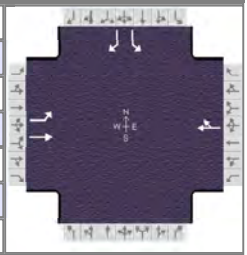
HCS Signalized Intersection Results Summary

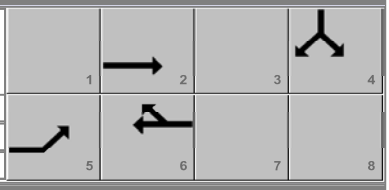
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TP	PHF	0.98
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	368	532			473	249				292		458

Signal Information			
Cycle, s	108.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.4	48.3	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	30.4	83.7		53.3				25.0
Change Period, (*Y+R c*), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (*g s*), s	24.7	14.1		46.1				22.0
Green Extension Time (*g e*), s	0.7	2.8		2.2				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.22				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	376	543			737					298		467
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1753	1885			1747					1795		
Queue Service Time (*g s*), s	22.7	12.1			44.1					17.7		
Cycle Queue Clearance Time (*g c*), s	22.7	12.1			44.1					17.7		
Green Ratio (*g/C*)	0.23	0.72			0.44					0.18		
Capacity (*c*), veh/h	410	1365			776					330		
Volume-to-Capacity Ratio (*X*)	0.916	0.398			0.949					0.903		
Back of Queue (*Q*), ft/ln (95 th percentile)	392	175			725					385		
Back of Queue (*Q*), veh/ln (95 th percentile)	15.2	6.9			28.3					15.3		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (*d 1*), s/veh	40.6	5.8			29.0					43.4		
Incremental Delay (*d 2*), s/veh	4.8	0.1			17.1					26.0		
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	45.4	5.9			46.2					69.5		10.0
Level of Service (LOS)	D	A			D					E		A
Approach Delay, s/veh / LOS	22.1	C		46.2	D		0.0			33.2	C	
Intersection Delay, s/veh / LOS	32.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.91	B	1.73	B	1.96	B
Bicycle LOS Score / LOS	2.00	B	1.70	B				F

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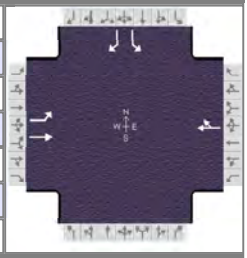
HCS Signalized Intersection Input Data

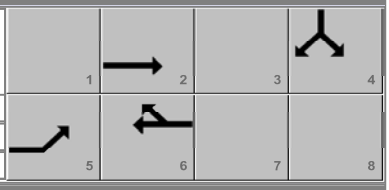
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	TP	PHF	0.98
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TP.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	368	532			473	249				292		458

Signal Information			
Cycle, s	108.7	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.4	48.3	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	368	532			473	249				292		458
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	4	1			3					1		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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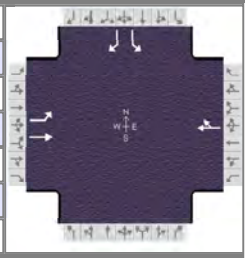
HCS Signalized Intersection Results Summary

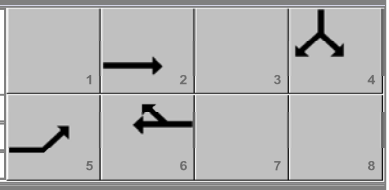
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EX Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	285			221	70				126		344

Signal Information			
Cycle, s	78.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.9	20.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	0.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	29.9	53.9		24.0				25.0
Change Period, (*Y+R c*), s	5.0	4.0		4.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (*g s*), s	12.4	8.5		15.8				22.0
Green Extension Time (*g e*), s	0.5	1.2		1.2				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	268	328			334					145		395
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1781			1764					1767		
Queue Service Time (*g s*), s	10.4	6.5			13.8					5.3		
Cycle Queue Clearance Time (*g c*), s	10.4	6.5			13.8					5.3		
Green Ratio (*g/C*)	0.32	0.63			0.25					0.25		
Capacity (*c*), veh/h	522	1127			447					448		
Volume-to-Capacity Ratio (*X*)	0.513	0.291			0.748					0.323		
Back of Queue (*Q*), ft/ln (95 th percentile)	184	91			241					97		
Back of Queue (*Q*), veh/ln (95 th percentile)	6.8	3.4			9.3					3.8		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (*d 1*), s/veh	22.0	6.5			27.1					24.0		
Incremental Delay (*d 2*), s/veh	0.3	0.1			1.0					0.2		
Initial Queue Delay (*d 3*), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	22.3	6.6			28.1					24.1		10.0
Level of Service (LOS)	C	A			C					C		A
Approach Delay, s/veh / LOS	13.7	B		28.1	C		0.0			13.8	B	
Intersection Delay, s/veh / LOS	17.0						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.67	A	1.92	B	1.72	B	1.94	B
Bicycle LOS Score / LOS	1.47	A	1.04	A				F

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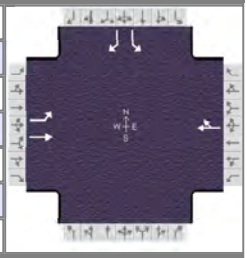
HCS Signalized Intersection Input Data

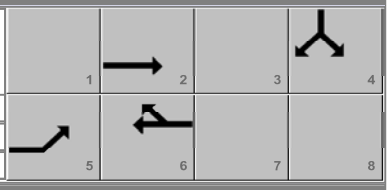
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EX Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6EPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	285			221	70				126		344

Signal Information			
Cycle, s	78.9	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	24.9	20.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	0.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	233	285			221	70				126		344
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	11	8			4					3		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	0.0		0.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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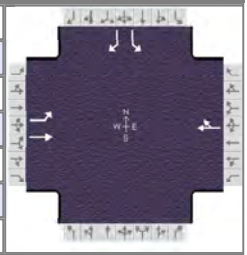
HCS Signalized Intersection Results Summary

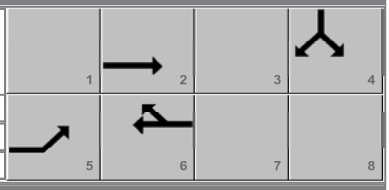
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	291	406			336	152				218		400

Signal Information			
Cycle, s	91.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	32.0	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	0.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	30.0	66.0		36.0				25.0
Change Period, ($Y+R_c$), s	5.0	4.0		4.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (g_s), s	18.7	12.3		30.0				22.0
Green Extension Time (g_e), s	0.6	2.0		2.0				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	334	467			561					251		460
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1781			1743					1767		
Queue Service Time (g_s), s	16.7	10.3			28.0					11.7		
Cycle Queue Clearance Time (g_c), s	16.7	10.3			28.0					11.7		
Green Ratio (*g/C*)	0.27	0.68			0.35					0.22		
Capacity (*c*), veh/h	454	1214			613					388		
Volume-to-Capacity Ratio (*X*)	0.736	0.384			0.915					0.645		
Back of Queue (*Q*), ft/ln (95 th percentile)	287	144			439					228		
Back of Queue (*Q*), veh/ln (95 th percentile)	10.6	5.4			17.0					8.9		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (d_1), s/veh	30.0	6.3			28.2					32.3		
Incremental Delay (d_2), s/veh	0.9	0.1			4.0					2.9		
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	30.9	6.3			32.2					35.2		10.0
Level of Service (LOS)	C	A			C					D		A
Approach Delay, s/veh / LOS	16.6	B		32.2	C		0.0			18.9	B	
Intersection Delay, s/veh / LOS	21.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.92	B	1.73	B	1.95	B
Bicycle LOS Score / LOS	1.81	B	1.41	A				F

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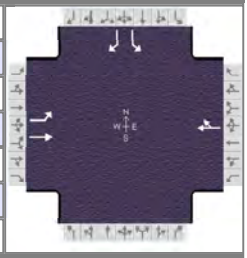
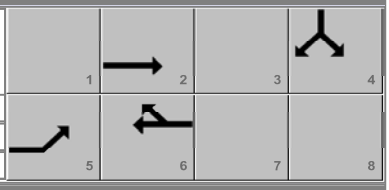
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Back Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6BPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	291	406			336	152				218		400

Signal Information												
Cycle, s	91.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	25.0	32.0	20.0	0.0	0.0	0.0		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	0.0	1.0	0.0	0.0	0.0		



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	291	406			336	152				218		400
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	11	8			4					3		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	0.0		0.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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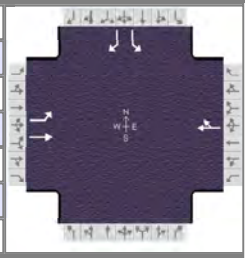
HCS Signalized Intersection Results Summary

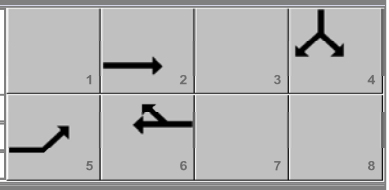
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327	406			336	174				245		442

Signal Information			
Cycle, s	93.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	34.2	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	0.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	30.0	68.2		38.2				25.0
Change Period, ($Y+R_c$), s	5.0	4.0		4.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.0		3.0				3.3
Queue Clearance Time (g_s), s	22.1	12.3		32.1				22.0
Green Extension Time (g_e), s	0.7	2.1		2.1				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	376	467			586					282		508
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1654	1781			1734					1767		
Queue Service Time (g_s), s	20.1	10.3			30.1					13.9		
Cycle Queue Clearance Time (g_c), s	20.1	10.3			30.1					13.9		
Green Ratio (*g/C*)	0.27	0.69			0.37					0.21		
Capacity (*c*), veh/h	444	1227			637					379		
Volume-to-Capacity Ratio (*X*)	0.847	0.380			0.921					0.743		
Back of Queue (*Q*), ft/ln (95 th percentile)	337	144			476					273		
Back of Queue (*Q*), veh/ln (95 th percentile)	12.4	5.4			18.5					10.7		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (d_1), s/veh	32.3	6.1			28.2					34.2		
Incremental Delay (d_2), s/veh	1.8	0.1			6.0					6.8		
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	34.1	6.2			34.2					41.0		10.0
Level of Service (LOS)	C	A			C					D		A
Approach Delay, s/veh / LOS	18.6	B		34.2	C		0.0			21.1	C	
Intersection Delay, s/veh / LOS	23.6						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.91	B	1.73	B	1.95	B
Bicycle LOS Score / LOS	1.88	B	1.45	A				F

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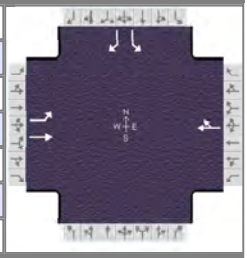
HCS Signalized Intersection Input Data

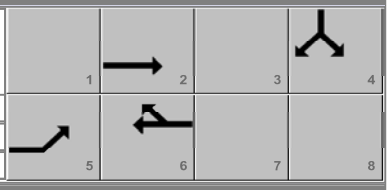
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	Total Scool PM	PHF	0.87
Urban Street	MD 488	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6TPS.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327	406			336	174				245		442

Signal Information			
Cycle, s	93.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	34.2	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	0.0	1.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	327	406			336	174				245		442
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	11	8			4					3		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	40	40			40	40				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	0.0		0.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l1*), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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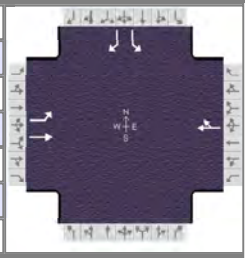
HCS Signalized Intersection Results Summary

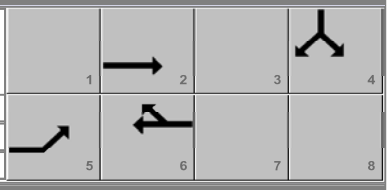
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.89
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6E plus Site and Growth.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	442	285			325	200				79		280

Signal Information			
Cycle, s	110.2	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	34.3	40.9	20.0	0.0	0.0	0.0
Yellow	4.0	4.0	4.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	2.0	4.0		8.3				9.0
Phase Duration, s	39.3	85.2		45.9				25.0
Change Period, ($Y+R_c$), s	5.0	5.0		5.0				5.0
Max Allow Headway (*MAH*), s	3.1	3.1		3.1				3.3
Queue Clearance Time (g_s), s	33.4	8.4		39.0				22.0
Green Extension Time (g_e), s	0.9	1.9		1.8				0.0
Phase Call Probability	1.00	1.00		1.00				1.00
Max Out Probability	0.01	0.00		0.01				1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate (*v*), veh/h	497	320			590					89		315
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1697	1826			1695					1513		
Queue Service Time (g_s), s	31.4	6.4			37.0					5.6		
Cycle Queue Clearance Time (g_c), s	31.4	6.4			37.0					5.6		
Green Ratio (*g/C*)	0.31	0.73			0.37					0.18		
Capacity (*c*), veh/h	529	1329			629					274		
Volume-to-Capacity Ratio (*X*)	0.940	0.241			0.938					0.323		
Back of Queue (*Q*), ft/ln (95 th percentile)	568	96			620					110		
Back of Queue (*Q*), veh/ln (95 th percentile)	21.3	3.7			23.6					3.8		
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00			0.00					0.00		
Uniform Delay (d_1), s/veh	36.9	4.9			33.5					39.3		
Incremental Delay (d_2), s/veh	16.0	0.0			13.1					0.3		
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0					0.0		
Control Delay (*d*), s/veh	52.9	5.0			46.5					39.5		10.0
Level of Service (LOS)	D	A			D					D		A
Approach Delay, s/veh / LOS	34.1	C		46.5	D		0.0			16.5	B	
Intersection Delay, s/veh / LOS	34.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	1.92	B	1.73	B	1.96	B
Bicycle LOS Score / LOS	1.84	B	1.46	A				F

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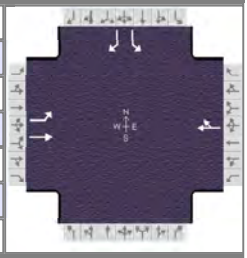
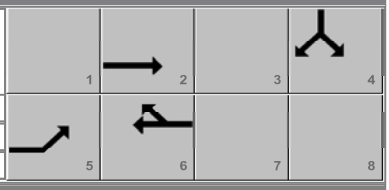
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/13/2026	Area Type	Other
Jurisdiction	Charles County, MD	Time Period	EA	PHF	0.89
Urban Street	MD 488	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	MD 488 at Radio Station…	File Name	6E plus Site and Growth.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	442	285			325	200				79		280

Signal Information					EB			WB			NB			SB		
Cycle, s	110.2	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	34.3	40.9	20.0	0.0	0.0	0.0						
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0						
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0						



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	442	285			325	200				79		280
Initial Queue (Q_b), veh/h	0	0			0	0				0		0
Base Saturation Flow Rate (s_o), veh/h	1900	1900			1900	1900				1900		1900
Parking (N_m), man/h		None			None						None	
Heavy Vehicles (P_{HV}), %	8	5			6					21		13
Ped / Bike / RTOR, /h	0	0		0	0	0	0	0		0	0	
Buses (N_b), buses/h	0	0	0	0	0	0				0	0	0
Arrival Type (*AT*)	3	3			3	3				3		3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft	12.0	12.0			12.0					12.0		12.0
Turn Bay Length, ft	0	0			0					0		0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35			35	35				35		35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s	45.0	100.0		55.0				20.0
Yellow Change Interval (*Y*), s	4.0	4.0		4.0				4.0
Red Clearance Interval (R_c), s	1.0	1.0		1.0				1.0
Minimum Green (G_{min}), s	25	20		20				10
Start-Up Lost Time (*l*t), s	2.0	2.0		2.0			2.0	
Extension of Effective Green (*e*), s	2.0	2.0		2.0			2.0	
Passage (*PT*), s	2.0	2.0		2.0				2.0
Recall Mode	Off	Min		Min				Off
Dual Entry	No	Yes		Yes				Yes
Walk (*Walk*), s				0.0		0.0		0.0
Pedestrian Clearance Time (*PC*), s				0.0		0.0		0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius				0.0	No	25.0	0.0	No	25.0	0.0	No	25.0
Walkway / Crosswalk Width / Length, ft				9.0	12.0	0.0	9.0	12.0	0.0	9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0		No	0.0	0	No		0		0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0	12.0	5.0	2.0				12.0	5.0	2.0
Pedestrian Signal / Occupied Parking		0.50		No	0.50		No			No	0.50	

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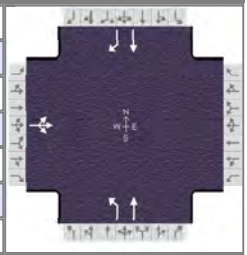
HCS Signalized Intersection Input Data

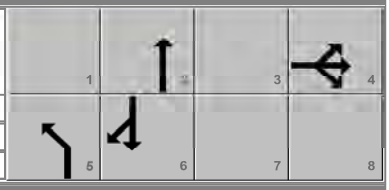
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/16/2026	Area Type	Other
Jurisdiction	Charles County	Time Period	EX AM	PHF	0.76
Urban Street	Radio Station Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Radio Station at HS Acc…	File Name	7EA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	369			218	112

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.0	23.0	23.0	0.0	0.0	0.0	
Yellow	5.0	5.0	5.0	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	369			218	112
Initial Queue (Q_b), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		4					1	11			17	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3			3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0					12.0	12.0			12.0	12.0
Turn Bay Length, ft		0					0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35				35	35			35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0			30.0	60.0		30.0
Yellow Change Interval (*Y*), s		5.0			5.0	4.0		5.0
Red Clearance Interval (R_c), s		2.0			2.0	0.0		2.0
Minimum Green (G_{min}), s		6			6	6		6
Start-Up Lost Time (*l*t), s	2.0	2.0			2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0		2.0
Passage (*PT*), s		2.0			2.0	2.0		2.0
Recall Mode		Max			Max	Max		Max
Dual Entry		Yes			No	Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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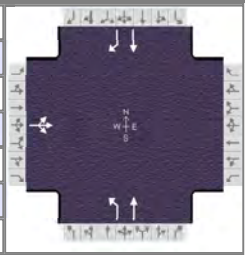
HCS Signalized Intersection Results Summary

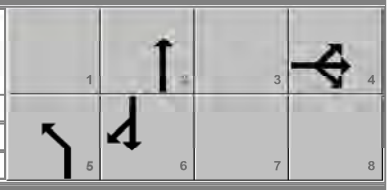
General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/16/2026	Area Type	Other
Jurisdiction	Charles County	Time Period	EX AM	PHF	0.76
Urban Street	Radio Station Rd	Analysis Year	2026	Analysis Period	1> 7:00
Intersection	Radio Station at HS Acc…	File Name	7EA_Police.xus		
Project Description	La Plata HS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	369			218	112

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	23.0	23.0	23.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		12.0			2.0	4.0		7.3
Phase Duration, s		30.0			30.0	60.0		30.0
Change Period, ($Y+R_c$), s		7.0			7.0	7.0		7.0
Max Allow Headway (*MAH*), s		3.3			3.1	0.0		0.0
Queue Clearance Time (g_s), s		25.0			21.9			
Green Extension Time (g_e), s		0.0			0.1	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			1.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h		224					412	486			287	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1637					1795	1737			1648	1585
Queue Service Time (g_s), s		10.6					19.9	14.4			14.1	6.9
Cycle Queue Clearance Time (g_c), s		10.6					19.9	14.4			14.1	6.9
Green Ratio (*g/C*)		0.26					1.21	0.59			0.26	0.26
Capacity (*c*), veh/h		418					459	1023			421	405
Volume-to-Capacity Ratio (*X*)		0.535					0.898	0.475			0.681	0.364
Back of Queue (*Q*), ft/ln (95 th percentile)		208					421	246			299	128
Back of Queue (*Q*), veh/ln (95 th percentile)		8.1					16.7	9.0			10.5	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		28.9					32.4	10.6			30.2	27.5
Incremental Delay (d_2), s/veh		4.8					22.9	1.6			8.6	2.5
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		33.7					55.3	12.1			38.8	30.0
Level of Service (LOS)		C					E	B			D	C
Approach Delay, s/veh / LOS	33.7		C	0.0			31.9		C	35.8		D
Intersection Delay, s/veh / LOS	33.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.36	A	1.70	B
Bicycle LOS Score / LOS	0.86	A			1.97	B	1.20	A

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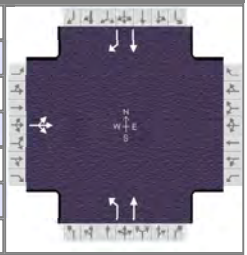
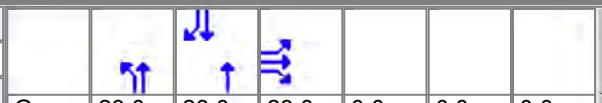
HCS Signalized Intersection Input Data

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/16/2026	Area Type	Other
Jurisdiction	Charles County	Time Period	Back AM	PHF	0.76
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station at HS Acc…	File Name	7BA_Police.xus		
Project Description	La Plata HS				

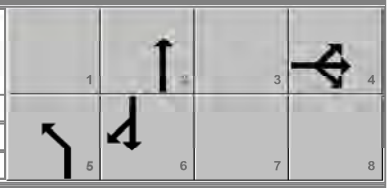


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	541			347	112

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	23.0	23.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	541			347	112
Initial Queue (Q_b), veh/h	0	0	0				0	0			0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900				1900	1900			1900	1900
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %		4					1	11			17	2
Ped / Bike / RTOR, /h	0	0	0	0	0		0	0		0	0	0
Buses (N_b), buses/h	0	0	0				0	0	0	0	0	0
Arrival Type (*AT*)	3	3	3				3	3			3	3
Upstream Filtering (*I*)		1.00			1.00			1.00			1.00	
Lane Width (*W*), ft		12.0					12.0	12.0			12.0	12.0
Turn Bay Length, ft		0					0	0			0	0
Grade (*Pg*), %		0			0			0			0	
Speed Limit, mi/h	35	35	35				35	35			35	35

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		30.0			30.0	60.0		30.0
Yellow Change Interval (*Y*), s		5.0			5.0	4.0		5.0
Red Clearance Interval (R_c), s		2.0			2.0	0.0		2.0
Minimum Green (G_{min}), s		6			6	6		6
Start-Up Lost Time (*l1*), s	2.0	2.0			2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0	2.0			2.0	2.0		2.0
Passage (*PT*), s		2.0			2.0	2.0		2.0
Recall Mode		Max			Max	Max		Max
Dual Entry		Yes			No	Yes		Yes
Walk (*Walk*), s		0.0		0.0				0.0
Pedestrian Clearance Time (*PC*), s		0.0		0.0				0.0

Multimodal Information	EB			WB			NB			SB		
85th % Speed / Rest in Walk / Corner Radius	0.0	No	25.0	0.0	No	25.0				0.0	No	25.0
Walkway / Crosswalk Width / Length, ft	9.0	12.0	0.0	9.0	12.0	0.0				9.0	12.0	0.0
Street Width / Island / Curb, ft	0.0	0	No		0		0.0		No	0.0	0	No
Width Outside / Bike Lane / Shoulder, ft	12.0	5.0	2.0				12.0	5.0	2.0	12.0	5.0	2.0
Pedestrian Signal / Occupied Parking	No	0.50		No				0.50		No	0.50	

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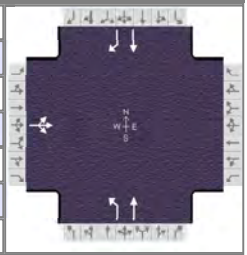
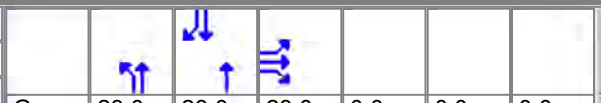
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	The Traffic Group, Inc.			Duration, h	0.250
Analyst	RH	Analysis Date	4/16/2026	Area Type	Other
Jurisdiction	Charles County	Time Period	Back AM	PHF	0.76
Urban Street	Radio Station Rd	Analysis Year	2029	Analysis Period	1> 7:00
Intersection	Radio Station at HS Acc…	File Name	7BA_Police.xus		
Project Description	La Plata HS				

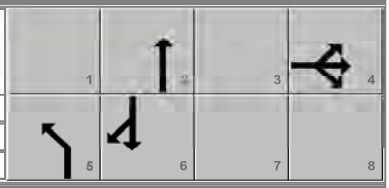


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	73	0	97				313	541			347	112

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	23.0	23.0	23.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	0.0	0.0	0.0
Red	2.0	2.0	2.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		12.0			2.0	4.0		7.3
Phase Duration, s		30.0			30.0	60.0		30.0
Change Period, ($Y+R_c$), s		7.0			7.0	7.0		7.0
Max Allow Headway (*MAH*), s		3.3			3.1	0.0		0.0
Queue Clearance Time (g_s), s		25.0			21.9			
Green Extension Time (g_e), s		0.0			0.1	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		1.00			1.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2			6	16
Adjusted Flow Rate (*v*), veh/h		224					412	712			457	147
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1637					1795	1737			1648	1585
Queue Service Time (g_s), s		10.6					19.9	25.7			23.0	6.9
Cycle Queue Clearance Time (g_c), s		10.6					19.9	25.7			23.0	6.9
Green Ratio (*g/C*)		0.26					1.21	0.59			0.26	0.26
Capacity (*c*), veh/h		418					459	1023			421	405
Volume-to-Capacity Ratio (*X*)		0.535					0.898	0.696			1.084	0.364
Back of Queue (*Q*), ft/ln (95 th percentile)		208					421	405			699	128
Back of Queue (*Q*), veh/ln (95 th percentile)		8.1					16.7	14.9			24.6	5.0
Queue Storage Ratio (*RQ*) (95 th percentile)		0.00					0.00	0.00			0.00	0.00
Uniform Delay (d_1), s/veh		28.9					32.4	12.9			33.5	27.5
Incremental Delay (d_2), s/veh		4.8					22.9	3.9			68.4	2.5
Initial Queue Delay (d_3), s/veh		0.0					0.0	0.0			0.0	0.0
Control Delay (*d*), s/veh		33.7					55.3	16.8			101.9	30.0
Level of Service (LOS)		C					E	B			F	C
Approach Delay, s/veh / LOS	33.7	C		0.0			30.9	C		84.3	F	
Intersection Delay, s/veh / LOS	47.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.95	B	1.95	B	1.36	A	1.70	B
Bicycle LOS Score / LOS	0.86	A			2.34	B	1.48	A

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HCS Two-Way Stop-Control Report

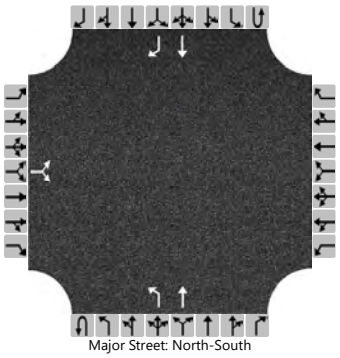
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		24		71						69	358				624	36
Percent Heavy Vehicles (%)		4		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.44		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.54		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			100							73						
Capacity, c (veh/h)			343							910						
v/c Ratio			0.29							0.08						
95% Queue Length, Q_{95} (veh)			1.2							0.3						
95% Queue Length, Q_{95} (ft)			30.2							7.5						
Control Delay (s/veh)			19.7							9.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		19.7								1.5						
Approach LOS		C								A						

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HCS Two-Way Stop-Control Report

