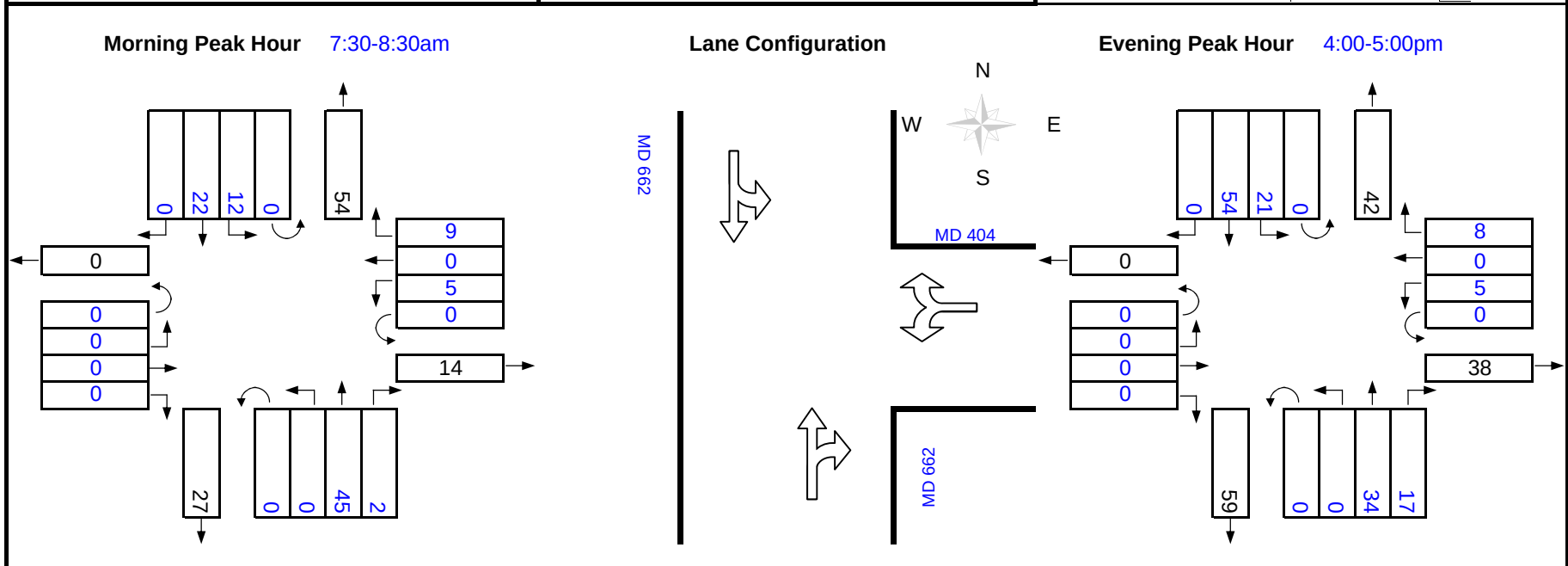




Turning Movement & Level of Service Summary

Location: Talbot County - Site 1
MD 404 @ MD 662
Count Date: 08/10/2004
Scenario: Existing



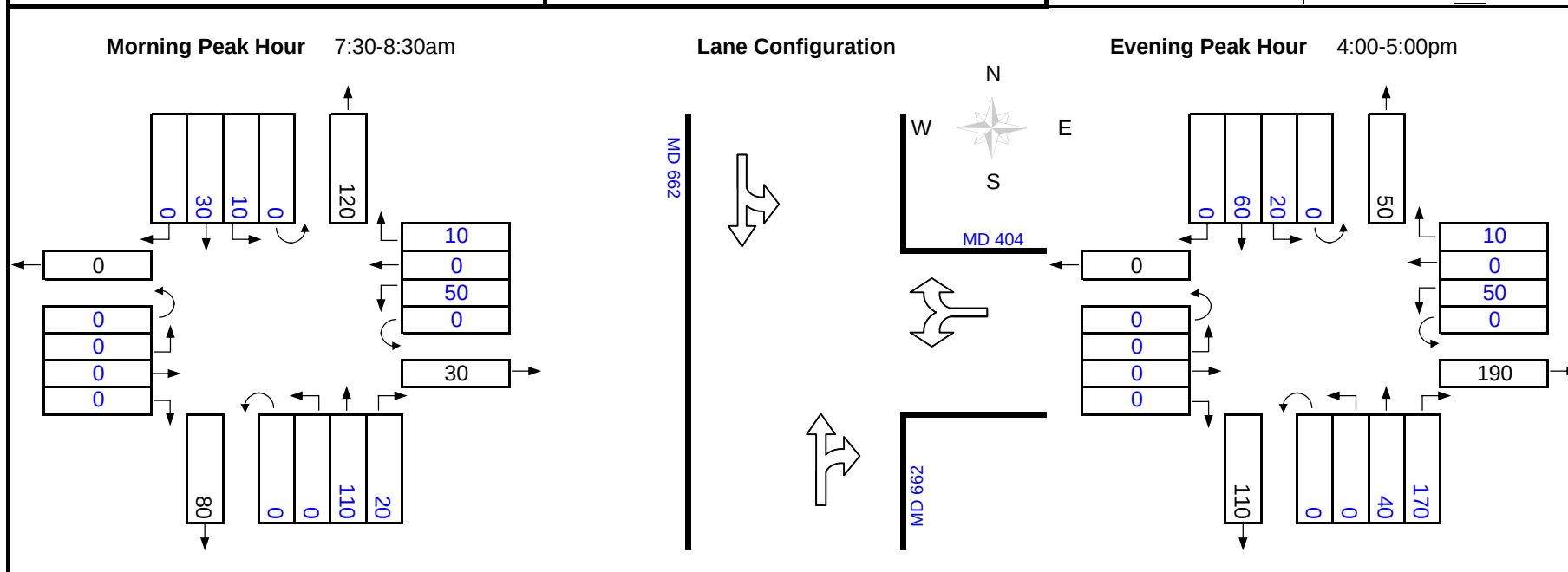
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8				4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	47	1.00	47	12	59	*		NB	51	1.00	51	0	51	
	SB	35	1.00	35	0	35			SB	77	1.00	77	0	77	*
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	14	1.00	14	0	14	*		WB	13	1.00	13	0	13	*
				0		0						0		0	
				0		0						0		0	
Remarks: MD 404 has STOP control.				Total =	73	Remarks: MD 404 has STOP control.				Total =	90				
				v/c =	0.05					v/c =	0.06				
				LOS =	A					LOS =	A				



Turning Movement & Level of Service Summary

Location:	Talbot County - Site 1 MD 404 @ MD 662
Count Date:	2015
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5						EB	4	0.30	< 999	4.0	E	1,451 to 1,600
	6					WB	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600
		7										
			8									

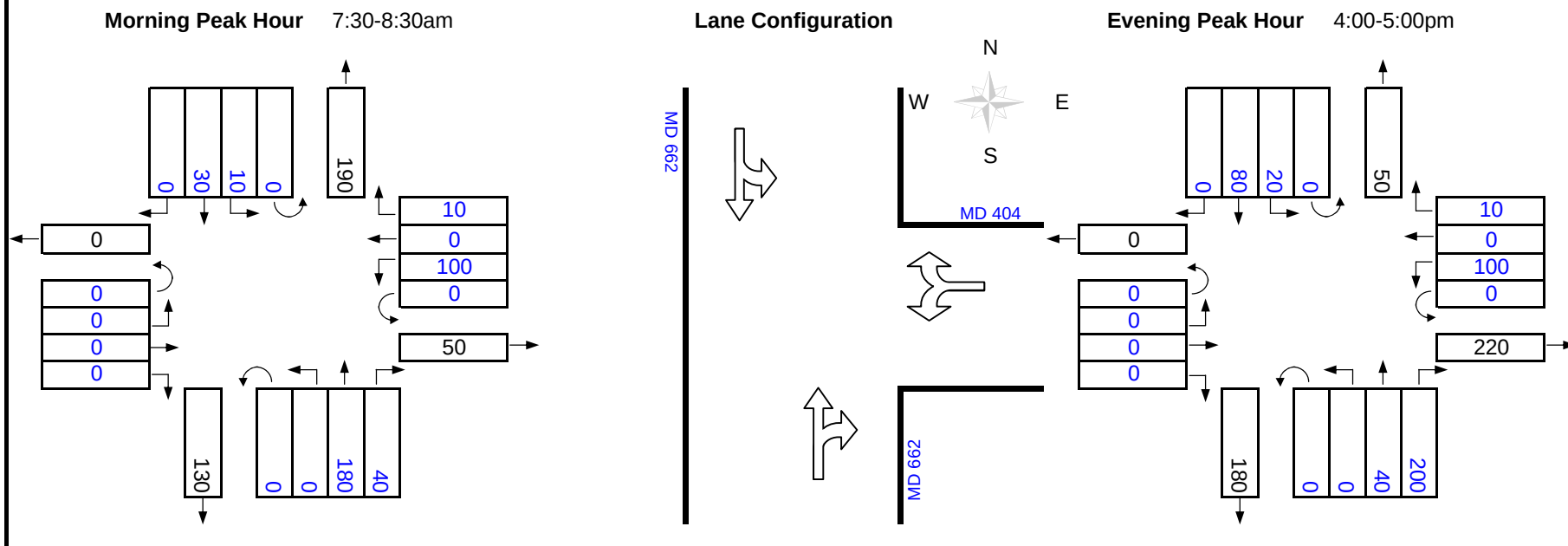
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	130	1.00	130	10	140	*		NB	210	1.00	210	20	230	*
	SB	41	1.00	41	0	41			SB	100	1.00	100	0	100	
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	60	1.00	60	0	60	*		WB	60	1.00	60	0	60	*
				0		0						0		0	
				0		0						0		0	
Remarks: MD 404 has STOP control.				Total =	200	Remarks: MD 404 has STOP control.				Total =	290				
				v/c =	0.13					v/c =	0.18				
				LOS =	A					LOS =	A				



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 1 MD 404 @ MD 662	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	220	1.00	220	10	230	*		NB	240	1.00	240	20	260	*
	SB	50	1.00	50	0	50			SB	120	1.00	120	0	120	
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	110	1.00	110	0	110	*		WB	110	1.00	110	0	110	*
				0		0						0		0	
				0		0						0		0	
Remarks: MD 404 has STOP control.				Total =	340	Remarks: MD 404 has STOP control.				Total =	370				
				v/c =	0.21					v/c =	0.23				
				LOS =	A					LOS =	A				



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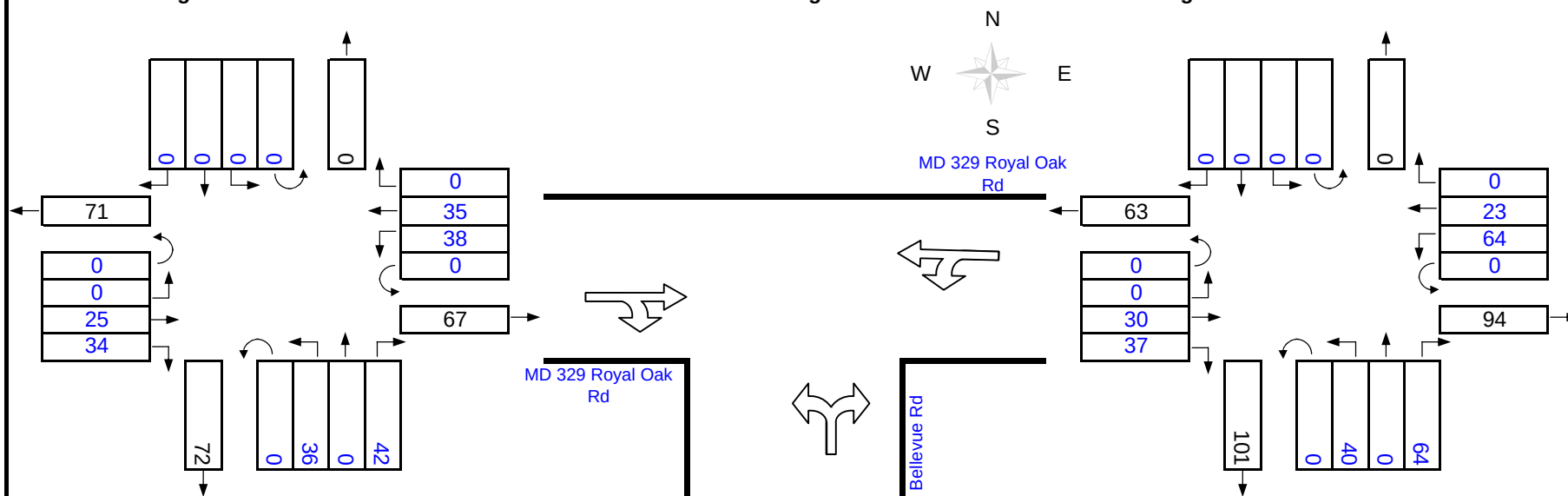
Turning Movement & Level of Service Summary

Location: Talbot County - Site 2
MD 329 @ Bellevue Rd
Count Date: 07/27/2004
Scenario: Existing

Morning Peak Hour 9:00-10:00 AM

Lane Configuration

Evening Peak Hour 2:15-3:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	78	1.00	78	0	78	*		NB	104	1.00	104	0	104	*
	SB	0	0.00	0	0	0			SB	0	1.00	0	0	0	
	EB	59	1.00	59	38	97	*		EB	67	1.00	67	64	131	*
	WB	77	1.00	77	0	77			WB	93	1.00	93	0	93	
				0		0						0		0	
				0		0						0		0	

Remarks: Bellevue Rd has STOP control.

Total = 175
v/c = 0.11
LOS = A

Remarks: Bellevue Rd has STOP control.

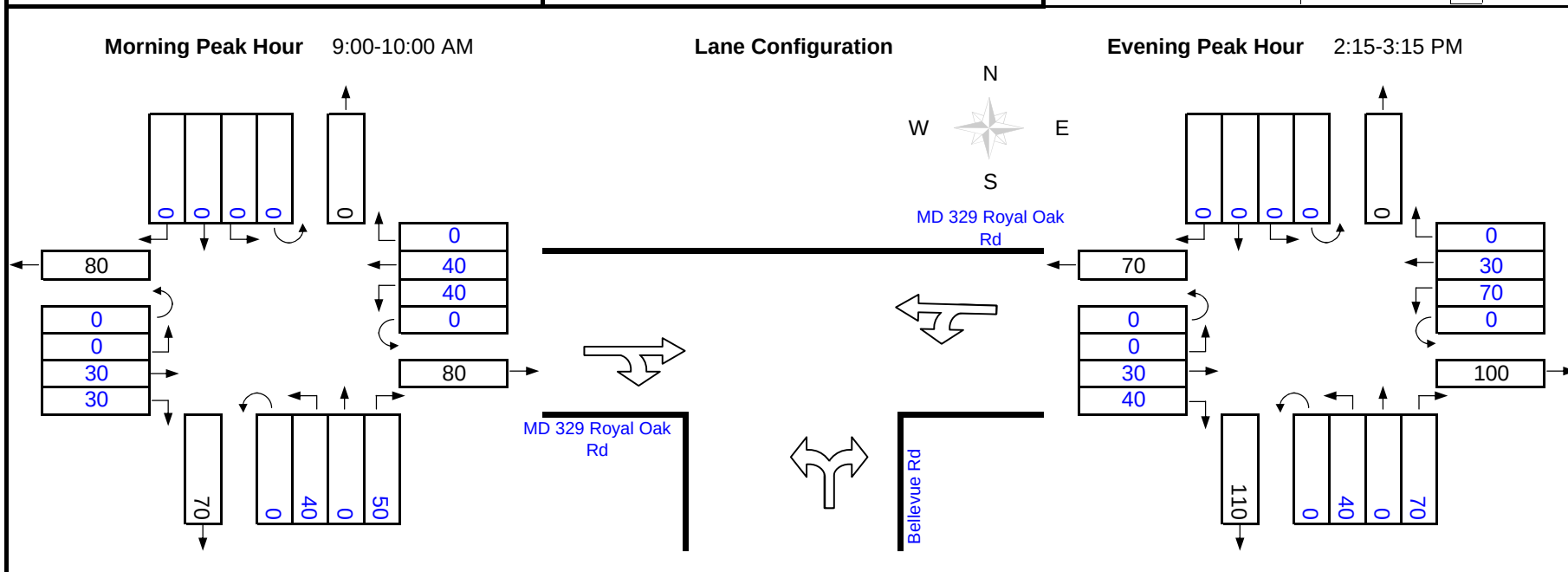
Total = 235
v/c = 0.15
LOS = A



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 2
MD 329 @ Bellevue Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		Signal	Stop Ways					A	0 to 1,000
					X		1	1.00	< 199	1.1	B	1,001 to 1,150
							2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8				3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

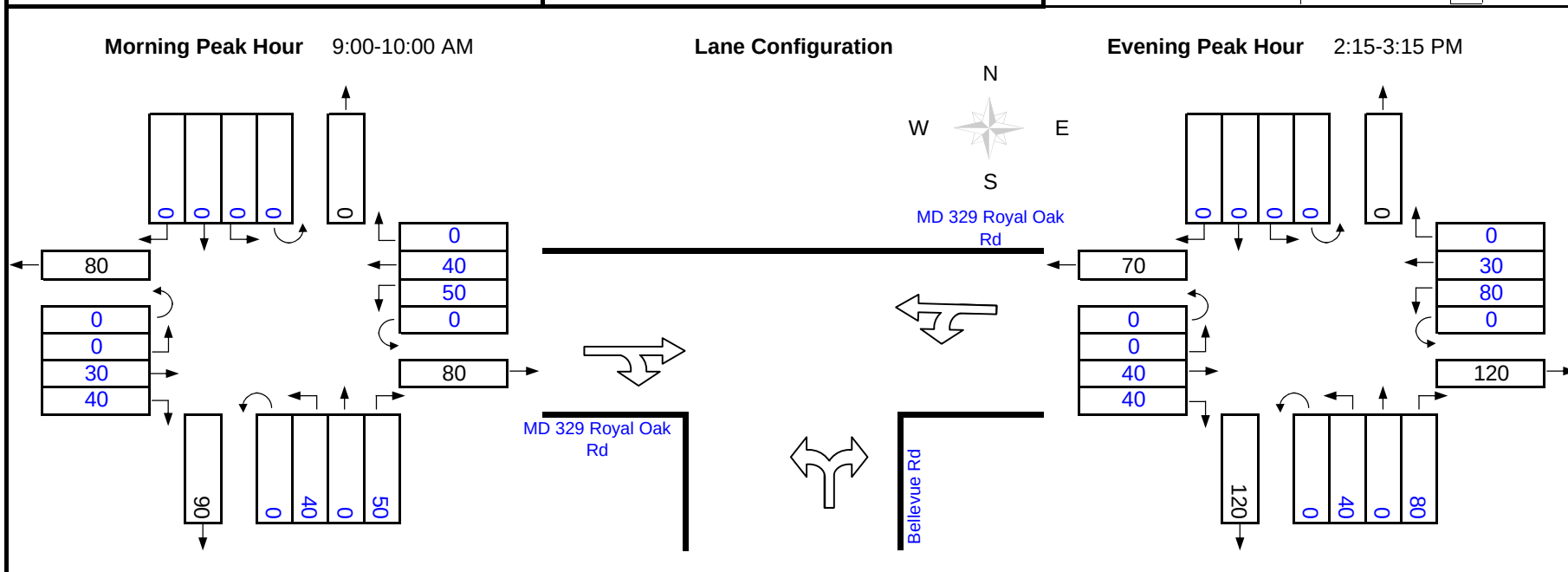
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	90	1.00	90	0	90	*		NB	110	1.00	110	0	110	*
	SB	0	1.00	0	0	0			SB	0	1.00	0	0	0	
	EB	60	1.00	60	40	100	*		EB	70	1.00	70	70	140	*
	WB	84	1.00	84	0	84			WB	107	1.00	107	0	107	
				0		0						0		0	
				0		0						0		0	
Remarks: Bellevue Rd has STOP control.				Total =	190				Remarks: Bellevue Rd has STOP control.				Total =	250	
				v/c =	0.12								v/c =	0.16	
				LOS =	A								LOS =	A	



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 2
MD 329 @ Bellevue Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8				4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	90	1.00	90	0	90	*		NB	120	1.00	120	0	120	*
	SB	0	1.00	0	0	0			SB	0	1.00	0	0	0	
	EB	70	1.00	70	50	120	*		EB	80	1.00	80	80	160	*
	WB	95	1.00	95	0	95			WB	118	1.00	118	0	118	
				0		0						0		0	
				0		0						0		0	
Remarks: Bellevue Rd has STOP control.				Total = 210				Remarks: Bellevue Rd has STOP control.				Total = 280			
				v/c = 0.13								v/c = 0.18			
				LOS = A								LOS = A			



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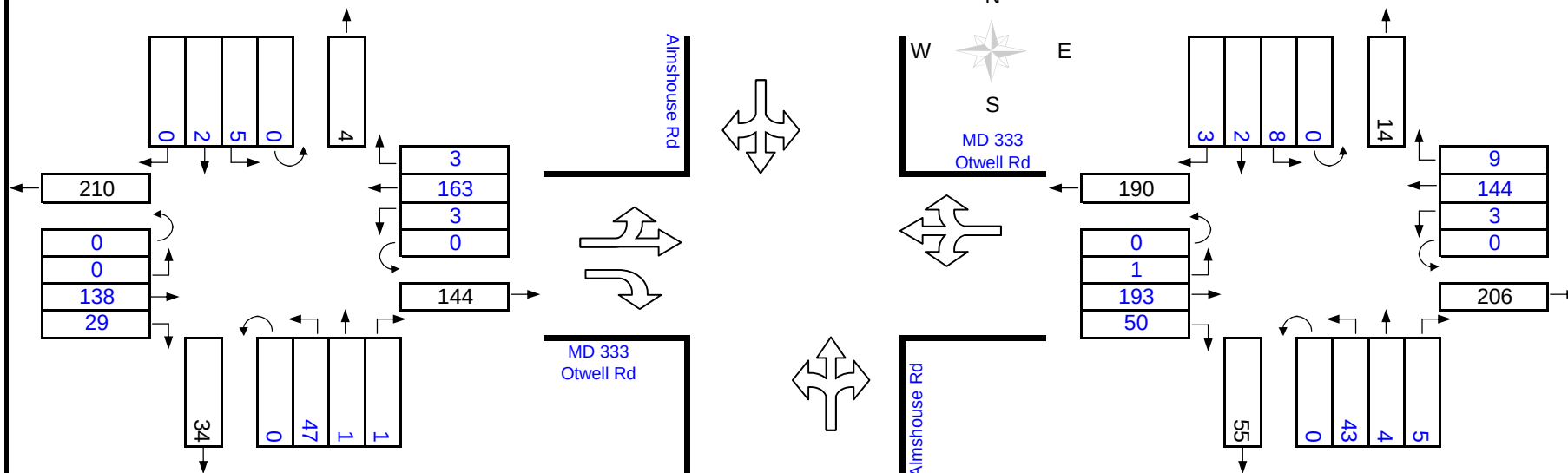
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 3
MD 333 @ Almshouse Rd**
Count Date: **08/03/2004**
Scenario: Existing

Morning Peak Hour 8:00-9:00 AM

Lane Configuration

Evening Peak Hour 4:00-5:00 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	54	1.00	54	5	59	*		NB	56	1.00	56	8	64	*
	SB	8	1.00	8	47	55			SB	14	1.00	14	43	57	
	EB	138	1.00	138	3	141			EB	194	1.00	194	3	197	*
	WB	170	1.00	170	0	170	*		WB	156	1.00	156	1	157	
				0		0						0		0	
				0		0						0		0	

Remarks: Almshouse Rd has STOP control.

Total = 229
v/c = 0.14
LOS = A

Remarks: Almshouse Rd has STOP control.

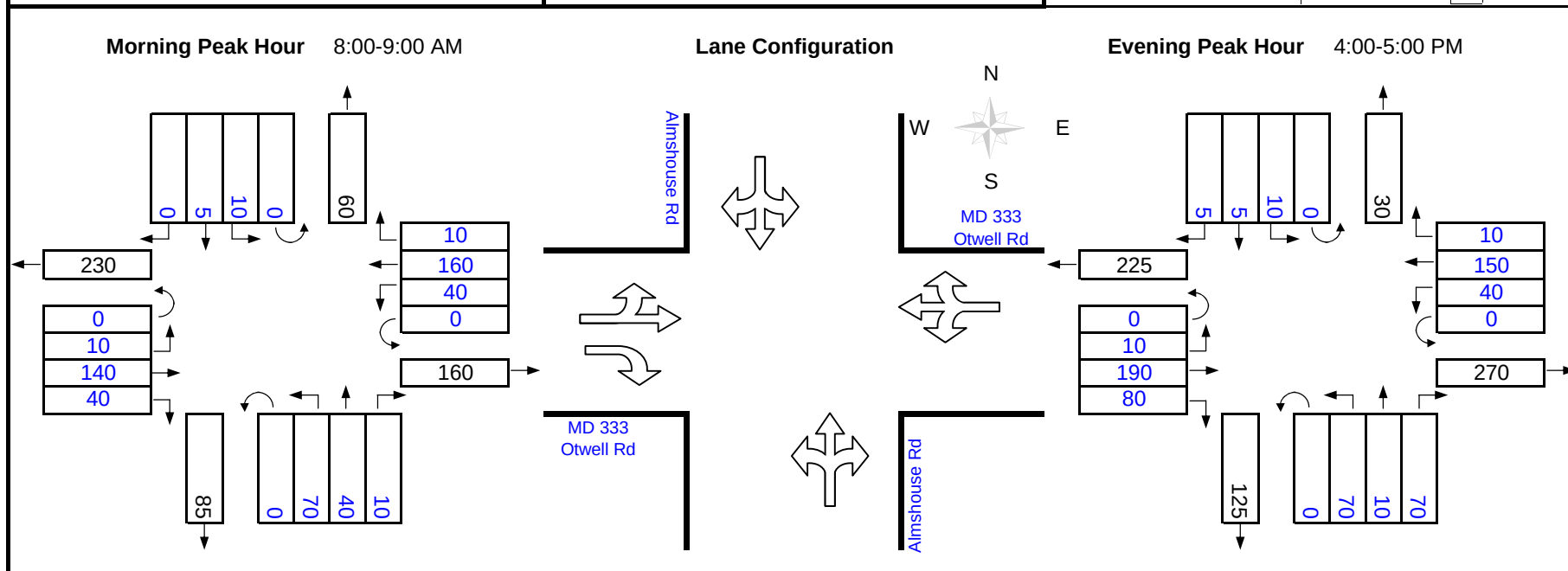
Total = 261
v/c = 0.16
LOS = A



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 3
MD 333 @ Almshouse Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

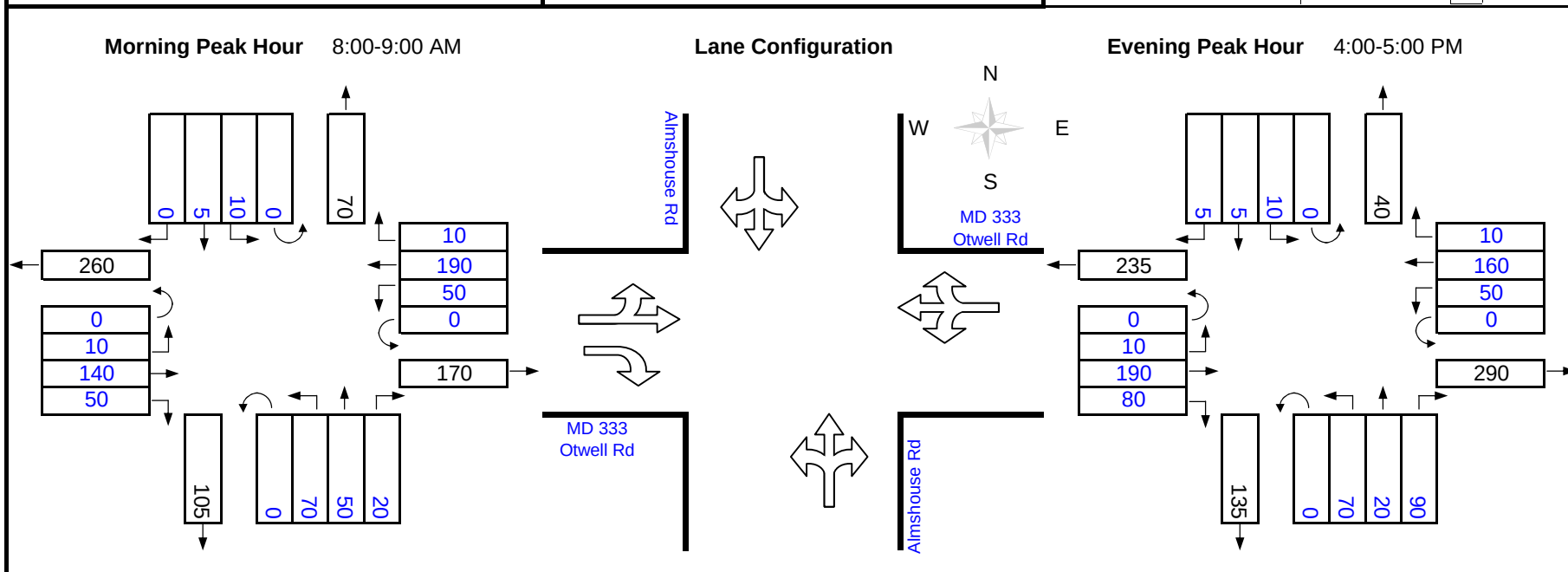
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	127	1.00	127	10	137	*		NB	157	1.00	157	10	167	*
	SB	16	1.00	16	70	86			SB	21	1.00	21	70	91	
	EB	160	1.00	160	40	200			EB	290	1.00	290	40	330	*
	WB	214	1.00	214	10	224	*		WB	240	1.00	240	10	250	
				0		0						0		0	
				0		0						0		0	
Remarks: Almshouse Rd has STOP control.				Total =	361	Remarks: Almshouse Rd has STOP control.				Total =	497				
				v/c =	0.23					v/c =	0.31				
				LOS =	A					LOS =	A				



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 3
MD 333 @ Almshouse Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	147	1.00	147	10	157	*		NB	187	1.00	187	10	197	*
	SB	16	1.00	16	70	86			SB	21	1.00	21	70	91	
	EB	210	1.00	210	50	260			EB	290	1.00	290	50	340	*
	WB	255	1.00	255	10	265	*		WB	270	1.00	270	10	280	
				0		0						0		0	
				0		0						0		0	
Remarks: Almshouse Rd has STOP control.				Total =	422	Remarks: Almshouse Rd has STOP control.				Total =	537				
				v/c =	0.26					v/c =	0.34				
				LOS =	A					LOS =	A				



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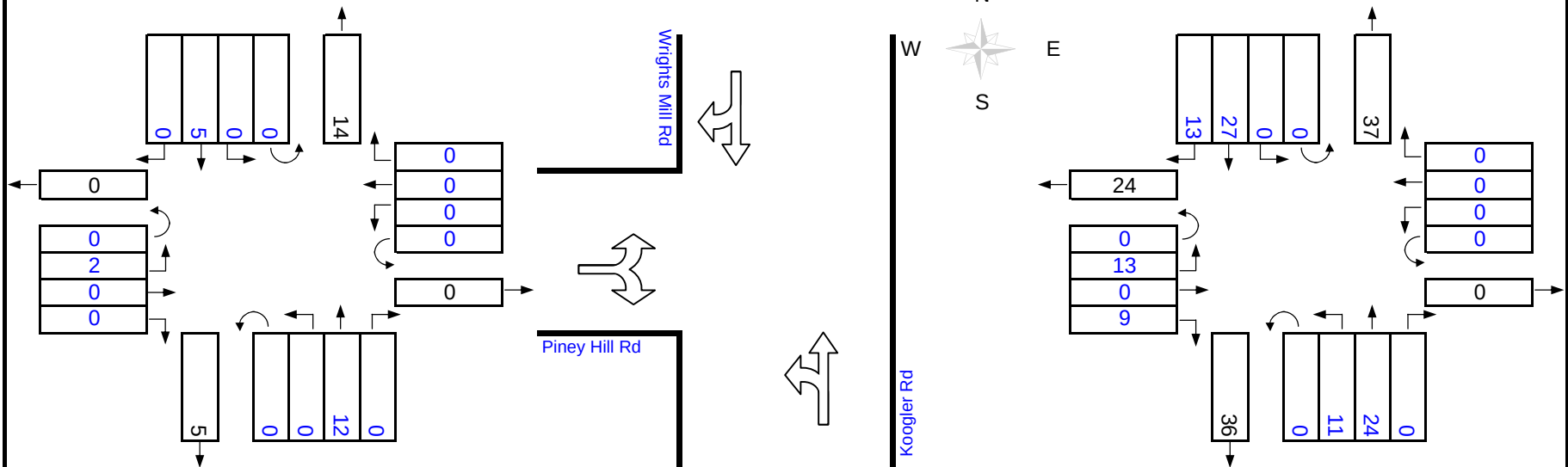
Turning Movement & Level of Service Summary

Location: Talbot County - Site 4
Wrights Mill/Koogler Rd @ Piney Mill Rd
Count Date: 08/03/2004
Scenario: Existing

Morning Peak Hour 7:00-8:00 AM

Lane Configuration

Evening Peak Hour 6:00-7:00 PM



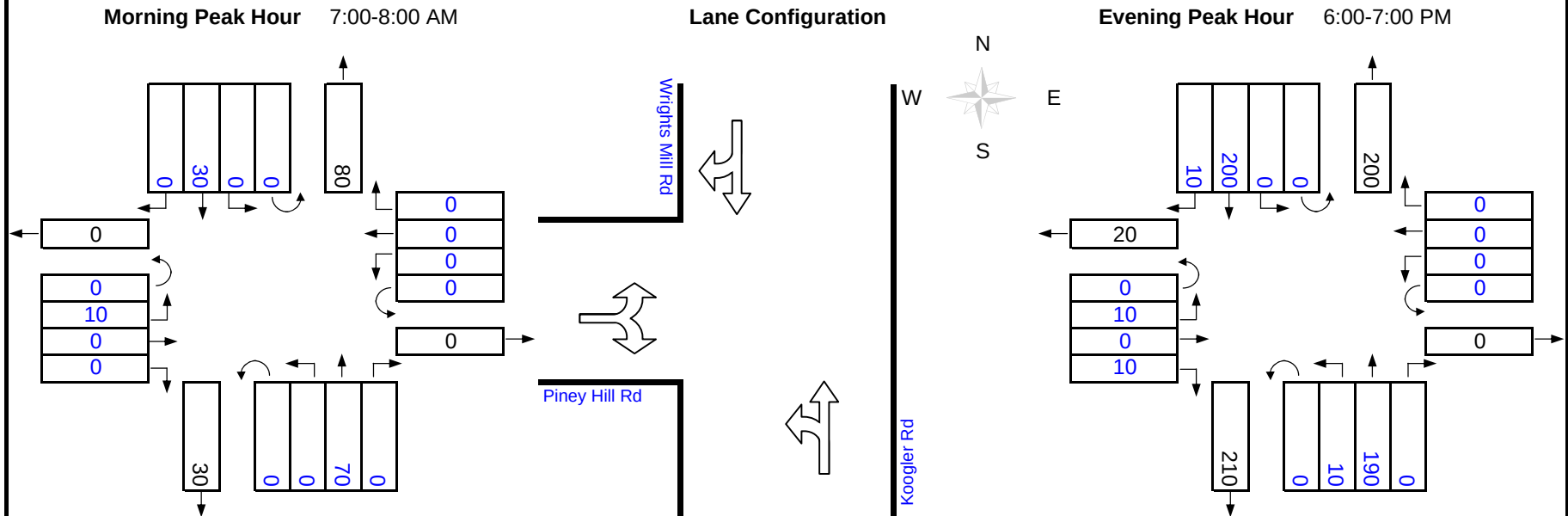
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	12	1.00	12	0	12	*		NB	36	1.00	36	0	36	
	SB	5	1.00	5	0	5			SB	40	1.00	40	11	51	*
	EB	2	1.00	2	0	2	*		EB	22	1.00	22	0	22	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Piney Hill Rd has STOP control.				Total =	14	Remarks: Piney Hill Rd has STOP control.				Total =	73				
				v/c =	0.01					v/c =	0.05				
				LOS =	A					LOS =	A				



Turning Movement & Level of Service Summary

Location: Talbot County - Site 4
 Wrights Mill/Koogler Rd @ Piney Mill Rd
 Count Date: 2015
 Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	70	1.00	70	0	70	*		NB	210	1.00	210	0	210	
	SB	30	1.00	30	0	30			SB	210	1.00	210	10	220	*
	EB	10	1.00	10	0	10	*		EB	20	1.00	20	0	20	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

Remarks: Piney Hill Rd has STOP control.

Total = 80
 v/c = 0.05
 LOS = A

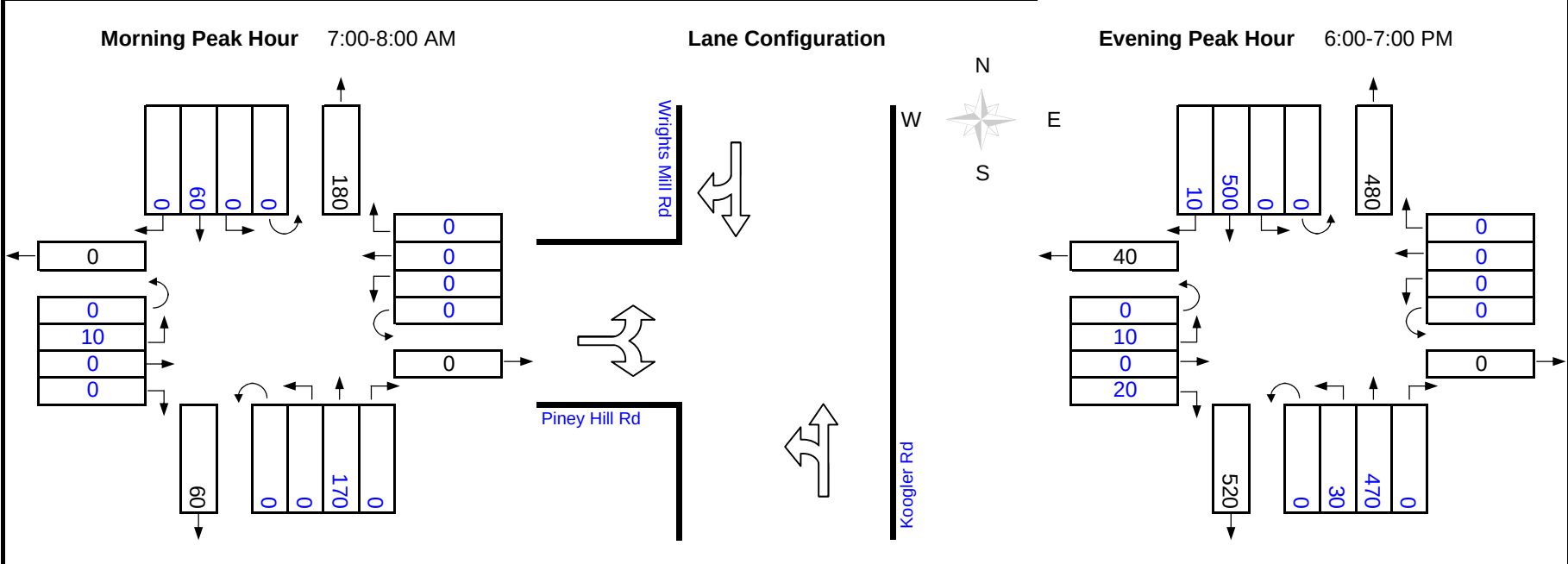
Remarks: Piney Hill Rd has STOP control.

Total = 240
 v/c = 0.15
 LOS = A



Turning Movement & Level of Service Summary

Location: Talbot County - Site 4
 Wrights Mill/Koogler Rd @ Piney Mill Rd
 Count Date: 2030
 Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5						EB	4	0.30	< 999	4.0	E	1,451 to 1,600
	6					WB	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600
		7										
			8									

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	170	1.00	170	0	170	*		NB	530	1.00	530	0	530	
	SB	60	1.00	60	0	60			SB	510	1.00	510	30	540	*
	EB	10	1.00	10	0	10	*		EB	30	1.00	30	0	30	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Piney Hill Rd has STOP control.				Total =	180	Remarks: Piney Hill Rd has STOP control.				Total =	570				
				v/c =	0.11					v/c =	0.36				
				LOS =	A					LOS =	A				

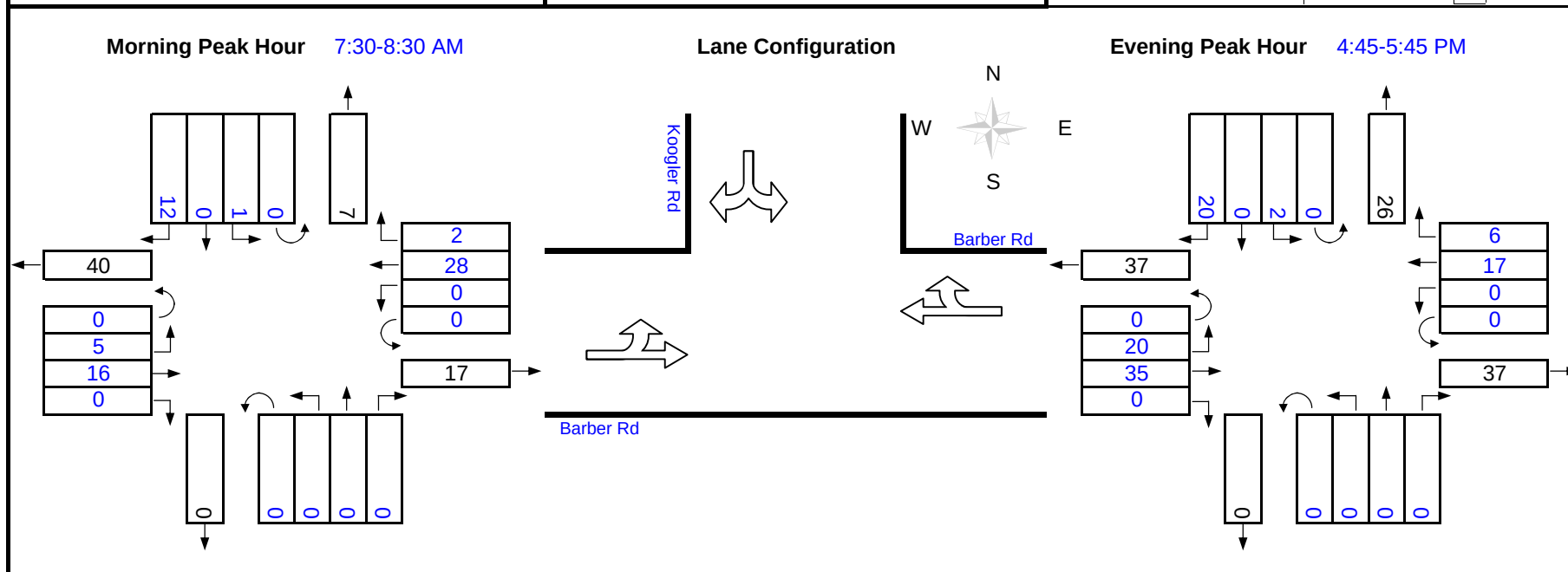


Turning Movement & Level of Service Summary

Location: **Talbot County - Site 5
Barber Rd @ Koogler Rd**

Count Date: **08/03/2004**

Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	13	1.00	13	0	13	*		SB	22	1.00	22	0	22	*
	EB	22	1.00	22	0	22			EB	57	1.00	57	0	57	*
	WB	30	1.00	30	5	35	*		WB	23	1.00	23	20	43	
				0		0						0		0	
				0		0						0		0	
Remarks: Koogler Rd has STOP control.				Total =	48	Remarks: Koogler Rd has STOP control.				Total =	79				
				v/c =	0.03					v/c =	0.05				
				LOS =	A					LOS =	A				

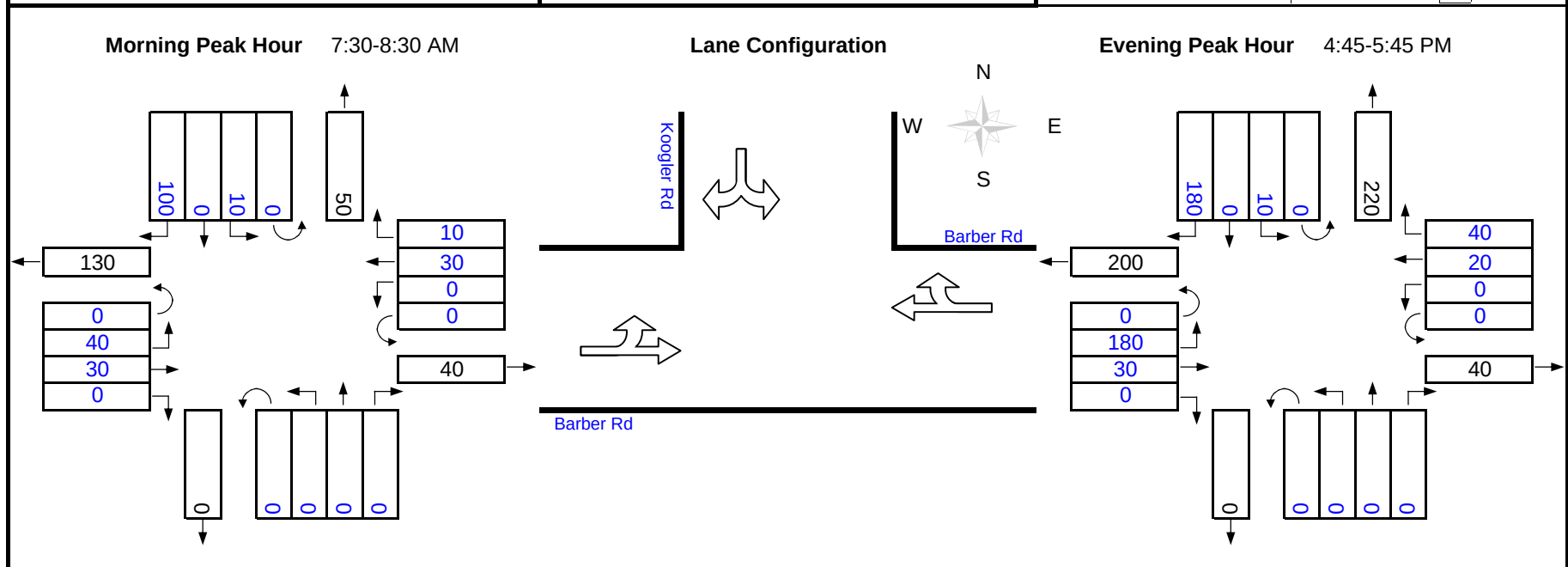


Turning Movement & Level of Service Summary

Location: Talbot County - Site 5
Barber Rd @ Koogler Rd

Count Date: 2015

Scenario: Future



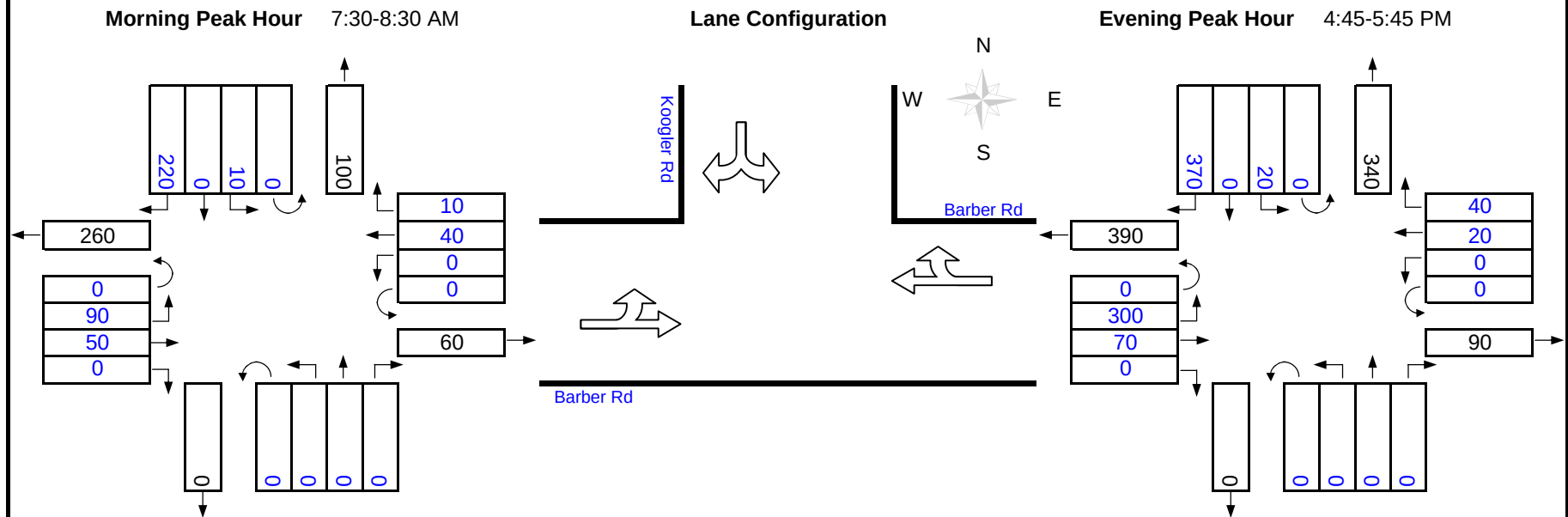
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		Signal	NB					A	0 to 1,000
				Stop	X	SB		1	1.00	< 199	1.1	1,001 to 1,150
				Ways	1	EB		2	0.55	< 599	2.0	1,151 to 1,300
5	6	7	8			WB		3	0.40	< 799	3.0	1,301 to 1,450
								4	0.30	< 999	4.0	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	110	1.00	110	0	110	*		SB	190	1.00	190	0	190	*
	EB	74	1.00	74	0	74			EB	198	1.00	198	0	198	
	WB	40	1.00	40	40	80	*		WB	60	1.00	60	180	240	*
				0		0						0		0	
				0		0						0		0	
Remarks: Koogler Rd has STOP control.				Total =	190	Remarks: Koogler Rd has STOP control.				Total =	430				
				v/c =	0.12					v/c =	0.27				
				LOS =	A					LOS =	A				