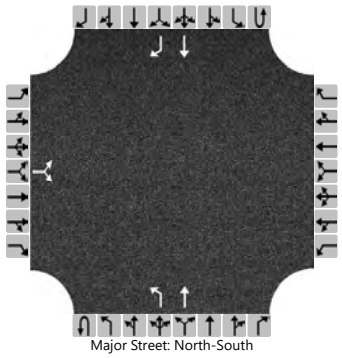
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	BP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		24		71						69	556				847	36
Percent Heavy Vehicles (%)		4		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.44		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.54		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			100							73						
Capacity, c (veh/h)			214							744						
v/c Ratio			0.47							0.10						
95% Queue Length, Q_{95} (veh)			2.3							0.3						
95% Queue Length, Q_{95} (ft)			58.0							7.5						
Control Delay (s/veh)			35.8							10.4						
Level of Service (LOS)			E							B						
Approach Delay (s/veh)		35.8								1.1						
Approach LOS		E								A						

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HCS Two-Way Stop-Control Report

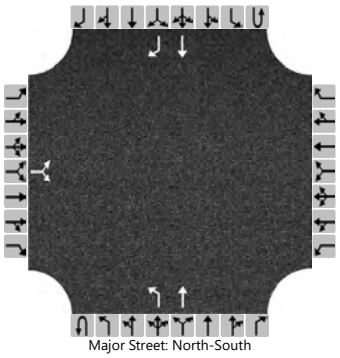
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2026
Time Analyzed	EX School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		33		130						23	324				399	21
Percent Heavy Vehicles (%)		9		26						13						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.49		6.46						4.23						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.53						2.32						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			214							30						
Capacity, c (veh/h)			420							965						
v/c Ratio			0.51							0.03						
95% Queue Length, Q_{95} (veh)			2.8							0.1						
95% Queue Length, Q_{95} (ft)			82.6							2.8						
Control Delay (s/veh)			22.2							8.9						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		22.2								0.6						
Approach LOS		C								A						

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HCS Two-Way Stop-Control Report

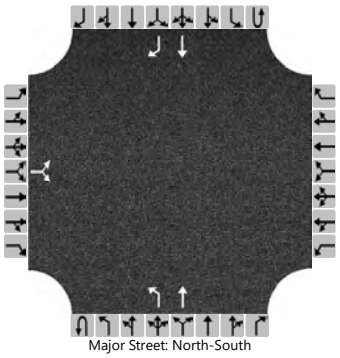
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Back School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		33		130						23	464				558	21
Percent Heavy Vehicles (%)		9		26						13						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.49		6.46						4.23						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.58		3.53						2.32						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			214							30						
Capacity, c (veh/h)			285							803						
v/c Ratio			0.75							0.04						
95% Queue Length, Q_{95} (veh)			5.6							0.1						
95% Queue Length, Q_{95} (ft)			165.3							2.8						
Control Delay (s/veh)			47.6							9.7						
Level of Service (LOS)			E							A						
Approach Delay (s/veh)		47.6								0.5						
Approach LOS		E								A						

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HCS Two-Way Stop-Control Report

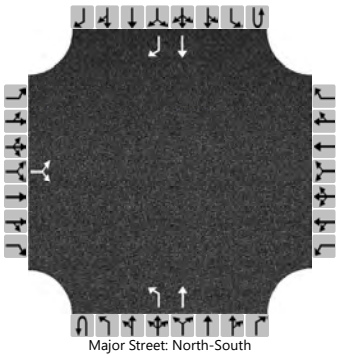
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Bus Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		6		34						34	752				501	6
Percent Heavy Vehicles (%)		100		100						100						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.40		7.20						5.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.40		4.20						3.10						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			53							45						
Capacity, c (veh/h)			181							593						
v/c Ratio			0.29							0.08						
95% Queue Length, Q_{95} (veh)			1.1							0.2						
95% Queue Length, Q_{95} (ft)			49.5							9.0						
Control Delay (s/veh)			32.8							11.6						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		32.8								0.5						
Approach LOS		D								A						

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HCS Two-Way Stop-Control Report

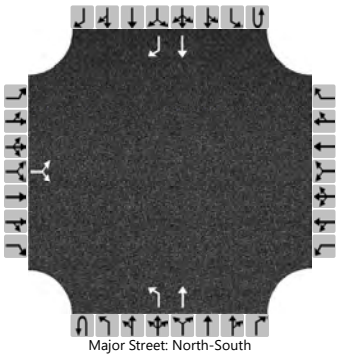
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Bus Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		0		0						0	626				922	0
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			0							0						
Capacity, c (veh/h)			0							718						
v/c Ratio										0.00						
95% Queue Length, Q_{95} (veh)										0.0						
95% Queue Length, Q_{95} (ft)										0.0						
Control Delay (s/veh)			999.0							10.0						
Level of Service (LOS)			F							B						
Approach Delay (s/veh)									0.0							
Approach LOS									A							

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HCS Two-Way Stop-Control Report

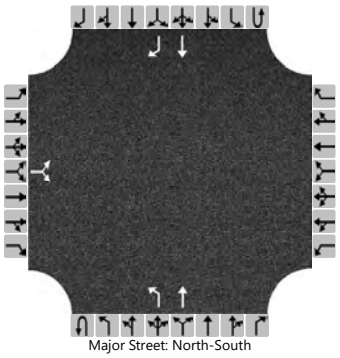
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS access
Jurisdiction	Charles County, MD
East/West Street	HS Bus Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		6		34						34	559				615	6
Percent Heavy Vehicles (%)		100		100						100						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		7.40		7.20						5.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		4.40		4.20						3.10						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			53							45						
Capacity, c (veh/h)			174							508						
v/c Ratio			0.30							0.09						
95% Queue Length, Q_{95} (veh)			1.2							0.3						
95% Queue Length, Q_{95} (ft)			54.0							13.5						
Control Delay (s/veh)			34.4							12.8						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		34.4								0.7						
Approach LOS		D								A						

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HCS Two-Way Stop-Control Report

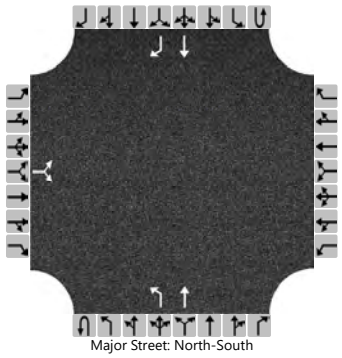
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS Access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		5		15						138	779				484	48
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			22							150						
Capacity, c (veh/h)			241							995						
v/c Ratio			0.09							0.15						
95% Queue Length, Q_{95} (veh)			0.3							0.5						
95% Queue Length, Q_{95} (ft)			7.6							12.7						
Control Delay (s/veh)			21.4							9.3						
Level of Service (LOS)			C							A						
Approach Delay (s/veh)		21.4								1.4						
Approach LOS		C								A						

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HCS Two-Way Stop-Control Report

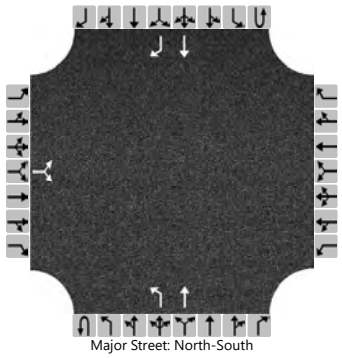
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS Access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		9		28						25	607				917	9
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			40							27						
Capacity, c (veh/h)			196							688						
v/c Ratio			0.20							0.04						
95% Queue Length, Q_{95} (veh)			0.7							0.1						
95% Queue Length, Q_{95} (ft)			17.8							2.5						
Control Delay (s/veh)			28.0							10.4						
Level of Service (LOS)			D							B						
Approach Delay (s/veh)		28.0								0.4						
Approach LOS		D								A						

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HCS Two-Way Stop-Control Report

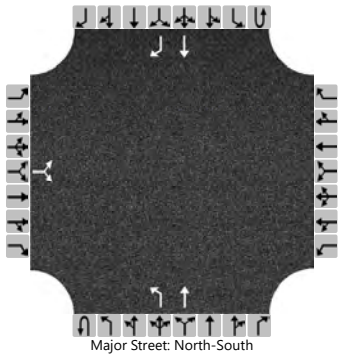
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	North-South
Project Description	La Plata HS

Site Information

Intersection	Radio Station Rd at HS Access
Jurisdiction	Charles County, MD
East/West Street	HS Access
North/South Street	Radio Station Rd
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes



Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	1	1	0	0	0	1	1
Configuration			LR							L	T				T	R
Volume (veh/h)		45		130						8	536				646	4
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized														No		
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			190							9						
Capacity, c (veh/h)			316							892						
v/c Ratio			0.60							0.01						
95% Queue Length, Q_{95} (veh)			3.7							0.0						
95% Queue Length, Q_{95} (ft)			94.0							0.0						
Control Delay (s/veh)			32.1							9.1						
Level of Service (LOS)			D							A						
Approach Delay (s/veh)		32.1								0.1						
Approach LOS		D								A						

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HCS Two-Way Stop-Control Report

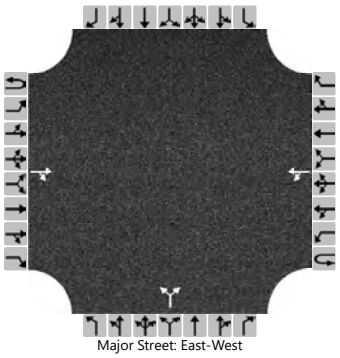
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TA
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Ln at HS access 3
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access 3
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			58	0		278	124			0		0				
Percent Heavy Vehicles (%)						2				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						302					0					
Capacity, c (veh/h)						1540					0					
v/c Ratio						0.20										
95% Queue Length, Q_{95} (veh)						0.7										
95% Queue Length, Q_{95} (ft)						17.8										
Control Delay (s/veh)						7.9	1.7				999.0					
Level of Service (LOS)						A	A				F					
Approach Delay (s/veh)					6.0											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

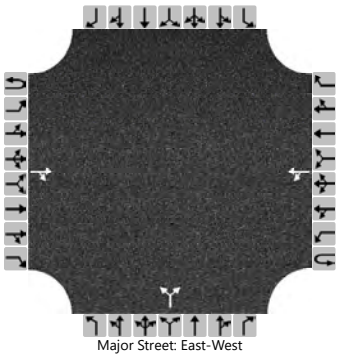
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	TP
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Ln at HS access 3
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access 3
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			132	0		81	81			0		0				
Percent Heavy Vehicles (%)						2				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						88					0					
Capacity, c (veh/h)						1439					0					
v/c Ratio						0.06										
95% Queue Length, Q_{95} (veh)						0.2										
95% Queue Length, Q_{95} (ft)						5.1										
Control Delay (s/veh)						7.7	0.5				999.0					
Level of Service (LOS)						A	A				F					
Approach Delay (s/veh)					4.1											
Approach LOS					A											

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HCS Two-Way Stop-Control Report

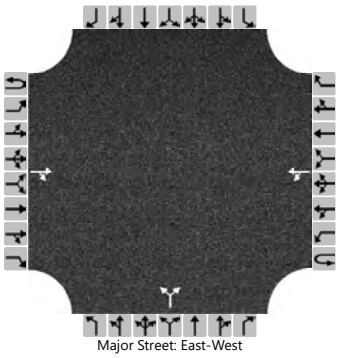
General Information

Analyst	RH
Agency/Co.	The Traffic Group, Inc.
Date Performed	4/13/2026
Analysis Year	2029
Time Analyzed	Total School PM
Intersection Orientation	East-West
Project Description	La Plata HS

Site Information

Intersection	Matula Ln at HS access 3
Jurisdiction	Charles County, MD
East/West Street	Matula Ln
North/South Street	HS Access 3
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			28	0		112	11			0		0				
Percent Heavy Vehicles (%)						2				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.12				6.40		6.20				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.22				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						122					0					
Capacity, c (veh/h)						1582					0					
v/c Ratio						0.08										
95% Queue Length, Q_{95} (veh)						0.2										
95% Queue Length, Q_{95} (ft)						5.1										
Control Delay (s/veh)						7.5	0.6				999.0					
Level of Service (LOS)						A	A				F					
Approach Delay (s/veh)					6.8											
Approach LOS					A											

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Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:35	6:35	6:35	6:35	6:35	6:35	6:35
End Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1483	1486	1399	1418	1385	1477	1465
Vehs Exited	1480	1485	1410	1413	1397	1465	1460
Starting Vehs	27	20	27	24	32	19	18
Ending Vehs	30	21	16	29	20	31	23
Travel Distance (mi)	693	693	648	661	649	688	679
Travel Time (hr)	54.9	51.8	34.0	32.0	35.7	46.5	39.5
Total Delay (hr)	34.1	30.9	14.6	12.2	16.2	25.8	18.9
Total Stops	1771	1591	1176	1068	1196	1528	1287
Fuel Used (gal)	31.2	30.3	24.9	24.5	25.3	29.1	26.9

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:35	6:35	6:35	6:35
End Time	7:45	7:45	7:45	7:45
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1489	1483	1448	1452
Vehs Exited	1496	1488	1455	1455
Starting Vehs	38	30	34	25
Ending Vehs	31	25	27	23
Travel Distance (mi)	703	700	684	680
Travel Time (hr)	40.5	50.7	36.5	42.2
Total Delay (hr)	19.4	29.6	16.0	21.8
Total Stops	1304	1671	1169	1376
Fuel Used (gal)	28.0	30.0	26.0	27.6

Interval #0 Information Seeding

Start Time	6:35
End Time	6:45
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	293	283	274	261	276	270	290
Vehs Exited	296	276	275	267	294	266	285
Starting Vehs	27	20	27	24	32	19	18
Ending Vehs	24	27	26	18	14	23	23
Travel Distance (mi)	138	135	131	127	135	126	138
Travel Time (hr)	5.9	5.3	5.5	5.1	5.9	5.3	5.6
Total Delay (hr)	1.8	1.3	1.7	1.4	1.9	1.6	1.5
Total Stops	203	171	168	153	188	179	173
Fuel Used (gal)	5.0	4.7	4.6	4.4	4.9	4.5	4.9

Interval #1 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	298	290	264	280
Vehs Exited	307	302	283	284
Starting Vehs	38	30	34	25
Ending Vehs	29	18	15	22
Travel Distance (mi)	146	143	133	135
Travel Time (hr)	6.3	5.8	5.5	5.6
Total Delay (hr)	2.1	1.6	1.6	1.7
Total Stops	195	171	156	176
Fuel Used (gal)	5.2	5.0	4.6	4.8

Interval #2 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	454	444	393	423	436	434	471
Vehs Exited	423	418	382	392	419	416	430
Starting Vehs	24	27	26	18	14	23	23
Ending Vehs	55	53	37	49	31	41	64
Travel Distance (mi)	200	191	175	188	196	196	198
Travel Time (hr)	11.8	10.8	8.7	9.2	10.2	9.0	11.8
Total Delay (hr)	5.7	5.0	3.3	3.6	4.2	3.0	5.7
Total Stops	428	404	328	325	351	318	427
Fuel Used (gal)	7.9	7.5	6.6	6.9	7.5	7.2	7.8

Interval #2 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	466	452	422	440
Vehs Exited	432	389	405	411
Starting Vehs	29	18	15	22
Ending Vehs	63	81	32	49
Travel Distance (mi)	206	193	192	193
Travel Time (hr)	13.5	13.1	9.2	10.7
Total Delay (hr)	7.2	7.2	3.3	4.8
Total Stops	469	463	317	381
Fuel Used (gal)	8.5	7.9	7.1	7.5

Interval #3 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	446	438	463	432	416	463	414
Vehs Exited	405	395	448	445	369	422	422
Starting Vehs	55	53	37	49	31	41	64
Ending Vehs	96	96	52	36	78	82	56
Travel Distance (mi)	191	189	208	197	174	200	194
Travel Time (hr)	19.0	19.5	13.4	10.8	11.3	16.1	14.6
Total Delay (hr)	13.1	13.7	7.1	4.8	6.0	10.0	8.7
Total Stops	656	575	471	369	401	571	463
Fuel Used (gal)	9.4	9.5	8.6	7.8	7.0	9.0	8.6

Interval #3 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	410	434	454	437
Vehs Exited	421	423	421	417
Starting Vehs	63	81	32	49
Ending Vehs	52	92	65	70
Travel Distance (mi)	197	196	198	194
Travel Time (hr)	13.5	18.7	12.9	15.0
Total Delay (hr)	7.5	12.6	6.8	9.0
Total Stops	426	629	435	499
Fuel Used (gal)	8.5	9.5	8.0	8.6

Interval #4 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	290	321	269	302	257	310	290
Vehs Exited	356	396	305	309	315	361	323
Starting Vehs	96	96	52	36	78	82	56
Ending Vehs	30	21	16	29	20	31	23
Travel Distance (mi)	164	179	134	150	144	166	149
Travel Time (hr)	18.3	16.1	6.5	6.9	8.4	16.1	7.4
Total Delay (hr)	13.5	10.8	2.5	2.4	4.2	11.2	3.0
Total Stops	484	441	209	221	256	460	224
Fuel Used (gal)	8.9	8.7	5.1	5.4	5.9	8.3	5.6

Interval #4 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	315	307	308	296
Vehs Exited	336	374	346	341
Starting Vehs	52	92	65	70
Ending Vehs	31	25	27	23
Travel Distance (mi)	155	167	161	157
Travel Time (hr)	7.1	13.1	9.0	10.9
Total Delay (hr)	2.6	8.1	4.2	6.3
Total Stops	214	408	261	317
Fuel Used (gal)	5.7	7.6	6.3	6.7

Intersection: 2: Radio Station Rd & Matula Lane, Interval #1

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	78	60
Average Queue (ft)	41	20
95th Queue (ft)	88	58
Link Distance (ft)	362	555
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Radio Station Rd & Matula Lane, Interval #2

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	117	69	3	2
Average Queue (ft)	62	33	0	0
95th Queue (ft)	118	75	6	5
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Radio Station Rd & Matula Lane, Interval #3

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	114	81	5	6
Average Queue (ft)	64	34	1	1
95th Queue (ft)	115	86	7	8
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Radio Station Rd & Matula Lane, Interval #4

Movement	EB	NB	SB
Directions Served	LTR	L	LT
Maximum Queue (ft)	78	65	3
Average Queue (ft)	40	23	1
95th Queue (ft)	82	70	8
Link Distance (ft)	362	555	447
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Radio Station Rd & Matula Lane, All Intervals

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	132	94	10	9
Average Queue (ft)	52	27	0	0
95th Queue (ft)	105	74	6	5
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Radio Station Rd & HS Access 2, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	85	207	146	243	111
Average Queue (ft)	47	127	85	130	50
95th Queue (ft)	91	213	149	250	119
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				19	0
Queuing Penalty (veh)				17	1

Intersection: 7: Radio Station Rd & HS Access 2, Interval #2

Movement	EB	NB	NB	B3	SB	SB
Directions Served	LR	L	T	T	T	R
Maximum Queue (ft)	188	494	474	44	232	140
Average Queue (ft)	114	362	233	9	138	90
95th Queue (ft)	192	593	606	79	254	162
Link Distance (ft)	1002		773	891	555	
Upstream Blk Time (%)			2			
Queuing Penalty (veh)			0			
Storage Bay Dist (ft)		600				90
Storage Blk Time (%)		4	3		19	1
Queuing Penalty (veh)		16	16		33	2

Intersection: 7: Radio Station Rd & HS Access 2, Interval #3

Movement	EB	NB	NB	B3	SB	SB
Directions Served	LR	L	T	T	T	R
Maximum Queue (ft)	213	631	776	375	182	133
Average Queue (ft)	121	547	566	143	118	77
95th Queue (ft)	222	755	1032	557	197	149
Link Distance (ft)	1002		773	891	555	
Upstream Blk Time (%)			20	4		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)		600				90
Storage Blk Time (%)		26	14		17	1
Queuing Penalty (veh)		96	69		29	2

Intersection: 7: Radio Station Rd & HS Access 2, Interval #4

Movement	EB	NB	NB	B3	SB	SB
Directions Served	LR	L	T	T	T	R
Maximum Queue (ft)	104	593	683	379	225	131
Average Queue (ft)	55	376	399	187	144	53
95th Queue (ft)	115	741	937	724	242	129
Link Distance (ft)	1002		773	891	555	
Upstream Blk Time (%)			14	4		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)		600				90
Storage Blk Time (%)		10	12		19	1
Queuing Penalty (veh)		36	30		17	1

Intersection: 7: Radio Station Rd & HS Access 2, All Intervals

Movement	EB	NB	NB	B3	SB	SB
Directions Served	LR	L	T	T	T	R
Maximum Queue (ft)	225	633	794	417	295	140
Average Queue (ft)	84	353	321	85	132	67
95th Queue (ft)	177	699	821	451	238	145
Link Distance (ft)	1002		773	891	555	
Upstream Blk Time (%)			9	2		
Queuing Penalty (veh)			0	0		
Storage Bay Dist (ft)		600				90
Storage Blk Time (%)		10	7		18	1
Queuing Penalty (veh)		37	29		24	2

Network Summary

Network wide Queuing Penalty, Interval #1: 18
Network wide Queuing Penalty, Interval #2: 67
Network wide Queuing Penalty, Interval #3: 197
Network wide Queuing Penalty, Interval #4: 84
Network wide Queuing Penalty, All Intervals: 91

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	6:35	6:35	6:35	6:35	6:35	6:35	6:35
End Time	7:45	7:45	7:45	7:45	7:45	7:45	7:45
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	2056	2052	2047	1958	2024	2079	2017
Vehs Exited	2045	2041	2034	1957	2028	2068	2004
Starting Vehs	32	32	32	32	41	35	29
Ending Vehs	43	43	45	33	37	46	42
Travel Distance (mi)	865	869	866	851	870	889	860
Travel Time (hr)	73.9	51.8	53.4	42.3	50.3	56.8	55.9
Total Delay (hr)	48.8	26.7	28.5	17.9	25.2	31.1	30.9
Total Stops	902	886	894	895	913	912	812
Fuel Used (gal)	40.5	35.5	35.6	32.7	35.2	37.1	35.7

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	6:35	6:35	6:35	6:35
End Time	7:45	7:45	7:45	7:45
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	2062	2051	2031	2039
Vehs Exited	2059	2020	2041	2030
Starting Vehs	33	26	39	33
Ending Vehs	36	57	29	42
Travel Distance (mi)	899	857	864	869
Travel Time (hr)	62.1	65.6	45.5	55.8
Total Delay (hr)	36.3	40.8	20.4	30.7
Total Stops	954	873	937	898
Fuel Used (gal)	38.9	38.2	34.2	36.4

Interval #0 Information Seeding

Start Time	6:35
End Time	6:45
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	400	391	388	373	380	382	386
Vehs Exited	420	400	386	384	398	385	381
Starting Vehs	32	32	32	32	41	35	29
Ending Vehs	12	23	34	21	23	32	34
Travel Distance (mi)	189	186	178	180	184	180	181
Travel Time (hr)	7.0	6.7	6.4	6.4	6.6	6.5	6.3
Total Delay (hr)	1.7	1.5	1.4	1.4	1.5	1.4	1.2
Total Stops	196	184	185	178	175	160	162
Fuel Used (gal)	6.8	6.4	6.0	6.2	6.3	6.2	6.1

Interval #1 Information Recording

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	394	376	392	386
Vehs Exited	398	386	402	394
Starting Vehs	33	26	39	33
Ending Vehs	29	16	29	24
Travel Distance (mi)	190	179	193	184
Travel Time (hr)	7.0	6.4	7.0	6.6
Total Delay (hr)	1.7	1.3	1.6	1.5
Total Stops	196	175	188	178
Fuel Used (gal)	6.7	6.0	6.6	6.3

Interval #2 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	601	603	596	579	633	629	588
Vehs Exited	559	563	582	548	597	601	573
Starting Vehs	12	23	34	21	23	32	34
Ending Vehs	54	63	48	52	59	60	49
Travel Distance (mi)	224	232	234	227	248	254	228
Travel Time (hr)	13.5	14.0	12.0	10.7	15.2	11.8	14.7
Total Delay (hr)	6.9	7.2	5.2	4.1	8.0	4.4	8.0
Total Stops	301	285	294	307	297	326	272
Fuel Used (gal)	9.2	9.6	9.3	8.6	10.2	9.7	9.4

Interval #2 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	627	615	581	604
Vehs Exited	595	580	562	576
Starting Vehs	29	16	29	24
Ending Vehs	61	51	48	54
Travel Distance (mi)	249	235	226	236
Travel Time (hr)	15.6	14.7	11.2	13.3
Total Delay (hr)	8.4	7.8	4.5	6.4
Total Stops	299	289	306	299
Fuel Used (gal)	10.3	9.7	9.0	9.5

Interval #3 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	607	581	633	579	597	605	595
Vehs Exited	598	590	619	581	599	618	585
Starting Vehs	54	63	48	52	59	60	49
Ending Vehs	63	54	62	50	57	47	59
Travel Distance (mi)	250	233	255	238	245	247	239
Travel Time (hr)	26.6	17.5	18.2	14.3	17.9	20.3	19.6
Total Delay (hr)	19.3	10.6	10.8	7.3	10.8	13.0	12.5
Total Stops	255	241	265	223	260	267	242
Fuel Used (gal)	12.8	10.4	11.1	9.8	10.9	11.3	11.0

Interval #3 Information Recording

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	575	583	635	597
Vehs Exited	590	582	628	599
Starting Vehs	61	51	48	54
Ending Vehs	46	52	55	52
Travel Distance (mi)	242	235	243	243
Travel Time (hr)	23.7	24.2	16.5	19.9
Total Delay (hr)	16.8	17.4	9.2	12.8
Total Stops	249	242	252	249
Fuel Used (gal)	12.0	12.0	10.7	11.2

Interval #4 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	448	477	430	427	414	463	448
Vehs Exited	468	488	447	444	434	464	465
Starting Vehs	63	54	62	50	57	47	59
Ending Vehs	43	43	45	33	37	46	42
Travel Distance (mi)	202	218	199	206	194	207	212
Travel Time (hr)	26.8	13.6	16.8	10.9	10.5	18.2	15.3
Total Delay (hr)	20.9	7.4	11.1	5.1	4.9	12.2	9.2
Total Stops	150	176	150	187	181	159	136
Fuel Used (gal)	11.7	9.0	9.2	8.1	7.8	9.9	9.2

Interval #4 Information Recording

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	466	477	423	446
Vehs Exited	476	472	449	462
Starting Vehs	46	52	55	52
Ending Vehs	36	57	29	42
Travel Distance (mi)	218	208	202	207
Travel Time (hr)	15.8	20.3	10.8	15.9
Total Delay (hr)	9.5	14.2	5.0	10.0
Total Stops	210	167	191	169
Fuel Used (gal)	9.9	10.4	7.9	9.3

Intersection: 2: Radio Station Rd & Matula Lane, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	106	85	17	28	15
Average Queue (ft)	56	51	0	5	3
95th Queue (ft)	108	90	5	38	15
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Radio Station Rd & Matula Lane, Interval #2

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	390	128	44	14	30
Average Queue (ft)	309	75	7	2	5
95th Queue (ft)	471	126	56	23	29
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	43				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Radio Station Rd & Matula Lane, Interval #3

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	403	136	18	12	15
Average Queue (ft)	382	75	3	2	3
95th Queue (ft)	400	135	25	16	17
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	96				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Radio Station Rd & Matula Lane, Interval #4

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	404	95	6	3	19
Average Queue (ft)	349	55	1	0	4
95th Queue (ft)	497	101	13	6	21
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	74				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Radio Station Rd & Matula Lane, All Intervals

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	413	154	52	49	38
Average Queue (ft)	274	64	3	2	4
95th Queue (ft)	514	117	31	24	21
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	53				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Radio Station Rd & Bus Access, Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	103	58	13
Average Queue (ft)	44	17	2
95th Queue (ft)	108	62	15
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Radio Station Rd & Bus Access, Interval #2

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	128	96	23
Average Queue (ft)	71	55	4
95th Queue (ft)	136	109	21
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Radio Station Rd & Bus Access, Interval #3

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	144	97	22
Average Queue (ft)	79	49	5
95th Queue (ft)	152	107	35
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 7: Radio Station Rd & Bus Access, Interval #4

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	109	84	34
Average Queue (ft)	49	26	5
95th Queue (ft)	124	84	40
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 7: Radio Station Rd & Bus Access, All Intervals

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	172	128	60
Average Queue (ft)	61	37	4
95th Queue (ft)	134	97	30
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 8: Radio Station Rd & HS Access 4, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	25	104	150	196	28
Average Queue (ft)	8	63	74	106	8
95th Queue (ft)	27	113	151	195	29
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #2

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	36	222	167	228	73
Average Queue (ft)	17	140	85	150	31
95th Queue (ft)	41	222	161	240	94
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				1	0
Queuing Penalty (veh)				3	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #3

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	40	232	166	215	46
Average Queue (ft)	18	157	85	151	25
95th Queue (ft)	41	241	165	230	54
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #4

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	23	131	138	216	33
Average Queue (ft)	9	75	74	135	11
95th Queue (ft)	29	137	148	232	35
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				1	
Queuing Penalty (veh)				2	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, All Intervals

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	50	255	188	241	86
Average Queue (ft)	13	109	79	135	19
95th Queue (ft)	35	206	157	229	60
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				1	0
Queuing Penalty (veh)				2	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty, Interval #1: 0
Network wide Queuing Penalty, Interval #2: 3
Network wide Queuing Penalty, Interval #3: 2
Network wide Queuing Penalty, Interval #4: 2
Network wide Queuing Penalty, All Intervals: 2

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	1:50	1:50	1:50	1:50	1:50	1:50	1:50
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1277	1244	1172	1224	1126	1243	1243
Vehs Exited	1273	1248	1173	1213	1133	1252	1234
Starting Vehs	13	19	15	12	15	22	12
Ending Vehs	17	15	14	23	8	13	21
Travel Distance (mi)	606	588	553	582	537	595	582
Travel Time (hr)	26.1	24.7	21.9	24.0	21.3	23.8	23.2
Total Delay (hr)	8.7	7.7	6.1	7.3	6.0	6.7	6.4
Total Stops	759	767	683	732	658	716	736
Fuel Used (gal)	22.2	21.9	20.2	20.9	19.2	21.6	21.0

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	1:50	1:50	1:50	1:50
End Time	3:00	3:00	3:00	3:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1265	1209	1228	1223
Vehs Exited	1272	1211	1236	1224
Starting Vehs	19	17	23	14
Ending Vehs	12	15	15	14
Travel Distance (mi)	608	574	587	581
Travel Time (hr)	25.3	23.5	23.6	23.7
Total Delay (hr)	8.2	6.9	6.8	7.1
Total Stops	704	742	732	725
Fuel Used (gal)	21.9	21.0	21.3	21.1

Interval #0 Information Seeding

Start Time	1:50
End Time	2:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	2:00
End Time	2:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	229	204	203	218	207	212	225
Vehs Exited	223	207	199	222	206	225	218
Starting Vehs	13	19	15	12	15	22	12
Ending Vehs	19	16	19	8	16	9	19
Travel Distance (mi)	113	105	101	111	103	110	110
Travel Time (hr)	4.1	4.0	3.5	3.9	3.6	4.1	3.9
Total Delay (hr)	1.1	1.1	0.8	0.9	0.9	1.1	1.0
Total Stops	112	113	101	97	93	107	121
Fuel Used (gal)	3.8	3.6	3.4	3.6	3.4	3.8	3.6

Interval #1 Information Recording

Start Time	2:00
End Time	2:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	243	216	226	218
Vehs Exited	247	224	225	220
Starting Vehs	19	17	23	14
Ending Vehs	15	9	24	14
Travel Distance (mi)	124	114	114	111
Travel Time (hr)	4.5	4.2	4.2	4.0
Total Delay (hr)	1.2	1.2	1.1	1.0
Total Stops	106	120	113	109
Fuel Used (gal)	4.2	3.9	3.9	3.7

Interval #2 Information Recording

Start Time	2:15
End Time	2:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	404	389	370	388	386	387	400
Vehs Exited	402	383	360	362	375	374	397
Starting Vehs	19	16	19	8	16	9	19
Ending Vehs	21	22	29	34	27	22	22
Travel Distance (mi)	187	175	166	170	175	175	181
Travel Time (hr)	8.4	7.9	7.2	7.7	7.4	7.5	7.8
Total Delay (hr)	2.9	2.6	2.2	2.7	2.2	2.2	2.4
Total Stops	261	274	227	253	236	247	254
Fuel Used (gal)	7.1	6.9	6.3	6.4	6.5	6.7	6.8

Interval #2 Information Recording

Start Time	2:15
End Time	2:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	403	369	366	387
Vehs Exited	378	346	362	373
Starting Vehs	15	9	24	14
Ending Vehs	40	32	28	26
Travel Distance (mi)	176	161	166	173
Travel Time (hr)	7.4	6.7	6.6	7.5
Total Delay (hr)	2.2	1.8	1.8	2.3
Total Stops	245	222	207	242
Fuel Used (gal)	6.6	6.0	6.1	6.5

Interval #3 Information Recording

Start Time	2:30
End Time	2:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	411	414	397	376	330	421	406
Vehs Exited	396	393	393	378	325	406	388
Starting Vehs	21	22	29	34	27	22	22
Ending Vehs	36	43	33	32	32	37	40
Travel Distance (mi)	181	180	180	176	149	191	180
Travel Time (hr)	8.8	8.0	7.4	7.7	6.3	8.1	7.4
Total Delay (hr)	3.4	2.6	2.1	2.4	1.8	2.5	2.0
Total Stops	262	258	243	252	224	266	250
Fuel Used (gal)	7.0	6.9	6.8	6.7	5.6	7.1	6.7

Interval #3 Information Recording

Start Time	2:30
End Time	2:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	384	401	400	394
Vehs Exited	404	398	393	387
Starting Vehs	40	32	28	26
Ending Vehs	20	35	35	33
Travel Distance (mi)	186	183	181	179
Travel Time (hr)	9.2	8.3	8.3	8.0
Total Delay (hr)	3.8	2.8	2.8	2.6
Total Stops	251	275	284	257
Fuel Used (gal)	7.2	7.1	7.1	6.8

Interval #4 Information Recording

Start Time	2:45
End Time	3:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	233	237	202	242	203	223	212
Vehs Exited	252	265	221	251	227	247	231
Starting Vehs	36	43	33	32	32	37	40
Ending Vehs	17	15	14	23	8	13	21
Travel Distance (mi)	125	128	107	125	110	118	111
Travel Time (hr)	4.7	4.8	3.8	4.7	4.0	4.1	4.1
Total Delay (hr)	1.4	1.3	0.9	1.3	1.1	0.9	1.0
Total Stops	124	122	112	130	105	96	111
Fuel Used (gal)	4.2	4.5	3.6	4.2	3.7	4.0	3.8

Interval #4 Information Recording

Start Time	2:45
End Time	3:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	235	223	236	225
Vehs Exited	243	243	256	242
Starting Vehs	20	35	35	33
Ending Vehs	12	15	15	14
Travel Distance (mi)	121	116	126	118
Travel Time (hr)	4.2	4.3	4.5	4.3
Total Delay (hr)	1.0	1.1	1.2	1.1
Total Stops	102	125	128	115
Fuel Used (gal)	4.0	4.1	4.2	4.0

Intersection: 2: Radio Station Rd & Matula Lane, Interval #1

Movement	EB	NB
Directions Served	LTR	L
Maximum Queue (ft)	44	16
Average Queue (ft)	19	3
95th Queue (ft)	46	17
Link Distance (ft)	362	555
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Radio Station Rd & Matula Lane, Interval #2

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	86	68	39	7
Average Queue (ft)	49	27	6	1
95th Queue (ft)	83	74	35	16
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Radio Station Rd & Matula Lane, Interval #3

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	110	73	24	8
Average Queue (ft)	61	32	5	1
95th Queue (ft)	119	79	27	12
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Radio Station Rd & Matula Lane, Interval #4

Movement	EB	NB	SB
Directions Served	LTR	L	R
Maximum Queue (ft)	51	40	7
Average Queue (ft)	23	8	1
95th Queue (ft)	52	36	11
Link Distance (ft)	362	555	447
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Radio Station Rd & Matula Lane, All Intervals

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	116	88	48	22
Average Queue (ft)	38	18	3	1
95th Queue (ft)	87	60	22	11
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Radio Station Rd & HS Access 2, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	78	48	141	218	44
Average Queue (ft)	36	15	86	137	9
95th Queue (ft)	77	47	143	225	51
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				17	
Queuing Penalty (veh)				3	

Intersection: 7: Radio Station Rd & HS Access 2, Interval #2

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	384	76	153	254	98
Average Queue (ft)	232	35	86	159	20
95th Queue (ft)	402	78	157	253	84
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				22	
Queuing Penalty (veh)				7	

Intersection: 7: Radio Station Rd & HS Access 2, Interval #3

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	462	69	163	246	89
Average Queue (ft)	269	30	88	160	27
95th Queue (ft)	531	68	158	275	98
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				21	
Queuing Penalty (veh)				7	

Intersection: 7: Radio Station Rd & HS Access 2, Interval #4

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	190	46	144	203	59
Average Queue (ft)	57	18	88	130	14
95th Queue (ft)	183	50	153	207	67
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				16	
Queuing Penalty (veh)				3	

Intersection: 7: Radio Station Rd & HS Access 2, All Intervals

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	499	85	185	280	132
Average Queue (ft)	148	25	87	147	18
95th Queue (ft)	389	64	153	244	77
Link Distance (ft)	1002		773	555	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		600			90
Storage Blk Time (%)				19	
Queuing Penalty (veh)				5	

Network Summary

Network wide Queuing Penalty, Interval #1: 3
Network wide Queuing Penalty, Interval #2: 7
Network wide Queuing Penalty, Interval #3: 7
Network wide Queuing Penalty, Interval #4: 3
Network wide Queuing Penalty, All Intervals: 5

Summary of All Intervals

Run Number	1	2	3	4	5	6	7
Start Time	1:50	1:50	1:50	1:50	1:50	1:50	1:50
End Time	3:00	3:00	3:00	3:00	3:00	3:00	3:00
Total Time (min)	70	70	70	70	70	70	70
Time Recorded (min)	60	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4	4
Vehs Entered	1976	1867	1873	1924	1848	1980	1758
Vehs Exited	1973	1864	1865	1933	1844	1981	1755
Starting Vehs	33	33	37	39	31	34	23
Ending Vehs	36	36	45	30	35	33	26
Travel Distance (mi)	855	798	804	829	794	853	751
Travel Time (hr)	48.1	36.9	34.8	40.6	37.1	44.1	33.4
Total Delay (hr)	24.1	14.5	12.1	17.2	14.7	20.1	12.2
Total Stops	1234	1171	1148	1219	1124	1193	1067
Fuel Used (gal)	35.1	31.1	30.7	32.8	30.9	34.3	28.8

Summary of All Intervals

Run Number	8	9	10	Avg
Start Time	1:50	1:50	1:50	1:50
End Time	3:00	3:00	3:00	3:00
Total Time (min)	70	70	70	70
Time Recorded (min)	60	60	60	60
# of Intervals	5	5	5	5
# of Recorded Intervals	4	4	4	4
Vehs Entered	1851	1919	1888	1886
Vehs Exited	1850	1914	1892	1888
Starting Vehs	28	27	40	33
Ending Vehs	29	32	36	35
Travel Distance (mi)	792	827	818	812
Travel Time (hr)	36.0	38.4	39.0	38.8
Total Delay (hr)	13.8	15.1	16.0	16.0
Total Stops	1124	1194	1147	1161
Fuel Used (gal)	31.0	32.2	32.2	31.9

Interval #0 Information Seeding

Start Time	1:50
End Time	2:00
Total Time (min)	10

Volumes adjusted by Growth Factors.
No data recorded this interval.

Interval #1 Information Recording

Start Time	2:00
End Time	2:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	380	376	351	357	322	370	324
Vehs Exited	384	367	351	366	331	370	318
Starting Vehs	33	33	37	39	31	34	23
Ending Vehs	29	42	37	30	22	34	29
Travel Distance (mi)	182	177	165	172	159	175	152
Travel Time (hr)	7.9	7.1	6.0	7.0	6.1	6.9	5.9
Total Delay (hr)	3.0	2.4	1.6	2.4	1.8	2.2	1.8
Total Stops	239	215	165	203	178	209	177
Fuel Used (gal)	6.7	6.3	5.7	6.3	5.6	6.3	5.4

Interval #1 Information Recording

Start Time	2:00
End Time	2:15
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	363	366	336	354
Vehs Exited	365	368	345	358
Starting Vehs	28	27	40	33
Ending Vehs	26	25	31	28
Travel Distance (mi)	171	176	162	169
Travel Time (hr)	6.8	6.8	6.2	6.7
Total Delay (hr)	2.2	2.1	1.8	2.1
Total Stops	206	193	182	195
Fuel Used (gal)	6.3	6.2	5.8	6.1

Interval #2 Information Recording

Start Time	2:15
End Time	2:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	597	558	573	613	616	606	572
Vehs Exited	574	557	573	594	594	579	556
Starting Vehs	29	42	37	30	22	34	29
Ending Vehs	52	43	37	49	44	61	45
Travel Distance (mi)	237	224	235	246	236	235	231
Travel Time (hr)	12.0	11.5	10.9	14.2	12.9	13.4	10.4
Total Delay (hr)	5.1	5.0	4.0	7.0	6.1	6.6	3.7
Total Stops	376	356	388	410	391	383	360
Fuel Used (gal)	9.4	9.3	9.3	10.3	9.8	9.8	8.9

Interval #2 Information Recording

Start Time	2:15
End Time	2:30
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	613	587	563	588
Vehs Exited	580	562	545	572
Starting Vehs	26	25	31	28
Ending Vehs	59	50	49	48
Travel Distance (mi)	238	226	228	233
Travel Time (hr)	12.1	12.0	10.9	12.0
Total Delay (hr)	5.2	5.3	4.3	5.2
Total Stops	400	404	352	383
Fuel Used (gal)	9.7	9.3	9.1	9.5

Interval #3 Information Recording

Start Time	2:30
End Time	2:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	3	4	5	6	7
Vehs Entered	576	574	580	571	538	626	548
Vehs Exited	564	565	570	571	533	626	553
Starting Vehs	52	43	37	49	44	61	45
Ending Vehs	64	52	47	49	49	61	40
Travel Distance (mi)	232	226	230	225	217	254	215
Travel Time (hr)	17.0	11.5	10.9	11.9	10.4	15.4	11.1
Total Delay (hr)	10.3	4.8	4.3	5.3	4.1	8.0	4.8
Total Stops	378	391	383	376	347	357	343
Fuel Used (gal)	10.6	9.3	9.4	9.4	8.7	11.0	9.0

Interval #3 Information Recording

Start Time	2:30
End Time	2:45
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	8	9	10	Avg
Vehs Entered	540	572	613	574
Vehs Exited	558	571	600	570
Starting Vehs	59	50	49	48
Ending Vehs	41	51	62	50
Travel Distance (mi)	222	231	244	230
Travel Time (hr)	10.9	11.7	13.6	12.4
Total Delay (hr)	4.5	5.0	6.5	5.8
Total Stops	351	370	379	367
Fuel Used (gal)	9.1	9.6	10.3	9.6

Interval #4 Information Recording

Start Time	2:45
End Time	3:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	3	4	5	6	7
Vehs Entered	423	359	369	383	372	378	314
Vehs Exited	451	375	371	402	386	406	328
Starting Vehs	64	52	47	49	49	61	40
Ending Vehs	36	36	45	30	35	33	26
Travel Distance (mi)	204	171	175	187	182	189	154
Travel Time (hr)	11.2	6.9	6.9	7.6	7.7	8.4	6.0
Total Delay (hr)	5.7	2.3	2.2	2.5	2.8	3.3	1.8
Total Stops	241	209	212	230	208	244	187
Fuel Used (gal)	8.4	6.2	6.3	6.8	6.8	7.2	5.5

Interval #4 Information Recording

Start Time	2:45
End Time	3:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	8	9	10	Avg
Vehs Entered	335	394	376	370
Vehs Exited	347	413	402	388
Starting Vehs	41	51	62	50
Ending Vehs	29	32	36	35
Travel Distance (mi)	161	194	184	180
Travel Time (hr)	6.2	7.9	8.3	7.7
Total Delay (hr)	1.9	2.6	3.3	2.8
Total Stops	167	227	234	214
Fuel Used (gal)	5.9	7.1	7.0	6.7

Intersection: 2: Radio Station Rd & Matula Lane, Interval #1

Movement	EB	NB	SB
Directions Served	LTR	L	LT
Maximum Queue (ft)	62	36	10
Average Queue (ft)	30	16	1
95th Queue (ft)	66	41	17
Link Distance (ft)	362	555	447
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Radio Station Rd & Matula Lane, Interval #2

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	303	98	9	34	11
Average Queue (ft)	199	49	1	4	2
95th Queue (ft)	372	105	14	45	13
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	3				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Radio Station Rd & Matula Lane, Interval #3

Movement	EB	NB	SB	SB
Directions Served	LTR	L	LT	R
Maximum Queue (ft)	332	77	25	13
Average Queue (ft)	242	48	8	1
95th Queue (ft)	413	82	39	13
Link Distance (ft)	362	555	447	447
Upstream Blk Time (%)	14			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Radio Station Rd & Matula Lane, Interval #4

Movement	EB	NB	SB
Directions Served	LTR	L	LT
Maximum Queue (ft)	205	46	8
Average Queue (ft)	66	23	1
95th Queue (ft)	223	50	13
Link Distance (ft)	362	555	447
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2: Radio Station Rd & Matula Lane, All Intervals

Movement	EB	NB	NB	SB	SB
Directions Served	LTR	L	TR	LT	R
Maximum Queue (ft)	360	110	9	59	19
Average Queue (ft)	135	34	0	4	1
95th Queue (ft)	341	79	7	32	9
Link Distance (ft)	362	555	555	447	447
Upstream Blk Time (%)	5				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 7: Radio Station Rd & Bus Access, Interval #1

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	77	80	99
Average Queue (ft)	39	31	25
95th Queue (ft)	88	89	110
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			2
Queuing Penalty (veh)			0

Intersection: 7: Radio Station Rd & Bus Access, Interval #2

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	171	106	131	20
Average Queue (ft)	89	56	43	3
95th Queue (ft)	211	119	132	32
Link Distance (ft)	1004	234	555	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				90
Storage Blk Time (%)			2	0
Queuing Penalty (veh)			0	0

Intersection: 7: Radio Station Rd & Bus Access, Interval #3

Movement	EB	NB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	132	113	115
Average Queue (ft)	78	55	42
95th Queue (ft)	147	125	118
Link Distance (ft)	1004	234	555
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			2
Queuing Penalty (veh)			0

Intersection: 7: Radio Station Rd & Bus Access, Interval #4

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	79	77	108	5
Average Queue (ft)	39	25	38	1
95th Queue (ft)	90	77	117	10
Link Distance (ft)	1004	234	555	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				90
Storage Blk Time (%)			2	
Queuing Penalty (veh)			0	

Intersection: 7: Radio Station Rd & Bus Access, All Intervals

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	R
Maximum Queue (ft)	176	142	166	20
Average Queue (ft)	61	42	37	1
95th Queue (ft)	148	107	120	16
Link Distance (ft)	1004	234	555	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				90
Storage Blk Time (%)			2	0
Queuing Penalty (veh)			0	0

Intersection: 8: Radio Station Rd & HS Access 4, Interval #1

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	90	17	241	240	10
Average Queue (ft)	43	4	149	189	1
95th Queue (ft)	89	19	261	267	10
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				4	
Queuing Penalty (veh)				14	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #2

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	261	40	278	248	30
Average Queue (ft)	166	14	153	220	6
95th Queue (ft)	266	41	277	277	30
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				8	
Queuing Penalty (veh)				28	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #3

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	228	39	218	248	26
Average Queue (ft)	153	12	149	216	6
95th Queue (ft)	240	38	241	280	24
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				8	
Queuing Penalty (veh)				26	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, Interval #4

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	159	22	233	248	8
Average Queue (ft)	59	5	149	207	1
95th Queue (ft)	148	24	257	289	9
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				7	
Queuing Penalty (veh)				24	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Radio Station Rd & HS Access 4, All Intervals

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	R
Maximum Queue (ft)	284	50	305	250	34
Average Queue (ft)	105	9	150	208	3
95th Queue (ft)	228	32	260	282	20
Link Distance (ft)	1046	482	482	234	234
Upstream Blk Time (%)				7	
Queuing Penalty (veh)				23	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty, Interval #1: 14
Network wide Queuing Penalty, Interval #2: 29
Network wide Queuing Penalty, Interval #3: 26
Network wide Queuing Penalty, Interval #4: 24
Network wide Queuing Penalty, All Intervals: 23

APPENDIX D

Correspondence

Virginia SWaM Certified

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Utah
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West Virginia

February 25, 2026

Don Dooley
Director of Planning
Town of La Plata
305 Queen Anne Street
La Plata, MD 20646

RE: La Plata High School Redevelopment
TRAFFIC IMPACT STUDY
SCOPING MEMORANDUM
Town of La Plata, Maryland
Our Job No.: 2025-1208

Dear Mr. Dooley:

As a follow-up to our virtual meeting on February 20, 2026, The Traffic Group, Inc. has prepared this Traffic Impact Study Scoping Memorandum to outline the proposed scope of work to satisfy the Town's Traffic Impact Study requirements for the proposed redevelopment of La Plata High School. La Plata High School is situated at 6035 Radio Station Road within the Town of La Plata. It features two access points to Radio Station Road. A map showing the general area can be found in Figure 1. Figure 2 is an aerial photograph of the site.

Figure 1. Site Map

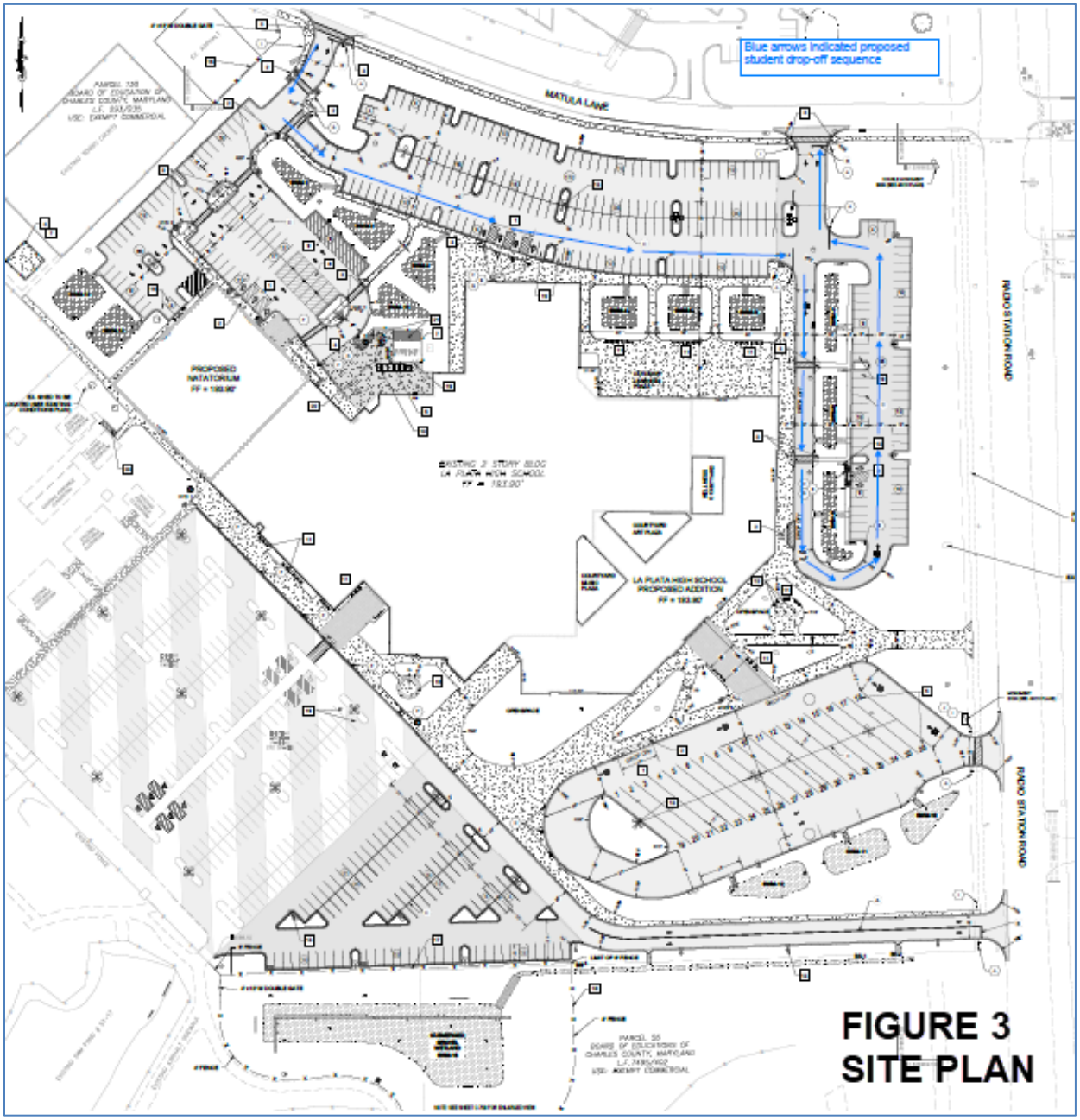
School is currently in session from 7:15 AM – 2:15 PM. All students have assigned bus transportation; there are no walkers.

Figure 2. Aerial Photograph of Site

In conjunction with the redevelopment of this site, the state-rated capacity for the facility is expected to increase from 1,200 students to 1,600 students. In addition, modifications to the access points along Radio Station Road are proposed, which would result in a separation of bus and vehicular traffic as well as the creation of a new site access point along the roadway. Figure 3 is a site plan showing the concept.

While the student capacity will increase as a result of this development, all new students attending La Plata High School would likely originate from surrounding residential development which has been approved and/or is currently under construction. Therefore, the regional trips created by these students would have been accounted for within the separate Traffic Impact Studies developed for the individual properties. The school and the proposed additional capacity are simply addressing the requirements of the residential development. If students did not attend La Plata High School because of existing capacity issues, they would attend a different school in the area.