Turning Movement & Level of Service Summary

Location:	Talbot County - Site 5 Barber Rd @ Koogler Rd	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	230	1.00	230	0	230	*		SB	390	1.00	390	0	390	*
	EB	149	1.00	149	0	149	*		EB	400	1.00	400	0	400	*
	WB	50	1.00	50	90	140			WB	60	1.00	60	300	360	
				0		0						0		0	
				0		0						0		0	
Remarks: Koogler Rd has STOP control.				Total =	379	Remarks: Koogler Rd has STOP control.				Total =	790				
				v/c =	0.24					v/c =	0.49				
				LOS =	A					LOS =	A				



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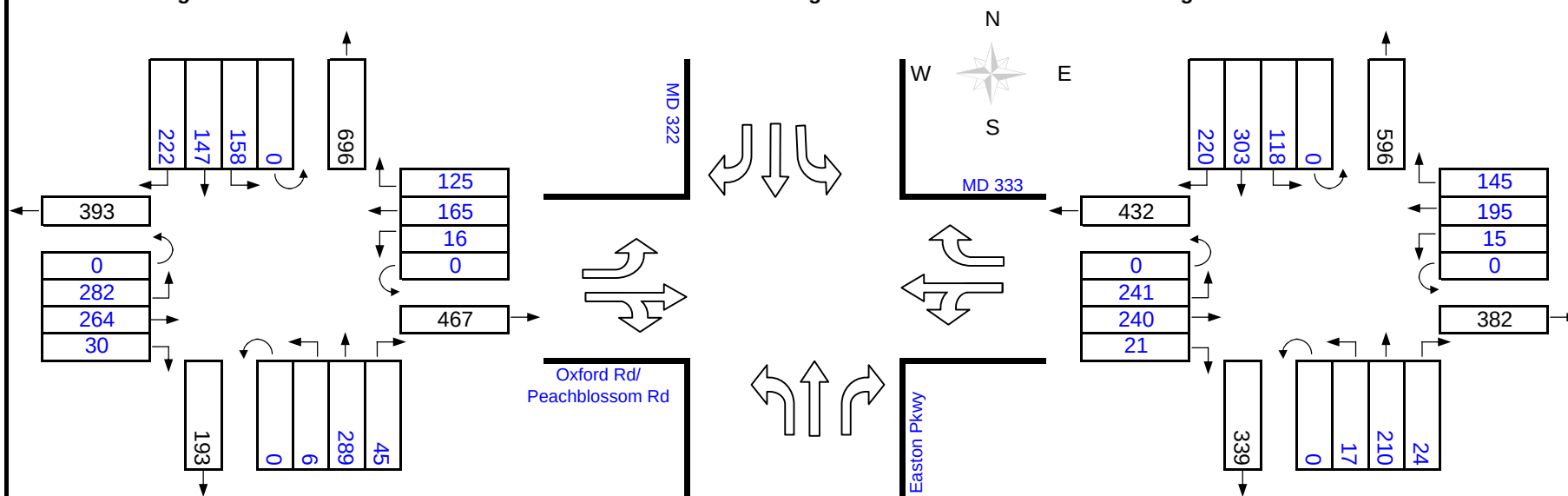
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 6
MD 322 @ MD 333**
Count Date: **07/20/2004**
Scenario: Existing

Morning Peak Hour 8:00-9:00 AM

Lane Configuration

Evening Peak Hour 3:30-4:30 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	289	1.00	289	158	447	*		NB	210	1.00	210	118	328	*
	SB	147	1.00	147	6	153			SB	303	1.00	303	17	320	
	EB	294	1.00	294	0	294	*		EB	261	1.00	261	0	261	*
	WB	181	1.00	181	0	181	*		WB	237	1.00	237	0	237	*
				0		0						0		0	
				0		0						0		0	

Remarks: **EB/WB are SPLIT PHASED**

Total = 922
v/c = 0.58
LOS = **A**

Remarks: **EB/WB are SPLIT PHASED**

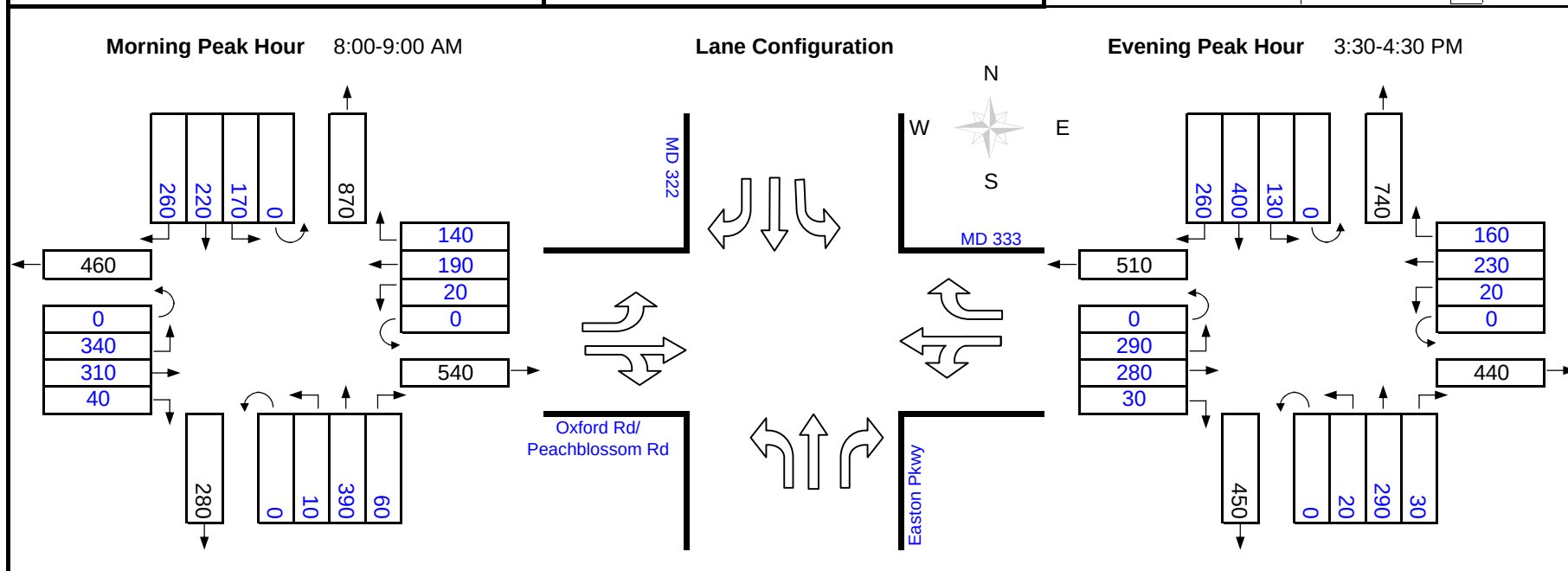
Total = 826
v/c = 0.52
LOS = **A**



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 6 MD 322 @ MD 333	
Count Date:	2015	
Scenario:	Future	▼



Phasing (ϕ)				Intersection Control		RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4									A	0 to 1,000
				Signal	X	NB	X	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		SB	X	2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	X	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	X	4	0.30	< 999	4.0	E	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

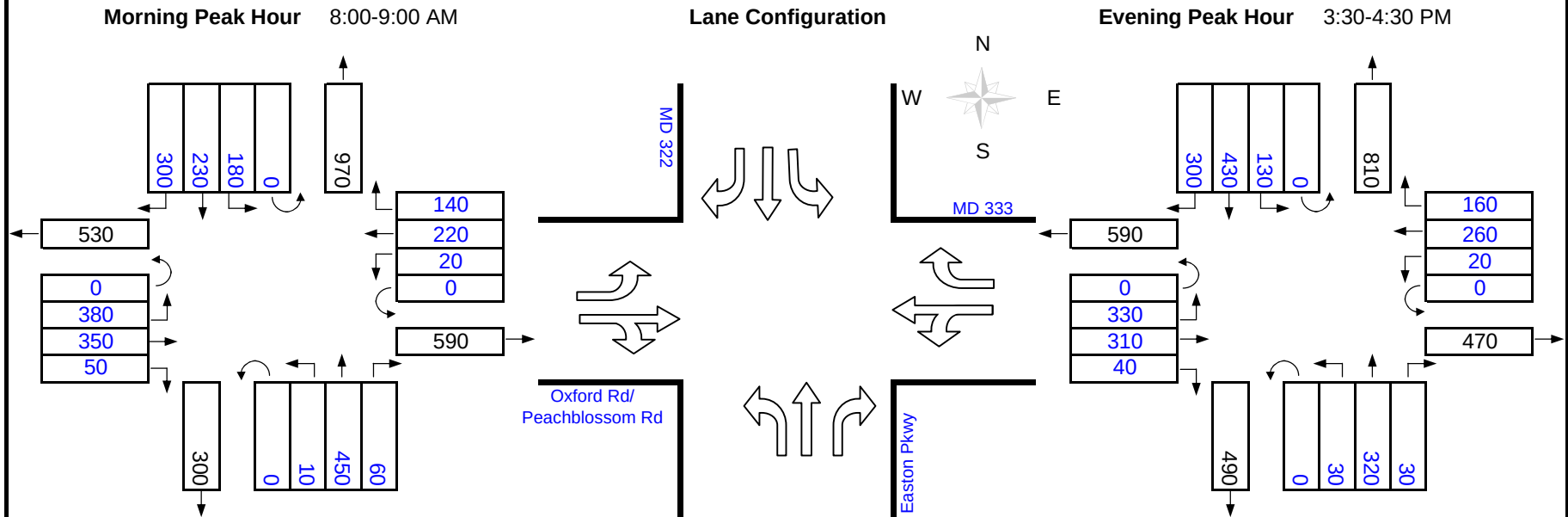
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	390	1.00	390	170	560	*		NB	290	1.00	290	130	420	
	SB	220	1.00	220	10	230			SB	400	1.00	400	20	420	*
	EB	350	1.00	350	0	350	*		EB	310	1.00	310	0	310	*
	WB	210	1.00	210	0	210	*		WB	250	1.00	250	0	250	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED				Total =	1120	Remarks: EB/WB are SPLIT PHASED				Total =	980				
				v/c =	0.70					v/c =	0.61				
				LOS =	B					LOS =	A				



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 6 MD 322 @ MD 333	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	450	1.00	450	180	630	*		NB	320	1.00	320	130	450	
	SB	230	1.00	230	10	240			SB	430	1.00	430	30	460	*
	EB	400	1.00	400	0	400	*		EB	350	1.00	350	0	350	*
	WB	240	1.00	240	0	240	*		WB	280	1.00	280	0	280	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED				Total = 1270				Remarks: EB/WB are SPLIT PHASED				Total = 1090			
				v/c = 0.79								v/c = 0.68			
				LOS = C								LOS = B			



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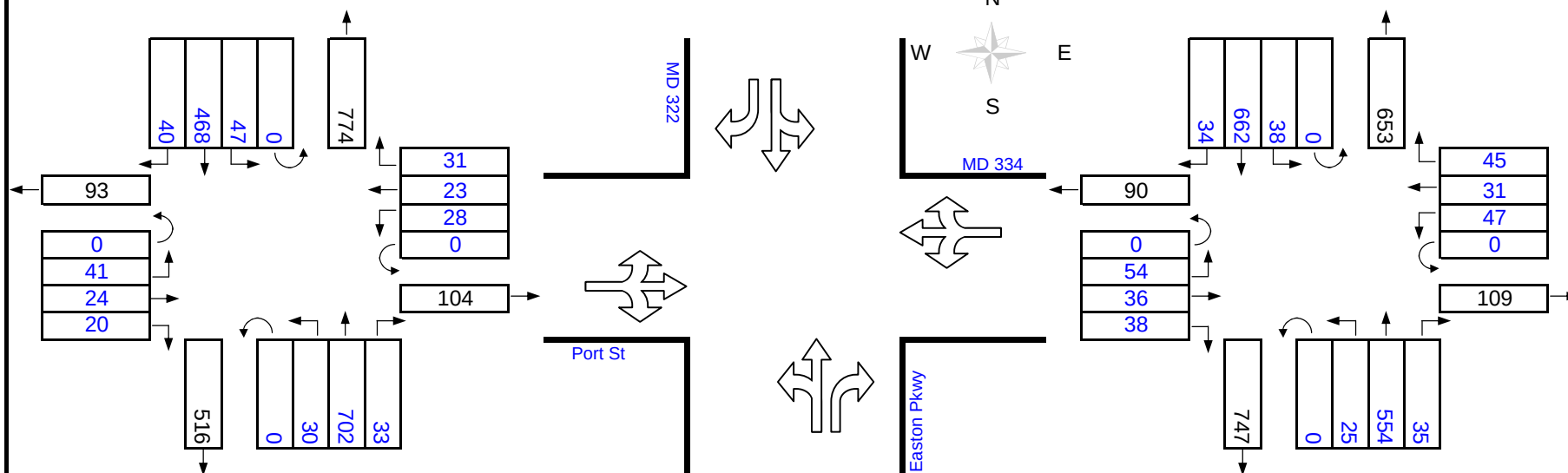
Turning Movement & Level of Service Summary

Location: Talbot County - Site 7
MD 322 @ MD 334
Count Date: 07/20/2004
Scenario: Existing

Morning Peak Hour 7:45-8:45 AM

Lane Configuration

Evening Peak Hour 4:00-5:00 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5							4	0.30	< 999	4.0	E	1,451 to 1,600
	6						Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	762	1.00	762	47	809	*		NB	629	1.00	629	38	667	
	SB	609	1.00	609	30	639			SB	738	1.00	738	25	763	*
	EB	89	1.00	89	28	117			EB	133	1.00	133	47	180	
	WB	85	1.00	85	41	126	*		WB	128	1.00	128	54	182	*
				0		0						0		0	
				0		0						0		0	

Remarks:

Total = 935
v/c = 0.58
LOS = A

Remarks:

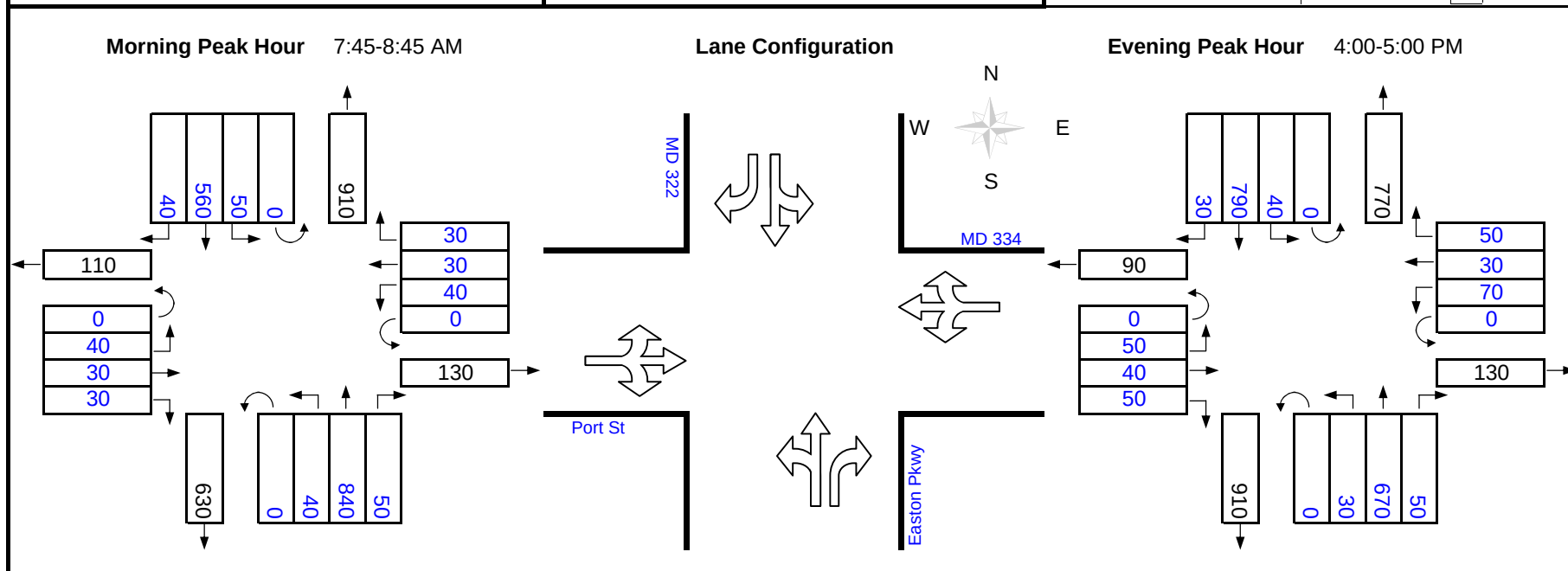
Total = 945
v/c = 0.59
LOS = A



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 7 MD 322 @ MD 334	
Count Date:	2015	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

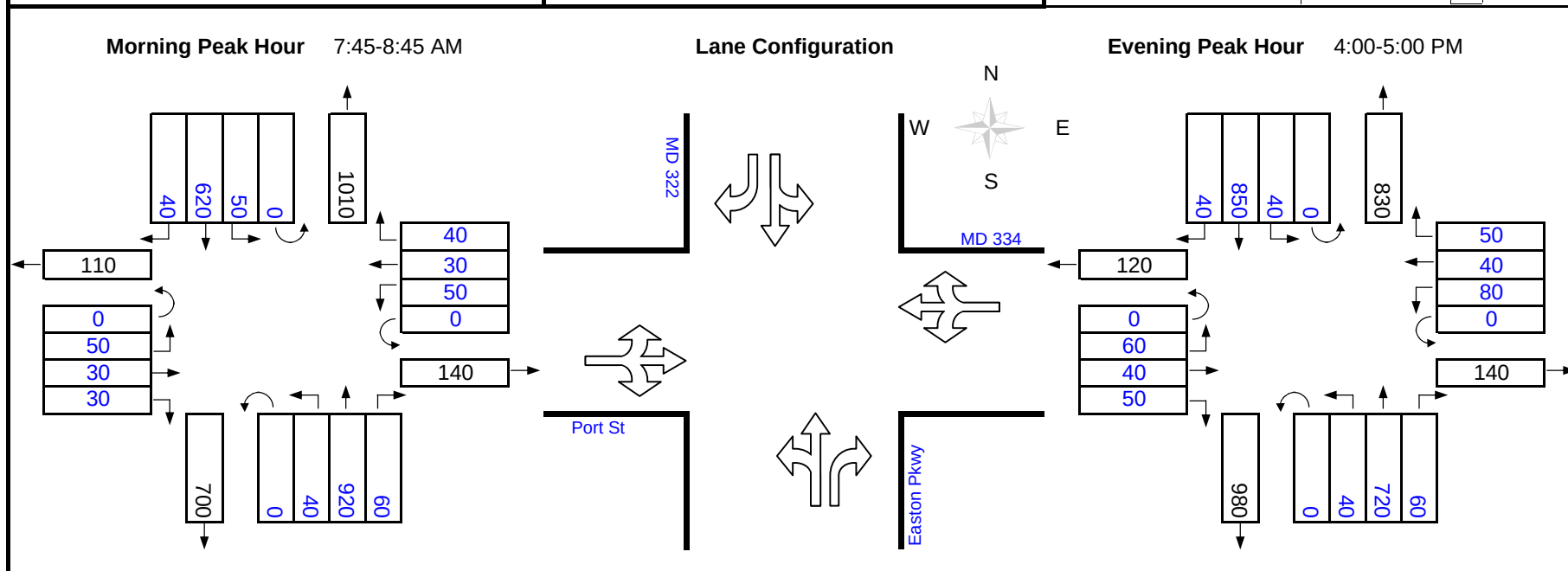
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	960	1.00	960	50	1010	*		NB	790	1.00	790	40	830	
	SB	760	1.00	760	40	800			SB	910	1.00	910	30	940	*
	EB	104	1.00	104	40	144	*		EB	145	1.00	145	70	215	*
	WB	104	1.00	104	40	144			WB	157	1.00	157	50	207	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1154	Remarks:				Total =	1155				
				v/c =	0.72					v/c =	0.72				
				LOS =	C					LOS =	C				



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 7 MD 322 @ MD 334	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1040	1.00	1040	50	1090	*		NB	880	1.00	880	40	920	
	SB	820	1.00	820	40	860			SB	970	1.00	970	40	1010	*
	EB	115	1.00	115	50	165			EB	156	1.00	156	80	236	
	WB	125	1.00	125	50	175	*		WB	178	1.00	178	60	238	*
				0		0						0		0	
				0		0						0		0	

Remarks:	Total =	1265	Remarks:	Total =	1248
	v/c =	0.79		v/c =	0.78
	LOS =	C		LOS =	C



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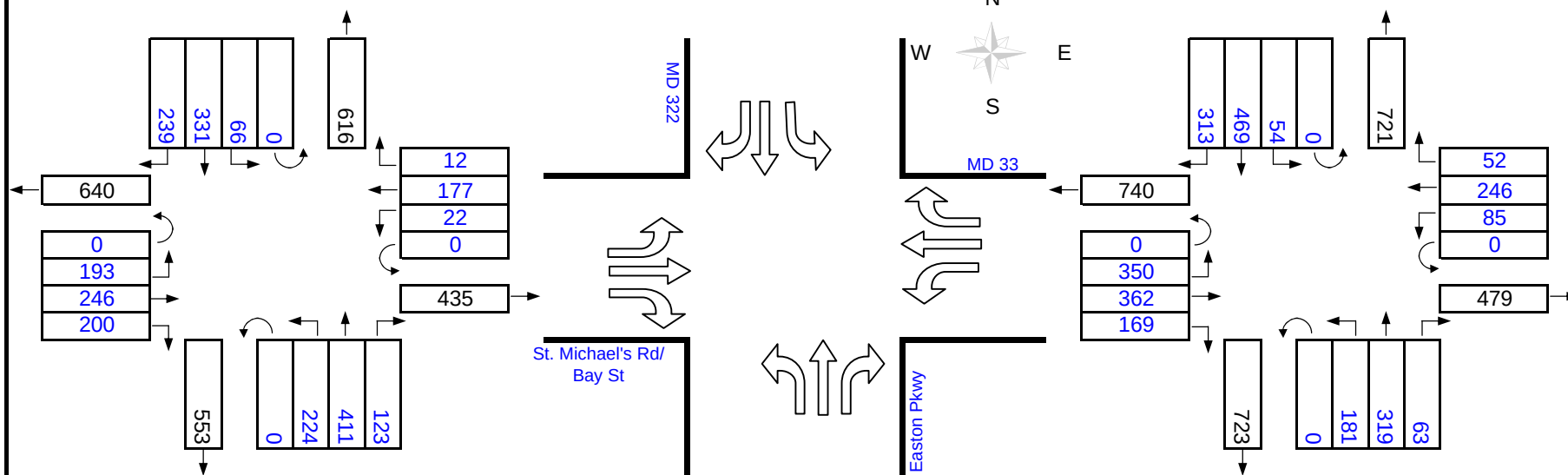
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 8
MD 33 @ MD 322**
Count Date: **07/20/2004**
Scenario: Existing

Morning Peak Hour 7:45-8:45 AM

Lane Configuration

Evening Peak Hour 3:30-4:30 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	411	1.00	411	66	477			NB	319	1.00	319	54	373	
	SB	331	1.00	331	224	555	*		SB	469	1.00	469	181	650	*
	EB	246	1.00	246	22	268			EB	362	1.00	362	85	447	
	WB	177	1.00	177	193	370	*		WB	246	1.00	246	350	596	*
				0		0						0		0	
				0		0						0		0	

Remarks:

Total = 925
v/c = 0.58
LOS = **A**

Remarks:

Total = 1246
v/c = 0.78
LOS = **C**



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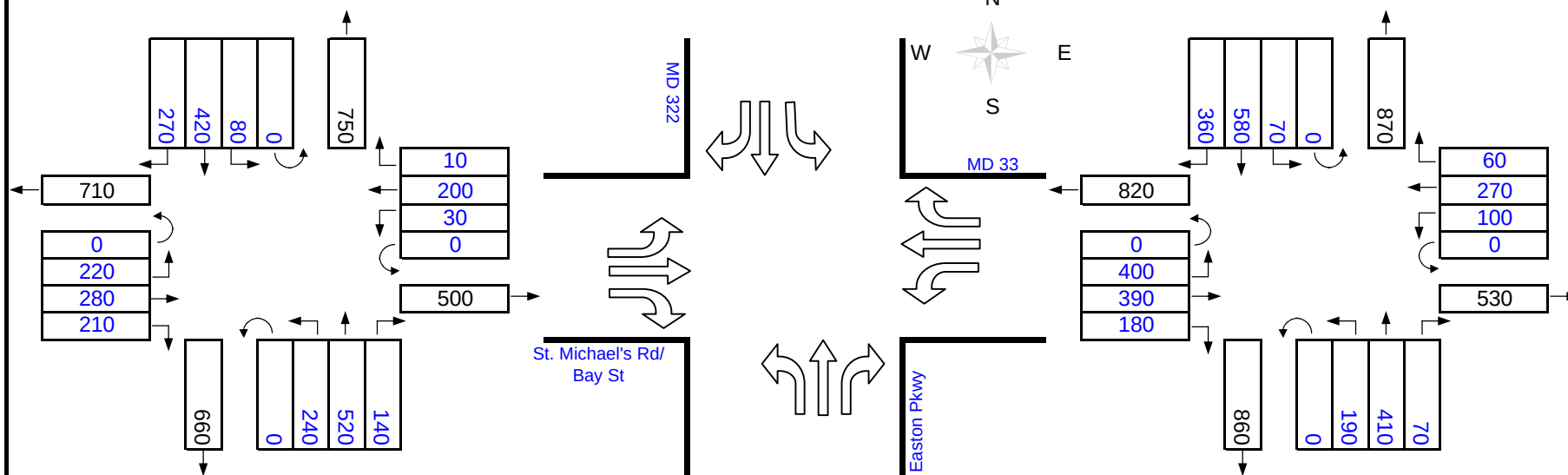
Turning Movement & Level of Service Summary