Figure 3. Site Plan



To address the Traffic Impact Study requirements, the following tasks will be undertaken:

1. Collect intersection turning movement counts from 6:30–8:30 AM, 2–3 PM and 4–6 PM on a typical weekday while public school is in session at the following locations, as shown in Figure 4 below:

    a. Radio Station Road at Rosewick Road
    b. Radio Station Road at Matula Lane
    c. Radio Station Road at La Plata High School Access
    d. Radio Station Road at Office Building Access, south of high school
    e. Radio Station Road at MD 488

Figure 4. Study Intersections

2. Utilize drone video and/or ground mount video cameras to observe one peak arrival time and one peak dismissal time at La Plata High School.

3. Quantify existing queue lengths and other traffic operational parameters and noted deficiencies.

4. Apply a regional growth factor to the road system.

5. Obtain background development information from approved but unbuilt projects in the immediate area.

6. Utilize previously approved Traffic Impact Studies or the Institute of Transportation Engineers (ITE) Trip Generation (12th Edition) to project future site traffic.

7. Distribute and assign all background traffic and site traffic to the road system.

8. Prepare intersection capacity analysis using Highway Capacity Manual (HCM) methodology for all study intersections for each of the three peak periods.

9. Quantify queuing based on HCM's 95th percentile methodology.

10. Project future queuing based on new site layout and future traffic.

11. Address pedestrian and bicycle compatibility as required by Town representatives, including reference potential County projects in the area.

12. Summarize all findings including any proposed improvements.

At this time, we are seeking your approval on the scope of work for this Traffic Impact Study. If you have any questions regarding this information, please do not hesitate to contact me.

Sincerely,

Professional Certification – I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

License No: 29931 Expiration Date: 1/8/2028

Carl R. Wilson, Jr., P.E., PTOE, RSP1
Vice President

CRW:amr

(M:\Proposals\2025\2025-1208_La Plata High SchoolP\DOCS\CORRESP\ANALYST\La Plata High School_TIS Scoping Memorandum Ltr_Dooley_Rev.docx)

APPENDIX E

Site Circulation

SMOLEN • EMR • ILKOVITCH ARCHITECTS

THINK. INSPIRE. GROW.

Charles County Public Schools

Working together to achieve excellence for every student.

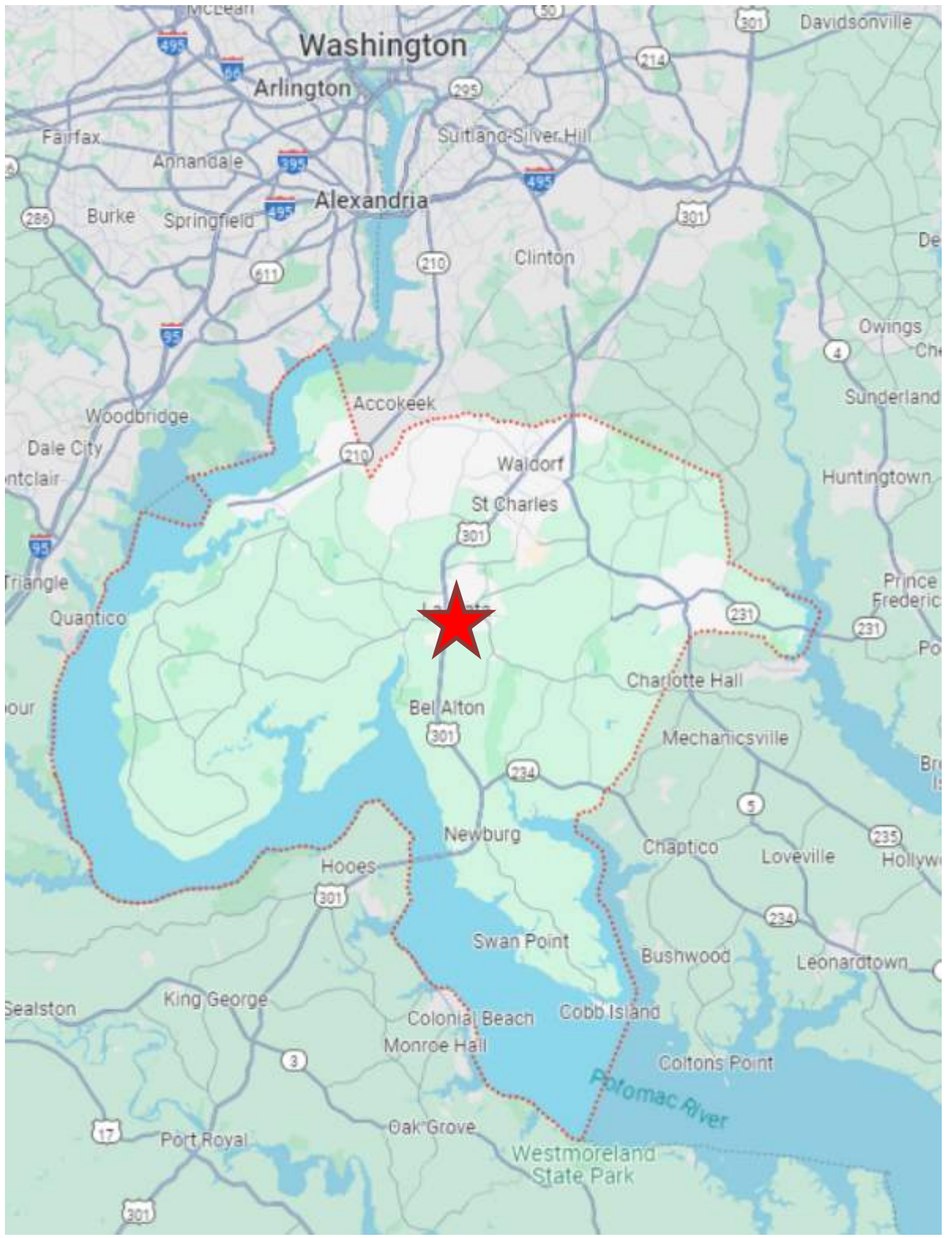
CHARLES COUNTY PUBLIC SCHOOLS

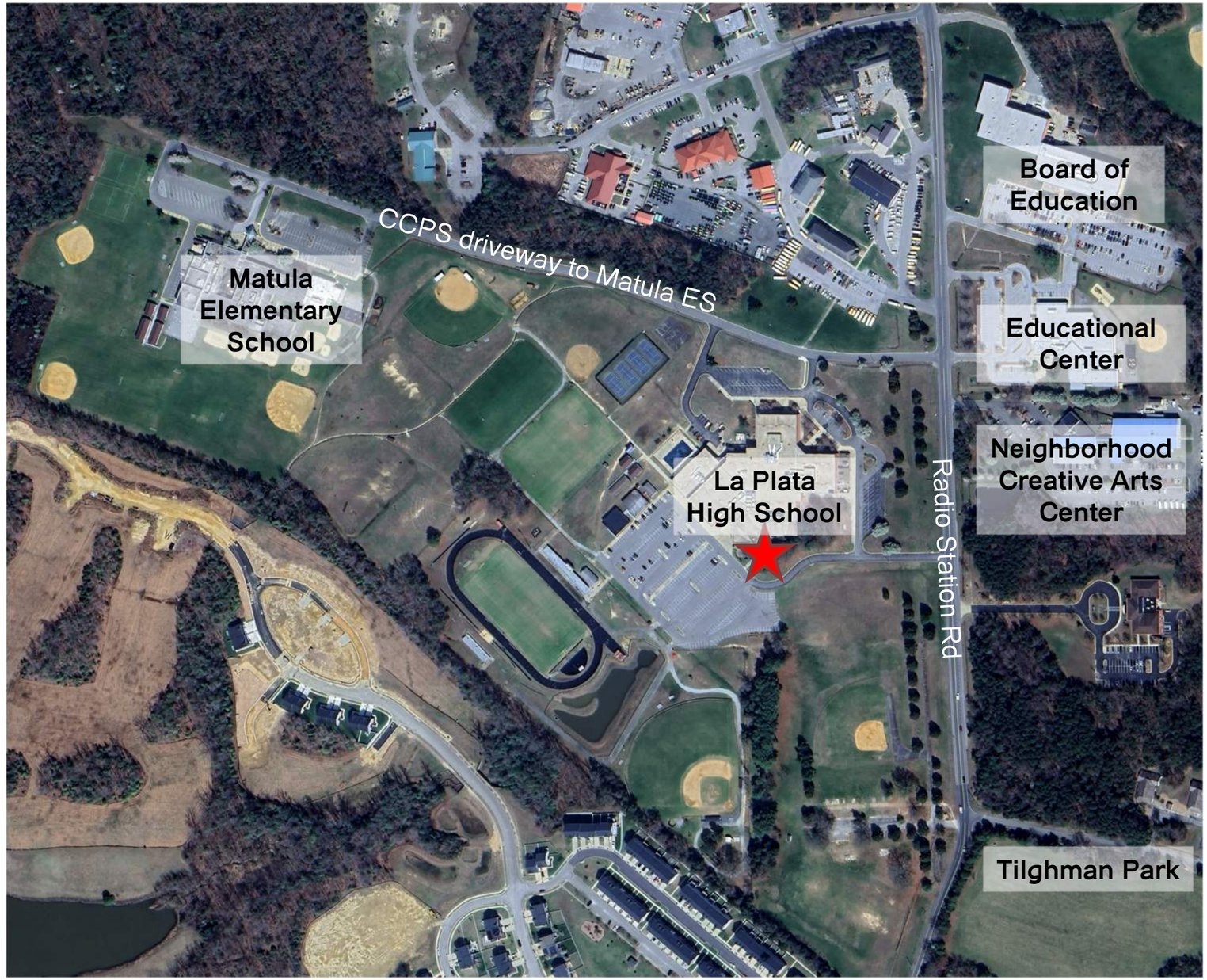
La Plata High School

Site Circulation Review

EXISTING CONDITIONS

Vicinity Map





EXISTING VS NEW COMPARISON

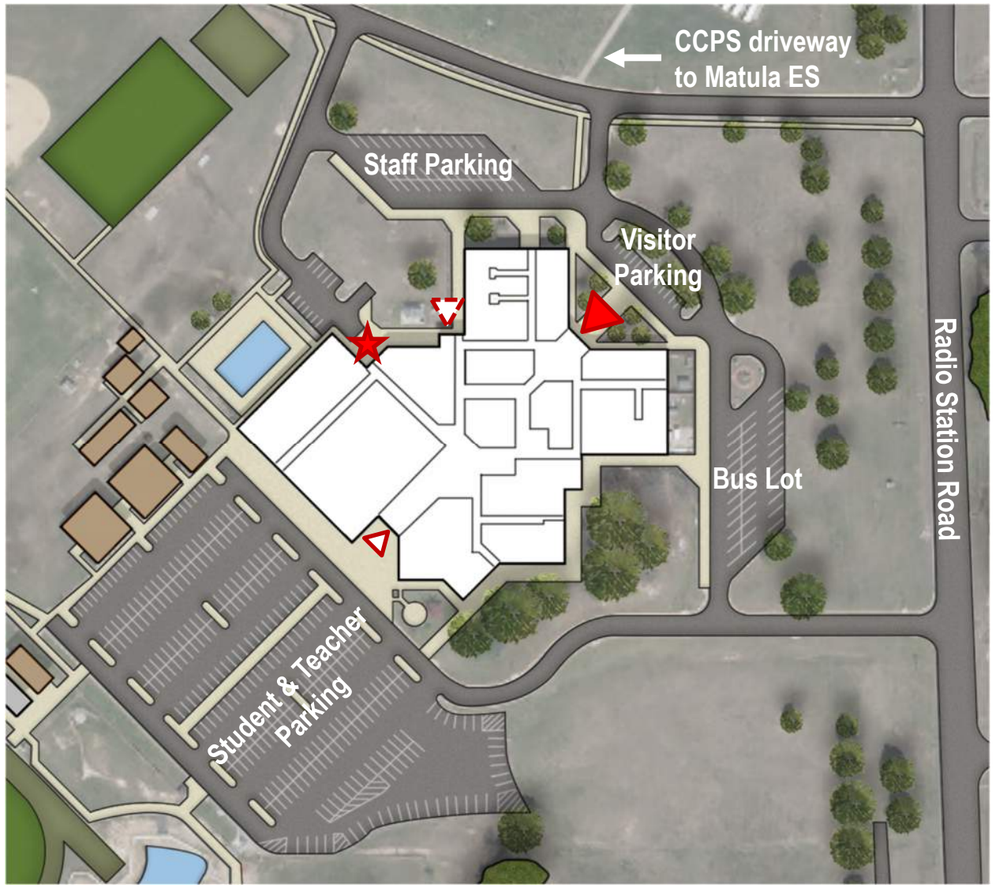
Site Plans

Challenges:

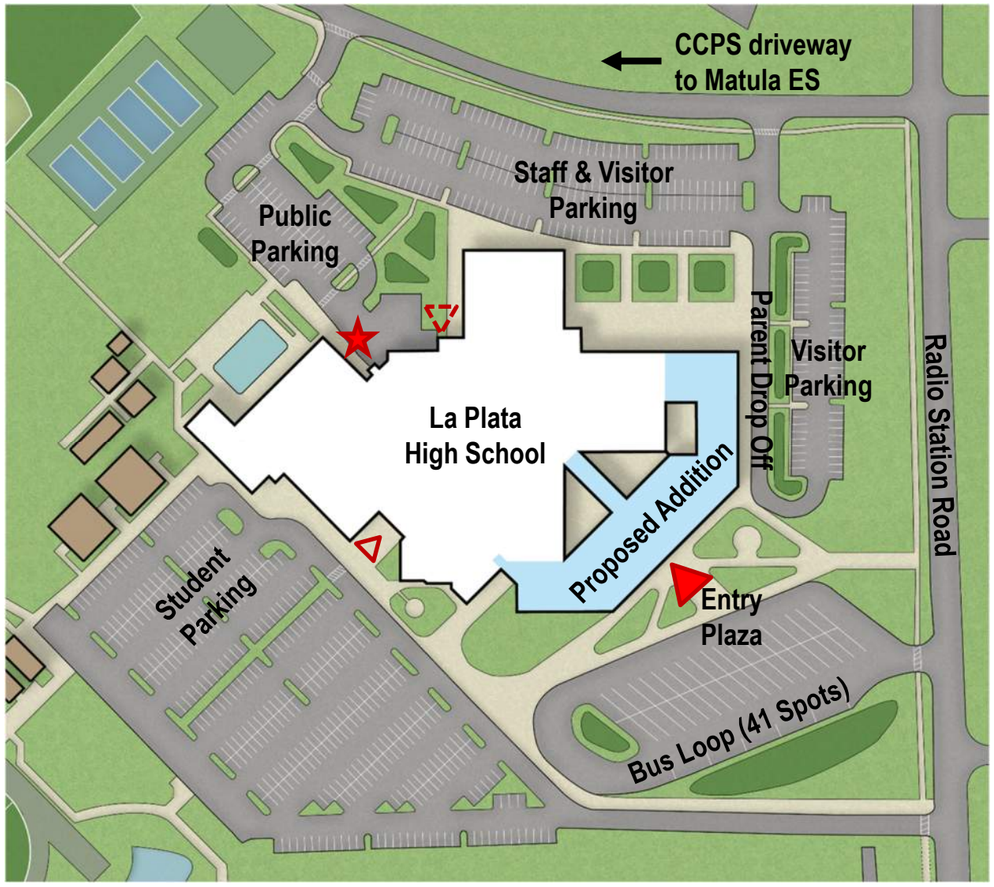
- Existing Main Entrance is not easily identifiable
- Student Pick-up/Drop-off Stacking Capacity is inadequate for school population
- Site circulation creates intersecting paths that create safety issues and backs up traffic
- Existing layout is not conducive to pedestrian access

Solutions:

- Improved prominence of main entry by moving entrance to face Radio Station Rd
- Dedicated Parent Drop Off lane with increased capacity and adjacent one-way Bypass lane for flow
- Clear separation of site circulation paths with no significant overlap
- Significant increase of Bus Loop Capacity and safer bus lot layout
- Increased parking lot capacities for both student and staff



Existing Site Plan



Proposed Site Plan

SMOLEN • EMR • ILKOVITCH ARCHITECTS

EXISTING CONDITIONS

Existing Site Plan

Legend

- Existing School Building
- Existing Structures
- Main Entrance
- Secondary Entrance
- Tertiary Entrance
- Service Entrance

EXISTING CONDITIONS

Existing Site Circulation – AM Challenges

Challenges:

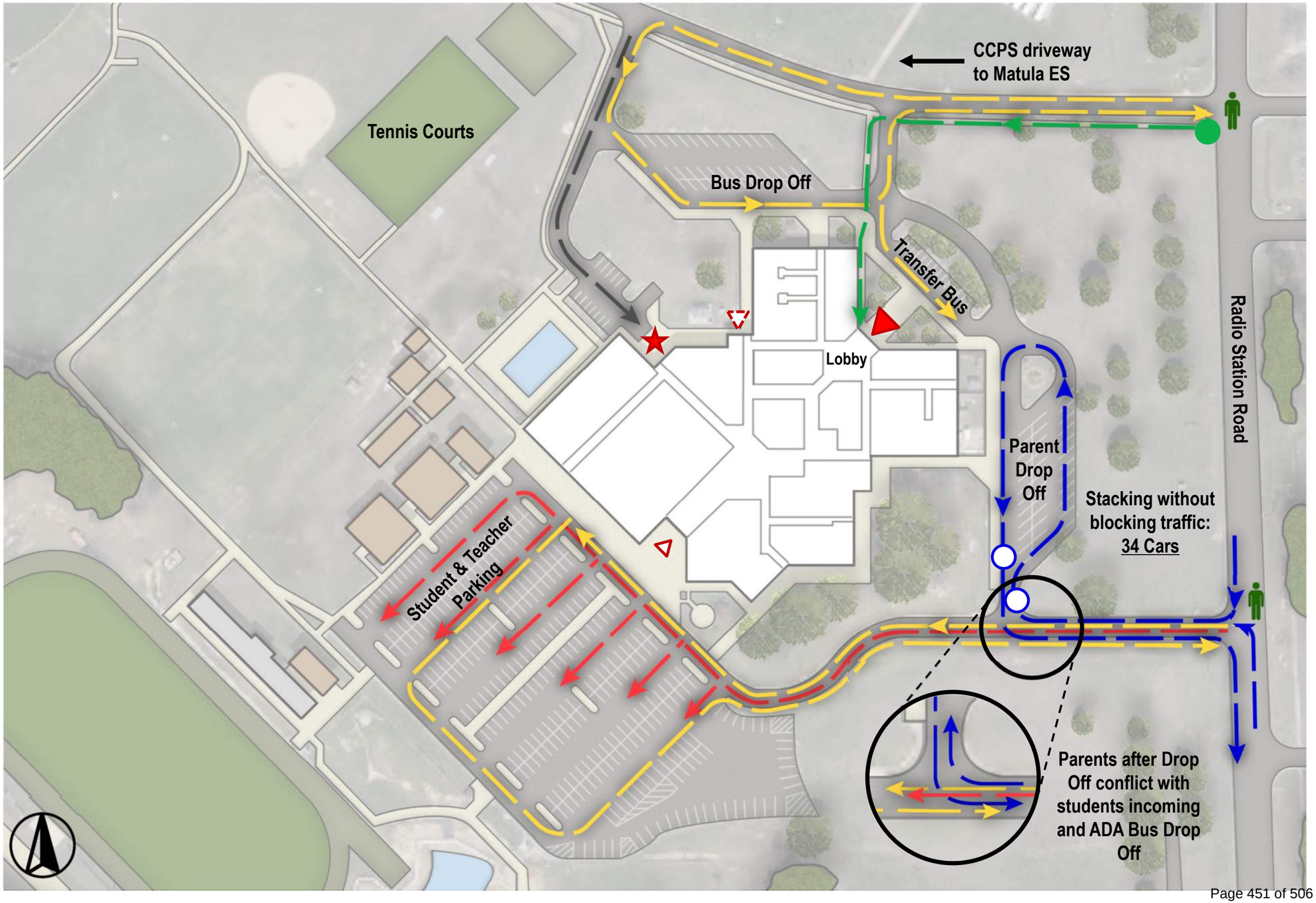
- Limited capacity of parent stacking (34 cars)
- Parents leaving block incoming student traffic and ADA bus egress
- Poor pedestrian access

Legend

- Existing School Building
- Existing Structures
- Main Entrance
- Secondary Entrance
- Tertiary Entrance
- Service Entrance
- Traffic Crossing Guard Location
- Property Access Point
- Stacking Count Point

Site Circulation

- Student Drop Off & Pick Up
- Pedestrian Access
- Bus Loop
- Student / Teacher Parking
- Building Service



EXISTING CONDITIONS

Existing Site Circulation – PM Challenges

Challenges:

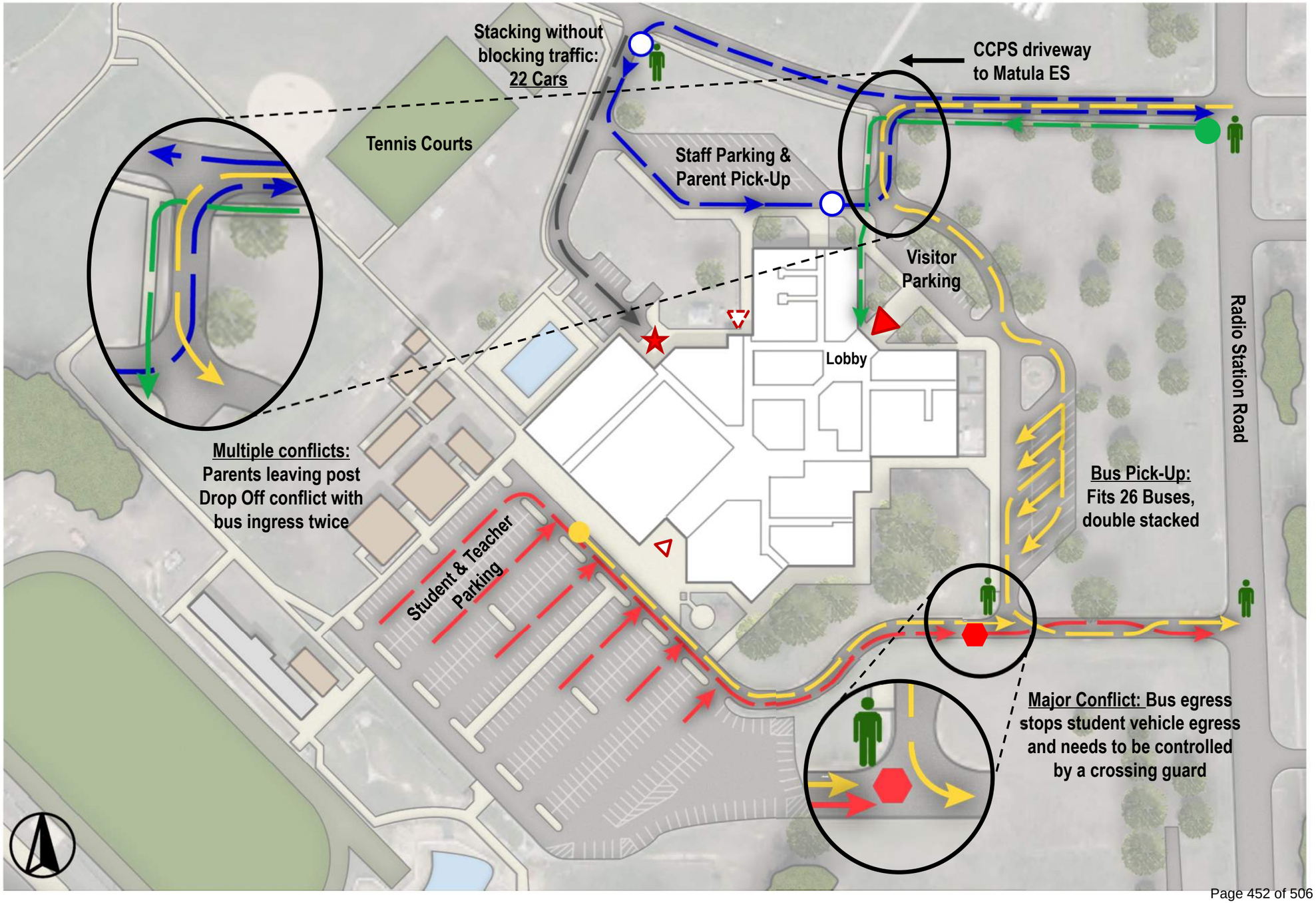
- Bus egress stops student vehicle egress
- Bus egress crosses all circulation paths
- Limited capacity of parent stacking (22 cars)

Legend

- Existing School Building
- Existing Structures
- Main Entrance
- Secondary Entrance
- Tertiary Entrance
- Service Entrance
- Traffic Crossing Guard Location
- Property Access Point
- Stacking Count Point

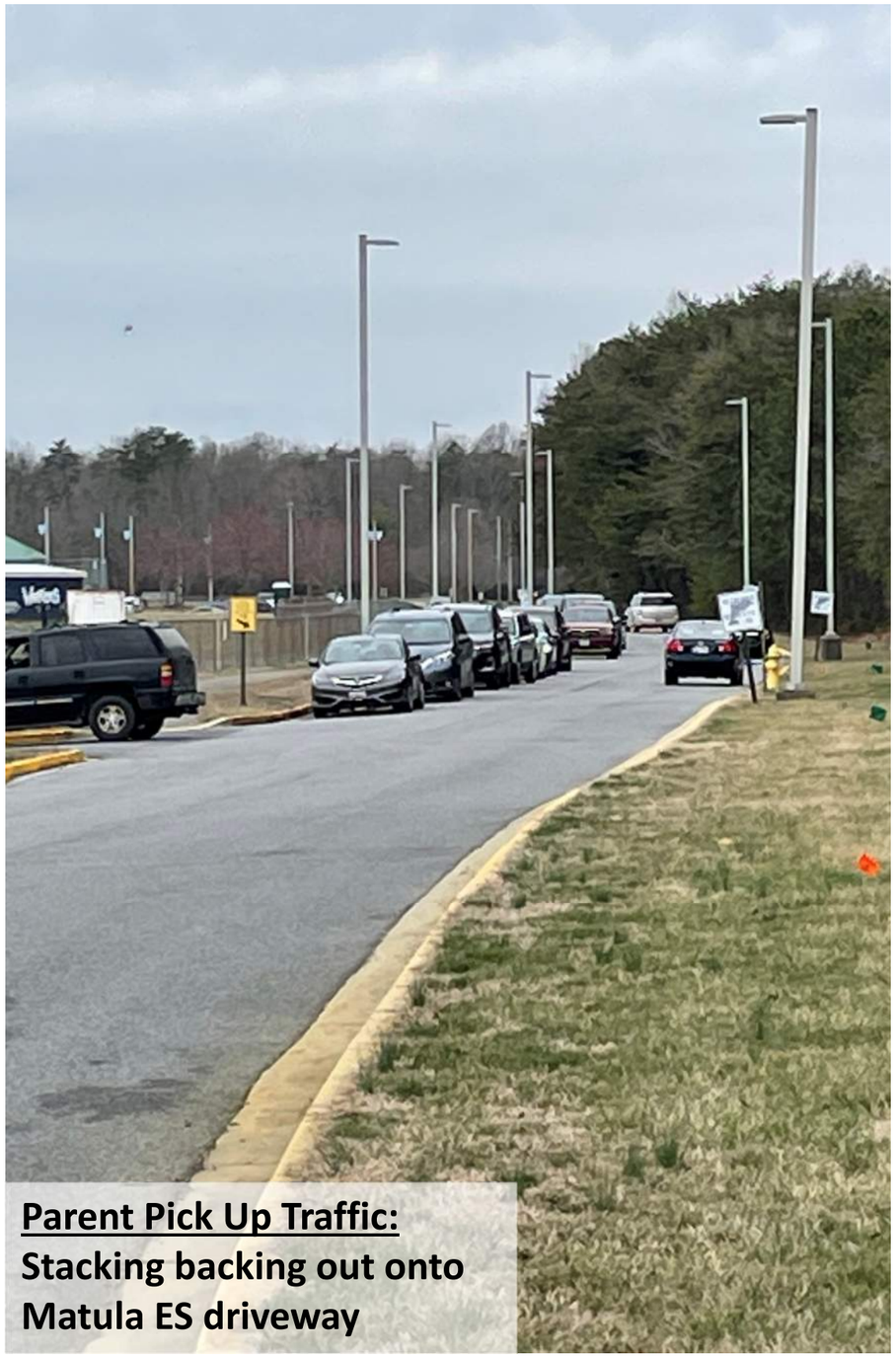
Site Circulation

- Student Drop Off & Pick Up
- Pedestrian Access
- Bus Loop
- Student / Teacher Parking
- Building Service