Location: Talbot County - Site 8
MD 33 @ MD 322
Count Date: 2015
Scenario: Future

Morning Peak Hour 7:45-8:45 AM

Lane Configuration

Evening Peak Hour 3:30-4:30 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	520	1.00	520	80	600			NB	410	1.00	410	70	480	
	SB	420	1.00	420	240	660	*		SB	580	1.00	580	190	770	*
	EB	280	1.00	280	30	310			EB	400	1.00	400	100	500	
	WB	200	1.00	200	220	420	*		WB	270	1.00	270	400	670	*
				0		0						0		0	
				0		0						0		0	

Remarks:

Total = 1080
v/c = 0.68
LOS = B

Remarks:

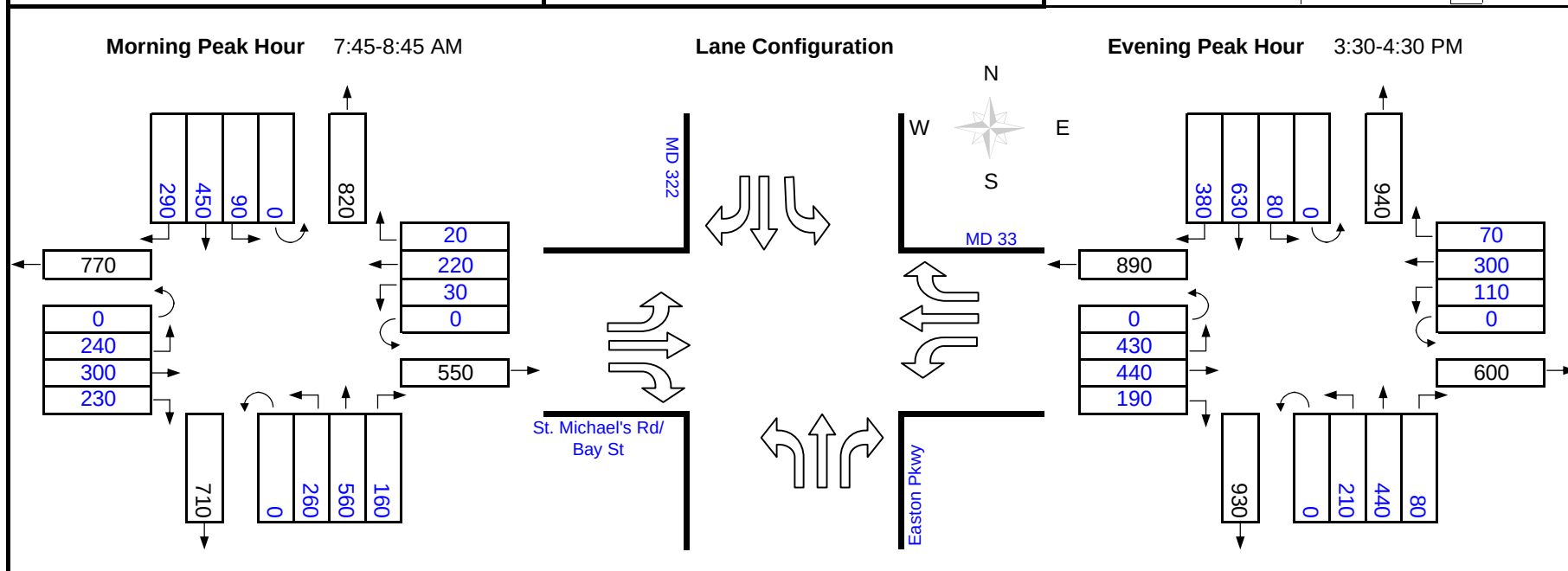
Total = 1440
v/c = 0.90
LOS = D



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Turning Movement & Level of Service Summary

Location: Talbot County - Site 8
MD 33 @ MD 322
Count Date: 2030
Scenario: Future



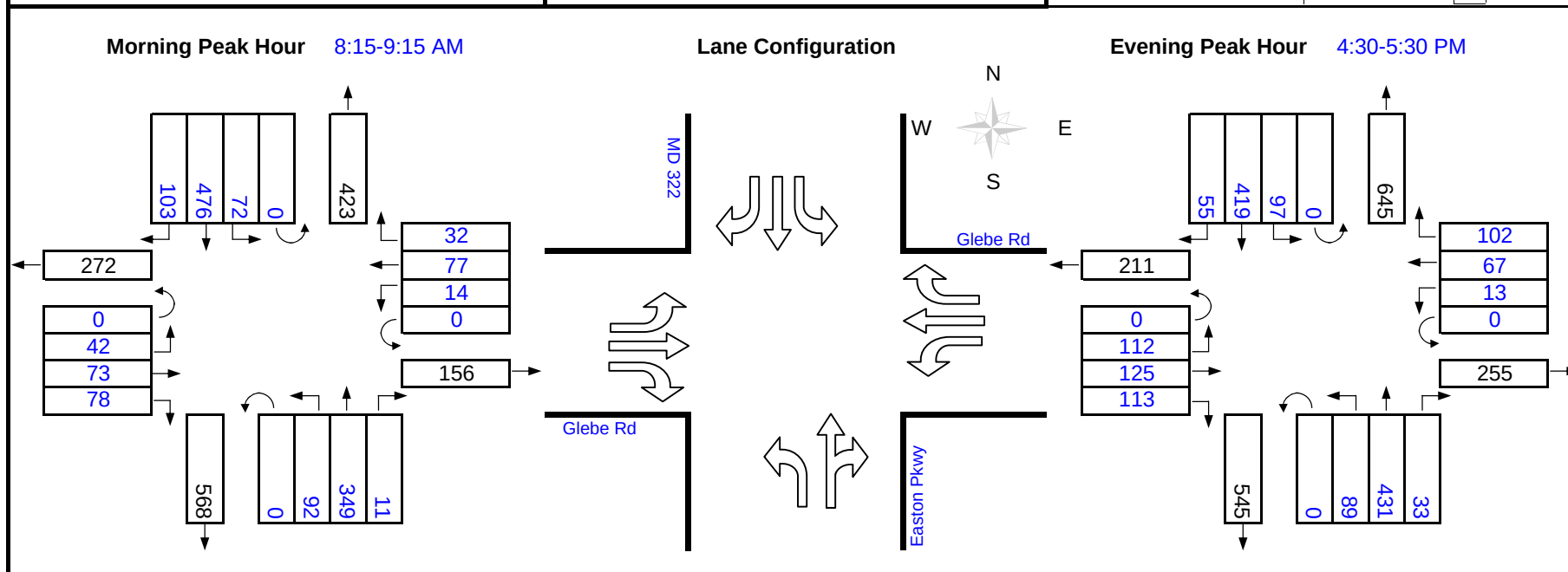
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	560	1.00	560	90	650			NB	440	1.00	440	80	520	
	SB	450	1.00	450	260	710	*		SB	630	1.00	630	210	840	*
	EB	300	1.00	300	30	330			EB	440	1.00	440	110	550	
	WB	220	1.00	220	240	460	*		WB	300	1.00	300	430	730	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1170	Remarks:				Total =	1570				
				v/c =	0.73					v/c =	0.98				
				LOS =	C					LOS =	E				



Turning Movement & Level of Service Summary

Location:	Talbot County - Site 9 MD 322 @ Glebe Rd
Count Date:	07/20/2004
Scenario:	Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

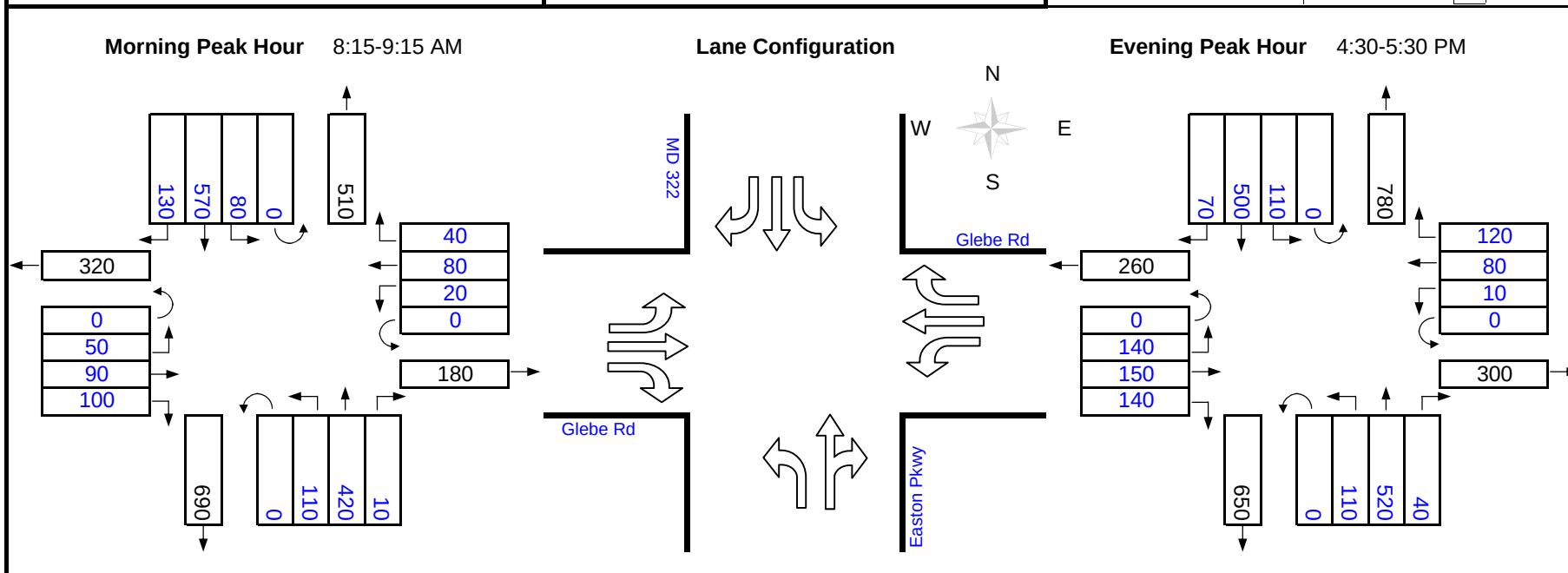
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	360	1.00	360	72	432			NB	464	1.00	464	97	561	*
	SB	476	1.00	476	92	568	*		SB	419	1.00	419	89	508	
	EB	73	1.00	73	14	87			EB	125	1.00	125	13	138	
	WB	77	1.00	77	42	119	*		WB	67	1.00	67	112	179	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	687	Remarks:				Total =	740				
				v/c =	0.43					v/c =	0.46				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 9 MD 322 @ Glebe Rd
Count Date:	2015
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	430	1.00	430	80	510			NB	560	1.00	560	110	670	*
	SB	570	1.00	570	110	680	*		SB	500	1.00	500	110	610	
	EB	90	1.00	90	20	110			EB	150	1.00	150	10	160	
	WB	80	1.00	80	50	130	*		WB	80	1.00	80	140	220	*
				0		0						0		0	
				0		0						0		0	

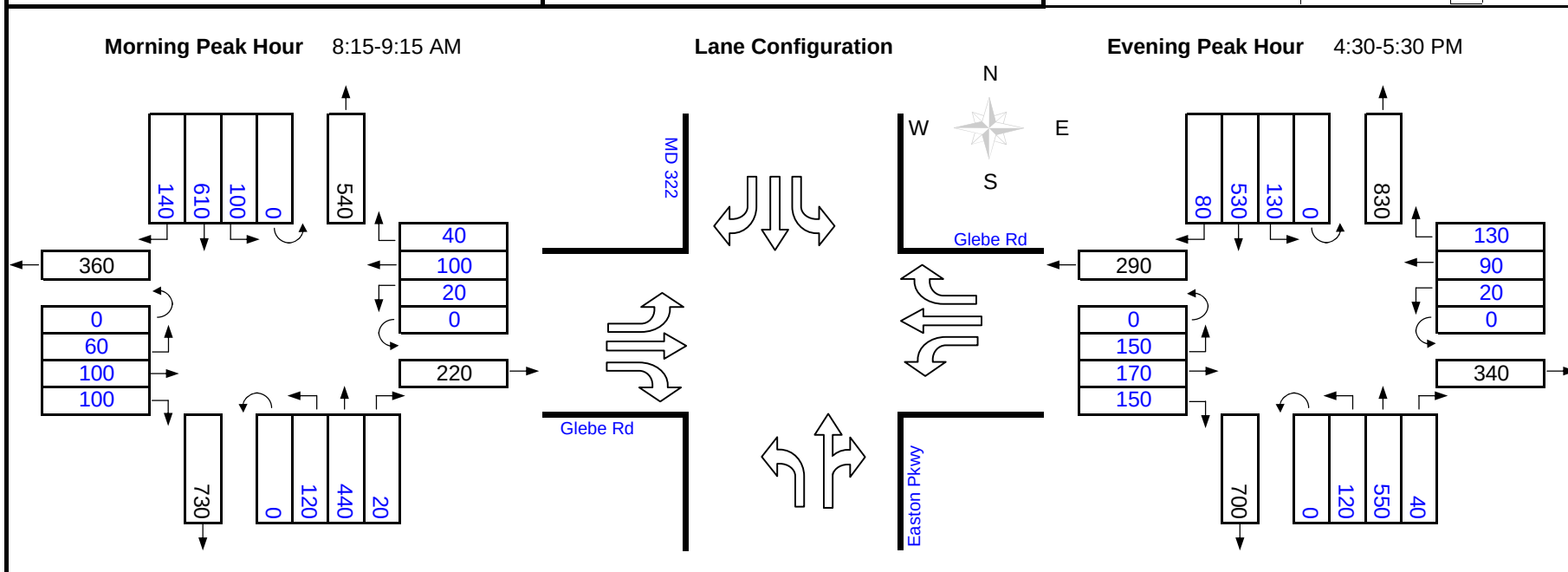
Remarks:				Total =	810	Remarks:				Total =	890
				v/c =	0.51					v/c =	0.56
				LOS =	A					LOS =	A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 9 MD 322 @ Glebe Rd
Count Date:	2030
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

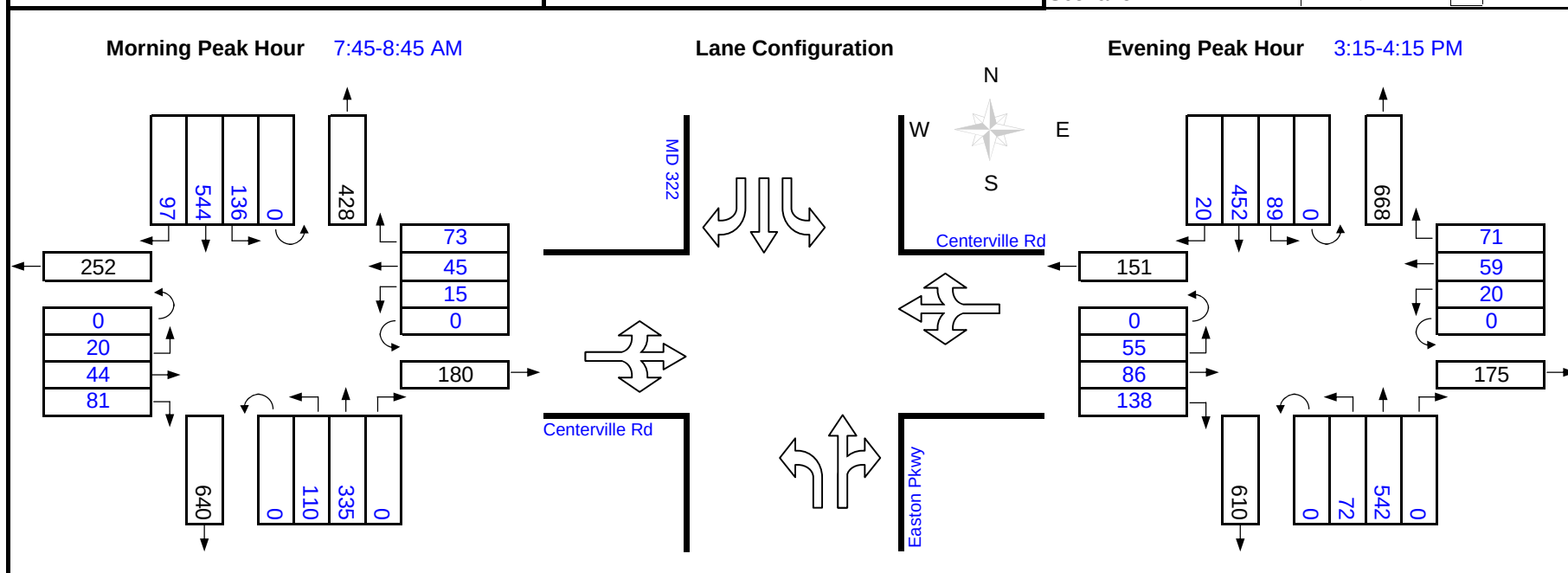
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	460	1.00	460	100	560			NB	590	1.00	590	130	720	*
	SB	610	1.00	610	120	730	*		SB	530	1.00	530	120	650	
	EB	100	1.00	100	20	120			EB	170	1.00	170	20	190	
	WB	100	1.00	100	60	160	*		WB	90	1.00	90	150	240	*
				0		0						0		0	
				0		0						0		0	
Remarks:					Total = 890			Remarks:					Total = 960		
					v/c = 0.56								v/c = 0.60		
					LOS = A								LOS = A		



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 10
MD 322 @ Centerville Rd
Count Date: 07/20/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

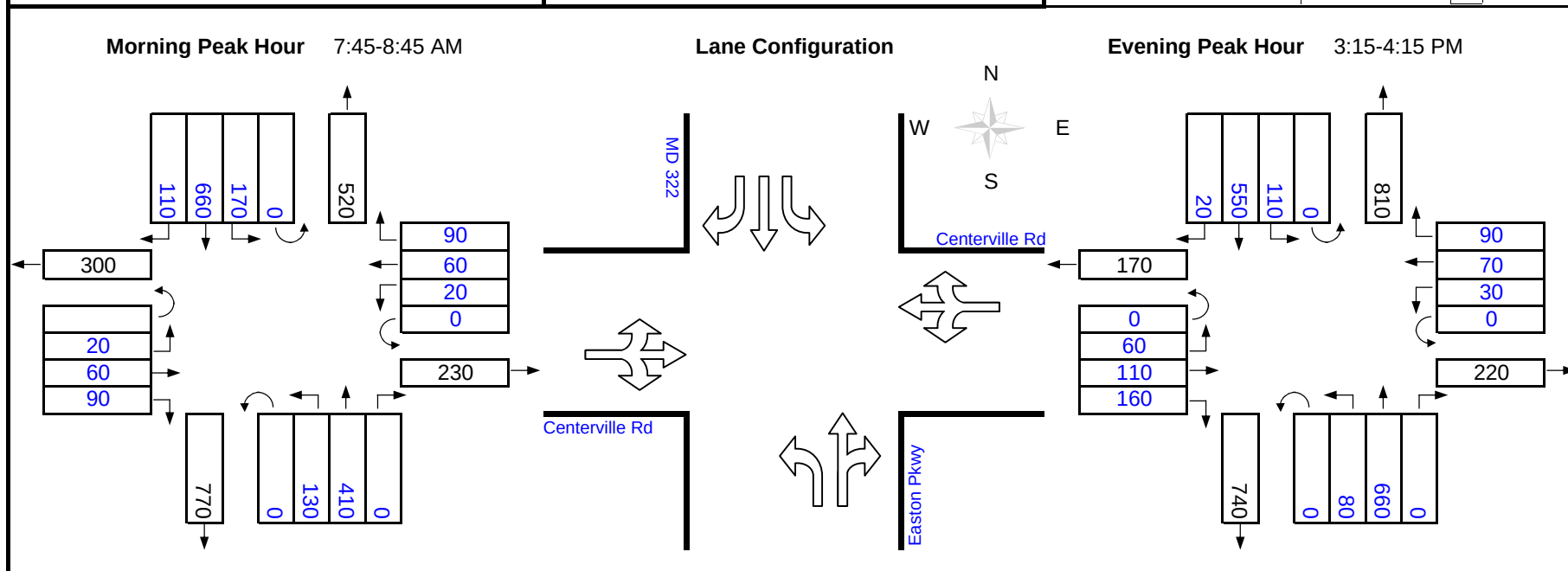
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	335	1.00	335	136	471			NB	542	1.00	542	89	631	*
	SB	544	1.00	544	110	654	*		SB	452	1.00	452	72	524	
	EB	147	1.00	147	15	162	*		EB	285	1.00	285	20	305	*
	WB	135	1.00	135	20	155			WB	170	1.00	170	55	225	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	816	Remarks:				Total =	936				
				v/c =	0.51					v/c =	0.59				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 10
MD 322 @ Centerville Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

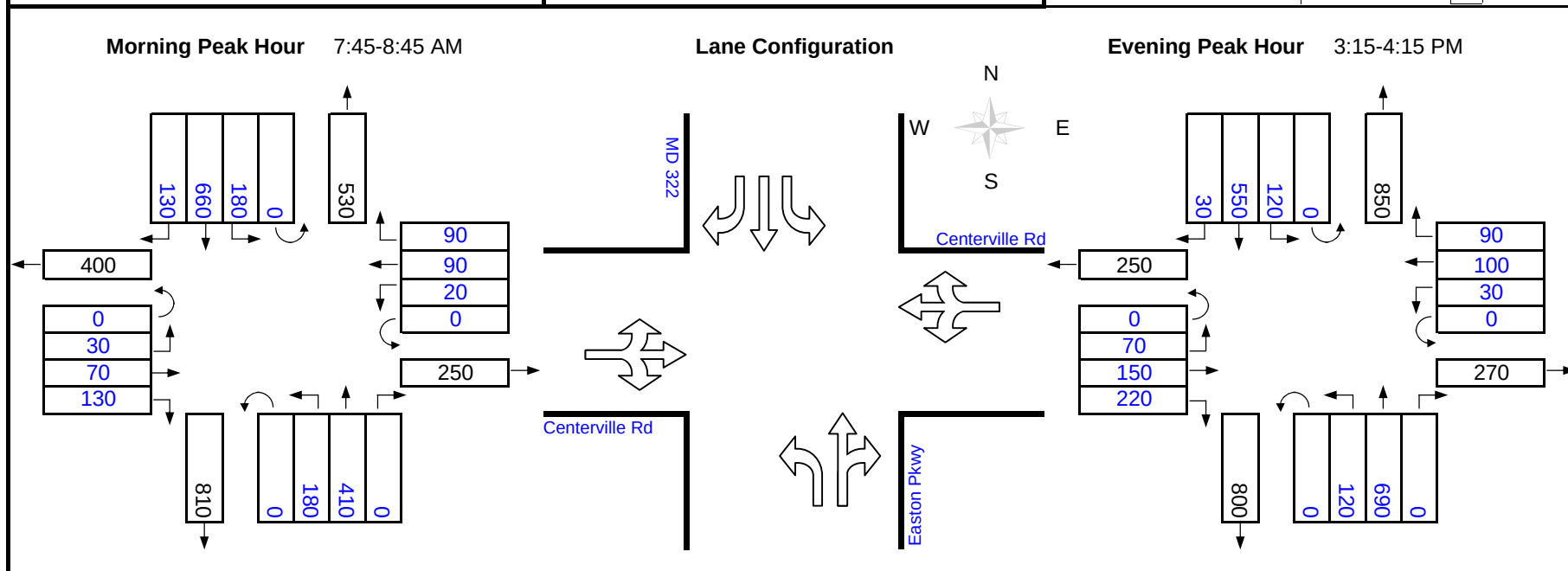
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	410	1.00	410	170	580			NB	660	1.00	660	110	770	*
	SB	660	1.00	660	130	790	*		SB	550	1.00	550	80	630	
	EB	172	1.00	172	20	192	*		EB	336	1.00	336	30	366	*
	WB	172	1.00	172	20	192			WB	220	1.00	220	60	280	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	982	Remarks:				Total =	1136				
				v/c =	0.61					v/c =	0.71				
				LOS =	A					LOS =	B				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 10 MD 322 @ Centerville Rd	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	410	1.00	410	180	590			NB	690	1.00	690	120	810	*
	SB	660	1.00	660	180	840	*		SB	550	1.00	550	120	670	
	EB	233	1.00	233	20	253	*		EB	447	1.00	447	30	477	*
	WB	220	1.00	220	30	250			WB	250	1.00	250	70	320	
				0		0						0		0	
				0		0						0		0	
Remarks:					Total = 1093			Remarks:					Total = 1287		
					v/c = 0.68								v/c = 0.80		
					LOS = B								LOS = C		