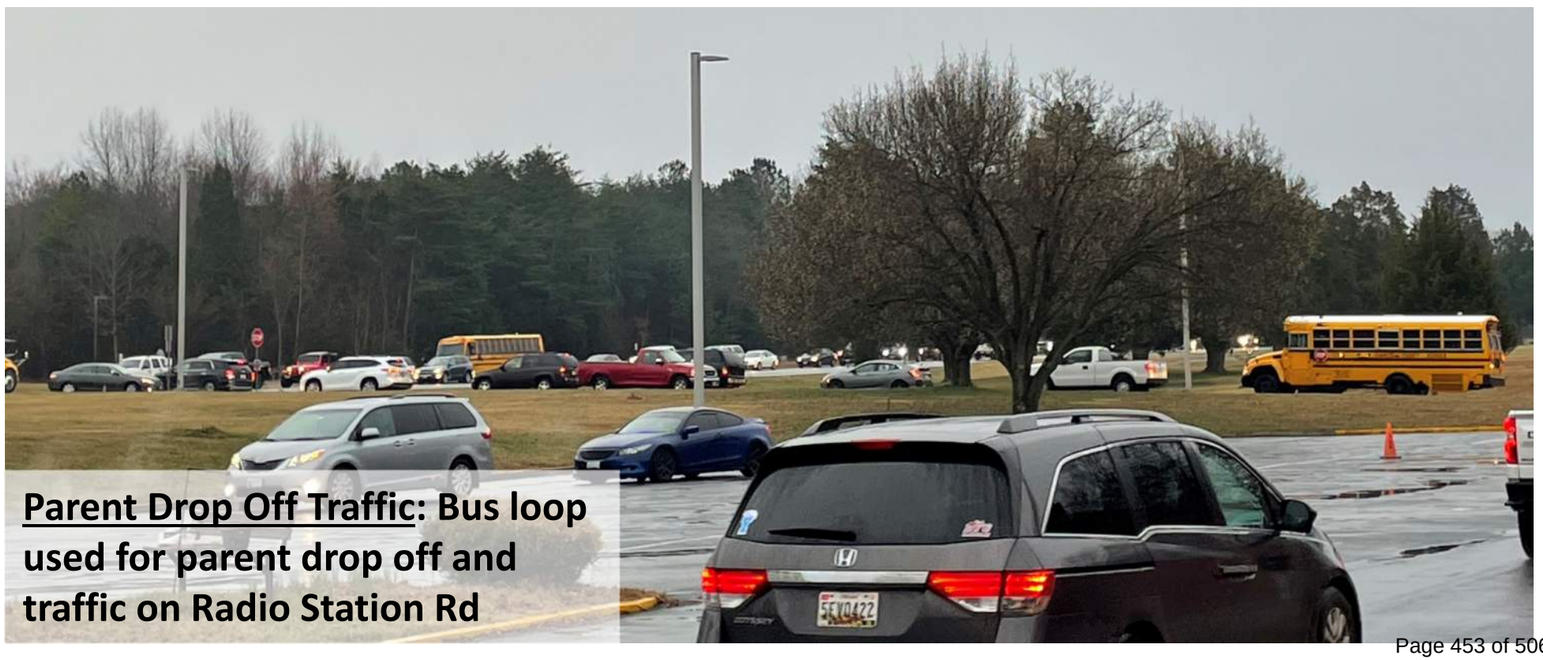
EXISTING CONDITIONS

Study Images – Vehicle Stacking Issues



Parent Pick Up Traffic:
Stacking backing out onto Matula ES driveway

Parent Pick Up Traffic: Stacking backed up to Matula ES driveway



Parent Drop Off Traffic: Bus loop used for parent drop off and traffic on Radio Station Rd

EXISTING CONDITIONS

Study Images – Lack of Bus Parking Capacity

Bus Pick Up: Bus loop does not fit bus stacking

Bus Pick Up: Buses must block lanes during pick up

Bus Pick Up: Buses do not fit within bus loop without blocking lanes

PROPOSED SOLUTION

Proposed Site Circulation

Solutions:

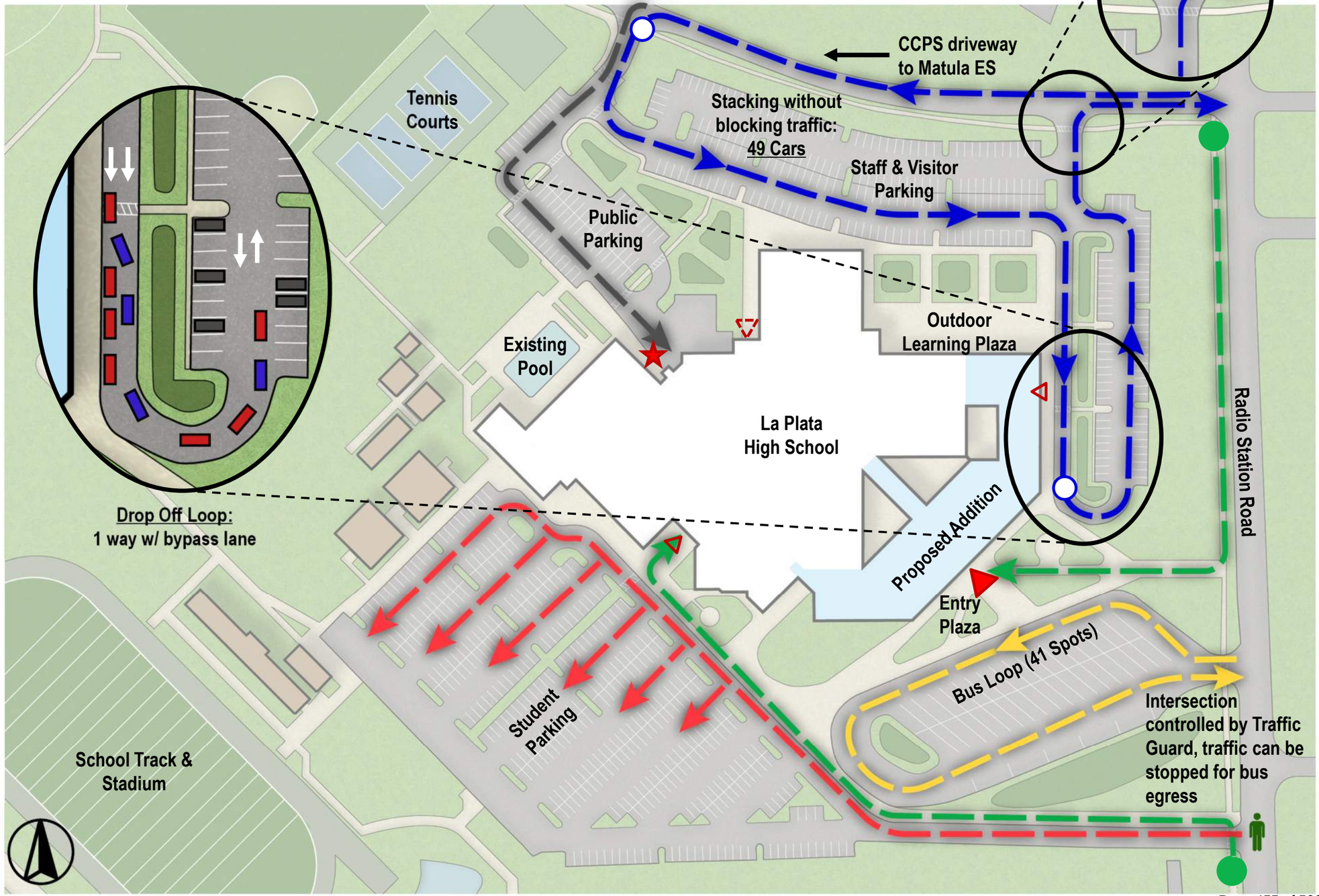
- Clear separation of bus, parent, student driver, and pedestrian circulation paths
- Parent Drop Off increases capacity (49 cars). 1 way drop off with Bypass increases flow.
- Significant increase of Bus Loop Capacity and increased safety of students

Legend:

- Existing School Building
- Addition
- Existing Structures
- Main Entrance
- Secondary Entrance
- Tertiary Entrance
- Service Entrance
- Property Access Point
- Stacking Count Point
- Traffic Crossing Guard Location

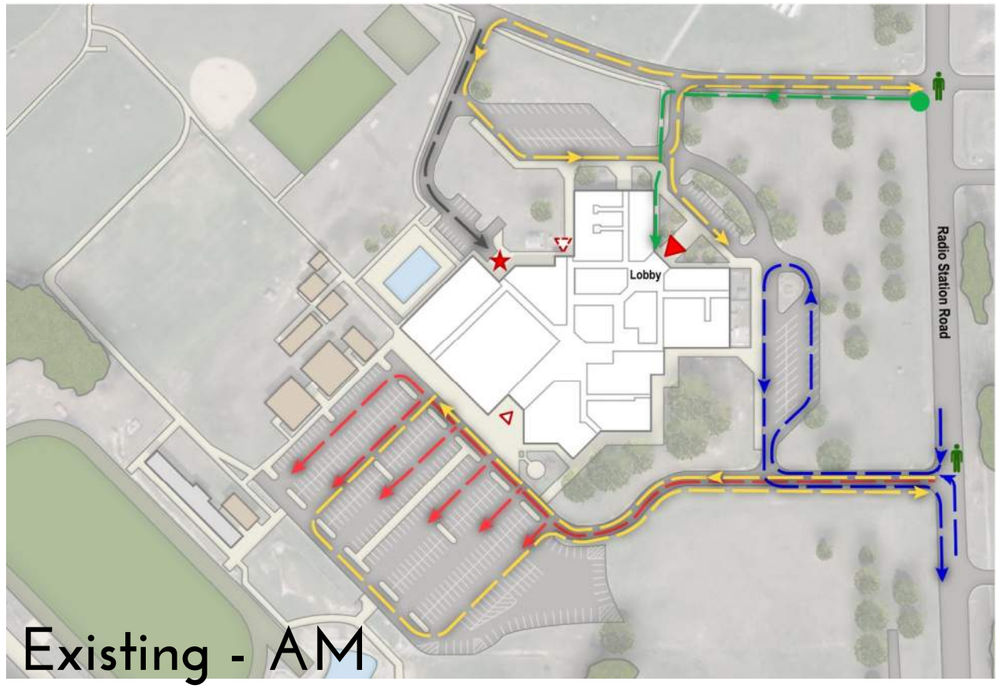
Site Circulation:

- Student Drop Off & Pick Up
- Pedestrian Access
- Bus Loop
- Student / Teacher Parking
- Building Service

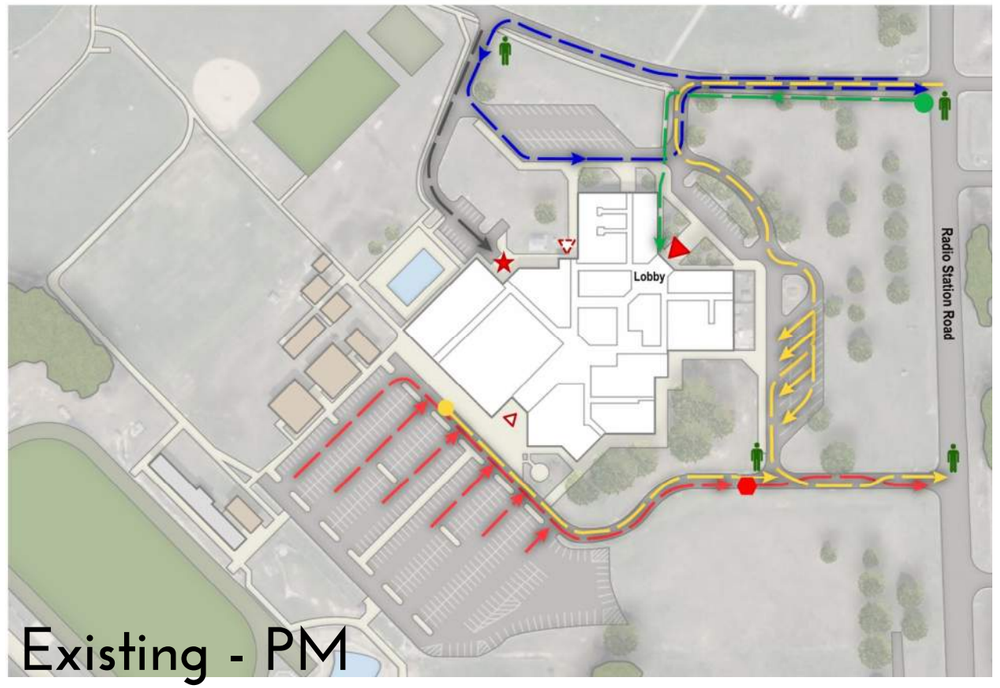


PROPOSED SOLUTION

Comparison



Existing - AM



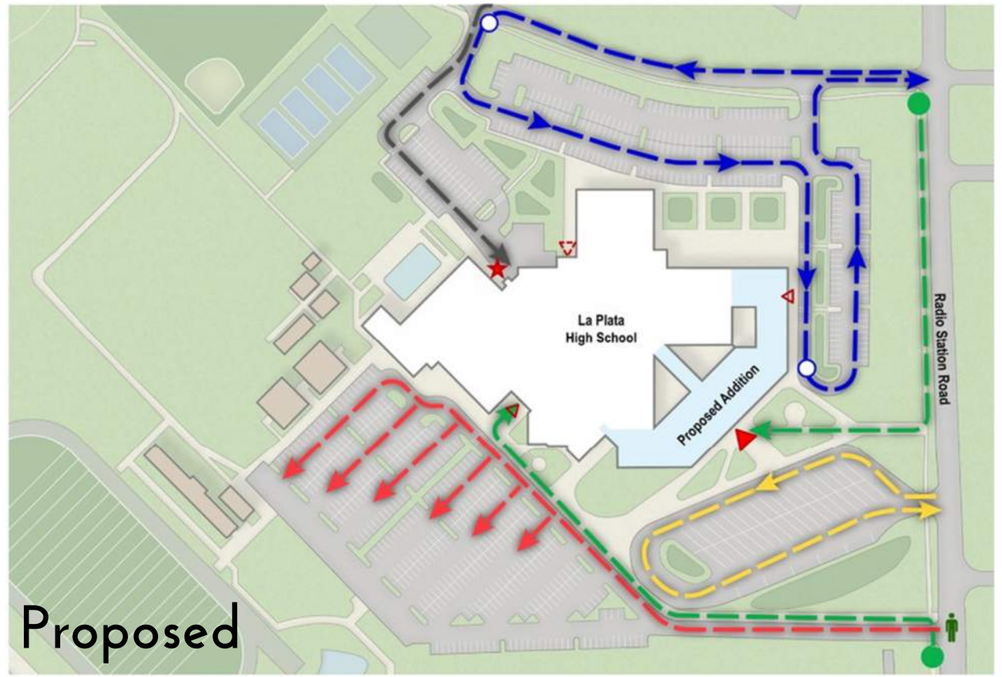
Existing - PM

Legend

- Existing School Building
- Addition
- Existing Structures
- Main Entrance
- Secondary Entrance
- Tertiary Entrance
- Service Entrance
- Property Access Point
- Traffic Crossing Guard Location

Site Circulation

- Student Drop Off & Pick Up
- Pedestrian Access
- Bus Loop
- Student / Teacher Parking
- Building Service



Proposed

TOWN OF LA PLATA
305 Queen Anne Street
Post Office Box 2268
La Plata, Maryland 20646

PLANNING COMMISSION STAFF REPORT

DATE: May 5, 2026

TO: Honorable Chair and Members of the Planning Commission

FROM: Don Dooley, Planning Director

PREPARED BY: Don Dooley, Planning Director

APPLICATON NO.: Zoning Text Amendment (ZTA) 02-2026 – Adequate Public Facilities for Roads

APPLICANT: Town of La Plata, Maryland

OWNER: N/A

PROJECT LOCATION: Town-wide

REQUEST: To amend Article X (Adequate Public Facilities Requirements) in Chapter 191 (Zoning) of the La Plata Municipal Code for the purpose of creating, managing, and maintaining adequate public road facilities in Town.

BACKGROUND

The La Plata Town Council expressed interest in creating requirements for new development to ensure adequate public infrastructure and services are in place to support new construction in Town so as not to diminish the quality of life for residents, businesses and visitors to La Plata. The Council is particularly interested in developing and retaining minimum public infrastructure standards pertaining to roads, water, sewage, and school seating capacity. This will ensure new development does not impact minimum infrastructure thresholds set by the Town

On April 7, 2026, the Planning Commission recommended Town Council approval of Zoning Text Amendment 01-2026, which developed adequate public facility regulations for water, sewage, and school seating capacity under proposed Article X in Chapter 191 of the La Plata Zoning Code. However, adequate public facility regulations pertaining to “Roads” were not included in Zoning Text Amendment 01-2026. The Commission will recall that staff needed additional time to further develop the technical regulations for roads and traffic in consultation with Brudis and Associates (BAI), a professional traffic engineering firm whom the Town hired as a consultant on this portion of the Town’s draft

APFO regulations. With the professional assistance of BAI, staff is ready to propose a comprehensive new set of provisions to manage and maintain the adequacy of the Town's public roads to accommodate existing and new development under Zoning Text Amendment (ZTA) 02-2026. As presented in Attachment No. 1, the draft provisions for Roads have been incorporated within Article X in conjunction with the AFPO regulations pertaining to water, sewage, and school seating capacity that the Commission recommended to the Town Council for approval on April 7, 2026.

Although there was insufficient time to notice a public hearing for Zoning Text Amendment 02-2026, for the Planning Commission Meeting of May 5, 2026, staff wanted to introduce the current draft, APFO provisions on "Roads" for Commission review and comment. It is the staff's intent to revise the proposed text, as directed by the Commission, and return Zoning Text Amendment 02-2026 back to the Commission on June 2, 2026, for public hearing before the Planning Commission.

DISCUSSION

Public Comments

For the Commission's reference, staff has included all public and Commission feedback received to date, concerning APFO provisions for "Roads," under Zoning Text Amendment 01-2026. Based on the proposed APFO standards for Roads, staff believes it has appropriately addressed Commission and public comments to create effective APFO provisions for "Roads."

Proposed APFO Provisions for Roads (Zoning Text Amendment 02-2026)

For ease of discussion, the staff has summarized the significant points contained in the draft Adequate Public Facilities Ordinance (APFO) pertaining to "Roads" under Chapter 191, Article X. As drafted, the provisions create modern transportation analysis standards, clarify study requirements, establish new improvement priorities, and ensure consistent and technically defensible evaluation of development impacts on roads and transportation infrastructure for the Town. As drafted by BAI and staff, they are grounded in the National Center for Smart Growth's 2025 Report on Adequate Public Facilities Ordinances in Maryland (prepared for the Maryland Department of Planning), the Charles County Adequate Public Facilities Manual (APFM), the Maryland State Highway Administration (SHA) Draft Traffic Impact Study Guidelines, and the current edition of the Highway Capacity Manual (HCM).

Comments on various provisions of the draft ordinance have also been provided by BAI (Town traffic consultant) and are included in the various summaries of the proposed ordinance measures discussed below.

§191.87(C) – Trip Generation Threshold Update

- The amendment provides a trigger for requiring a Traffic Impact Study (TIS). As

proposed, the trigger is for developments generating 50 or more peak-hour vehicle trips in any required study period. This establishes a clear threshold also used in other Maryland jurisdictions.

§191.88 – Roads

1. Basic Rule

- New development cannot cause roadway or intersection operations to fall below required Level of Service (LOS) standards.

2. Applicability

- Applies only to projects generating 50 or more peak-hour trips.

3. How Adequacy Is Determined

- A Traffic Impact Study (TIS) must analyze all intersections in the study area using HCM methodology only.
- LOS is based on delay, not volume counts or Critical Lane Volume (CLV).
- Official signal timing must be used, and new net trips must be calculated using ITE standards.

4. Impact-Based Adequacy Tests for Level of Service (LOS)1

- If background traffic is LOS "D" or better, total traffic must remain "D" or better.
- If the background is LOS "E" or worse, the project cannot increase the delay.
- No individual traffic movement may fall to LOS "F" if previously LOS "E" or better.

5. Required TIS Outputs

- Background LOS vs. total LOS.
- Delay changes caused by the development.

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1. For the Commission's reference, the various Level of Service (LOS) descriptions are identified below:
LOS A: Free-flow conditions. • Little to no delay; drivers experience complete freedom to choose speed and maneuver.• Very low density and minimal interaction with other vehicles.
LOS B: Still stable flow, but with slightly more interactions. • Speeds remain high, but maneuverability is modestly restricted. • Light delays may occur.
LOS C: Stable flow, but operations become more constrained. • Speeds are influenced by higher traffic volumes. • Maneuverability is noticeably limited, but acceptable.
LOS D: • High-density, approaching unstable flow. • Speeds decrease significantly; driver comfort declines. • Maneuverability is difficult; small increases in volume can cause major operational issues.
LOS E: Operations at or near capacity. • Very slow speeds, significant delays, and extremely limited maneuverability. • Flow is unstable, and disruptions or lane changes cause breakdowns.
LOS F: Breakdown or forced-flow conditions. • Stop-and-go traffic; heavy congestion and long delays. • Demand exceeds capacity, causing queues and unpredictable traffic behavior.

- AM/PM (and additional required study) peak periods.
- 95th-percentile queues.

6. Submission and Peer Review

- All traffic model files must be submitted electronically to the Town.
- The Town requires independent peer review of TIS' at the developer's expense.

7. Infrastructure Priority Hierarchy

- When improvements are needed, road mitigation projects must prioritize:
  - Safety
  - Emergency access
  - Pedestrian/Bicycle/Complete Streets
  - Vehicle capacity (lowest priority)

8. Minimum LOS Standards by Roadway Jurisdiction

- La Plata controlled Town roads: LOS "C." New standard.
- Charles County controlled roads: LOS "D." Existing standard.
- State Highway Administration controlled roads: LOS "E" (or no worse than existing conditions). Existing standard.

9. Mitigation Requirements

- If a development worsens existing Level of Service (LOS) or traffic delay.
- Functioning intersections: restore Level of Service (LOS) to background traffic levels.
- Deficient intersections: restore Level of Service (LOS) delay to background traffic levels.
- Options include pro-rata cost-share, escrow contributions, or alternative improvements.

10. Denial Standard

- A project must be denied if it cannot provide feasible mitigation.

11. APFS Requirements

- Developers must submit a preliminary Adequate Public Facilities Study (APFS) showing expected trips, affected intersections, and project timeline(s); the Planning Director may expand or adjust what is studied.

BAI Comments: In §191.88(C)(1), the proposed language does not use Critical Lane Volume (CLV). Instead, it adopts Highway Capacity Manual (HCM) as the sole primary standard for all Traffic Impact Studies. This is because analysis must be performed using

traffic analysis software capable of producing HCM-based measures of effectiveness, including overall intersection average control delay, approach delay, movement delay, volume-to-capacity ratios, and 95th percentile queue lengths. Signal timing data must be obtained from the controlling jurisdictions (e.g., SHA or Charles County) to prevent applicant-favorable assumptions from distorting results. All traffic analysis model files must be submitted electronically to enable independent peer review, funded through the consolidated APFS review fee. Regarding LOS Adequacy Standards in draft §191.88(C)(1)(e), the proposed text uses an impact-based two condition adequacy test applied to each study intersection. Where opening-year background conditions (existing traffic plus approved-but-unbuilt development) operate at LOS "D" or better, total traffic conditions must remain at LOS "D" or better. Where background conditions are already at LOS "E" or worse, the development must not worsen the average intersection delay. An individual movement floor prevents an acceptable overall intersection average from masking a severely failing turning movement. For unsignalized intersections, the HCM worst-movement standard applies. This approach requires development to mitigate its own impact rather than fix pre-existing deficiencies and is more defensible than a fixed Level of Service threshold.

In §191.88(D)(1), the proposed amendment establishes tiered standards: LOS "C" for Town controlled roads, LOS "D" for Charles County controlled roads (consistent with the Charles County APFM), and LOS "E" for State Highways Administration facilities consistent with SHA Guidelines.

With regards to §191.88(D)(2), the proposed text creates a proportional framework aligned with an impact-based adequacy test. Section 191.88(D)(2) is expressly subordinate to the §191.88(C)(1)(e) adequacy determination, ensuring a single common analytical gate. At functioning intersections, mitigation is required only where the development causes the Level of Service (LOS) to fall below the applicable standard or drives a movement to LOS "F." At deficient intersections, mitigation is required only where the development measurably worsens the traffic delay. Three mitigation pathways are available: direct construction, pro-rata escrow contributions, or alternative improvements evaluated through the Infrastructure Priority Hierarchy. Denial is reserved for cases in which no feasible, secured mitigation pathway can be demonstrated.

In §191.88(C)(2) a four-tier Infrastructure "Priority Hierarchy" is established to govern the sequencing of both developer mitigation and Transportation Improvement Escrow Fund programming: (1) Multi-modal Traffic Safety; (2) Emergency Vehicle Access; (3) Pedestrian and Bicycle Accessibility and Complete Streets Conformance; and (4) Vehicle Capacity and Operations. This hierarchy is grounded in the Maryland Department of Transportation (MOT)'s *2024 Complete Streets Policy*, *Maryland's Vision Zero goal*, *NCSG Best Practice 4.4*, and the Federal Highway Administration (FHWA)'s *Complete Streets Report to Congress*. Higher-priority improvements must be advanced ahead of

lower-priority improvements when Escrow Fund balances or Capital Improvement Program (CIP) capacity require sequencing decisions.

§ 191.93(F). Adequate public facilities study

Traffic Study Area Definition

A Traffic Impact Study must evaluate a defined set of intersections around the development, including:

- All signalized access intersections.
- The nearest two principal arterial intersections in each direction from the principal driveway entry to the development.
- Any intersection within 1.5 miles that would receive 50 or more peak-hour vehicular trips from the project.
- Additional intersections if the Planning Director expands the study area due to high trip generation (250+ trips), traffic patterns affecting farther locations, proximity to sensitive uses (schools/hospitals), or other justified reasons.