**WALLACE,
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& ASSOCIATES, LLP**

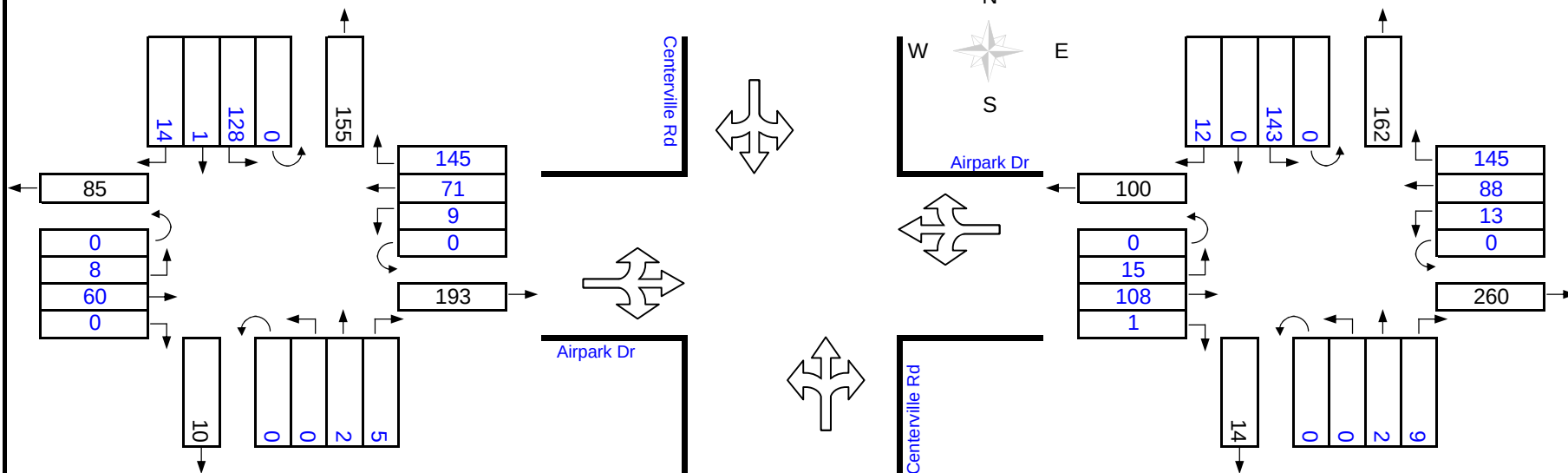
Turning Movement & Level of Service Summary

Location: Talbot County - Site 11
Centerville Rd @ Airpark Dr
Count Date: 07/20/2004
Scenario: Existing

Morning Peak Hour 8:15-9:15 AM

Lane Configuration

Evening Peak Hour 2:15-3:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	7	1.00	7	128	135			NB	11	1.00	11	143	154	
	SB	156	1.00	156	0	156	*		SB	169	1.00	169	0	169	*
	EB	76	1.00	76	9	85			EB	139	1.00	139	13	152	
	WB	226	1.00	226	8	234	*		WB	247	1.00	247	15	262	*
				0		0						0		0	
				0		0						0		0	

Remarks: Centerville Rd has STOP control

Total = 390
v/c = 0.24
LOS = A

Remarks: Centerville Rd has STOP control

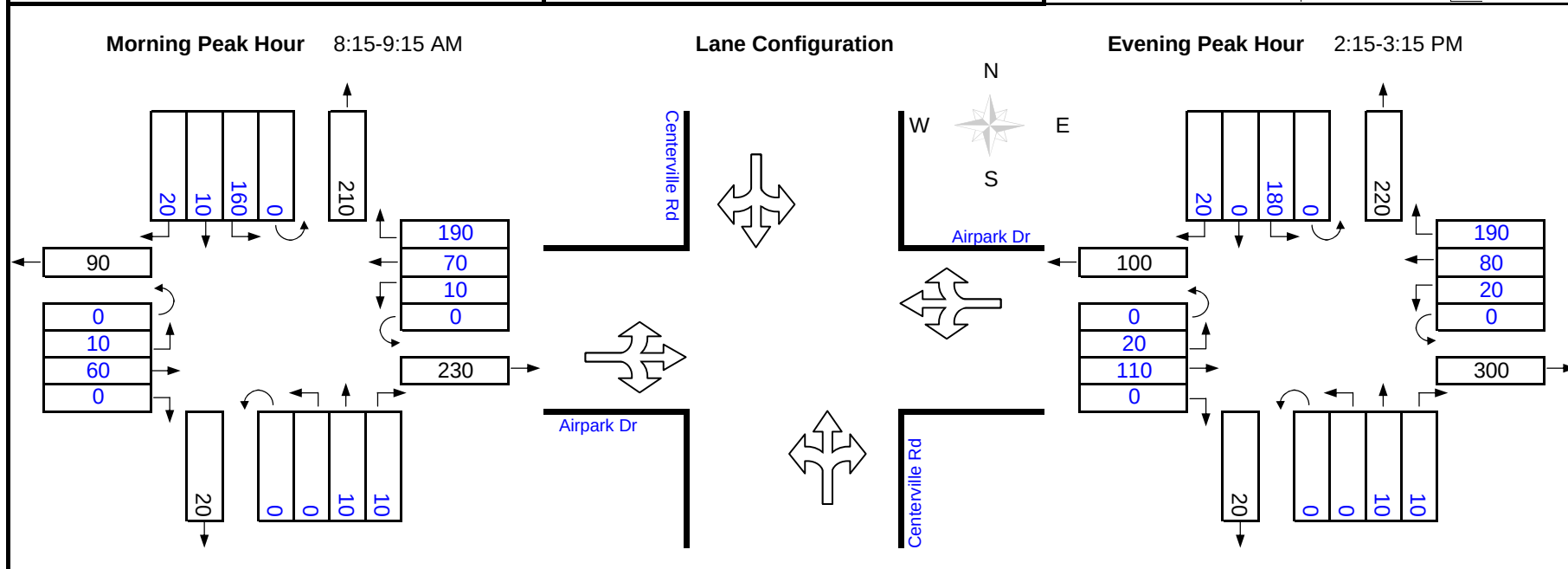
Total = 431
v/c = 0.27
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 11
Centerville Rd @ Airpark Dr
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

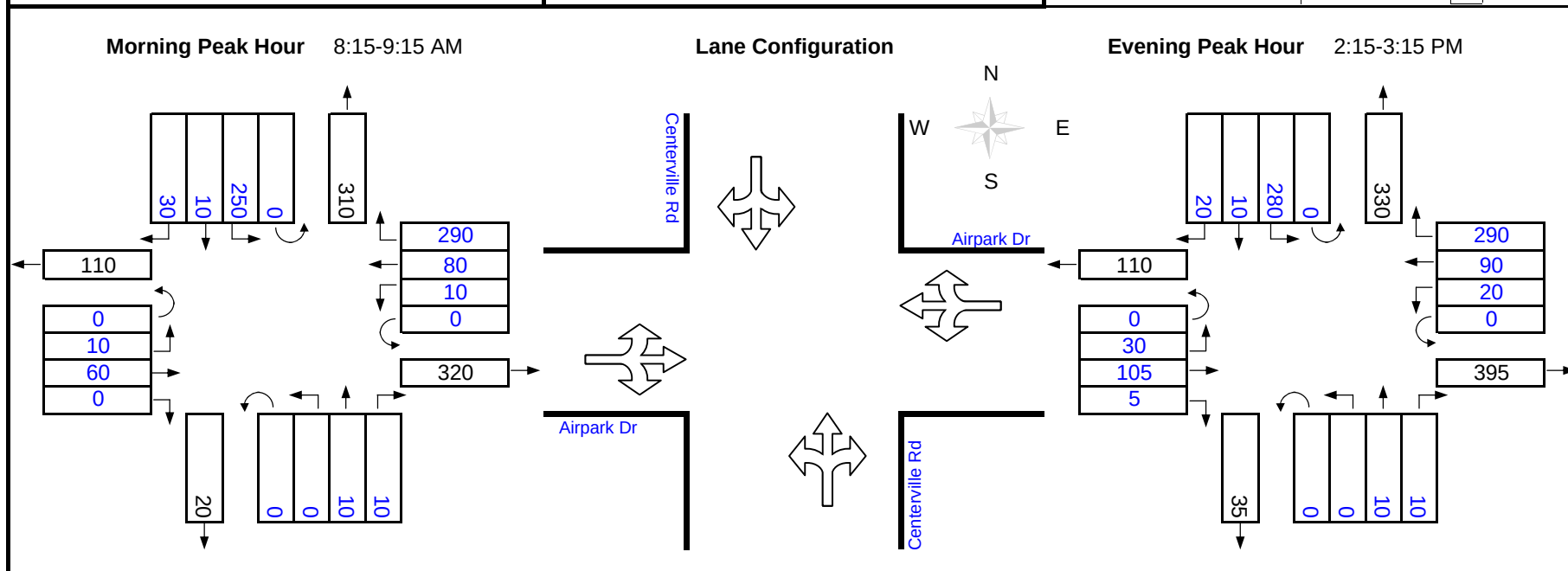
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	20	1.00	20	160	180			NB	20	1.00	20	180	200	
	SB	206	1.00	206	0	206	*		SB	218	1.00	218	0	218	*
	EB	80	1.00	80	10	90			EB	150	1.00	150	20	170	
	WB	271	1.00	271	10	281	*		WB	292	1.00	292	20	312	*
				0		0						0		0	
				0		0						0		0	
Remarks: Centerville Rd has STOP control				Total =	487	Remarks: Centerville Rd has STOP control				Total =	530				
				v/c =	0.30					v/c =	0.33				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 11
Centerville Rd @ Airpark Dr
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	20	1.00	20	250	270			NB	20	1.00	20	280	300	
	SB	315	1.00	315	0	315	*		SB	338	1.00	338	0	338	*
	EB	80	1.00	80	10	90			EB	170	1.00	170	20	190	
	WB	381	1.00	381	10	391	*		WB	402	1.00	402	30	432	*
				0		0						0		0	
				0		0						0		0	
Remarks: Centerville Rd has STOP control				Total =	706	Remarks: Centerville Rd has STOP control				Total =	770				
				v/c =	0.44					v/c =	0.48				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

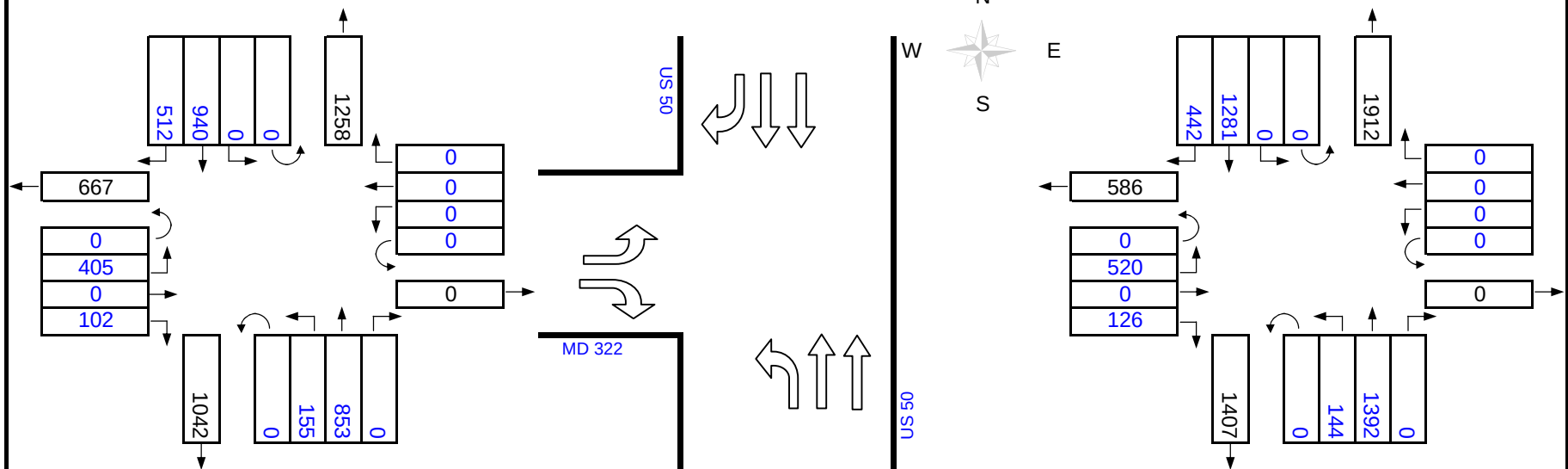
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 12**
US 50 @ MD 322
 Count Date: **08/12/2004**
 Scenario: Existing

Morning Peak Hour 9:00-10:00 AM

Lane Configuration

Evening Peak Hour 2:45-3:45 PM



Phasing (φ)				Intersection Control		RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4									A	0 to 1,000
				Signal	X	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		SB	X	2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	X	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB		4	0.30	< 999	4.0	E	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	853	0.55	469	0	469			NB	1392	0.55	766	0	766	
	SB	940	0.55	517	155	672	*		SB	1281	0.55	705	144	849	*
	EB	405	1.00	405	0	405	*		EB	520	1.00	520	0	520	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks:					Total =	1077		Remarks:					Total =	1369	
					v/c =	0.67							v/c =	0.86	
					LOS =	B							LOS =	D	



**WALLACE,
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& ASSOCIATES, LLP**

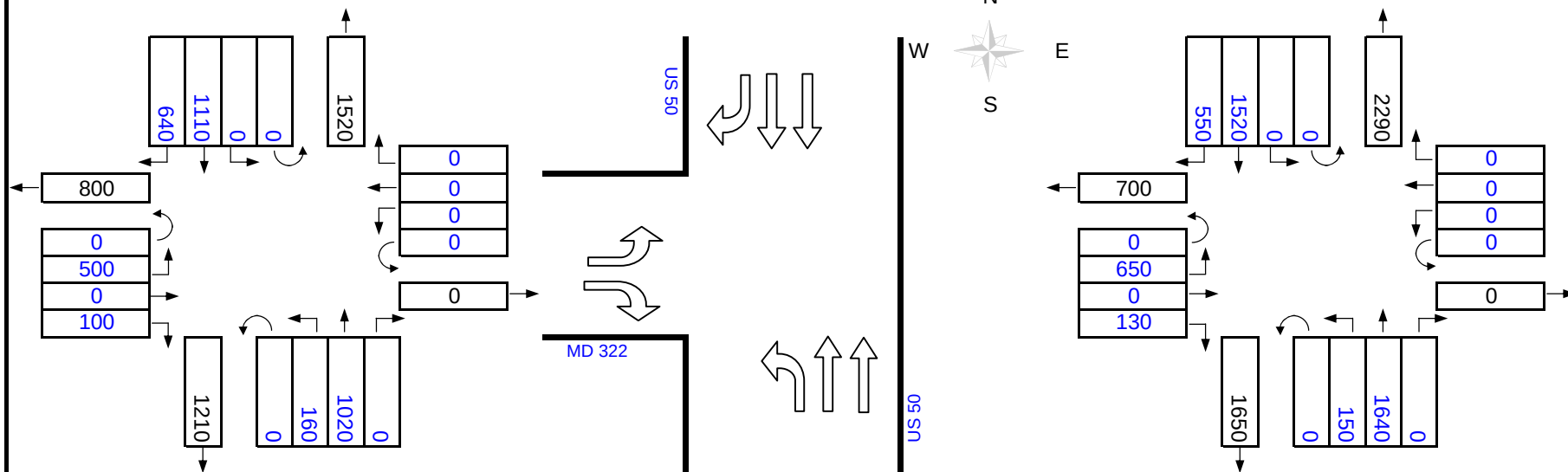
Turning Movement & Level of Service Summary

Location:	Talbot County - Site 12 US 50 @ MD 322	
Count Date:	2015	
Scenario:	Future	▼

Morning Peak Hour 9:00-10:00 AM

Lane Configuration

Evening Peak Hour 2:45-3:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		Signal	NB					A	0 to 1,000
				Stop		SB	X	2	0.55	< 599	2.0	1,001 to 1,150
				Ways		EB	X	3	0.40	< 799	3.0	1,151 to 1,300
						WB		4	0.30	< 999	4.0	1,301 to 1,450
5	6	7	8					Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600
											F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1020	0.55	561	0	561			NB	1640	0.55	902	0	902	
	SB	1110	0.55	611	160	771	*		SB	1520	0.55	836	150	986	*
	EB	500	1.00	500	0	500	*		EB	650	1.00	650	0	650	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1271	Remarks:				Total =	1636				
				v/c =	0.79					v/c =	1.02				
				LOS =	C					LOS =	F				



**WALLACE,
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& ASSOCIATES, LLP**

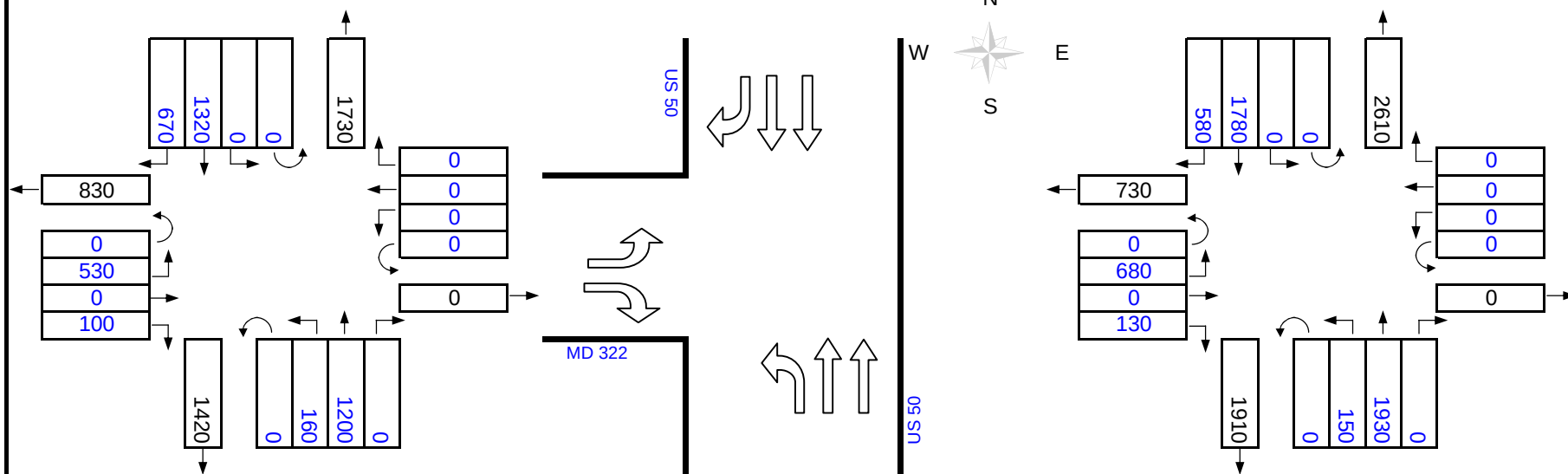
Turning Movement & Level of Service Summary

Location:	Talbot County - Site 12 US 50 @ MD 322	
Count Date:	2030	
Scenario:	Future	▼

Morning Peak Hour 9:00-10:00 AM

Lane Configuration

Evening Peak Hour 2:45-3:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		X	2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB	X	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1200	0.55	660	0	660			NB	1930	0.55	1062	0	1062	
	SB	1320	0.55	726	160	886	*		SB	1780	0.55	979	150	1129	*
	EB	530	1.00	530	0	530	*		EB	680	1.00	680	0	680	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

Remarks:

Total = 1416
v/c = 0.89
LOS = D

Remarks:

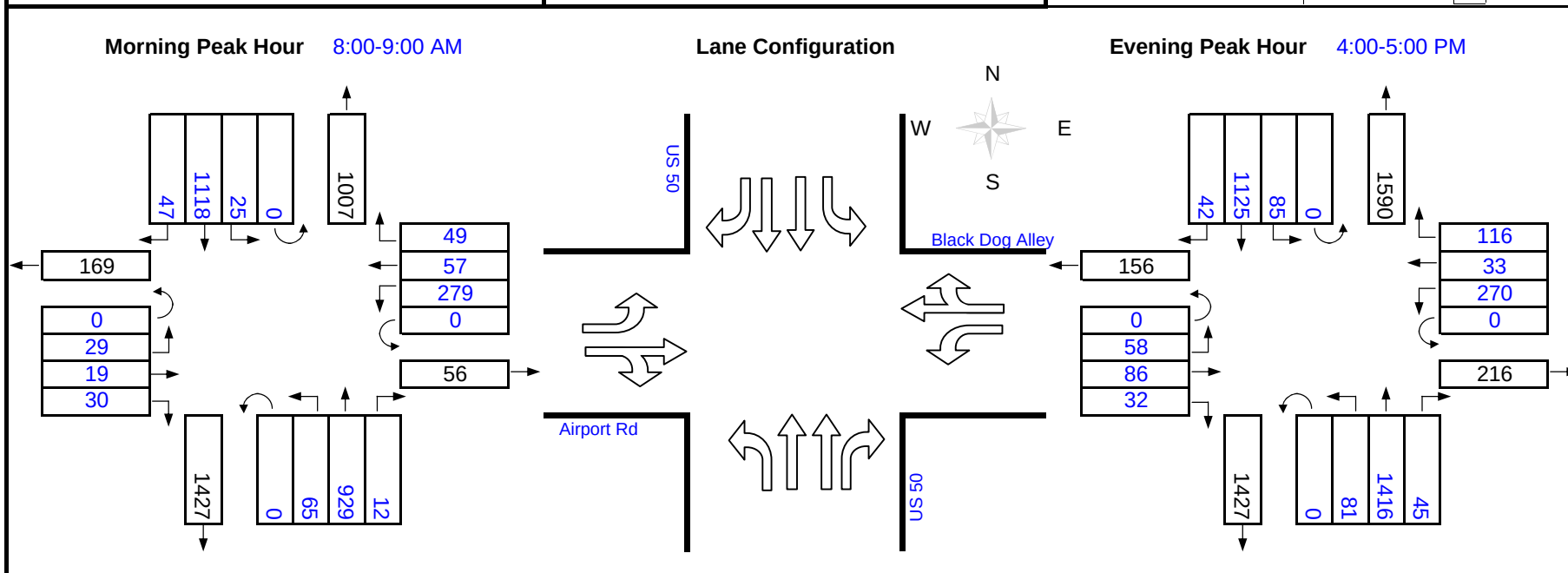
Total = 1809
v/c = 1.13
LOS = F



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 13
US 50 @ Airport Rd
Count Date: 07/29/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	929	0.55	511	25	536			NB	1416	0.55	779	85	864	*
	SB	1118	0.55	615	65	680	*		SB	1125	0.55	619	81	700	
	EB	49	1.00	49	279	328			EB	118	1.00	118	270	388	*
	WB	307	1.00	307	135	442	*		WB	297	1.00	297	58	355	
				0		0						0		0	
				0		0						0		0	

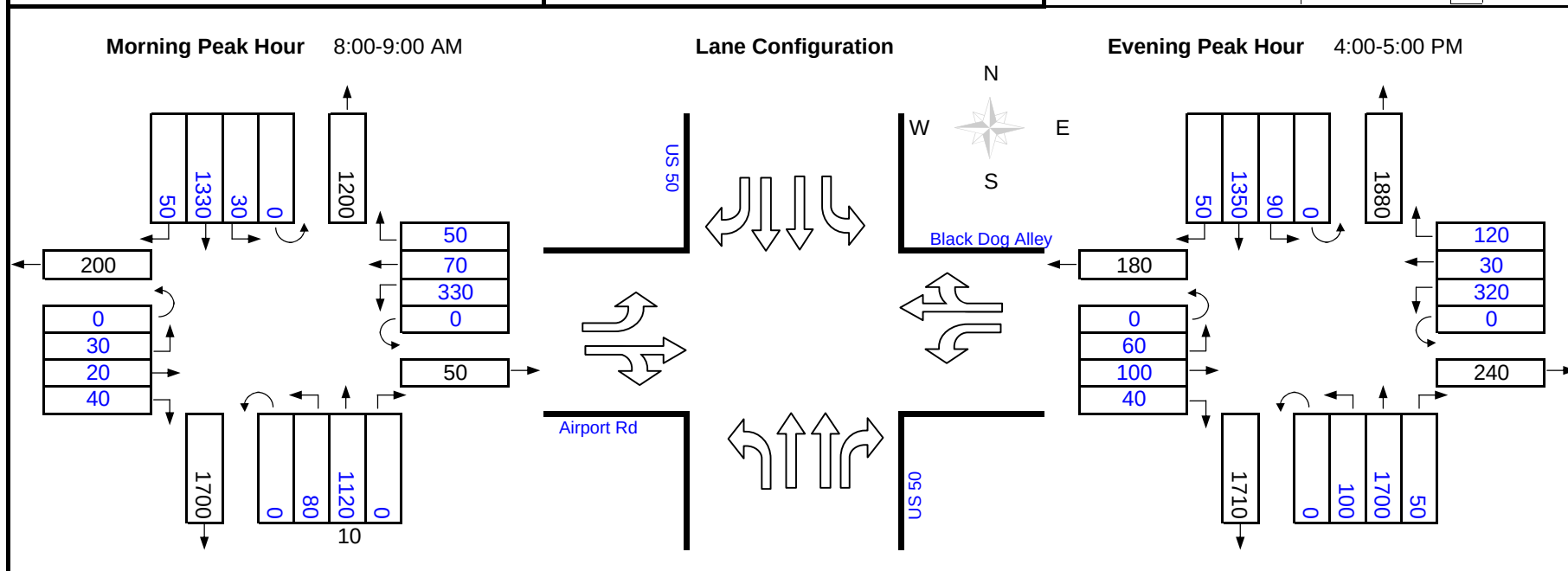
Remarks:				Total =	1122	Remarks:				Total =	1252
				v/c =	0.70					v/c =	0.78
				LOS =	B					LOS =	C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 13
US 50 @ Airport Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

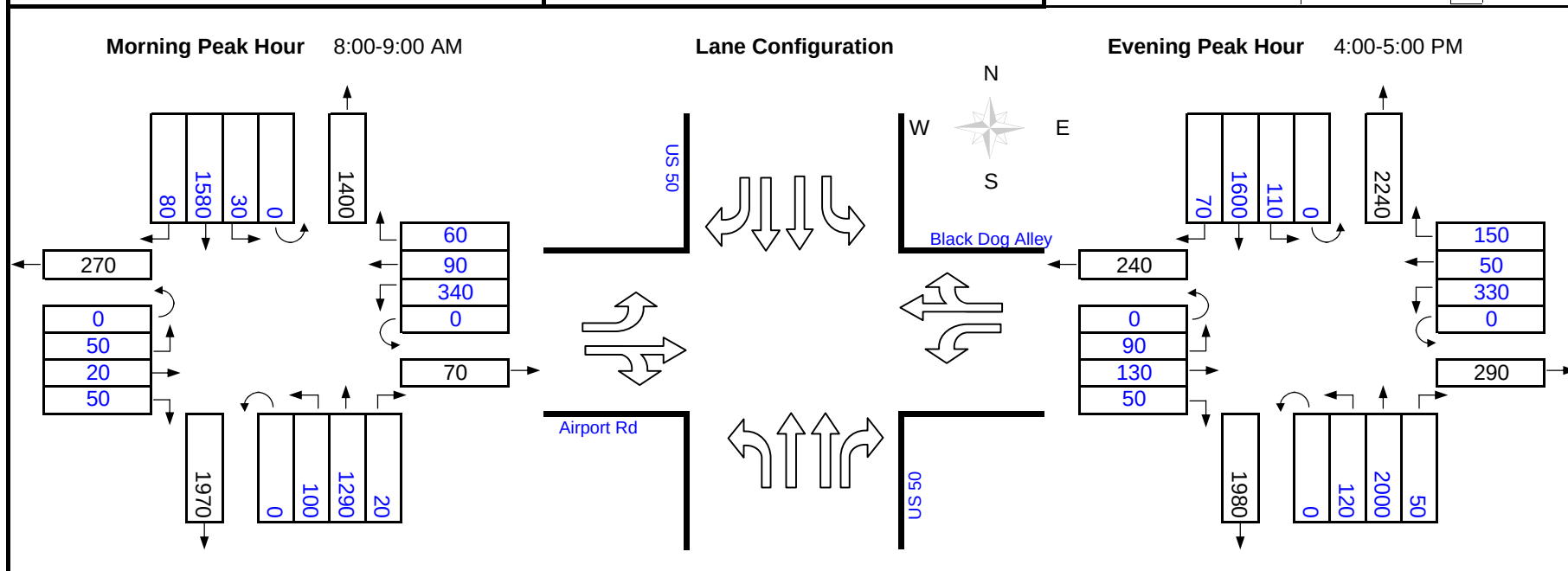
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1120	0.55	616	30	646			NB	1700	0.55	935	90	1025	*
	SB	1330	0.55	732	80	812	*		SB	1350	0.55	743	100	843	
	EB	60	1.00	60	330	390			EB	140	1.00	140	320	460	*
	WB	363	1.00	363	30	393	*		WB	352	1.00	352	60	412	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1205	Remarks:				Total =	1485				
				v/c =	0.75					v/c =	0.93				
				LOS =	C					LOS =	E				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 13 US 50 @ Airport Rd	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

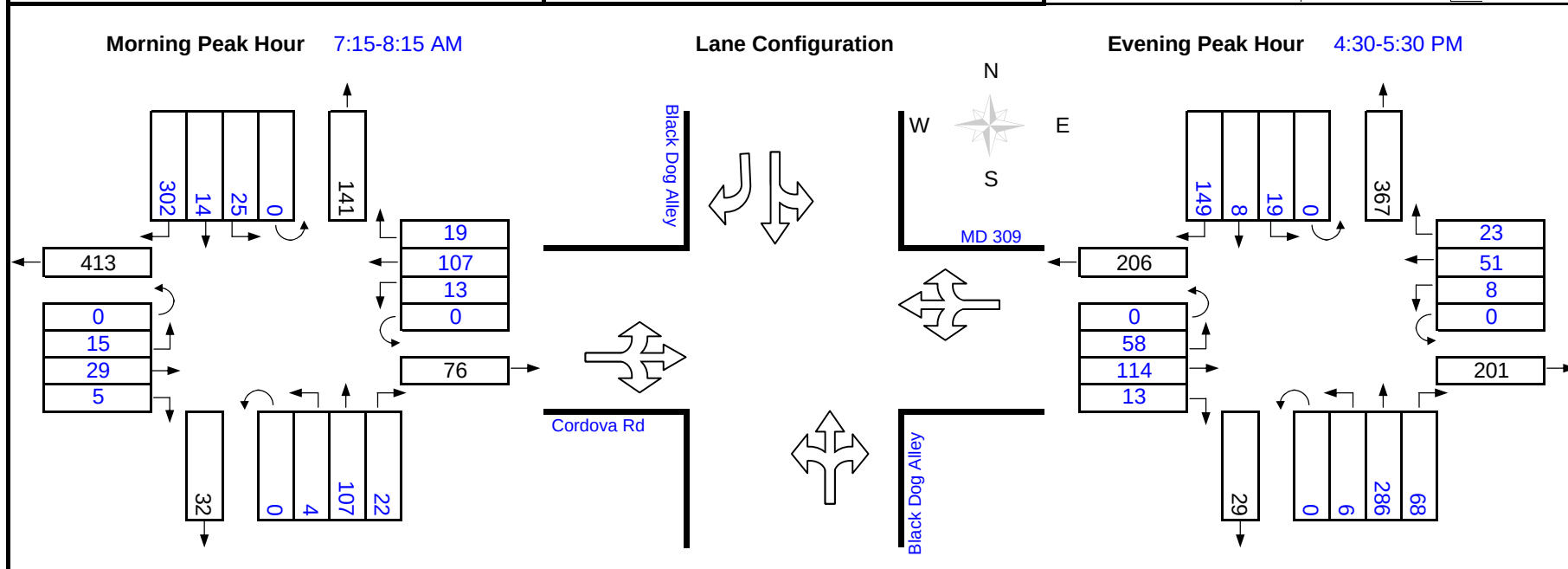
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1290	0.55	710	30	740			NB	2000	0.55	1100	110	1210	*
	SB	1580	0.55	869	100	969	*		SB	1600	0.55	880	120	1000	
	EB	70	1.00	70	340	410			EB	180	1.00	180	330	510	*
	WB	374	1.00	374	50	424	*		WB	363	1.00	363	90	453	
				0		0						0		0	
				0		0						0		0	
Remarks:					Total = 1393			Remarks:					Total = 1720		
					v/c = 0.87								v/c = 1.08		
					LOS = D								LOS = F		



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 14
Black Dog Alley @ MD 309
Count Date: 08/12/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

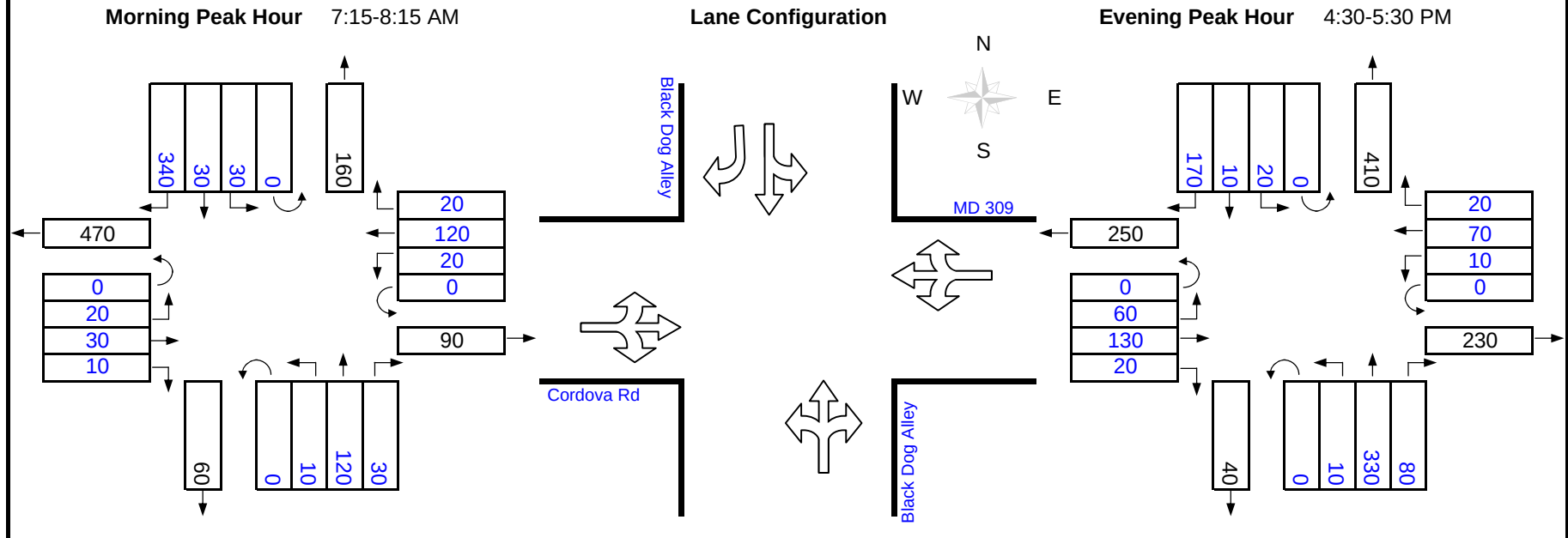
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	137	1.00	137	25	162			NB	361	1.00	361	19	380	*
	SB	287	1.00	287	4	291	*		SB	91	1.00	91	6	97	
	EB	51	1.00	51	13	64			EB	191	1.00	191	8	199	*
	WB	140	1.00	140	15	155	*		WB	83	1.00	83	58	141	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	446	Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	579				
				v/c =	0.28					v/c =	0.36				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 14 Black Dog Alley @ MD 309	
Count Date:	2015	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	170	1.00	170	30	200			NB	421	1.00	421	20	441	*
	SB	320	1.00	320	10	330	*		SB	110	1.00	110	10	120	
	EB	62	1.00	62	20	82			EB	216	1.00	216	10	226	*
	WB	162	1.00	162	20	182	*		WB	101	1.00	101	60	161	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	512	Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	667				
				v/c =	0.32					v/c =	0.42				
				LOS =	A					LOS =	A				

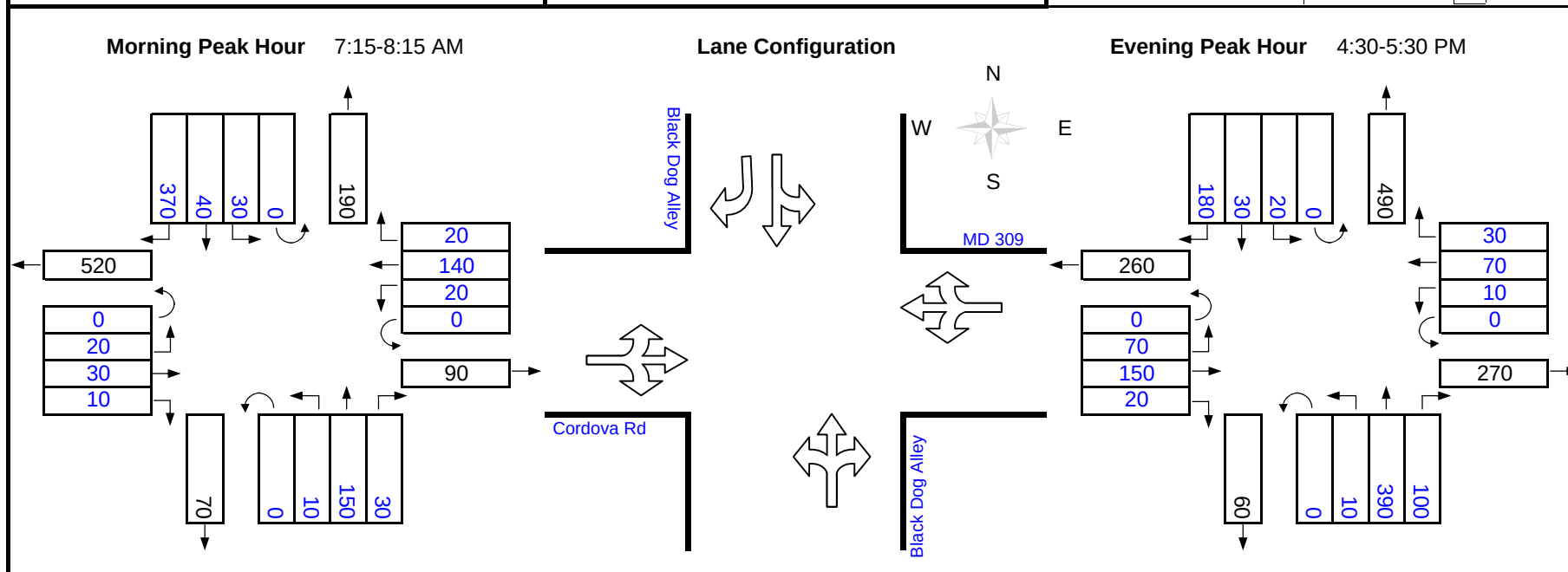


Turning Movement & Level of Service Summary

Location: Talbot County - Site 14
Black Dog Alley @ MD 309

Count Date: 2030

Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

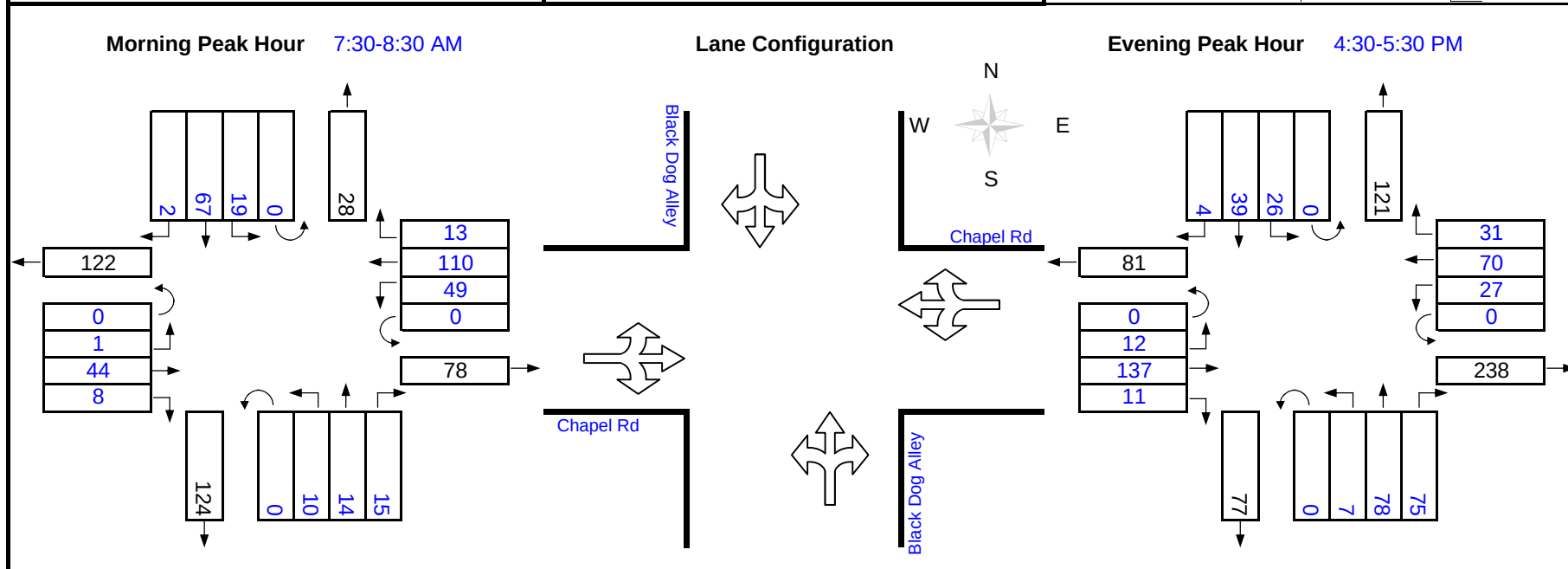
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	200	1.00	200	30	230			NB	510	1.00	510	20	530	*
	SB	350	1.00	350	10	360	*		SB	110	1.00	110	10	120	
	EB	62	1.00	62	20	82			EB	247	1.00	247	10	257	*
	WB	182	1.00	182	20	202	*		WB	111	1.00	111	70	181	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	562	Remarks: Black Dog Alley has STOP control. Left turns are restricted on northbound MD 309 approach.				Total =	787				
				v/c =	0.35					v/c =	0.49				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 15
Black Dog Alley @ Chapel Rd
Count Date: 07/29/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

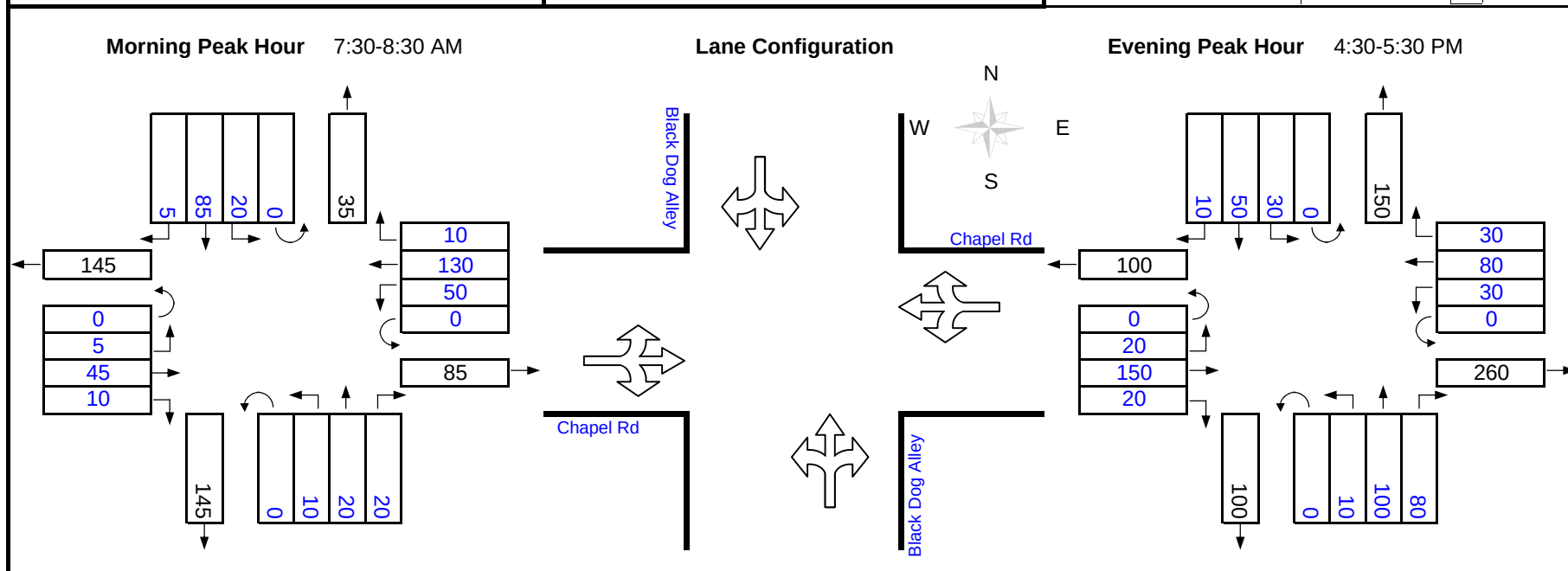
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	40	1.00	40	19	59			NB	161	1.00	161	26	187	*
	SB	90	1.00	90	10	100	*		SB	72	1.00	72	7	79	
	EB	53	1.00	53	49	102			EB	161	1.00	161	27	188	*
	WB	177	1.00	177	1	178	*		WB	131	1.00	131	12	143	
				0		0						0		0	
				0		0						0		0	
Remarks: Chapel Rd has STOP control.				Total =	278	Remarks: Chapel Rd has STOP control.				Total =	375				
				v/c =	0.17					v/c =	0.23				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 15
Black Dog Alley @ Chapel Rd
Count Date: 2015
Scenario: Future

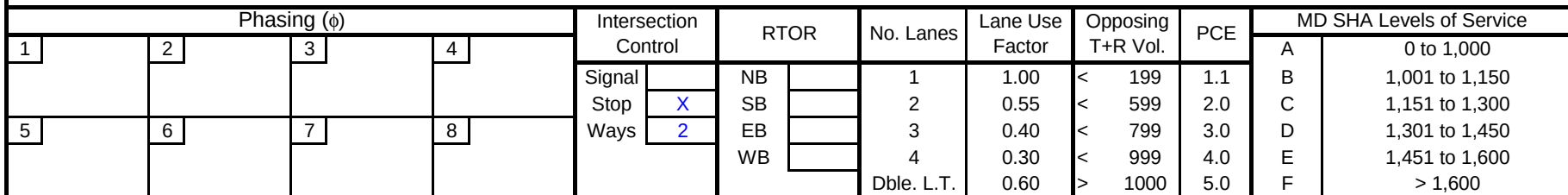


Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	51	1.00	51	20	71			NB	191	1.00	191	30	221	*
	SB	112	1.00	112	10	122	*		SB	93	1.00	93	10	103	
	EB	61	1.00	61	50	111			EB	192	1.00	192	30	222	*
	WB	195	1.00	195	5	200	*		WB	143	1.00	143	20	163	
				0		0						0		0	
				0		0						0		0	
Remarks: Chapel Rd has STOP control.				Total =	322	Remarks: Chapel Rd has STOP control.				Total =	443				
				v/c =	0.20					v/c =	0.28				
				LOS =	A					LOS =	A				



Location:	Talbot County - Site 15 Black Dog Alley @ Chapel Rd		
Count Date:	2030		
Scenario:	Future	▼	



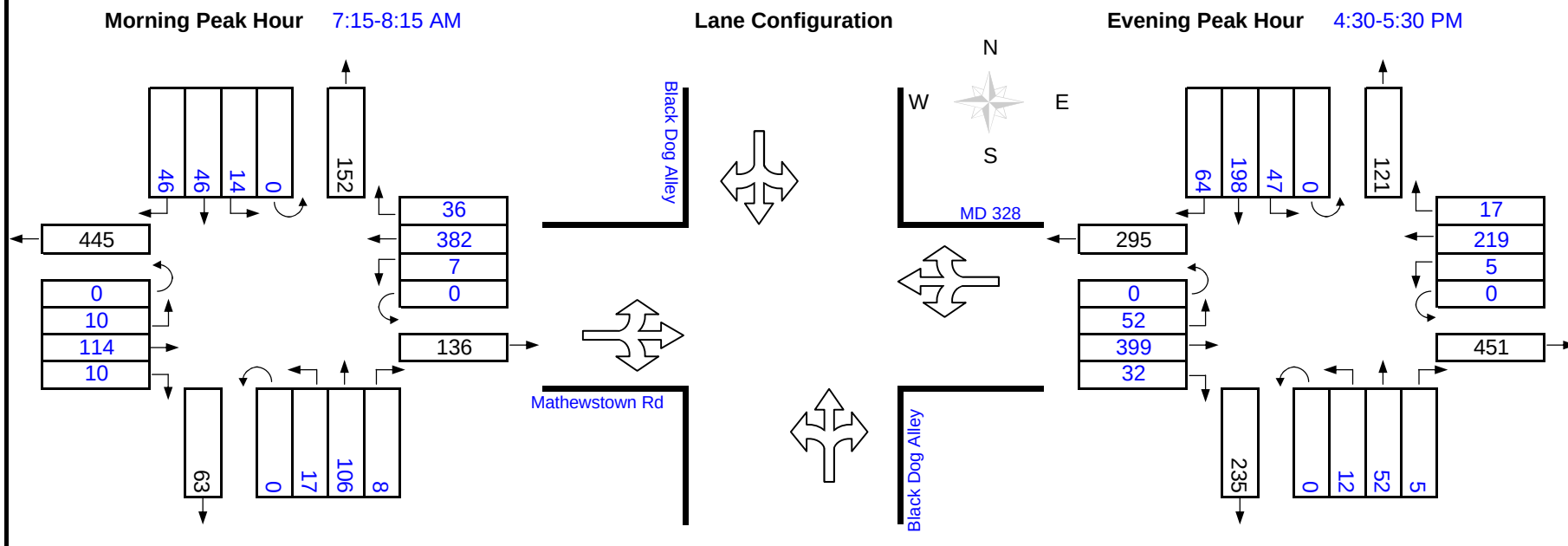
Morning Peak Hour								Evening Peak Hour							
ϕ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	ϕ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	61	1.00	61	30	91			NB	241	1.00	241	40	281	*
	SB	143	1.00	143	10	153	*		SB	114	1.00	114	10	124	
	EB	71	1.00	71	70	141			EB	212	1.00	212	40	252	*
	WB	247	1.00	247	5	252	*		WB	184	1.00	184	20	204	
				0		0						0		0	
				0		0						0		0	
Remarks: Chapel Rd has STOP control.					Total = 405			Remarks: Chapel Rd has STOP control.					Total = 533		
					v/c = 0.25								v/c = 0.33		
					LOS = A								LOS = A		