Anti-Piecemealing

- Developers cannot avoid the 50-vehicular trip threshold by submitting multiple small projects.
- If a new application is filed for the same property within five years of an earlier approval, the TIS must include the combined trips from both the previous and current proposals when determining whether the 50-trip threshold is exceeded.

BAI Comments: A section is added to the draft ordinance that defines a baseline study area. Specifically, it is the nearest two principal arterial intersections in each direction from the principle vehicular driveway entry to a new development, and all intersections within 1.5 miles that receive 50 or more peak-hour vehicular trips during any of the peak AM/PM traffic study periods. The Planning Director retains expansion authority, subject to written justification.

§191.94(F) Transportation Improvement Escrow Fund.

- Creates a dedicated Town-managed escrow fund to collect proportional developer contributions for transportation improvements that serve multiple developments or exceed one project's impact.
- Contributions may be required either as an in-lieu fee or as part of required mitigation.
- Developer share is calculated proportionally using a formula based on the project's peak-hour trips relative to the total capacity added by the improvement.
- Funds are kept in a separate, interest-bearing account and must be used only for the specific transportation improvement. Unused funds may be refunded if a project is canceled or fully funded by other sources.

- Construction is triggered once 50% of the project cost is collected, or when other public/private funding is secured to complete the improvement.
- Annual CIP review is required, and investments must follow the Town's Infrastructure Priority Hierarchy—safety first, then emergency access, then pedestrian/bicycle access, and lastly vehicle capacity. Any deviation must be justified in writing.
- Developer in-lieu payment is due to Town before building permits are issued.

BAI Comments: A new "Transportation Improvement Escrow Fund" ("Fund") is established to collect pro-rata developer contributions toward improvements that exceed any single developer's proportional impact or require coordination across multiple developments or jurisdictions. The developer's contribution is calculated based on their proportional share of the total delay increase at the affected intersection. Funds are held in a dedicated interest-bearing account and restricted to the identified improvement. Construction is triggered when 50% of project costs are collected, or alternative public funding is secured. The Fund is reviewed annually through the CIP process and allocated consistently with the Infrastructure Priority Hierarchy.

§ 191.96(B) Standards, criteria, and procedures for adequate public facilities studies.

- All Traffic Impact Studies (TIS) for Adequate Public Facilities Studies must follow a defined methodology.
- The tiered HCM methodology in §191.88(C)(1) is the primary standard; supplemental guidance from the Charles County AFPO Manual may be used only if it does not conflict with this Article.
- Traffic data must use the most current Town-approved counts, not older than two years, unless the Town specifically allows alternative data.
- Certain land uses (e.g., retail, food service, entertainment, religious facilities) require weekend peak-hour analysis; uses with school-related traffic must include afternoon school-hour analysis.
- The Planning Director may require additional analysis during the TIS scoping process.
- The scope of work for every TIS must be approved in advance by the Planning Director.

CONCLUSION

Staff believes it has satisfactorily addressed the broad comments made by the body of the Commission based on public feedback and commissioner input. Should the Commission desire additional changes and/or revisions, staff will incorporate the revisions within the final draft of the AFPO revisions for "Roads."

RECOMMENDATION

Staff recommends the Planning Commission provide feedback to staff on the proposed draft AFPO language for “Roads.”

ATTACHMENTS

1) Draft (Redline) Text Amendments to Chapter 191 (Article X. - Adequate Public Facilities Requirements) for “Roads.”
2) William Zeid, Kimley-Horn Comments Dated January 28, 2026
3) Charles County Government Comments
4) Scott Law Group Comments Dated February 6, 2026
5) Chair Banks Comments (undated)
6) Council Liaison Guttenberg Comments Dated December 19, 2025
7) Vice-Chair Hudnell Comments (Undated)
8) Commissioner Miller Comments December 7, 2025

-End of Report-

Chapter 191 - Zoning Regulations

Article X. - Adequate Public Facilities Requirements

§ 191.86. Purpose.

The purpose of the adequate public facilities review is to:

A. Require developers to provide new, additional, or upgraded public facilities for water, sewage, roads and school seating capacity, when necessary, to ensure the Town's ability to provide adequate public facility levels to serve new developments without impacting the existing community.

B. Ensure that all proposed development will not adversely affect the public's health, safety, and welfare; and,

C. Encourage new development to occur in areas of the Town where public facilities are being provided.

§ 191.87. Adequate public facilities required.

A. Unless stated otherwise within this Ordinance, no preliminary plat maps or site plans shall be approved by the Town unless it can be demonstrated that the development will not impact the adequacy of the Town's public facilities to provide adequate water, sewage, roads and school seating capacity to serve the development, as specified in this Ordinance.

B. This Ordinance does not apply to minor residential subdivisions, minor site plans, and non-residential developments containing less than 1,200 square feet of gross floor area unless determined necessary by the Planning Director due to unique or unusual circumstances associated with the development and/or the surrounding environs of the development.

C. Unless exempted within this Ordinance, all preliminary plat maps and site plans submitted to the Town for approval shall be accompanied by an Adequate Public Facilities Study (APFS) pursuant to Section 191.93. The vehicular trip generation threshold for requiring a traffic study shall be 50 or more peak-hour vehicular trips during any of the peak study periods.

§191.88. Roads. ~~(Reserved)~~

A. The traffic generated by a proposed development shall not reduce the level of service (LOS) at intersections or along roads below the standards established in this section.

B. This section does not apply to any development project that generates fewer than 50 peak-hour vehicular trips during any of the study peak periods.

C. Roads shall be considered adequate to accommodate the projected vehicular traffic generated by a proposed development if:

(1) All existing traffic, the traffic expected from a proposed development, and the cumulative traffic from previously approved developments within the traffic study area must either meet, or be capable of being adequately mitigated to meet, the minimum Level of Service (LOS) required for the roadways affected by the proposed new development. Traffic service levels at all intersections within the traffic study area defined in §191.93(F) shall be evaluated using the following methodology:

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(a) Primary Analysis Methodology. All Traffic Impact Studies (TIS) shall use the most current edition of the Highway Capacity Manual (HCM), published by the Transportation Research Board, as the sole primary method of traffic analysis. HCM-based analysis shall be performed by the project developer using traffic analysis software capable of producing HCM-based measures of effectiveness for signalized and unsignalized intersections, including overall intersection, average control delay, approach delay, individual movement delay, volume-to-capacity ratios, and 95th percentile queue lengths. The Critical Lane Volume (CLV) method shall not be used as a substitute for, or screening alternative to, HCM-based analysis.

(b) Level of Service (LOS) Determination. Level of Service shall be determined using HCM delay-based measures of effectiveness. For signalized intersections, the LOS shall be based on the overall intersection average control delay using a weighted average across all approaches. For unsignalized intersections, the LOS shall be based on the worst minor-street movement or approach delay, as specified by the HCM. The 95th percentile queue lengths from traffic simulation analysis shall be reported for all study intersections.

(c) Signal Timing Baseline. All traffic analysis models for roads shall use the existing signal timing data obtained from the controlling jurisdiction (i.e., Town of La Plata, Charles County, or State Highway Administration) as the baseline. Developer-assumed signal timing shall not be used. Where the controlling jurisdiction for a road has developed and made available calibrated traffic model files for study intersections, project developers shall use those files as the basis to start their analysis.

(d) Trip Generation Standard. All trip generation calculations shall use the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. Trip generation shall be based on new net trips, which is defined as vehicular trips generated by a proposed development minus vehicular trips generated by any existing or previously approved development on the same site for which APFO approval has been granted by the Town.

(e) Adequacy Standards: The adequacy of roadway operations shall be evaluated using the following impact-based thresholds, applied separately to each study intersection under opening-year total traffic conditions for a new development:

(i) If the proposed development's opening-year background Level of Service (LOS), excluding site-generated traffic, is LOS "D" or better, then the overall intersection LOS with total traffic, including the development's traffic, must also remain at LOS "D" or better. If the opening-year background LOS is LOS "E" or worse, then the overall average control delay per vehicle under total traffic conditions may not exceed the average control delay under background conditions. The development may not increase traffic delays at any intersection that is already operating below acceptable standards.

(ii) Individual Movement Floor. Regardless of the overall intersection result under subsection (i), no individual turning movement or approach at a signalized intersection shall operate at LOS "F" under total traffic conditions where the movement operated at LOS "E" or better under background conditions. At unsignalized intersections, the worst minor-street movement or approach shall serve as the basis for the adequacy determination, using the same background-versus-total comparison framework as referenced in subsection (i).

(iii) The Traffic Impact Study (TIS) for a proposed development must report the following for each study intersection: peak AM and PM traffic levels, plus any additional periods required under §191.96(B)(3); the opening-year background LOS and average control delay; the opening-year total traffic LOS and average control delay; the change in delay attributable to the proposed development; and the 95th-percentile queue lengths for all movements based on traffic simulation analysis.

(f) Model File Submission. All traffic analysis model files used in a TIS must be submitted

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electronically to the Town as part of the APFS submittal, in a format that is readable by the Town.

(g) Peer Review: The Town of La Plata reserves the right to retain a qualified, independent, traffic engineer to review all TIS submittals to the Town for their input and recommendations. The total cost of all reviews shall be borne by the project developer.

(2) Infrastructure Priority Hierarchy. In evaluating CIP programmed improvements for developer credit under this subsection, and in programming new transportation CIP projects funded in whole or in part through Escrow Fund contributions under §191.94(F), the Town shall apply the following priority hierarchy. Higher-priority improvements shall be advanced ahead of lower-priority improvements when Escrow Fund balances or CIP capacity require sequencing decisions:

Priority 1 — Multimodal Traffic Safety: Improvements that demonstrably reduce crash frequency or severity for all road users, including vehicle-vehicle, vehicle-pedestrian, and vehicle-bicycle conflicts. This includes intersection geometry corrections, sight distance improvements, speed management measures, signal safety upgrades, and projects identified in any Town or State Highway Administration Road Safety Audit or Pedestrian Safety Action Plan. Consistent with Maryland's Vision Zero goal and MDOT's Complete Streets Policy, safety improvements shall be the first call on available Escrow Fund balances.

Priority 2 — Emergency Vehicle Access: Improvements that enhance the reliability and speed of emergency vehicle response within the Town, including intersection modifications to facilitate emergency preemption, turning radius corrections at constrained intersections, and roadway geometry improvements to reduce response times to residential and commercial areas. The Town shall certify that proposed improvements satisfy emergency access standards prior to CIP programming.

Priority 3 — Pedestrian and Bicycle Accessibility and Complete Streets Conformance: Improvements that expand or close gaps in the Town's pedestrian and bicycle network, bring existing facilities into conformance with the Town's adopted Complete Streets standards, improve ADA accessibility, enhance Safe Routes to Schools connections, and provide protected or separated facilities for non-motorized users on high-volume corridors. Consistent with Maryland Department of Transportation's Complete Streets Policy, which requires APFOs to ensure Complete Streets design features are provided, this priority shall apply to all Escrow Fund-eligible improvements involving the reconstruction or significant modification of existing roadway cross-sections.

Priority 4 — Vehicle Capacity and Operations: Improvements primarily intended to increase vehicle throughput or reduce vehicle delay, including intersection turn lane additions, signal coordination, and roadway widening for vehicular capacity. Such improvements remain eligible for Escrow Fund programming but shall be sequenced after Priorities 1 through 3 have been adequately addressed in the affected corridor or study area.

(3) A sufficient public right-of-way width is provided to serve the volume of pedestrian and vehicular traffic to accommodate the proposed development, including adequate road widths to facilitate vehicular mobility, maneuverability, and on-street parking, when applicable to the roadway type and context.

D. Levels of Service.

(1) The established minimum level of service (LOS) standards shall be tiered based on roadway jurisdiction and context, as follows:

(a) Town of La Plata Controlled Roads: LOS "C" for all Town-owned and maintained roads.

(b) Charles County-Controlled Roads: LOS "D" for all Charles County-owned and maintained roads

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within the La Plata Town limits, consistent with the "Charles County Adequate Public Facilities Manual." The Town shall defer to the County's adopted adequacy standards for County-controlled roads.

(c) State Highway Administration (SHA) Controlled Roads: LOS "E," or no worse than the background (pre-development) LOS where existing conditions already exceed LOS "E," for all SHA-controlled and maintained highways in the Town. The Town shall defer to SHA's adopted "Traffic Impact Study Guidelines" for its facilities. Any mitigation requirement involving the SHA right-of-way shall be expressly subject to SHA review and approval. If SHA declines to approve proposed mitigation, the Town of La Plata shall consider alternative mitigation strategies, including but not limited to pro-rata contributions toward SHA-programmed improvements.

(2) When a TIS is conducted pursuant to §191.88(C)(1) and it determines that a study intersection fails the adequacy standards established in §191.88(C)(1)(e), the following mitigation framework shall apply. All adequacy determinations and mitigation calculations under this section shall use opening-year background conditions (existing traffic plus approved-but-unbuilt development traffic) as the baseline, consistent with §191.88(C)(1)(e).

(a) At Functioning Intersections (opening-year background LOS "D" or better) under the applicable tiered standard in §191.88(D)(1)), Mitigation is required where the new development causes the overall intersection LOS under total traffic conditions to fall below LOS "D," or causes any individual movement that operated at LOS "E" or better under background conditions to fall to LOS "F." The project developer shall mitigate the development's impact to restore the intersection to its existing background LOS or better.

(b) At Deficient Intersections (opening-year background LOS "E" or worse), Mitigation is required where the new development increases the average control delay per vehicle under total traffic conditions above the average control delay per vehicle under the new development's opening-year background conditions (i.e., where the development measurably worsens delay at an already-deficient intersection). The project developer shall adequately mitigate impacts to restore total traffic delay to no worse than the opening-year background delay. Mitigation may consist of one or more of the following, as approved by the Town:

(i) Proportional Impact Mitigation. At the discretion of the Town, the project developer may contribute toward the cost of the improvement in proportion to the development's share of the total traffic delay increase calculated as: (Development-Attributable Delay Increase ÷ Total Delay Under Total Traffic Conditions) × Total Improvement Cost, based on a third-party engineering estimate.

(ii) Pro-Rata Escrow Contribution. At the discretion of the Town, the developer may contribute to the Town's Transportation Improvement Escrow Fund pursuant to §191.94(F) in lieu of direct construction, where the improvement is programmed in the Town's CIP or is a shared improvement benefiting multiple developments.

(iii) Alternative Improvements. At the Town's discretion, a project developer may propose alternative improvements that clearly restore total traffic delay to a level no worse than the development's opening-year background delay without the project. Any such proposal shall be reviewed and approval by the Town and, when applicable, by SHA or the County. When evaluating alternative improvements, the Town shall apply the Infrastructure Priority Hierarchy established in §191.88(C)(2).

(c) Denial. The Planning Commission shall deny a proposed development if the developer fails to demonstrate a feasible, secured, mitigation pathway under subsections (a) or (b) above. The Planning Commission shall not deny a project solely because an intersection operates below the applicable LOS standard under background conditions unrelated to the proposed development.

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E. The determination of the Level of Service for a road shall consider the effects of existing traffic and traffic projected to be generated from new developments in the traffic study area, as determined by the Town, for which final subdivision plats and site plans have been approved as well as increases in through traffic and all traffic projected to be generated from the proposed development for a specified development completion year.

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F. Unless exempted within this Ordinance, the project developer shall submit with their preliminary plat map or site plan, a preliminary Adequate Public Facilities Study (APFS) which indicates the development's anticipated vehicular trip generation rates, a list of existing roads and intersections that will be impacted by traffic to and from the development, and the anticipated completion date of the proposed development. The Planning Director shall review the APFS to determine whether it satisfies the standards adopted herein for the proposed development and shall add or remove roads or intersections as necessary to evaluate the impact of the development.

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§191.89. Schools.

See Section 173-92 under Article IX (School Seat Allocation Policy) of the La Plata Subdivision and Land Development Ordinance.

§191.90. Sewage system.

A. Pursuant to Title 9 of the Annotated Code of Maryland, new development can only be approved if there are adequate wastewater systems and supporting infrastructure. Therefore, no site plan or subdivision plat shall be approved for any new or expanded development in La Plata unless the Town's wastewater treatment plant and infrastructure has or will have sufficient capacity to support new development prior to its commencement. It is the intent of this Chapter to ensure that sewer infrastructure capacity serving existing residential and non-residential users are not adversely affected by the sewage capacity and infrastructure needs from new development.

B. Standard for Adequacy. The Town's sewage system shall be considered inadequate and the development deemed to create an adverse impact on the Town's wastewater treatment plant and its infrastructure when a development causes it to operate at or above eighty percent (80%) of the plant's maximum capacity. This limitation is to ensure the Town maintains sufficient reserve capacity to account for system inefficiencies and short-term spikes in treatment demand. Eighty percent (80%) of sewage capacity shall be determined by multiplying the Town's treatment plant's design flow (MGD) by 0.80, then comparing that value to the facility's average daily wastewater flow.. If this standard is exceeded, the project shall not be approved unless adequate mitigation is provided in accordance with §191.94 (Mitigation).

C. The Town of La Plata shall publish on its website every six (6) months a sewage capacity report identifying the Town's current wastewater treatment plant capacity level and its remaining availability to serve new development. The most current wastewater capacity report shall be used as the authoritative reference source for determining a development's impact on the Town's wastewater capacity limit as part of any Adequate Public Facilities Study submitted to the Town.

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§191.91. Water supply system.

A. Pursuant to Title 9 of the Annotated Code of Maryland, new development can only be approved if there is an adequate water supply and infrastructure to support it. Therefore, no preliminary plat map or site plan for any new or expanded development requiring water allocation from the Town of La Plata shall be approved unless there is or will be sufficient water supply to support the development prior to its commencement. It is the intent of this chapter that water supplies serving existing residential and non-residential users are not adversely affected by the water usage from new development.

B. Standard for Adequacy. The Town's water supply system is considered inadequate and a proposed development is considered to have an adverse impact on the Town's ability to provide sufficient water when the projected water demand from new development will cause the Town to reach or exceed eighty percent (80%) of its maximum water appropriation permit for annual average daily withdrawal, as issued by the Maryland Department of the Environment. The 80% threshold is intended to ensure the Town maintains sufficient reserve capacity to account for water loss, system inefficiencies, and short-term spikes in water usage. Eighty percent (80%) of the Town's water allocation is calculated by multiplying the permitted annual average daily withdrawal limit by 0.80 and comparing that value to the Town's actual annual average daily water use. If the projected demand from a development causes this threshold to be exceeded, the development may not be approved unless adequate mitigation is provided in accordance with §191.94 (Mitigation).

C. The Town of La Plata shall publish on its website every six (6) months a water capacity report of the Town's water allocation usage for determining the remaining water availability to serve new development against its maximum water appropriations permit limit for average daily withdrawal. The most current water capacity report shall be used as the authoritative reference source for determining a development's impact on the Town's water supply as part of any Adequate Public Facilities Study submitted to the Town.

§ 191.92. Water, sewage, and school capacity allocations

A. Water and sewer capacity allocation shall be guaranteed to any approved preliminary plat map or site plan requiring such allocation for a period of six (6) years after its original approval by the Town. Failure, for any reason, to obtain a building permit within six (6) years to begin construction for a new building(s) under an approved site plan or preliminary plat map or for a new development shall render the water and sewer allocation void.

B. For preliminary plat maps and site plans that have been previously approved without water and sewer allocations prior to the adoption of this Ordinance, water and sewer allocations shall be based on the following allocation methodology:

(1) All preliminary plat maps and site plans that have been approved and are still valid as of the date of the adoption of this Ordinance shall be exempt from Section 191.92(A) unless the approved preliminary plat map or site plan is allowed to expire for any reason. Water and sewer allocations for previously approved and legally valid preliminary plat maps and site plans shall have priority over any preliminary plat maps and site plans not approved by the Town as of the date of the adoption of this Ordinance. Water and sewer allocations for unexpired preliminary plat maps and site plans under this code provision shall be allocated as follows:

(a) Each year, the Town of La Plata shall identify the maximum water and sewer capacity allocations to be devoted to previously approved preliminary plat maps and site plans that are valid.
(b) Water and sewer allocations shall be distributed by the Town to each previously approved

preliminary plat map or site plan beginning with the oldest to the most recent until all such water and sewer allocations have been distributed by the Town of La Plata for each calendar year.

(c) Failure to begin using authorized water and sewer allocations within six years shall render the water and sewer allocations under this provision of the Ordinance null and void.

C. Once all previously approved preliminary plat maps and site plans have received their necessary water and sewer allocations under Section 191.92(B), water and sewer allocations required for the approval of new preliminary plat maps and site plans may be granted by the Town as provided in this Ordinance.

D. School capacity allocations shall be granted pursuant to Article IX (School Seat Allocation Policy) of the La Plata Municipal Code.

§ 191.93. Adequate public facilities study.

A. An Adequate Public Facilities Study (APFS) shall be prepared by qualified, independent, third parties, in conformance with the requirements of this Ordinance, and submitted as part of any preliminary plat map or site plan submittal to the Town for approval.

B. An APFS shall contain the following information:

(1) Background information describing the proposed development, its location, and the most current conditions of all public facilities that are regulated by this Ordinance.

(2) Analyses and identification of all anticipated project impacts and facility needs for water, sewer, roads and school seating capacity to serve the proposed development.

(3) As necessary, a proposed mitigation program to eliminate all anticipated environmental impacts caused by the development to enable the Town to provide sufficient water, sewage, roads and school seating capacity to serve the proposed development.

(4) Any other additional information deemed necessary by the Planning Director to adequately evaluate a project's impact(s) on the Town's water, sewage, and school seating capacity.

C. An APFS must address the incremental and cumulative impacts of a project that is to be developed in phases, including all incremental mitigation measures.

D. The Planning Commission shall review the APFS and other information submitted by the project developer to determine if the level of public infrastructure exists or will exist to meet the standards of this Ordinance and whether the approval of the proposed development will be in the public interest.

E. The project developer ~~applicant~~ shall pay all ~~the~~ costs associated with the Town's review of an APFS in addition to all other applicable development fees in the Town's current fee schedule.

F. Traffic Study Area Definition. The Traffic Impact Study shall analyze, at a minimum, the following baseline study area:

(1) All signalized intersections providing direct access to the proposed development site;
(2) The nearest two principal arterial intersections in each direction from the primary vehicular street entrance(s) to the development;
(3) All intersections within 1.5 miles of the primary site entrance(s) that receive 50 or more peak-hour trips generated by the proposed development;
(4) The Planning Director may expand the required study area based on: (i) the proposed development generating more than 250 peak-hour vehicular trips; (ii) known traffic distribution patterns affecting more distant facilities; (iii) proximity to sensitive uses such as schools or hospitals; or (iv) reasonable justification demonstrating a project nexus for the expanded scope of the study.

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G. Piecemeal Development. Circumventing the trip threshold by submitting piecemeal development applications is not permitted. If an project developer submits a new preliminary plat map or site plan for development at the same property location where a previous preliminary plat map or site plan was approved within the preceding five (5) years, the Traffic Impact Study shall include all trips generated by both the proposed and previous development approvals when determining whether the 50 peak-hour trip threshold is met or exceeded.

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§ 191.94. Mitigation.

Creative development design measures are encouraged within each new development to reduce or eliminate impacts to the Town's water, sewage, roads and school seating capacity limits whenever possible. However, if the Planning Commission determines that one or more public facilities associated with water, sewage, roads, or school seating capacity are not adequate, the Planning Commission shall deny the project or require sufficient development mitigation measures as follows:

A. Mitigation by the project developer is required to avoid exceeding water, sewer, roads and school seating capacity limits to enable the Town to provide sufficient public facilitates to support the developer's project and comply with all applicable provisions of the Town's Municipal Code and Maryland Department of the Environment permitting requirements, conditions, and regulations placed upon the Town. If the mitigation measures are considered infeasible to implement for a new development, the Town may accept an in-lieu fee equal to the developer's pro-rata share of the total estimated cost of their required mitigation measures for their project, as determined by the Chief Executive Officer of the Town.

B. If one or more mitigation measures are required for an approved development to comply with this Ordinance and those mitigation measures will be fully completed through a Town of La Plata, Charles County, or State Highway Adminisration approved capital improvement project before all Town issued development permits are finalized, the Town shall consider the required development mitigation measures necessary to comply with this Ordinance satisfied. However, if a Town of La Plata, Charles County, or State Highway Adminstration approved capital improvement project does not fully satisfy all mitigation measures required for an approved development to comply with this Ordinance, the developer shall be responsible for completing their pro-rata share of the remaining mitigation measures. Otherwise, the developer shall provide the Town an in-lieu fee equal to their pro-rata share of the total estimated cost for the remaining mitigation measures required for their project development, as determined by the Chief Executive Officer of the Town.

C. The Planning Commission shall review and have final approval of the proposed mitigation program for a proposed subdivision or site plan. A mitigation program shall include the type(s) of mitigation, the methods of mitigation, and time schedules, including project phasing, if applicable, for the successful implementation of the mitigation program.

D. A mitigation program shall be contained in a legally binding, adequate public facilities agreement between the project developer and the Town of La Plata, in a legal form approved by the Town Attorney.

~~E.~~ A mitigation program shall run with the land. The deed or title for a property shall contain references to the mitigation program and be recorded with the Charles County Clerk to the satisfaction of the Planning Director.

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F. Transportation Improvement Escrow Fund.

(1) Establishment. The Town of La Plata shall establish and maintain a "Transportation Improvement Escrow Fund" ("Escrow Fund") for the purpose of collecting pro-rata share contributions from developers toward the cost of transportation improvements that exceed any

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single developer's proportional impact or that require coordination across multiple developments or jurisdictions.

(2) Applicability. The Town may require pro-rata Escrow Fund contributions through an in-lieu fee and/or direct mitigation construction by the project developer pursuant to Section 191.94.

(3) Calculation. The developer's pro-rata contribution shall equal: (Development Peak Hour Trips ÷ Total Peak Hour Capacity Added by the Improvement) × Total Improvement Cost, based on an indepdenent third-party engineering cost estimate reviewed and approved by the Chief Executive Officer of the Town.

(4) Fund Administration. All Escrow Fund contributions shall be deposited in a dedicated, interest-bearing account, separately maintained by the Town. Funds shall be used solely for the construction of the identified transportation improvement(s). Unexpended funds shall be returned to contributing developers on a pro-rata basis if a project is canceled or if alternative funding sources fully finance the improvement.

(5) Construction Trigger. For Town-controlled roads, the Town shall initiate construction of funded road improvement(s) when:

(i) Sufficient pro-rata contributions have been collected to fund at least fifty percent (50%) of the project cost; or

(ii) Alternative public and/or private funding sources are secured by the Town to complete the project road improvement(s).

(6) CIP Alignment and Investment Priorities. The Escrow Fund shall be reviewed annually in connection with the Town's CIP process. The Chief Executive Officer shall recommend to the Town Council allocation of Escrow Fund balances to advance programmed improvements in coordination with Charles County and the State Highway Administration. In making such recommendations, the Chief Executive Officer shall apply the Infrastructure Priority Hierarchy established in §191.88(C)(2), advancing safety improvements ahead of capacity improvements, pedestrian and bicycle accessibility improvements ahead of vehicle throughput improvements, and preserving emergency vehicle access as a non-negotiable baseline condition. Any deviation from the recommended priority ranking shall be documented with written findings explaining why a lower-priority improvement better serves the public interest in specific circumstances. For mitigation projects along State or County roads and intersections, the Town may provide a funding contribution from the pro rata Escrow fund.

(7) Payment. The required pro-rata Escrow Fund contribution by a project developer shall be made prior to the issuance of any building permits for their project.

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§ 191.95. Bonding or surety.

A. The Planning Commission shall require bonding or surety as appropriate to cover the costs of the facilities and lands not under the project developer's ownership that are part of a mitigation program.

B. Upon default, the Town of La Plata has the authority to redeem the bonds or surety in addition to any other remedy provided by law.

§ 191.96. Standards, criteria and procedures for adequate public facilities studies.

A. Except as may be stated elsewhere in this Ordinance, the Charles County Adequate Public Facilities Implementation Manual may be referenced for guidance to help support the successful

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implementation of this Ordinance. In no case shall the Charles County APFO Manual supersede any requirements of this Ordinance unless stated otherwise in this Ordinance.

B. Standards for Traffic Studies. All Traffic Impact Studies (TIS) submitted as part of an Adequate Public Facilities Study (APFS) shall be conducted in accordance with the following methodology:

(1) Methodology Alignment: The tiered HCM methodology described in §191.88(C)(1) shall be used as the primary standard for all TIS analyses. The Charles County Adequate Public Facilities Manual may be referenced for supplemental guidance on County-controlled roads, provided it does not conflict with the standards established in this Article. In the event of conflict, this Article shall govern.

(2) Standardized Data: All TIS submissions shall use the most current traffic count data, obtained from Town-approved traffic counts, rather than applicant-generated proprietary data unless approved by the Town. Traffic counts shall be no older than two years at the time of submission.

(3) Special Conditions: For retail, food service, entertainment, and religious uses, the TIS shall include an appropriate Saturday or Sunday peak-hour analysis in addition to peak weekday AM and PM traffic volumes. For uses with significant school-hour traffic, an analysis of the afternoon peak traffic shall also be identified. The Planning Director may specify additional conditions at the TIS scoping stage.

(4) The scope of work for all TIS shall be approved in advance by the Planning Director prior to execution and satisfactorily completed at the discretion of the Planning Director.

~~A.~~

~~B.~~ C. Upon recommendation by the Planning Commission, the Town Council shall consider approving any revisions to the adopted standards, criteria, and procedures for adequate public facilities.

~~C.~~ D. The Town of La Plata shall be the sole provider of all water and sewer facilities for new and existing developments in Town. The Town will require developers to fund, construct, and provide bonding for all new or upgraded facilities deemed necessary for mitigation under this Ordinance. All new water and sewer facilities shall be dedicated by the project developer to the Town of La Plata, consistent with all applicable provisions of the Town's Municipal Code as determined by the Director of Public Works.

§ 191.97. Exemptions to Adequate Public Facilities Requirements

A. The provisions of this APFO Ordinance shall not apply to any development that, as of the effective date of this Ordinance, satisfies all of the following criteria:

(1) The property was subject to an Annexation Agreement executed on or before December 31, 1998, and recorded among the Land Records of Charles County, Maryland, regardless of any amendments to such agreement occurring after that date; and

(2) A preliminary plat map or site plan for the development has received Town approval and remains valid under applicable law.

(3) A development that satisfies both of the criteria in the above Sections A(1) and A(2) as of the effective date of this Ordinance shall be deemed vested for purposes of this Article and shall remain exempt from the requirements of Chapter 173, Article IX (School Seat Allocation Policy) and Chapter 191, Article X (Adequate Public Facilities Requirements) provided that such development proceeds in accordance with the approved preliminary plat map or site plan as well as any applicable vesting or expiration provisions of this Code.

B. Notwithstanding the foregoing in Section "A," above, any significant modification to an approved preliminary plat or site plan that results in an increase in residential density, non-residential square footage, or overall development intensity shall not be eligible for this exemption unless such

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modification independently satisfies the requirements of Chapter 173, Article IX (School Seating Allocation Policy) and Chapter 191, Article X (Adequate Public Facilities Requirements).

-End-

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01/28/26

Don,

Below is the information shared that I had prepared. I hope this is helpful as the Town continues to develop your new APF. I understand that the Town's location within Maryland, priorities and vision for development may substantially differ in some aspects from other jurisdictions, so I offer the following for your general consideration and look forward to seeing what the Town ultimately passes for APF. I would be happy to talk more or participate further if at all needed/desired. Feel free to reach out any time.

A few examples around Maryland that have policies you may want to review:

- Howard County - regarding LOS thresholds and having different requirements for different facilities:
  - https://www.howardcountymd.gov/public-works/resource/howard-county-design-manual-volume-iii
    - Section 4.2
      - Level of Service The intersection level of service (LOS) standard for this evaluation for County-controlled intersections is LOS D and the standard for State-controlled intersections is LOS E. The LOS evaluation shall be for the overall intersection.
- Montgomery County - regarding LOS thresholds and having context sensitive requirements in different areas:
  - Breaks the county out into policy areas with different LOS thresholds for adequacy
    - More urban dense areas allow higher levels of congestions
      - In these areas, walkability and lower reliance on vehicles is desired
      - Infrastructure goals focus on pedestrian bike and transit, not adding lanes to reduce vehicle delay
      - https://apps.montgomerycountymd.gov/ccllims/DownloadFilePage?FileName=12341_1_25989_Resolution_20-651_Adopted_20241112.pdf#page=12
        - More rural policy areas, delays limited to as low as 41 seconds per vehicle
          - Vehicle travel is primary and likely only option with long travel distances – delays should stay low
        - More urban areas, delays allowed up to 80 seconds per vehicle (LOS F)
          - Alternative modes available, trips are generally shorter too. Delays may be allowed at higher levels.

        - Transit areas - no vehicle test. It is acknowledged that intersections currently fail and there is not a desire to widen roads for more capacity, nor could development realistically pay to do so.
- Frederick County - regarding mitigation
    - When larger improvements are identified, you determine how much of the capacity the improvement creates is used by the development. If it's a small portion, then the development pays their pro-rata share based on an analysis. Then every development that comes through in that area pays their share until it reaches a certain level and then gets triggered for construction. Even developments that don't trigger a traffic study still have to contribute their share.
        - This could be a good way of establishing large improvements on the books that are needed but not necessarily feasible for one specific development.
        - It also ensures that when you have a lot of small pad uses that may not trigger studies, they are all contributing based on their incremental impact to traffic. You may need multiple properties to develop to realistically fix a corridor, but you will have a hard time getting any single development to move forward if the first developer is on the hook for it all.

Review of ZTA Text: ZTA 01-2026

General clarifications & recommendations

- The APF should detail if changes in use of an existing building are also considered development and subject to the requirements. Typically it is treated the same. A change in use that results in an increase in trips would be evaluated for APF.
- The APF should specify that the trip threshold is based on new trips, which is the trip generation for the proposed development minus the trip generation for the existing development or approved development for which APF has been satisfied (think modification to an existing development that wants to change Phase 2 or 3, etc.)
- Will any trip reduction factors be allowed when determining new trips to determine if study is required?
    - Typically the answer is no, although some jurisdictions do allow for pass-by trip reductions at the scoping stage.
- Define how the study area will be established
    - Some jurisdictions do tiered system:
        - Montgomery County: <250 new peak hour trips = 1 tier = go out 1 significant intersection in each direction. 250-749 new peak hour = 2 tier = go out 1 in each direction, then go out from each of those 1 in each direction. And so on
        - City of Frederick: Study area goes out to any intersection where 50 trips travel through to the development, limited to 1 mile

        - Calvert County: Go out to the first intersection of an arterial with a collector or higher in each direction, limited to 2 road miles in each direction
- Clarify when Saturday or other conditions will be required
    - Retail sites typically subject to Saturday conditions
        - Recommend limiting this when the weekday traffic is higher than Saturday to reduce unnecessary analyses
    - Schools typically need to study the afternoon school peak between 2-4pm
- Many jurisdictions require evaluations of driveway and on-site queueing requirements
    - Even when a site is below threshold for a study, the driveway may need to be reviewed for adequacy
    - On-site queueing can be a critical element impacting roads that wont show up in an LOS based review
        - Examples are schools, drive-thru restaurants, carwashes
        - School pick-up/drop-off management
- Mitigation should be different when an intersection is already over capacity
    - It is not the developments responsibility to mitigate other developments' traffic, only their own. If requirements are disproportionate to a developments impact, then the Town risks facing legal challenges and stifling development where it is desired. When alternatively, impact based mitigation may promote a volume of multiple developments that can cumulatively provide funds to complete necessary improvements.
    - City of Rockville allows developments to increase the v/c at an intersection by up to 0.10 (10%) if it's not failing already. This prevents one development from using up all road capacity without having to provide improvements.
        - If the intersection is already failing, the development can only increase by 0.01 (1%) before mitigation is required. They are then required to mitigate a certain percentage of their impact only, or mitigate to get back to where it was without the development.
            - This allows a very small portion of traffic to go through a failing intersection without mitigation as the impact is ultimately negligible.
    - Any mitigation requirement involving MD SHA ROW should be caveated with, "Subject to SHA Approval". Otherwise, improvement requirements may not be feasible and stall a development where SHA will not approve the required construction.

Section 191.88: LOS C or Better is required – D is failing

- The code should clarify if LOS is based on movement, approach or intersection
    - For signalized intersections:
        - If based on Overall Intersection, then mainline traffic can be prioritized over low volume side streets. Rather than adding more average delay for say 1,000 vehicles just to get to LOS C for a side

street with say 10 vehicles, you allow the side street to be above the threshold but require the overall intersection (weighted average of all approaches) to need to be adequate.

- Since the APF will set a requirement for all intersection in the Town, regardless of who controls the intersection (County, Town or SHA), you should identify different thresholds or default to the County or SHA for adequacy for their facilities.
    - If you have a blanket LOS C requirement, that would mean the Town could not approve a development if a study intersection on Crain Highway were at LOS D, even though you do not control the ROW itself.
- Exempt if 35 or fewer peak hour trips per day
    - This should be clarified as Peak hour or daily
        - 35 trips per hour is a fairly standard requirement, with 50 being the most common in my experience
        - 35 trips per day is not unheard of as a trigger, but it would be extremely harsh and nearly all development would require a traffic study

Section 191.87

- (B): 1,200 SF exempt
    - Uses such as small fast food restaurants and drive-thru coffee shops may fall into this category but be above 35 peak hour trips. The clause leaving it to the Town to still require in some cases would take care of this, but it is nice for applicants to have predictability during the due diligence stage where we might not yet be able to approach the Town to confirm.

- (C) Clarification needed, is it 35 peak hour trips or 35 daily trips?
    - Same as described previously. 35 peak hour trips would be a fair requirement. 35 daily trips would be very harsh and trigger for nearly all development.

- (C)(1): CLV or HCM
    - Specify which is to be used.
        - HCM is industry standard and CLV is being phased out in Maryland.
        - You could require HCM for adequacy and CLVs for informational purposes as SHA does currently still want to see CLVs.

- (C)(3): Add language, "When applicable"
    - Not all components will be desired for all locations. For example, you will not always need on-street parking.

- (D)(2)(a): There should be other options for mitigating. Otherwise, the Town may be forced to deny development that is in its best interest and could pay its fair share but not fix a problem that is well beyond its proportional impact.

- Pro-Rata share contributions to improvement projects can provide option for mitigating impact and moving development forward where constraints exist that are not caused by the development itself.
- Pay based on impact, other developers do the same. Town, County or SHA could use funds to construct the improvements
    - See Frederick County for example of Escrow Account mitigation method
        - Even developments generating less than 35 trips and exempt from study still have to pay pro-rata share for impact at nearby intersections where improvements have previously been identified

Section 191.93

- (D): Recommend calling out piecemeal development
    - Some jurisdictions specifically call out that project trips at the same development constructed recently, within say 5 to 6 years, must also be accounted for.
        - This prevents smaller additions via separate applications that cumulatively have a larger impact but are never studied for adequacy.
        - City of Rockville has the following provision within their transportation guidelines: “Circumventing the threshold by submitting piecemeal development applications is not permitted. If the applicant submits a new Site Plan Application, at the same location, within a five-year period, the applicant will be required to include all trips generated by both applications in a new study.”

Will Zeid, PE **(MD, DC, VA, DE)**
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CHARLES COUNTY GOVERNMENTY FEEDBACK ON DRAFT TOWN OF LA PLATA APFO

From: Jason R. Groth <GrothJ@charlescountymd.gov>
Sent: Sunday, February 1, 2026 8:55 PM
To: Chuck Stevens <cstevens@townoflaplata.org>
Cc: Melissa Hively <HivelyM@charlescountymd.gov>; Heather N. Kelley <KelleyH@charlescountymd.gov>; Hunter Zinn <ZinnH@charlescountymd.gov>; Charles R. Rice <RiceC@charlescountymd.gov>
Subject: Re: Town Of La Plata Code Chapter 173 Section 9 Redlines: School Seat Allocations

CAUTION: This email originated from OUTSIDE of the Town of La Plata email system. If the senders name displayed is a Town user, it is NOT legitimate and should be deleted immediately. Do not click links or open attachments unless you are certain this is a legitimate message.

Chuck,

I had forgotten to pass along the following comments from our team, as I had them lingering in my "drafts" folder. I do apologize. They provided the following:

Chapter 173 Notes:

- 173-92A says “ten percent (6%)”
- We have some concern with the Town utilizing the available county-wide capacity within the school system rather than just the schools serving La Plata. This creates a potential challenge in adequately addressing capacity in the La Plata area, where there are currently significant capacity issues. We recognize that the Town is limiting its apportionment to 6%. The question is if the approach is proportional to the impact to the affected school area.
- For clarity, does this presuppose that the County will reserve 6% of the total available before the County *completes its* allocation process? The concern is that there may be double dipping into the available capacity.
- Please clarify if 173-96B is how the Town proposes to address multifamily residential development allocations? In our practice, we address allocation at Site Development Plan and/or Development Services Permit. The building permit stage seems pretty far into the process for a multifamily development. Can you clarify when the multifamily projects go on your “priority list”?
- There doesn’t appear to be a bulk allocation policy, or something equivalent for small lot developments (like our minor subdivisions). We see the Town adopted our exemptions for APF, but the policy doesn’t include what happens with those developments. Can you clarify?

Chapter 191 Notes:

- LOS C for all roads and intersections in the Town is conservative; especially for roads of higher congestion such US 301, MD 6, MD 225, and Rosewick Road, etc. The County

utilizes a "transportation district" that allows LOS D in areas where higher congestion is considered reasonable. That seems appropriate for US 301 and MD 6 as an example.

- I'm glad they're including pedestrian traffic in their APFS. I do wonder how they'll measure that (we don't even have standards for pedestrian APF).
- This section states: "the APFS shall propose, as necessary, all traffic mitigation improvements that will achieve the required level of service for all roadways impacted by the proposed development." We note that it may be very difficult for projects to be able to bring some of their intersections *up* to a C. Due to this challenge, the County focuses on mitigating *the project's impact* versus bringing the intersection up to the desired LOS.
- Also, the proposed language requires the mitigation to "eliminate" impacts, or else the Planning Commission *shall* deny the project. This may not be feasible for a single project to achieve unless it is of considerable scale.

Again, my apologies for the lateness of these comments, but please feel free to reach out to us with any questions.

Best Regards,

Jason

MEMORANDUM

February 6, 2026

VIA EMAIL

Chuck Stevens, Town Manager
Don Dooley, Planning Director
CC: Sue Greer, Esq.

Re: Proposed Adequate Public Facilities Ordinance ("APFO")

Chuck and Don,

This will follow up our meeting of January 28, 2026, regarding the proposed APFO being considered for adoption by the Town. Please note the following comments and or questions from Sue and I:

1. Transition Provision: We discussed a Transition Provision for the applicability of the APFO, with the intent that the ordinance will be "forward looking", rather than applied retroactively to certain projects/situations. The question is, what is the milestone for "grandfathering" a project out of the APFO? We discussed three projects that are subject to executed and recorded Annexation Agreements, on which performance has occurred on the Annexation Agreements, and on which substantial planning, development and infrastructure has either been designed or in the case of two of the projects developed and constructed. These three projects are Pinegrove (formerly Heritage Green), Stagecoach, and Steeplechase. In this regard, we propose the following transition language: Those developments which are: (i) subject to an Annexation Agreement executed on or before December 31, 1998 (notwithstanding that amendment(s) may have been made at a later date) and recorded among the Land Records of Charles County, Maryland, and (ii) are the subject of the approved preliminary plan of subdivision as of the date of this Ordinance, shall be exempt from the application of Article XI, Adequate Public Facilities Requirements, and the application of Article IX, School Seat Allocation Policy. This Transition Provision recognizes that these developments have already been programmed into the Town's development processes, have already performed either all or a material part of their applicable Annexation Agreements and have been programmed into the Town's School Seat Allocation Policy and will receive School Seat Allocations in phases consistent with the phasing of the approved final plats of subdivision for the respective developments.

2. School Allocations: We discussed that the Town is a “Development District” under the County’s Comprehensive Land Use Plan. The Charles County Comprehensive Land Use Plan identifies only three Development Districts, which are the Waldorf area, the Incorporated Town of Indian Head, and the Incorporated Town of La Plata. Further, the Town of La Plata is deemed a Priority Funding Area, and therefore, under the principals of “Smart Growth”, is deemed an area where growth is targeted within Charles County. Accordingly, we believe that a six percent (6.0%) cap on School Allocations would not be appropriate, and would not be consistent with the Charles County Comprehensive Plan. We also believe that the School Allocation Policy of the Town, while being respectful and responsible as to school capacity, should also contain a “Fail Safe” which allows a project to proceed after a certain time period regardless of available allocations. In this regard, the County Government and the County Board of Education should plan to accommodate growth, rather than the Town planning to accommodate school capacity, particularly when the County may choose not to fund additional school capacity and/or the Board of Education may choose not to redistrict enrollment lines to accommodate the growth within the Town. We recommend as follows with respect to School Allocations: (i) Allocation of school seats shall be at final plats, as opposed to building permit. In this fashion, there will not be recorded but unbuildable lots within the Town. This also provides additional certainty to Developers and their lenders. (ii) Developments should be able to obtain phased final plats. This will allow for orderly and predictable growth within the Town, the County and for the citizens, the School Board and the Developer. (iii) The Town School Allocation Policy should have a “Sunset Provision” similar to Charles County. That is, if the project is placed on the School Allocation waiting list, after a term of a certain number of years, if the development still does not have School Allocations, a development should be permitted to proceed. In Charles County this is six (6) years. We would suggest a similar amount of time in the Town. (iv) We would suggest that the Town allow Developers Rights and Responsibilities Agreements, between the County, the Town and a Developer.
3. Water and Sewer: Water and Sewer of course is a fairly straightforward prong of the APFO. We recommend removing the cap at eighty percent (80%) of capacity, for a number of reasons, including that, that provision may result in an instant moratorium with regard to sewer capacity. Further, as we discussed, the 80% capacity measure is more of an internal planning milestone for the Town, as to when the Town should start planning for an expansion of its facilities. Any possible moratorium, based upon capacity, should only occur at full capacity, as in the case of the current public water moratorium in the Town. Also, if the Town has approved and budgeted a Capital

Improvement Project, the pace of development should take into account the timing and scope of additional capacity which will be provided by the CIP.

4. Traffic: As we discussed, you have received some comments from Jackie Plott and perhaps other traffic engineers regarding the elements of the APFO dealing with traffic. That said, we will offer a few comments: (i) Most jurisdictions' APFO's allow for a peak hour level of service of D within their development districts. (ii) There should be incorporated into the APFO and ability to pay a fee in lieu of improvements as mitigation, for the Town to make future road and/or traffic control improvements in and around the Town.

Once you have the opportunity to review this Memorandum, please let us know if you have any questions or comments. We are happy to provide further suggestions and feedback.

Y:Aliya/Memorandums/MEMORANDUM (Stevens - Dooley).docx

Happy Saturday All - Providing some thoughts on the two proposed draft chapters (173 and 191):

Chapter 173 - ...School Seat Allocations...

Overall:

- It appears to give the Town leverage it otherwise would not have, but it may come with administrative complexity that can slow development when school capacity is tight.
- From a planning standpoint, it is a **strong but restrictive tool** to be used carefully and reviewed periodically to ensure it still reflects town/community priorities and school realities.

Pros:

- Protects schools from overcrowding
- Treats developers fairly through a transparent allocation system
- Prevents theoretical approves without infrastructure
- Gives smaller projects a chance through reserved pools
- Strong legal appeal
- Encourages orderly, phased growth

Cons:

- Can slow development (housing)
- Adds complexity and administrative burden
- May frustrate property owners waiting years for allocation
- Requires constant coordination with County school data
- Could limit redevelopment if seats are scarce

Chapter 191 - Zoning Regulations

Overall: APFO appears to be generally strong and protective of Town services.

Pros:

- Provides clear and enforceable capacity thresholds (LOS D, 80% water/sewer standards)
- Requires independent studies improving reliability of analysis
- Strong mitigation and bonding provisions protects the town financially
- Ensures development occurs in areas with adequate public services
- Prioritizes previously approved projects

Cons:

- The strict LOS requirement may be difficult to achieve in older or constrained road networks and amy unintentionally inhibit redevelopment
- Water and sewer capacity limits could unintentionally create a de facto development moratorium if the town's available capacity declines without planned improvements
- Three-year allocation expiration may be short for multi-phase or complex projects
- APFO may benefit from guidance on alternative mitigation (e.g., different modes improvements, fee-in-lieu)

Wishing everyone happy and safe holidays!
Dawn

Councilman Guttenberg's Draft APFO Feedback for Infrastructure Capacity: Water, Sewer, Traffic, and School Seats

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Water Infrastructure Capacity

1. Defining the Water Capacity Standard (Clarity of § 191.91)

Technical precision and future proofing of the "80% adequacy threshold" established in the proposed ordinance.

1.1. Clarifying the Adequate Water Capacity Measurement Metric Contained in (§ 191.91(B))

Issue: The proposed limit is based on *"eighty percent (80%) of its maximum permitted water authorization granted by the State of Maryland."* My opinion is this phrasing may lack necessary time based context (i.e. monthly volume). This will be an especially important distinction when the Town has more than 1 water source. Today "*permitted water authorization*" works because our single source of water capacity is regulated by the states MDE permit, in the future the Town will likely have other sources not subjected to the MDE groundwater permit monthly limits.

Recommendation for Updated Language: Amend §191.91(B) to more explicitly define and state the water delivery system metric. The language should be changed to: "...will cause the Town to exceed eighty percent (80%) of its water delivery systems reported maximum monthly capacity." *(also see my recommendation in 1.3 below which refines the definition of "systems reported maximum monthly capacity)*

In my opinion: This would prevent inconsistent interpretation and ensures the standard is durable regardless of the Town's future water system source mix.

1.2. Requiring Technical Justification for the 80% Water System Capacity Threshold

Issue: The origin of the 80% threshold lacks a technical basis within the draft code, making it vulnerable to challenge if viewed as arbitrary. My concern is the 80% reference *"...maximum permitted water authorization granted by the State of Maryland."* refers to the calculated aquafer depth management trigger used by Maryland Department of the Environment (MDE) for regulating permitted groundwater withdrawals by the Town of La Plata's wells.

Recommendation for Staff Action: The Town Manager/Public Works should document in the proposed code the justification for the 80% APFO water adequacy threshold. This justification should link the chosen reserve margin operational requirements, such as expected peak to low usage swings (i.e. monthly 10% or 15% seasonal variances), system wide "Real Loss" estimates or measures for leakage from distribution mains and service connections or other necessary technical capacity reserves to protect the system during maintenance and other emergencies as staff determines appropriate.

In my opinion: Linking the water system capacity adequacy threshold to defined operational needs strengthens the legal defensibility of the entire ordinance, given the core purpose of the APFO is to serve as an enforceable adequacy checkpoint by planners to protect existing water service levels and ensure appropriate drinking water infrastructure readiness for growth.

1.3. Formalizing Total Water System Capacity Calculation in Consideration of Likely Future System Resources

Issue: The ordinance must pre-emptively define how water system capacity will be calculated if/when the Town incorporates external water sources (e.g., a potential Charles County water system interconnection).

Recommendation for Inclusion: The ordinance must include a formula defining how Total System Capacity is determined for the purpose of the "80%" adequacy threshold calculation, explicitly stating that it equals the systems combination of all secure, quantifiable drinking water sources:

> Simplified version is essentially (groundwater monthly capacity + interconnect pipe monthly capacity) = total system monthly capacity

In my opinion: This establishes a clear, objective view for applicants regarding the expansion capacity relative to drinking water available for new Adequate Public Facilities Study (APFS) reviews.

2. Water Capacity Operational Transparency and Process Integrity

Enhancement to transparency and formalize the use of objective data reducing potential confusion and unnecessary administrative complexity.

2.1. Mandate For Town to Publish a Water Capacity Report

Issue: The proposed process currently requires the applicant to prove adequacy, but the necessary data (current capacity usage and committed capacity) is opaque. Town water system capacity is not well understood by residents, applicants, nor policy makers and stakeholders at the Town, County and State levels.

Recommendation for Update: Mandate the Town's Chief Executive Officer (CEO) to regularly publish (i.e. bi-annually) a Water System Capacity Report. This report is needed in my view as the single authoritative source for APFS evaluations. This is in addition to, or aligned with, other regulatory reporting requirements for municipal water systems the Town may be subjected to by State and Federal regulations.

Required "Water System Capacity Report" Content: Must clearly detail all components necessary to assess the current adequacy status against the total water system APFO adequacy threshold (i.e. 80%):

- Total System Capacity: Baseline of water System Infrastructure Capacity. This is the baseline number the § 191.91(B) percentage APFO water adequacy threshold is applied against.
- Assigned Water Capacity: Monthly draw allocations for all existing residential and commercial structures.
- Reserved Water Capacity: Monthly draw allocations recorded for all approved plats or permitted structures prior to construction (explicitly including the expiration date as per the three-year guarantee period under § 191.92.
- Available Unassigned Water Capacity: The remaining monthly draw allocation available for new APFS approvals.
- Water Capacity Performance Metrics: Aggregate metrics for actual water system delivery (actual usage vs. permitted draw). Inclusive of standardized formats for regular reporting of the operational elements used to justify the water adequacy threshold.

2.2. Formalizing the Use of Water Capacity Data for APFO Compliance Approvals

Issue: To reduce ambiguity and by building on the recommendation to regularly publish a standardized Town Water Capacity Report it should be clear what data is to be used to assess adequacy of public water facilities.

Recommendation for Ordinance Mandate: The ordinance should explicitly mandate that the most recently published Water System Capacity Report shall serve as the exclusive and authoritative basis for Town Staff, Planning Commission or relevant approving body when evaluating whether an applicant's proposed development complies with the adequacy standard defined in § 191.91 (B).