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 16**
MD 328 @ Black Dog Alley
 Count Date: **08/17/2004**
 Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

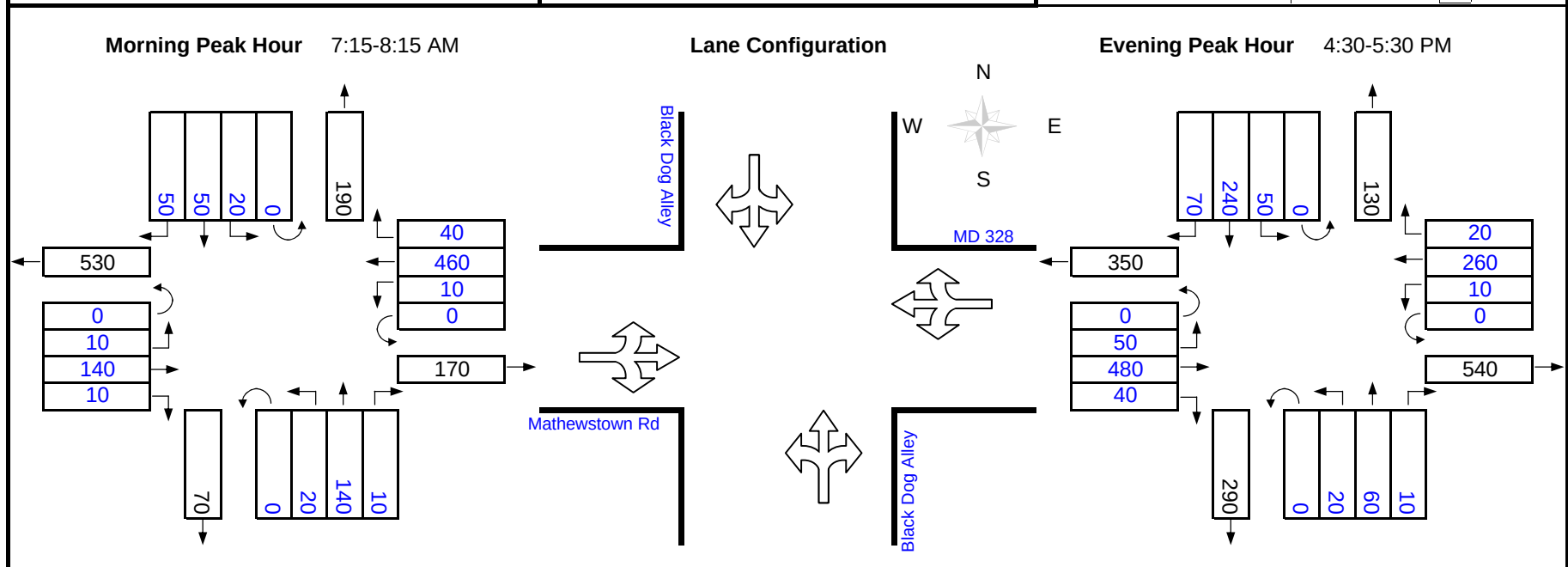
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	133	1.00	133	14	147	*		NB	81	1.00	81	47	128	
	SB	107	1.00	107	17	124			SB	314	1.00	314	12	326	*
	EB	144	1.00	144	7	151			EB	535	1.00	535	5	540	*
	WB	426	1.00	426	10	436	*		WB	246	1.00	246	52	298	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	583	Remarks: Black Dog Alley has STOP control.				Total =	866				
				v/c =	0.36					v/c =	0.54				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 16
MD 328 @ Black Dog Alley
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

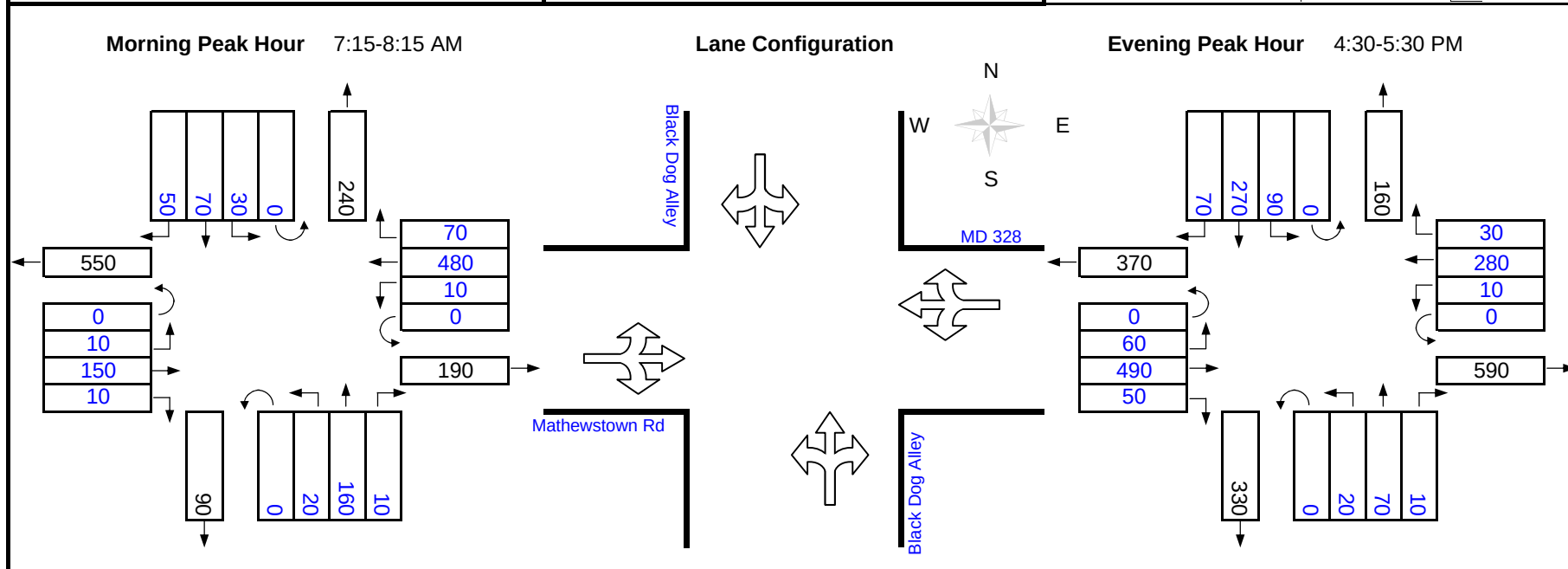
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	172	1.00	172	20	192	*		NB	110	1.00	110	50	160	
	SB	122	1.00	122	20	142			SB	365	1.00	365	20	385	*
	EB	170	1.00	170	10	180			EB	620	1.00	620	10	630	*
	WB	511	1.00	511	10	521	*		WB	300	1.00	300	50	350	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	713	Remarks: Black Dog Alley has STOP control.				Total =	1015				
				v/c =	0.45					v/c =	0.63				
				LOS =	A					LOS =	B				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 16 MD 328 @ Black Dog Alley	
Count Date:	2030	
Scenario:	Future	▼



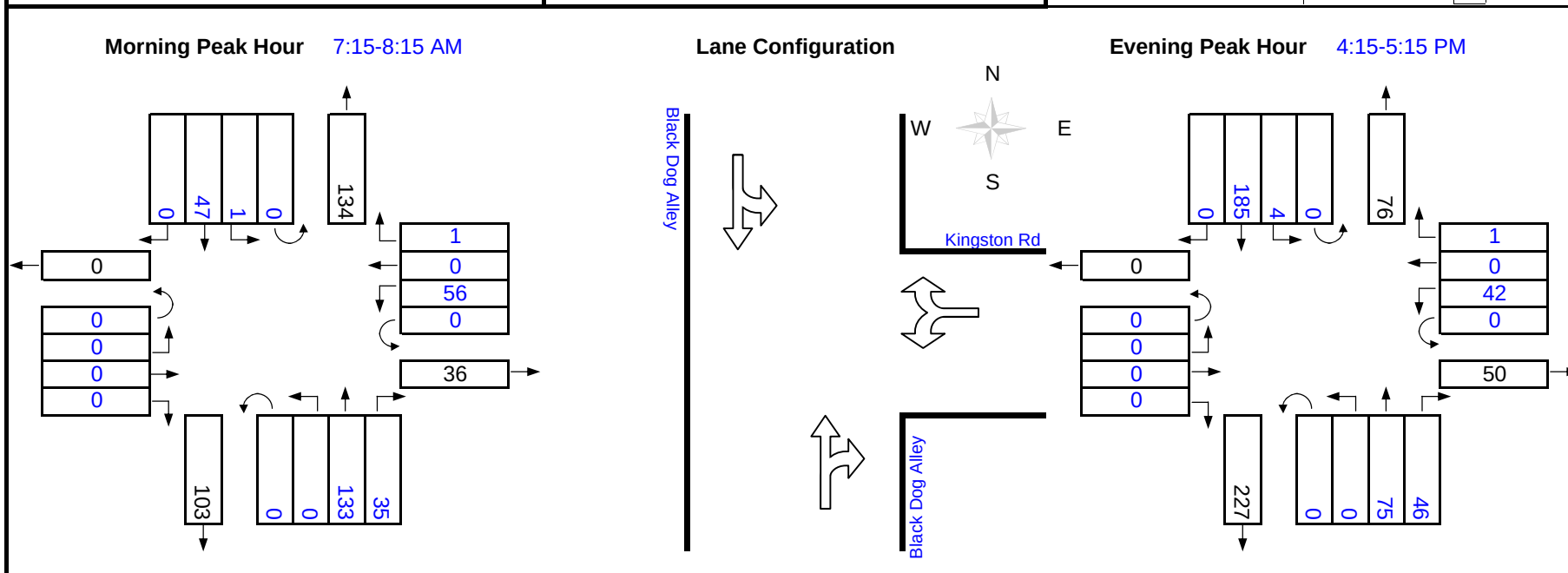
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal Stop Ways	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
					SB		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8		EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	192	1.00	192	30	222	*		NB	120	1.00	120	90	210	
	SB	153	1.00	153	20	173			SB	439	1.00	439	20	459	*
	EB	180	1.00	180	10	190			EB	660	1.00	660	10	670	*
	WB	561	1.00	561	10	571	*		WB	330	1.00	330	60	390	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	793	Remarks: Black Dog Alley has STOP control.				Total =	1129				
				v/c =	0.50					v/c =	0.71				
				LOS =	A					LOS =	B				



Turning Movement & Level of Service Summary

Location: Talbot County - Site 17
Black Dog Alley @ Kingston Rd
Count Date: 08/05/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8				4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	168	1.00	168	1	169	*		NB	121	1.00	121	4	125	
	SB	48	1.00	48	0	48			SB	189	1.00	189	0	189	*
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	57	1.00	57	0	57	*		WB	43	1.00	43	0	43	*
				0		0						0		0	
				0		0						0		0	

Remarks: Kingston Rd has STOP control.				Total =	226	Remarks: Kingston Rd has STOP control.				Total =	232
				v/c =	0.14					v/c =	0.15
				LOS =	A					LOS =	A



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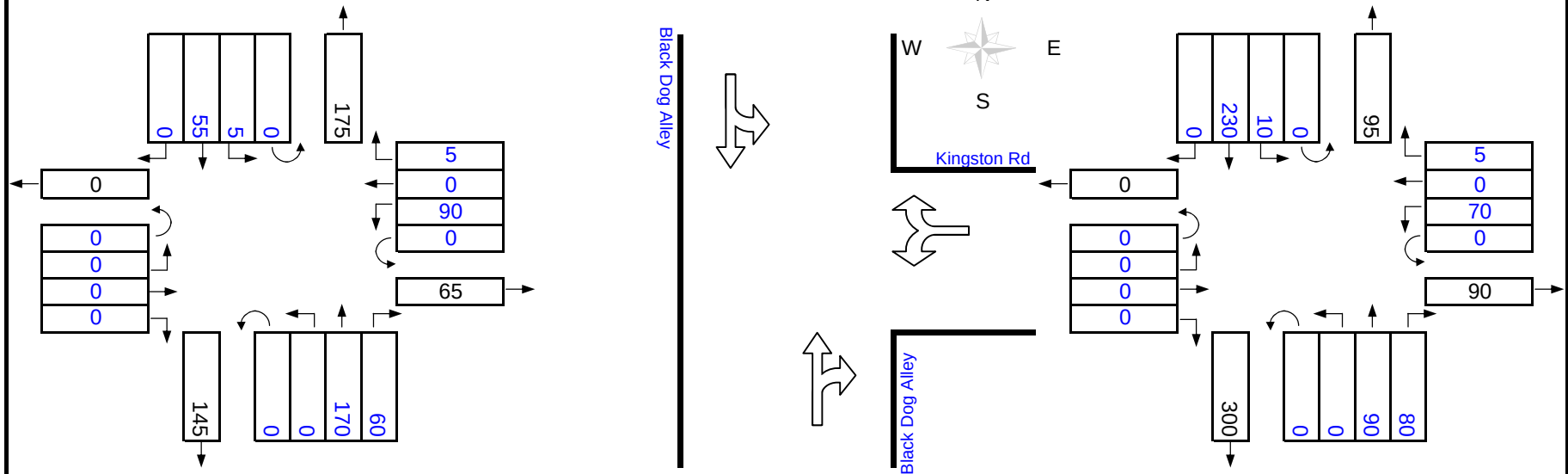
Turning Movement & Level of Service Summary

Location: Talbot County - Site 17
Black Dog Alley @ Kingston Rd
Count Date: 2015
Scenario: Future

Morning Peak Hour 7:15-8:15 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	230	1.00	230	5	235	*		NB	170	1.00	170	10	180	
	SB	65	1.00	65	0	65			SB	241	1.00	241	0	241	*
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	95	1.00	95	0	95	*		WB	75	1.00	75	0	75	*
				0		0						0		0	
				0		0						0		0	
Remarks: Kingston Rd has STOP control.					Total =	330		Remarks: Kingston Rd has STOP control.					Total =	316	
					v/c =	0.21							v/c =	0.20	
					LOS =	A							LOS =	A	



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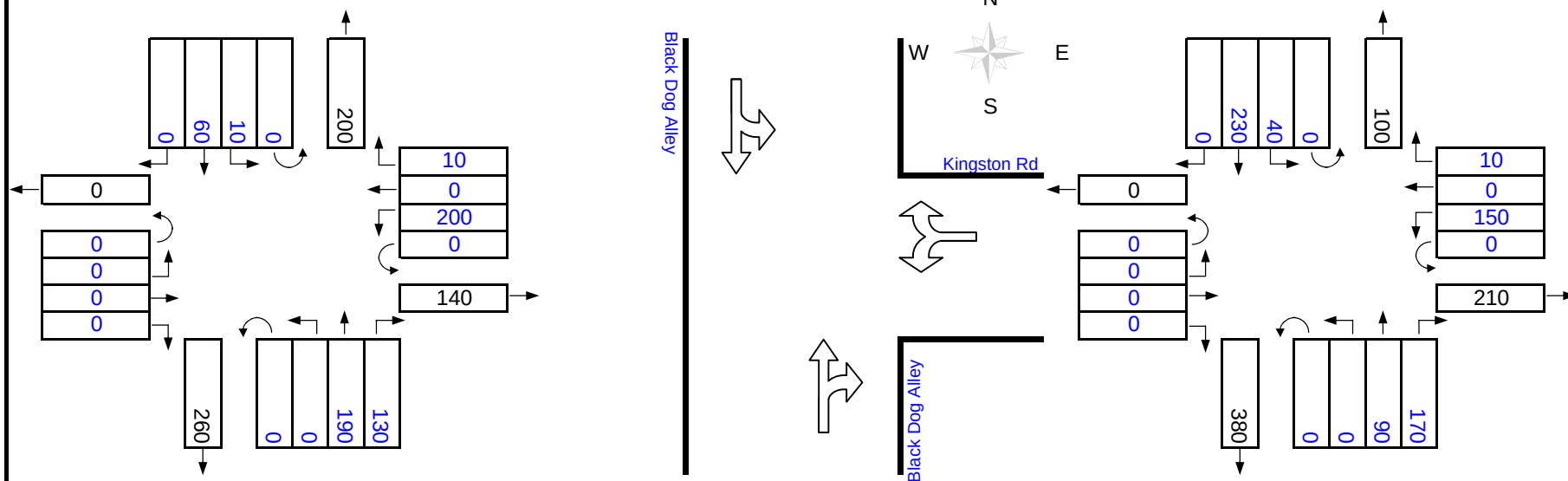
Turning Movement & Level of Service Summary

Location: Talbot County - Site 17
Black Dog Alley @ Kingston Rd
Count Date: 2030
Scenario: Future

Morning Peak Hour 7:15-8:15 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

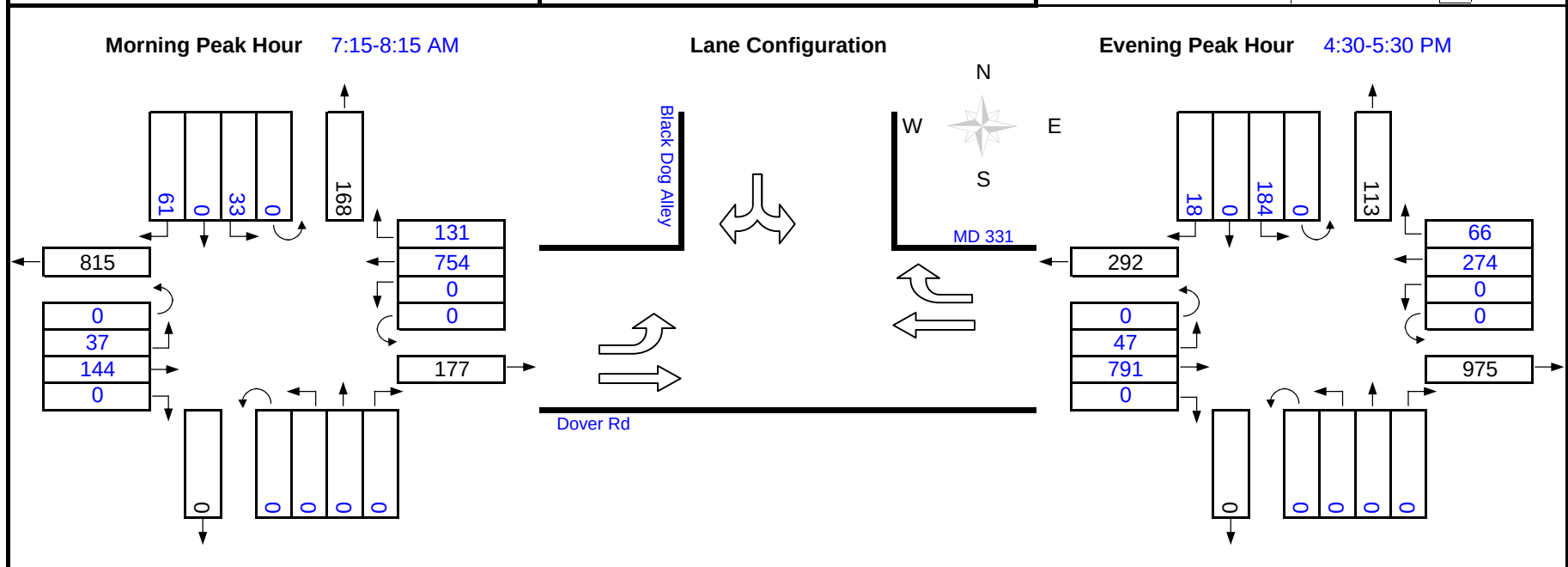
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	320	1.00	320	10	330	*		NB	260	1.00	260	40	300	
	SB	80	1.00	80	0	80			SB	310	1.00	310	0	310	*
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	210	1.00	210	0	210	*		WB	160	1.00	160	0	160	*
				0		0						0		0	
				0		0						0		0	
Remarks: Kingston Rd has STOP control.				Total = 540				Remarks: Kingston Rd has STOP control.				Total = 470			
				v/c = 0.34								v/c = 0.29			
				LOS = A								LOS = A			



**WALLACE,
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Turning Movement & Level of Service Summary

Location: **Talbot County - Site 18**
MD 331 @ Black Dog Alley
 Count Date: **08/05/2004**
 Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

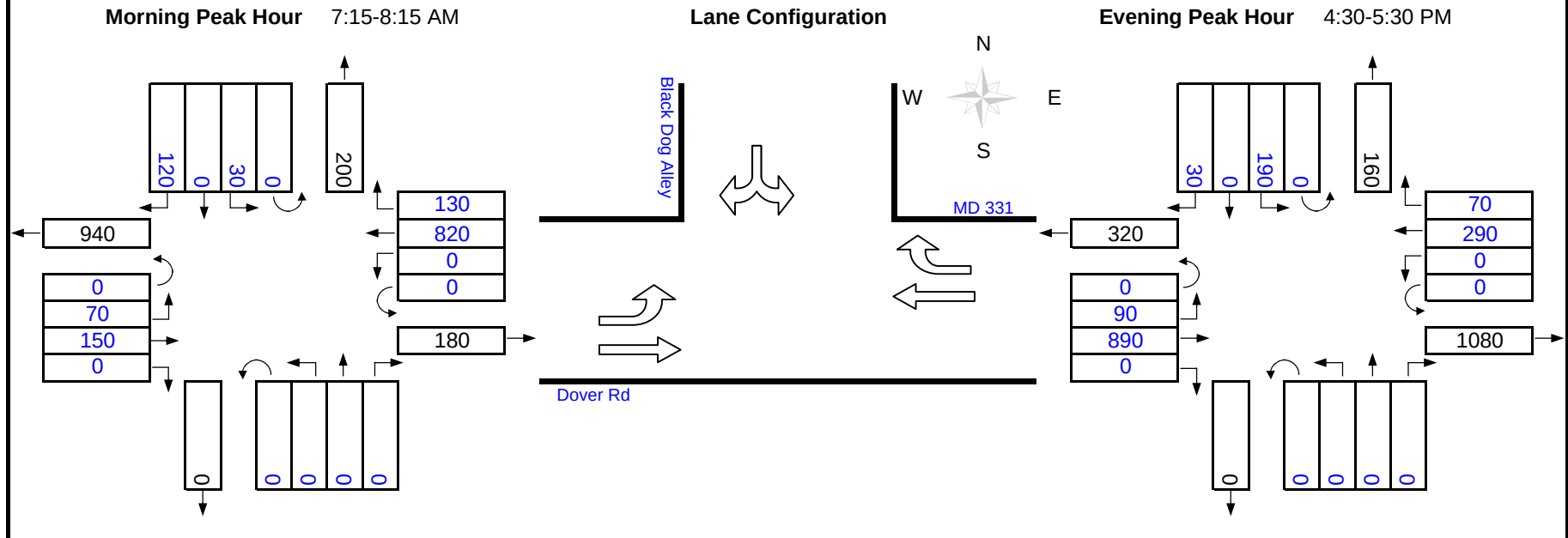
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	94	1.00	94	0	94	*		SB	202	1.00	202	0	202	*
	EB	144	1.00	144	0	144			EB	791	1.00	791	0	791	*
	WB	754	1.00	754	37	791	*		WB	274	1.00	274	47	321	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	885	Remarks: Black Dog Alley has STOP control.				Total =	993				
				v/c =	0.55					v/c =	0.62				
				LOS =	A					LOS =	A				



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 18
MD 331 @ Black Dog Alley
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control		RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4									A	0 to 1,000
				Signal		NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600	
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600	

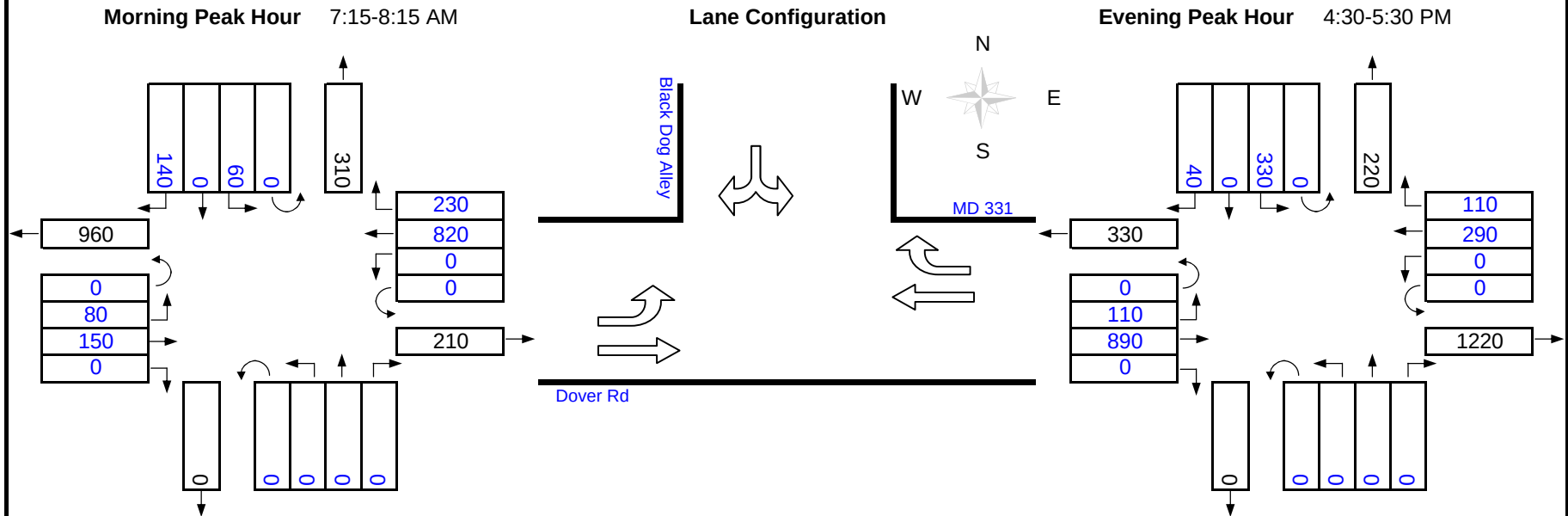
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	150	1.00	150	0	150	*		SB	220	1.00	220	0	220	*
	EB	150	1.00	150	0	150			EB	890	1.00	890	0	890	*
	WB	820	1.00	820	70	890	*		WB	290	1.00	290	90	380	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	1040	Remarks: Black Dog Alley has STOP control.				Total =	1110				
				v/c =	0.65					v/c =	0.69				
				LOS =	B					LOS =	B				