2.3. Reinforcing Water System User Protection While Ensuring Capacity for Approved Growth

Issue: The primary policy intent § 191.91is to ensure water supplies serving existing residential and business users are not adversely affected in service of the towns growth needs in alignment with the Towns Comprehensive Plan goals

Recommendation for Reinforcement: Recommend explicitly incorporating language within the Standard for Adequacy § 191.91(B) that frames the adequacy threshold (i.e. 80%) as the mechanism designed to safeguard the Town's ability to provide service to its existing user base (residential and commercial) before new demand for growth is approved. Large development applicants subject to this ordinance and the requirement for an APFS is intended to ensure the Town and property owners/developers enter into agreements that are supported with clear

capital improvement plans to reduce risk to all parties, residents, businesses, the Town, and applicants who are all making significant investments in our community.

In my opinion: It is important for future Town staff, Planning Commissions, and Town Councils to be compelled by code to address needs for infrastructure planning and investments to best serve the public good.

3. Water Policy Alignment and Mitigation Mandates

Alignment to the Charles County Adequate Public Facilities Manual

3.1. Clarifying the Mitigation Mandate for Physical Capacity

Issue: If the water capacity limit is exceeded, § 191.94 mandates denial or mitigation via a legally binding agreement.

The proposed ordinance language focuses exclusively on supply side mitigations which *"fund, construct, and provide bonding for all new or upgraded facilities."* The current language prevents a large site developer from proposing potentially superior, on-site, "demand-side" solutions that conserve water and effectively reduce the necessary APFO capacity allocation for that applicants' project.

Recommendation To Discuss Merits of Demand Side Innovations to Allowable Mitigations Section of Code: The rigid mitigation language of §191.96 (C) defining mitigation solely as the construction or upgrading of Town dedicated physical facilities may create an unintended disincentive for innovative water conservation designs in future large developments.

I also acknowledge this could put the Towns capacity at risk if an applicants innovation for reduced allocations does not perform as expected or is not maintained in practice following construction.

This recommendation also assumes the MDE would allow for assessment or these proposed demand side mitigations and allow changes to the State permitted allowable allotments by housing unit type (i.e. 250gal/day for a single family home). Our APFO could, for large project plans, recognize demand side capacity mitigation solutions like advanced greywater recycling, rainwater harvesting, or other low impact development techniques that demonstrably and verifiably reduce a project's required water capacity allocation. The ordinance would need to explicitly clarify that verifiable, permanent capacity reduction achieved through onsite, engineered conservation is an equally valid and desirable form of mitigation, subject to technical review by Public Works, the Planning Department and gain concurrence by State agencies regarding adjusted drinking water capacity allocations for a specific project and housing type.

3.2. Water Policy Alignment Between the County APFM and La Plata's APFO

Issue: The proposed APFO explicitly states "*The Town of La Plata shall be the sole provider of all water and sewer facilities for new and existing developments".* The Charles County Adequate Public Facilities Manual contains requirements for addressing water supply to developments in the county creating a potential for misunderstanding and unnecessary complexity for applicants and planning commissions and other governing bodies when evaluating proposed development.

Recommendation for Clarity on Policy Alignment with Charles County: Since the Town is established as the "sole provider" of all water facilities, clarify in the ordinance that the Charles County Adequate Public Facilities Manual section on water does not apply to applicants within the Towns municipal boundaries. Furthermore, it should be made clear in the Town ordinance that the La Plata APFO prevails as the sole public facilities adequacy compliance regulation that is applicable within the boundaries of the Town regarding water capacity. I recommend we gain the Counties concurrence including language updates that align to this recommendation within a future County APF-Manual update.

4. Addressing APFO Adoption Gaps and Legacy Projects

(New APFO Section, With "Sunsetting" Feature)

4.1. Create, In Code, A Temporary Mitigation Pathway for Pre-Existing Plat Approvals

Issue: Projects, in La Plata, that received Preliminary Plat or Site Plan Approval prior to the effective date of this APFO would be exempt from the new adequacy review process, yet they are simultaneously blocked from final permits due to the very water capacity shortfall that necessitates this ordinance. Without a specific mechanism, these "legacy" projects are effectively halted, risking litigation and hindering approved planned growth, which will eventually if not addressed result in a variety of negative impacts to the Town, its residents, and it's businesses.

Recommendation for Inclusion: Add a temporary, dedicated section to the APFO (§191.99, or similar) to create an "Application For Mitigation Only" (AFMO) process for these legacy projects. This section would be governed by a Sunset Clause to ensure it expires once the current capacity crisis is resolved or the transition period for legacy projects ends.

Proposed Language for Staff to Consider as a Concept for §191.99 – APFO
Transitional Provisions for Pre-Existing Capacity Shortfalls:

A. Eligibility and Term: This transitional section should apply exclusively to project applicants that have received a valid Preliminary Plat or Site Plan Approval from La Plata's Planning Commission prior to the adoption date of Towns APFO. This section shall automatically be repealed and removed from the Town Code one (1) year after the effective date of this Ordinance, or upon the Town Manager's determination that the water capacity shortfall for legacy projects as identified in the required APFO Water System Capacity Report has been fully resolved, whichever is later.

B. Application For Mitigation Only (AFMO): Eligible applicants may submit an AFMO for capacity assignment. The AFMO shall not require a full Adequate Public Facilities Study (APFS) but must demonstrate that the applicant will work with the Town to mitigate 100% of the currently lacking capacity allocation needed to unblock their final plat or construction permits.

C. Mitigation Requirements and Fees: The AFMO shall propose a mitigation strategy (Supply-Side or Demand-Side) consistent with the standards defined in §191.96 (C) and §191.94. The AFMO shall be subject to a special, one-time Mitigation Only Application Review Fee, which shall cover the administrative and technical review costs incurred by the Town.

D. Capacity Assignment and Sequencing: Upon approval of the AFMO and the applicant securing a legally binding Adequate Public Facilities Agreement (APFA) and required bonding, the necessary capacity shall be permanently assigned to the project and guaranteed for three years, consistent with §191.92. All funds collected via the AFMO process (including Fee-in-Lieu payments) shall be segregated and dedicated solely to priority water capacity projects to resolve the current system shortfall.

Sewage Treatment Infrastructure Capacity

1. Defining the Sewer Capacity Standard (Clarity of § 191.90)

This section focuses on ensuring the core adequacy standard for the sewage system is clear and technically precise.

1.1. Clarifying the Adequate Sewage Capacity Measurement Metric Contained in (§ 191.90(B))

Issue: The core regulatory standard relies on *"eighty percent (80%) of the plant's maximum currently permitted capacity"* (§ 191.90(B)). As I have come to understand it wastewater treatment capacity is typically defined by system

throughput flow. If there are other capacity throughput metrics that are decision points for staff and policy makers those should be identified.

Recommendation for Updated Language: I recommend amending § 191.90(B) to specify the primary metric of measurement for "maximum currently permitted capacity" as the maximum permitted flow (measured in Million Gallons per Day or MGD), as defined by the State of Maryland. Defining the 80% benchmark by the most common limiting factor (MGD flow capacity) removes technical ambiguity, preventing misunderstanding over the adequacy determination.

In my opinion: Relying solely on the generic term "capacity" introduces technical ambiguity regarding the actual capacity standard being used to assess and regulate the adequacy determination of the Towns wastewater treatment plant.

1.2. Requiring Technical Justification for the 80% Sewer System Capacity Threshold

Issue: The origin of the 80% sewer capacity threshold standard lacks a technical basis within the draft code, making it vulnerable to challenge if viewed as arbitrary. My understanding from previous briefings on the sewage plant is the 80% threshold is sound. My belief is we should codify that basis in code as I recommended within the water system capacity APFO section.

Recommendation for Staff Action: The Town Manager/Public Works should document the technical justification for the 80% APFO sewage treatment capacity for adequacy threshold. This justification should link the chosen reserve margin to documented industry best practices and take into account issues like I&I or other capacity risk factors to protect the system during maintenance or other emergencies.

In my opinion: Linking the sewer system capacity adequacy threshold to objective operational data strengthens the legal defensibility of the entire ordinance, given the core purpose of the APFO is to serve as an enforceable adequacy checkpoint to protect existing sewer service levels and ensure appropriate wastewater infrastructure readiness for growth.

2. Sewer Capacity Operational Transparency and Process Integrity

This section addresses the need to increase transparency to reduce administrative complexity.

2.1. Mandate For Town to Publish a Sewage Capacity Report

Issue: The lack of a transparent, shared data source for sewage treatment plant capacity forces residents, applicants, town staff, and policy makers to rely on assumptions or other nonstandard information to make adequacy assessments.

Recommendation for Amendment: Mandate the Town's Chief Executive Officer (CEO) to regularly publish (i.e. bi-annually) a sewage treatment System Capacity Report.

Required Report Content: This report must clearly detail all components necessary to assess the current adequacy status against the total sewage treatment system APFO adequacy threshold (i.e. 80%):

- Total maximum capacity: As a monthly or daily metric as deemed appropriate by staff.
- Assigned: Sewage treatment capacity for existing structures
- Reserved: Capacity for approved projects including the three-year allocation guarantee expiration date as per § 191.92 (A).
- Available: Unassigned capacity calculated against the 80% threshold.

2.2. Formalizing the Use of Sewage Treatment Infrastructure Capacity Data for APFO Compliance Approvals

Issue: To ensure fair and consistent capacity analysis, the Town must explicitly define which metrics are authoritative for all planning decisions and specifically the APFS reqquirment. To reduce ambiguity and by building on the recommendation to regularly publish a standardized Town Sewage System Capacity Report it should be clear what data is to be used to assess adequacy of sewage treatment facilities.

Recommendation for Ordinance Mandate: The ordinance should explicitly mandate that the most recently published Sewage System Capacity Report shall serve as the sole, authoritative basis for approving Adequate Public Facilities Studies (APFS). It may be practical for the CEO to consolidate the Capacity Reports for water and sewage systems because of the strong linkage of requirements for these municipal service systems.

3. Sewer Policy Alignment and Mitigation Mandates

3.1. Clarifying the Mitigation Mandate for Physical Capacity

Issue: The rigidity of §191.96 (C), which mandates that developers must construct mitigation facilities, could compromise the Town's ability to use public financing (State/Federal loans/grants) for major capital projects in the future, because those funding paths often requires the Town to manage construction under strict public procurement protocols.

Recommendation for Flexibility: Amend §191.96 (C) to provide the Town with the flexibility to accept mitigations from applicants via one of two methods, with the choice resting solely with the Town Manager/Planning Department Director:

1. Developer Construction and Dedication (as currently defined): For smaller, localized capacity upgrades. *(i.e. a neighborhood return pump station)*
2. Fee-in-Lieu of Mitigation: For major, system-wide mitigation projects, the Town shall have the option to accept a payment equivalent to the applicant's pro-rata share of the total estimated cost of the required mitigation project.

Fee-in-Lieu Requirements: This fee should be based on a third party engineer's estimate, deposited into a dedicated segregated fund, and strictly used by the Town for the construction of the specific mitigation project. This gives the Town flexibility to be compliant with State and Federal funding requirements if the applicants fee in lieu is being used as a proportional contribution to a larger infrastructure capital improvement project where outside funding is being sought. Upon payment, the developer's required capacity will be assigned and guaranteed.

In my view: Providing the Town with this Fee in Lieu of Mitigation option is critical for effective capital project management and ensures that major sewer capacity improvements are executed through the most compliant and fiscally responsible mechanism available.

Traffic Infrastructure Capacity *(Town Streets)*

1. Defining the Traffic Adequacy Standard (Clarity of § 191.88)

Technical precision and administrative predictability regarding the required Traffic Impact Study (TIS) methodology and scope.

1.1. Clarifying and Aligning the Required Traffic Study Methodology with County Standards (§ 191.96 (A))

Issue: The proposed Town APFO code creates a conflict/ambiguity by listing the Critical Lane Volume (CLV) "or" the Highway Capacity Manual (HCM) as acceptable standards for use by applicants. Additionally, this is not aligned with the Charles County Adequate Public Facilities Manual (APFM) which mandates a specific tiered approach.

In the County APFM, CLV is used as an initial screening tool and HCM is only required and adopted as the main analysis method when CLV thresholds are exceeded. Because in previous public testimony during my tenure on the Planning Commission applicants have indicated to me they have to use the County manual even inside La Plata's incorporated boundaries, to me it seems that without

adopting the County's specific application hierarchy, the Town's code invites inconsistent analysis and potential applicant challenges regarding which method is authoritative within the Town.

My understanding of the County APFM Standard for Traffic Studies: The County APFM dictates a two tiered analytical process for intersections:

1. Initial Screen: All intersections subject to the County APFM must be analyzed using the Critical Lane Volume (CLV) analysis.
2. Main Analysis Trigger: For intersections with signals, the analysis must escalate to the latest edition of the Highway Capacity Manual (HCM) if the CLV exceeds 1,300 VPH (Vehicles Per Hour). Once the HCM analysis is triggered, it becomes the main method of analysis for the County APFM required traffic study.
    - Trip Generation Standard: All trip generation must use the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

Recommendation for Update to Proposed La Plata APFO: In order to reduce complexity for applicants and interjurisdictional coordination on road impacts between the Town, County, and State I believe we must align our standards for traffic studies. The Town's proposed APFO should abandon the "CLV *or* HCM" language in favor of standards that are aligned to the county APFM related to Traffic.

a. Use of CLV as a Screening Tool: Specify that all intersections must first be analyzed using CLV to determine if the Traffic Impact Study (TIS) requires a deeper HCM analysis.
b. Mandatory HCM Trigger: Adopt the County's specific threshold: "If the Critical Lane Volume (CLV) exceeds 1,300 VPH, or for all unsignalized intersections, the analysis must be performed using the latest edition of the Highway Capacity Manual (HCM), which shall serve as the main method of analysis for the Traffic Impact Study (TIS) included in the Adequate Public Facilities Study (APFS)."
c. Mandatory ITE Trip Generation: Explicitly require all trip generation figures to be derived from the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual for consistency with the County.

In my view: Direct adoption of the County's precise methodology strengthens the legal defensibility of the Town's APFO, ensures full compatibility with the County's data and enforcement practices, and eliminates the conflicting methodology interpretations present in the current draft APFO. This creates a single, predictable, and technically rigorous standard for all applicants and I believe will help plan mitigation strategies that may involve coordination between

an applicant, the Town, County, and State SHA to understand an identified impact within their current analysis and engineering processes.

1.2. Defining the Traffic Study Area "Environs" for Predictability

Issue: The adequacy determination and the Traffic Impact Study (TIS) requirements in the proposed APFO frequently use the term "environs" to define the required study area. However, without a firm definition (e.g., a specific radius or zone list), the developer is forced to rely entirely on the Planning Director's initial determination. In my experience to date as the Council Liaison to the Planning Commission questions about the scope of traffic studies has come up several times. Within the proposed APFO the absence of an explicit traffic baseline study scope undermines my impression of this being a clear, predictable APFO requirement and in my opinion could lead to misalignment of expectations, scope creep or unexpected administrative burden causing delays, undue costs, and overall frustration with the process.

Recommendation for Inclusion: As a recommendation for staff our ordinance could include language defining a minimum, predictable scope for the TIS that must accompany the APFS. This scope should require the study to include all adjacent signalized intersections and the next two principal arterial connections from the site entrance, while explicitly reserving the Planning Director's right to expand the scope based on the project's demonstrated trip generation or unique circumstances.

In my view: Establishing a clear baseline for the study area provides a needed element of understanding for policy makers and predictability for applicants in their cost and time estimates, which I hope ultimately strengthens the integrity and consistency of the Adequate Public Facility Study process.

1.3. Streamlining Mitigation Mandate Language and Focus

Issue: Section 191.88 (D) (2) (a) presents the Planning Commission with two primary options if the LOS 'C' standard is not met: (1) Require developer mitigation OR (2) require the project to be "scaled back." The direct reference to "scaling back" introduces a subjective, discretionary element of denial that appears to contradict the objective, predictable framework established by the detailed mitigation procedures in § 191.94.

Recommendation for Amendment: Simplify language in § 191.88 (D) (2) (a) by removing the explicit reference to the "scaled back" option and instead solely direct the applicant to the detailed, legally binding mitigation procedures defined in § 191.94, which requires an Adequate Public Facilities Agreement and secure bonding for all necessary physical improvements. It is my assumption that because the standards for public facilities adequacy will be clearly defined, applicants won't propose to proceed seeking approval by the Planning

Commission or other appropriate body with projects that don't meet their own assessment of being able to meet the adequacy standard based on our clear assessment factors, therefore "scaling back" is an implied action they will make if their project is likely to not pass the adequacy test making language in the new code to that effect unnecessary.

In my opinion: A core purpose of the APFO is to compel future applicants to fund and or construct necessary public infrastructure to protect existing service levels as growth occurs. Focusing the language on a secured mitigation path in § 191.94 strengthens the policy's objective foundation and reduces the appearance of arbitrary denial criteria.

2. Process Transparency and Integrity

Enhancement to transparency and formalize the use of objective data reducing unnecessary administrative complexity.

2.1. Formalizing the Use of Data for APFO Compliance Approvals

Issue: To ensure fair and consistent traffic study results, Town staff should not have to verify proprietary or unverified traffic count data provided by an applicant. All adequacy evaluations must start from a common, sanctioned baseline identified in code.

Recommendation for Ordinance Mandate: The ordinance should explicitly mandate that all Traffic Impact Studies (TIS) submitted by an applicant for an APFS must use the standards and formats prescribed.

In my opinion: Requiring the use of standardized baseline data ensures process integrity, reduces the administrative burden of verifying input data from multiple sources, and prevents the risks to the town and the applicants expected processing timelines associated with traffic studies that rely on non-standard traffic count methodologies.

2.2. Reinforcing Financial Transparency and the Need for a Consolidated APFS Review Fee

Issue: While the existing Fee Schedule Ordinance (provides clear, tiered fees for the Traffic Impact Study (TIS) Review, it does not currently account for the staff review of the proposed Adequate Public Facilities Study (APFS). The APFS is a necessary, overarching report that requires Town Staff review across multiple domains (Traffic, Water, Sewer, and Schools). The lack of a defined fee for the APFS creates a gap and risks administrative complexity by requiring developers to pay for three or four separate review fees for what is fundamentally a single more comprehensive report.

Recommendation for Amendment/Inclusion: I recommend staff consider a new APFS Review Fee be designed as a single, consolidated fee that replaces the need for applicants to pay separate fees for Traffic TIS reviews and also avoids additional separate fees for Water, Sewer, and Schools technical reviews when an APFS is required.

Potential Language Concept for Inclusion (to be used by Staff in future Fee Schedule update): *In cases where a comprehensive Adequate Public Facilities Study (APFS) is required, the applicant shall pay a consolidated APFS Review Fee. This single fee shall cover all associated technical reviews for Traffic, Water, Sewer, and School Public Facility Adequacy, and shall expressly exempt the developer from paying the separate, individual review fees for Traffic Impact Studies (TIS), Water Adequacy Studies, and Sewer Adequacy Studies.*

In my view: This reinforces the Town's commitment to transparent and predictable administrative costs while avoiding unnecessarily complex fee schedules. Consolidating the review fees also ensures the cost structure is aligned with the required APFS document, simplifying compliance and administrative tracking.

3. Policy Alignment and Technical Inconsistency

Alignment of the Town's APFO with its status as a state designated Preferred Development Area (PDA) to reduce regulatory layering and conflicts in code.

3.1. Tiered Traffic Standards for System Wide Consistency & Avoidance of Unintended Regulatory Burden

Issue: The current draft code creates unnecessary requirement layering and potential rework cost due to two primary conflicts:

- **Methodology Conflict:** The Town's code is vague (CLV *OR* HCM), while the County APFM has a specific, tiered analysis structure.
- **Classification Conflict:** The County APFM effectively misclassifies in County APFM Appendix B, the Town of La Plata (a State designated PDA/growth area) under the, lower-threshold "rural" standard (1,150 VPH CLV), rather than the appropriate Urban/Sub-urban standard (1,300 VPH CLV) used in all other PDA growth areas in Charles County. My reading of the County APFM especially Appendix B forces a difference in the application of county standards on projects within the Town of La Plata when compared to other areas of the County with similar zoning and state priority funding designations. In my view this is potentially problematic because it conflicts with the Town's actual PDA designation that has been in place for several decades. It makes me wonder if there is an impact from this difference

in classification of how La Plata is evaluated for targeted funding of transportation projects at least at the county level.

Recommendation for Updated language: The Town's APFO should adopt an approach in § 191.96(A) to unify the methodology across all road types (Town, County, and State) while enforcing the correct (Urban/Sub-urban) classification for the TIS trigger. Additionally, we will need to establish an authoritative source for an index of Town Streets vs County or State Roads. *(for example counterintuitively to some, Washington Ave is a County road and our code should offer the authoritative source to applicants and stake holders of what those designations are as this code impacts how standards are applied based on common understanding of road type.)*

Proposed Ordinance Language Concept for Update to Proposed §191.96(A):

§ 191.96(A) Standards for Traffic Studies – Consistency and Authority.

"All Traffic Impact Studies (TIS) submitted as part of an Adequate Public Facilities Study (APFS) shall be conducted in accordance with the following criteria to ensure consistency across jurisdictions and prevent conflicting standards:

1. Methodology Alignment (County and State Roads): The methodology for TIS analysis affecting County roads and State Highways shall conform to the latest edition of the Charles County Adequate Public Facilities Manual and the ITE Trip Generation Manual.
2. Town Roads and Minimum LOS: For roads under the Town's sole jurisdiction, the standard for adequacy shall remain Level of Service (LOS) 'C' for all affected segments and intersections. The technical analysis for these Town roads shall utilize the ITE and HCM methodologies as described below in alignment with County APFM.
3. TIS Trigger Threshold (Corrected Classification): For the purpose of triggering a comprehensive Highway Capacity Manual (HCM) analysis on all affected road networks (Town, County, and State), the Town shall exclusively utilize the Urban/Sub-urban Critical Lane Volume (CLV) threshold of 1,300 VPH. This standard reflects the Town's status as a designated growth center and shall prevail over any conflicting tiered classifications within the Charles County Adequate Public Facilities Manual including Appendix B."

In my Opinion: This proposal resolves the inherent conflicts identified by creating a unified, predictable TIS process for applicants. Applicants conduct one

study using one common methodology (aligned to the County's), but they use the Urban/Sub-urban CLV threshold (1,300 VPH) as the trigger for complex analysis across the entire study area, thereby reducing the administrative and financial burden associated by multiple jurisdictional standards while preserving the Town's authority over its internal LOS standards. My hope and intent is that by using common standards applicants can engage with Town, County and State highway authorities to address mitigations at all levels of the complex road jurisdictions that converge within the municipal boundaries of La Plata.

County School Seats Capacity

1. Harmonizing Conflicting Regulatory Timelines for Allocations

This section addresses the inherent structural conflict between the expiration of utility allocations and the potential wait times for school capacity.

1.1. Resolving A Capacity Allocation Timing Trap (§ 191.92 vs. Chapter 173)

Issue: Current APFO language creates an administrative timing trap for some projects. Water and sewer allocations expire in 36 months, but mandatory school seat deferrals can legally block a project for up to 72 months.

EXAMPLE - The 30 Month Status Conflict:

Consider a project that secures its water/sewer allocations at preliminary plat (establishing a 36-month vesting window) but fails the school adequacy test prior to final plat and permits. Under Chapter 173, that project is placed on a mandatory deferral list for up to six years.

- At Month 30: The developer is legally prohibited from obtaining a building permit due to school seat constraints.
- At Month 36: The "Regulatory Cliff" hits. The utility allocations expire and are forfeited, even though the developer was legally barred from using them.

If school seats finally open in year four or five, the applicant is forced to restart the entire utility APF Study from scratch. This isn't a failure of the developer to progress; it is a synchronization failure between Town and County regulations. One clock runs out while another requirement stops the applicant's ability to act.

In my view: Our APFO must reconcile this mismatch. We cannot have a vicious cycle where an applicant is penalized by having to restart parts of the process for a delay mandated by the Town and County. This introduces severe financial risk for entities acting in good faith to meet La Plata's Comprehensive Plan goals and comply with the Maryland Land Use Article and Town Code.

A Note on State School Funding Priorities: We must also recognize that school construction funding in Maryland is not based solely on overcrowding. The state uses a complex set of State Rated Capacity (SRC) factors, including building condition, number of trailer classrooms, health and poverty levels. I believe if we adopt this into code, we must commit to coordinate closely with Charles County to ensure our local APFO doesn't unintentionally lower the funding priority for County schools that serve La Plata families.

An Example for Consideration, Annapolis: The City of Annapolis provides an interesting policy model for aligning APFO regulatory expectations with municipal government performance:

- Six-Year Achievability: Annapolis code states that APFO adequacy standards should be achievable within a six year timeframe.
- CIP Alignment: Annapolis City code requires the annual Capital Improvement Program (CIP) to be based on a plan that ensures deficiencies are corrected within that same six year timeframe.

In my view: La Plata over the past several decades has approved growth in line with its Comprehensive Plan but has at times failed to follow through with the infrastructure investments to support it.

I would like to see us consider the implications of using the "Annapolis Model" for CIP planning in La Plata. This places the accountability on the Towns elected leaders *(through budgets)* and municipal planners *(through engineering)* ensure our infrastructure supports our residents, businesses, and our Towns strategic goals.

Pros and Cons – Draft APFO and School Seat Allocation Amendments

PROS

- Strengthens protection of existing infrastructure by tying approvals to actual water, sewer, road, and school capacity.
- Improves transparency and defensibility by using standardized County student yield data instead of subjective calculations.
- Protects existing residents from overcrowded schools and degraded public services.
- Shifts infrastructure costs to developers through clear mitigation and bonding requirements.
- Creates predictable, formula-based decision-making that reduces disputes and appeals.
- Improves coordination with County capital improvement planning and school construction timelines.
- Supports long-term fiscal sustainability by preventing growth that outpaces infrastructure capacity.
- Provides a structured path for large developments (100+ units) through Development Agreements.

CONS / RISKS

- Elimination of the guaranteed minimum school seat allocations may significantly slow residential growth during constrained years.
- Zero-allocation years could disproportionately affect small builders and individual lot owners despite wait-list protections.
- The 6% proportional cap may be viewed as overly restrictive for a designated growth area.
- Increased developer costs may translate into higher housing prices or reduced housing supply.
- Heavy reliance on County data and CIP schedules limits Town flexibility if projects are delayed.
- Added administrative complexity requires consistent annual coordination and verification.
- Potential political and stakeholder pressure from the development community.

Dr. Jill A. Hudnell, DNP

Director Dooley,

Thank you for the opportunity to review.

1. Water & Sewer (The "Immediate Crisis" Risk)

- **The 80% Threshold:** The draft sets the standard for adequacy at 80% of permitted capacity, but the Town is arguably already operating near or at 90% of its water allocation. Does passing this ordinance place the Town in a legal moratorium on *all* new approvals because we are already in violation of the new 80% standard? Does the ordinance include a transition plan to manage this?

2. Roads & Street Design

- **Level of Service (LOS) "C" vs. Traffic Calming:** Can we add a "Performance Path" clause here? We should allow exceptions to LOS "C" if a developer demonstrates that a lower LOS supports pedestrian safety and traffic calming without compromising emergency access.

3. School Seat Allocation (Chapter 173)

- **The "6% Cap" Logic:** Limiting allocations to 6% of the *County's* total excess capacity. If La Plata schools have open seats, would this mean development would still be capped?

4. Process & Transparency

- **Defining "Significant Modification":** Should developers need one consistent standard (e.g., >10% unit increase) for when a grandfathered plan loses its status and triggers a new review.

Best,

Kyle J. Miller