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Turning Movement & Level of Service Summary

Location:	Talbot County - Site 18 MD 331 @ Black Dog Alley	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

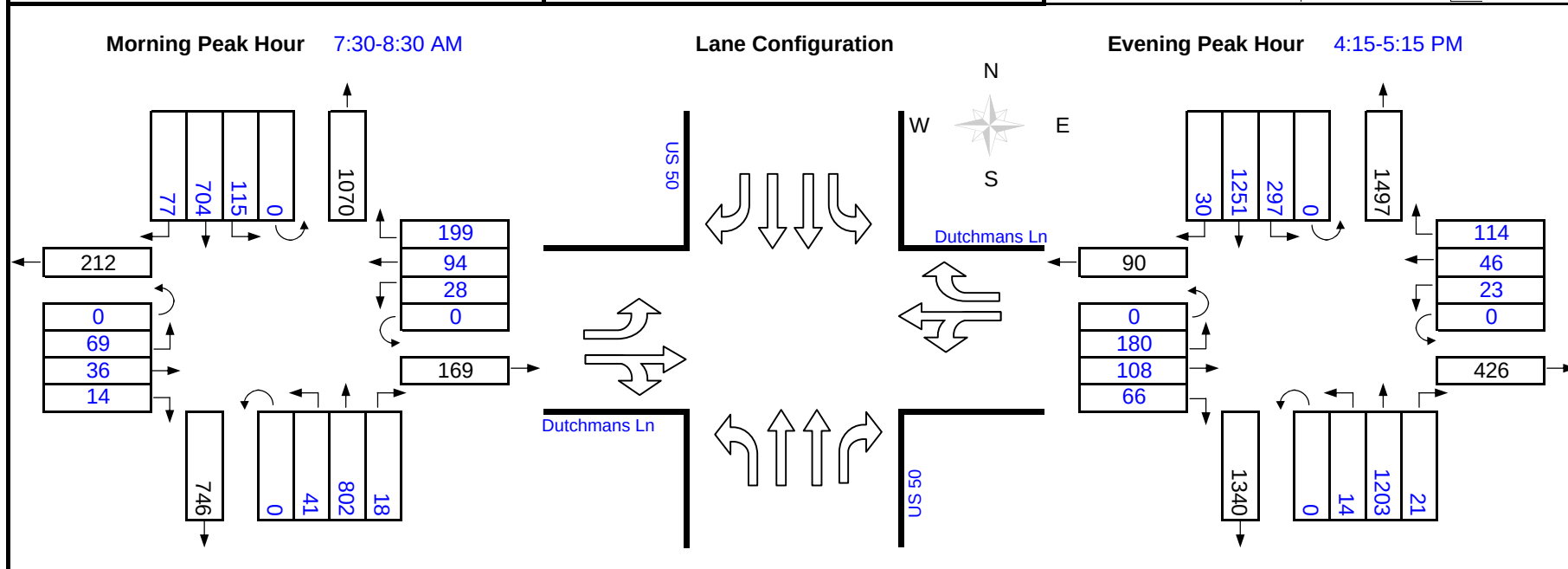
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	200	1.00	200	0	200	*		SB	370	1.00	370	0	370	*
	EB	160	1.00	160	0	160			EB	890	1.00	890	0	890	*
	WB	820	1.00	820	80	900	*		WB	290	1.00	290	110	400	
				0		0						0		0	
				0		0						0		0	
Remarks: Black Dog Alley has STOP control.				Total =	1100	Remarks: Black Dog Alley has STOP control.				Total =	1260				
				v/c =	0.69					v/c =	0.79				
				LOS =	B					LOS =	C				



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Turning Movement & Level of Service Summary

Location: **Talbot County - Site 19
US 50 @ Dutchmans Ln**
Count Date: **08/05/2004**
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

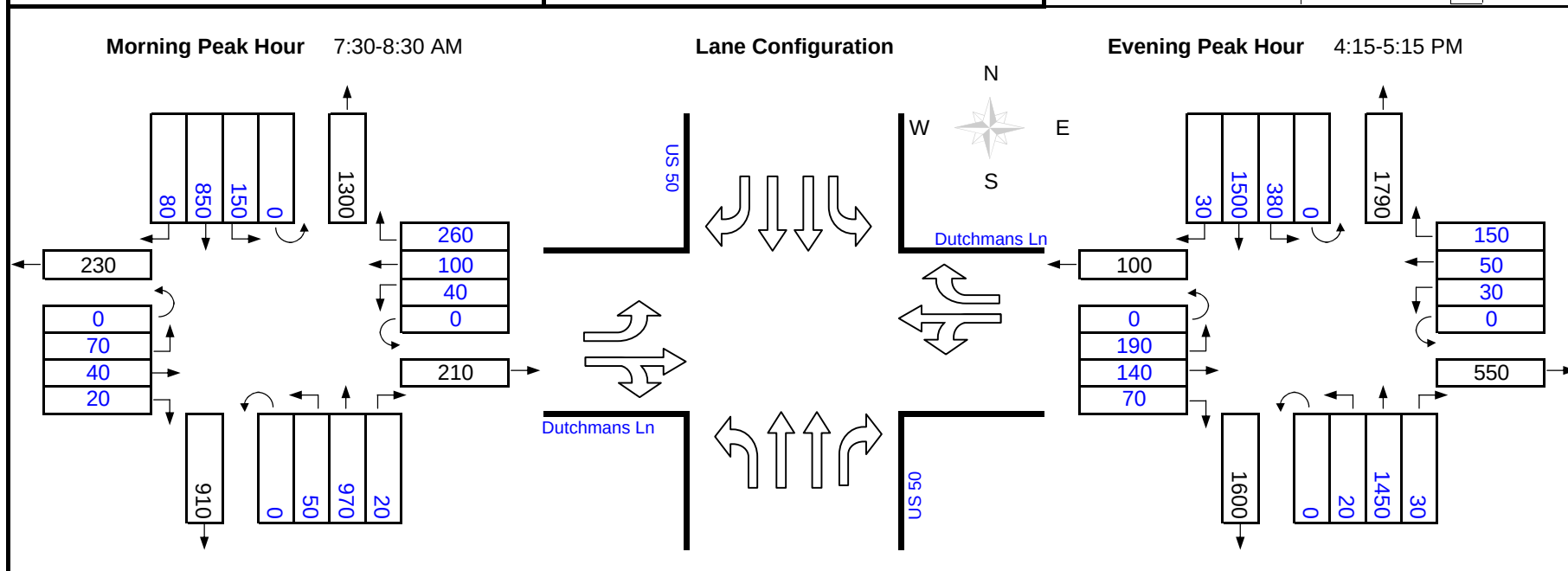
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	802	0.55	441	115	556	*		NB	1203	0.55	662	297	959	*
	SB	704	0.55	387	41	428			SB	1251	0.55	688	14	702	
	EB	69	1.00	69	0	69	*		EB	180	1.00	180	0	180	*
	WB	122	1.00	122	0	122	*		WB	69	1.00	69	0	69	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED				Total =	747	Remarks: EB/WB are SPLIT PHASED				Total =	1208				
				v/c =	0.47					v/c =	0.76				
				LOS =	A					LOS =	C				



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Turning Movement & Level of Service Summary

Location: Talbot County - Site 19
US 50 @ Dutchmans Ln
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

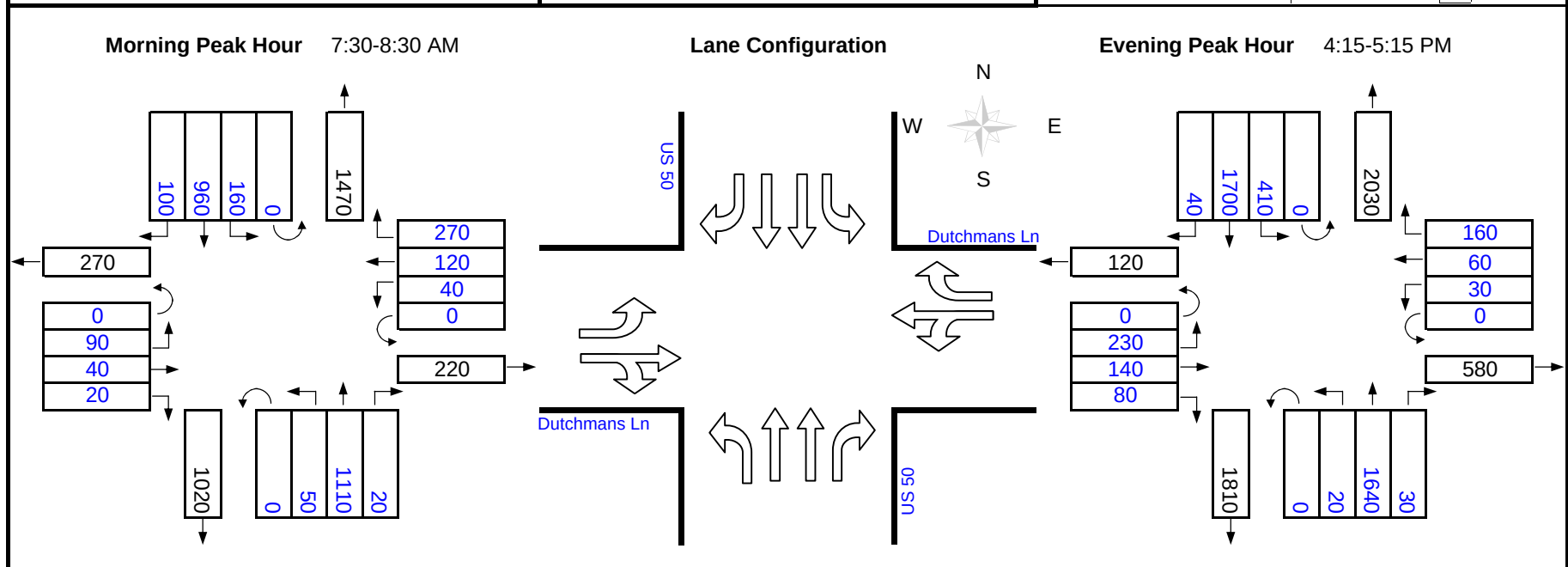
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	970	0.55	534	150	684	*		NB	1450	0.55	798	380	1178	*
	SB	850	0.55	468	50	518			SB	1500	0.55	825	20	845	
	EB	70	1.00	70	0	70	*		EB	190	1.00	190	0	190	*
	WB	140	1.00	140	0	140	*		WB	80	1.00	80	0	80	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED				Total =	894	Remarks: EB/WB are SPLIT PHASED				Total =	1448				
				v/c =	0.56					v/c =	0.91				
				LOS =	A					LOS =	D				



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Turning Movement & Level of Service Summary

Location: Talbot County - Site 19
US 50 @ Dutchmans Ln
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1110	0.55	611	160	771	*		NB	1640	0.55	902	410	1312	*
	SB	960	0.55	528	50	578			SB	1700	0.55	935	20	955	
	EB	90	1.00	90	0	90	*		EB	230	1.00	230	0	230	*
	WB	160	1.00	160	0	160	*		WB	90	1.00	90	0	90	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED				Total =	1021	Remarks: EB/WB are SPLIT PHASED				Total =	1632				
				v/c =	0.64					v/c =	1.02				
				LOS =	B					LOS =	F				



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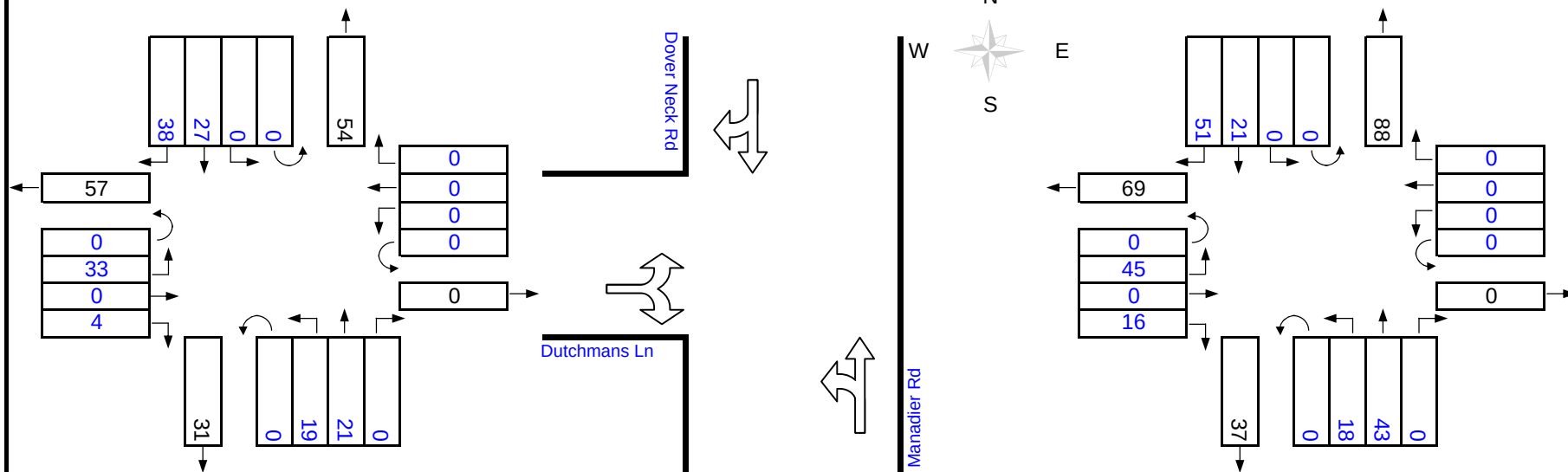
Turning Movement & Level of Service Summary

Location: Talbot County - Site 20
Dover Neck Rd @ Dutchmans Ln
Count Date: 08/05/2004
Scenario: Existing

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

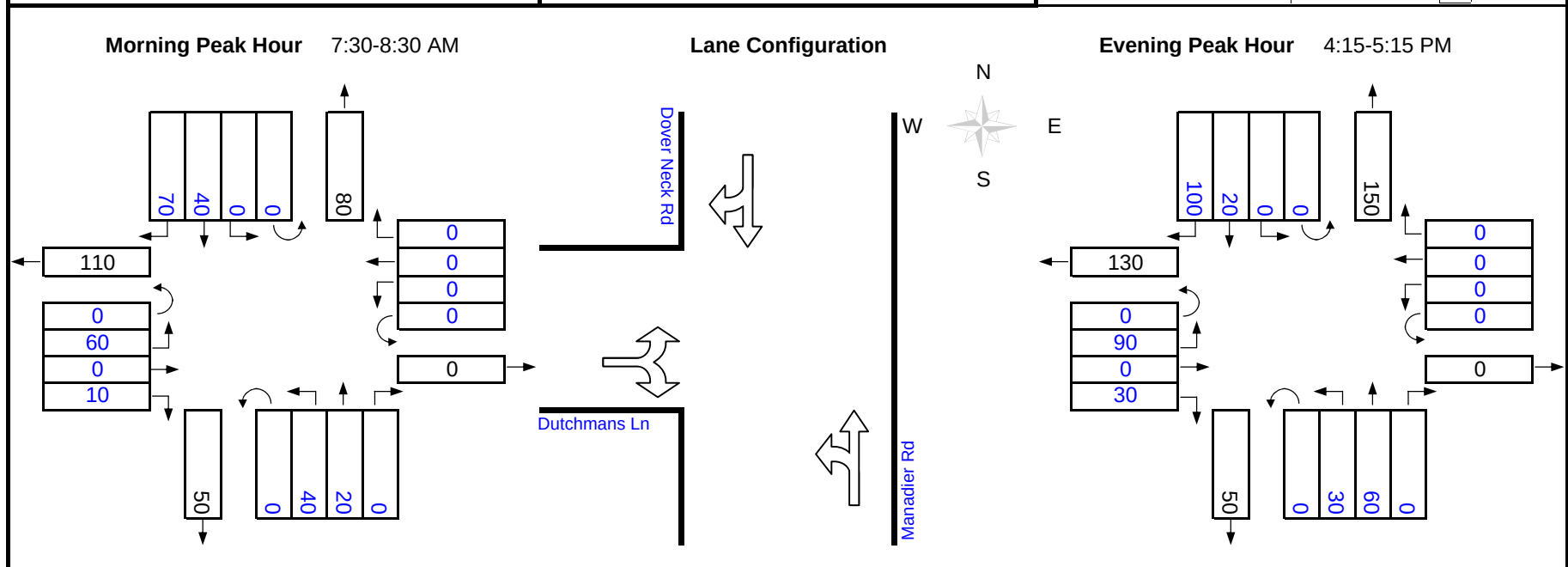
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	42	1.00	42	0	42			NB	63	1.00	63	0	63	
	SB	65	1.00	65	19	84	*		SB	72	1.00	72	18	90	*
	EB	37	1.00	37	0	37	*		EB	61	1.00	61	0	61	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Dutchmans Ln has STOP control.				Total =	121	Remarks: Dutchmans Ln has STOP control.				Total =	151				
				v/c =	0.08					v/c =	0.09				
				LOS =	A					LOS =	A				



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Turning Movement & Level of Service Summary

Location: Talbot County - Site 20
Dover Neck Rd @ Dutchmans Ln
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		Signal	NB					A	0 to 1,000
				Stop	X	SB		1	1.00	< 199	1.1	1,001 to 1,150
				Ways	1	EB		2	0.55	< 599	2.0	1,151 to 1,300
5	6	7	8			WB		3	0.40	< 799	3.0	1,301 to 1,450
								4	0.30	< 999	4.0	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	64	1.00	64	0	64			NB	93	1.00	93	0	93	
	SB	110	1.00	110	40	150	*		SB	120	1.00	120	30	150	*
	EB	70	1.00	70	0	70	*		EB	120	1.00	120	0	120	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Dutchmans Ln has STOP control.				Total =	220	Remarks: Dutchmans Ln has STOP control.				Total =	270				
				v/c =	0.14					v/c =	0.17				
				LOS =	A					LOS =	A				



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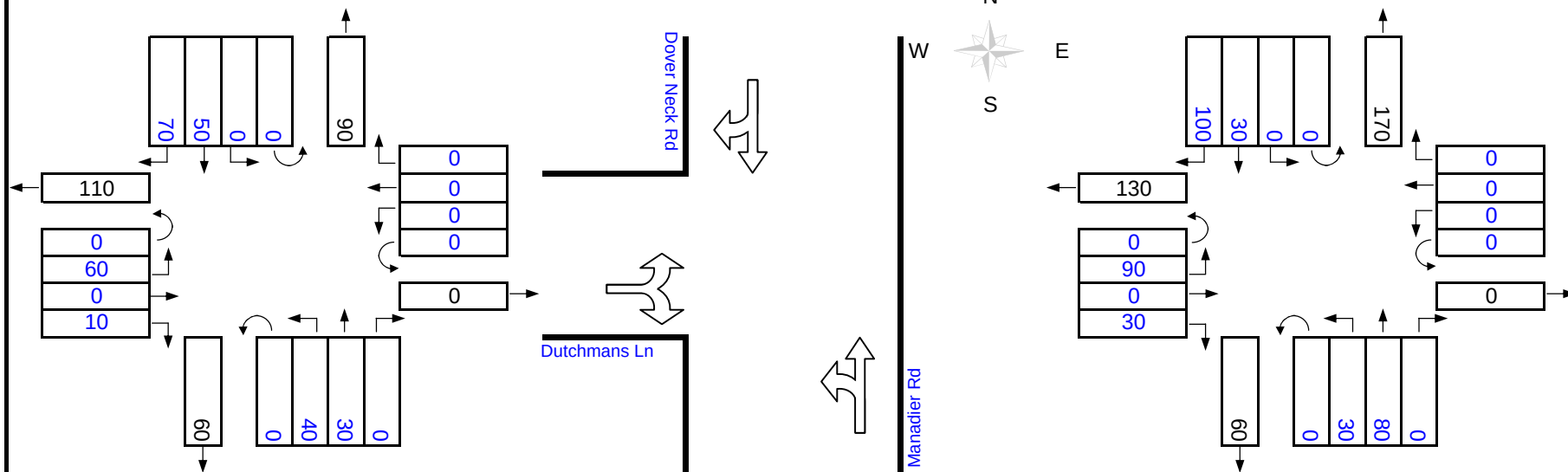
Turning Movement & Level of Service Summary

Location:	Talbot County - Site 20 Dover Neck Rd @ Dutchmans Ln	
Count Date:	2030	
Scenario:	Future	▼

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	74	1.00	74	0	74			NB	113	1.00	113	0	113	
	SB	120	1.00	120	40	160	*		SB	130	1.00	130	30	160	*
	EB	70	1.00	70	0	70	*		EB	120	1.00	120	0	120	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

Remarks: Dutchmans Ln has STOP control.

Total = 230
v/c = 0.14
LOS = A

Remarks: Dutchmans Ln has STOP control.

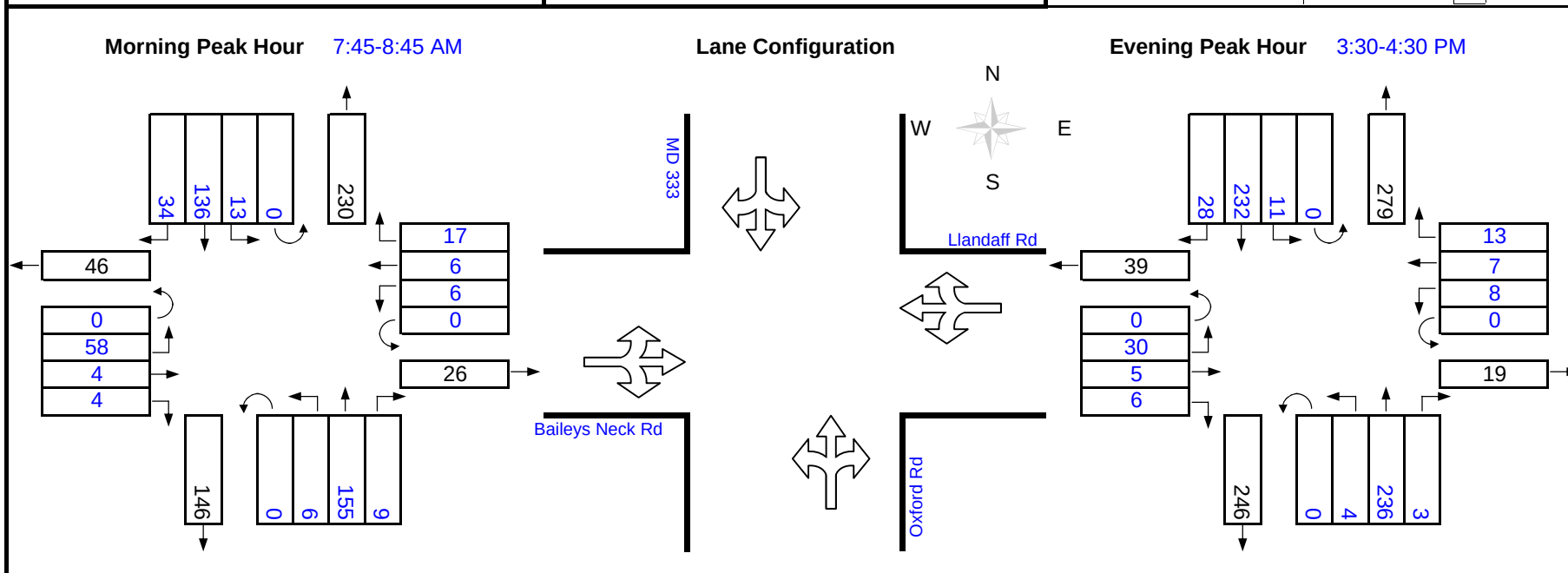
Total = 280
v/c = 0.18
LOS = A



**WALLACE,
MONTGOMERY
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Turning Movement & Level of Service Summary

Location: **Talbot County - Site 21**
MD 333 @ Llandaff/Baileys Neck Rd
 Count Date: **08/17/2004**
 Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

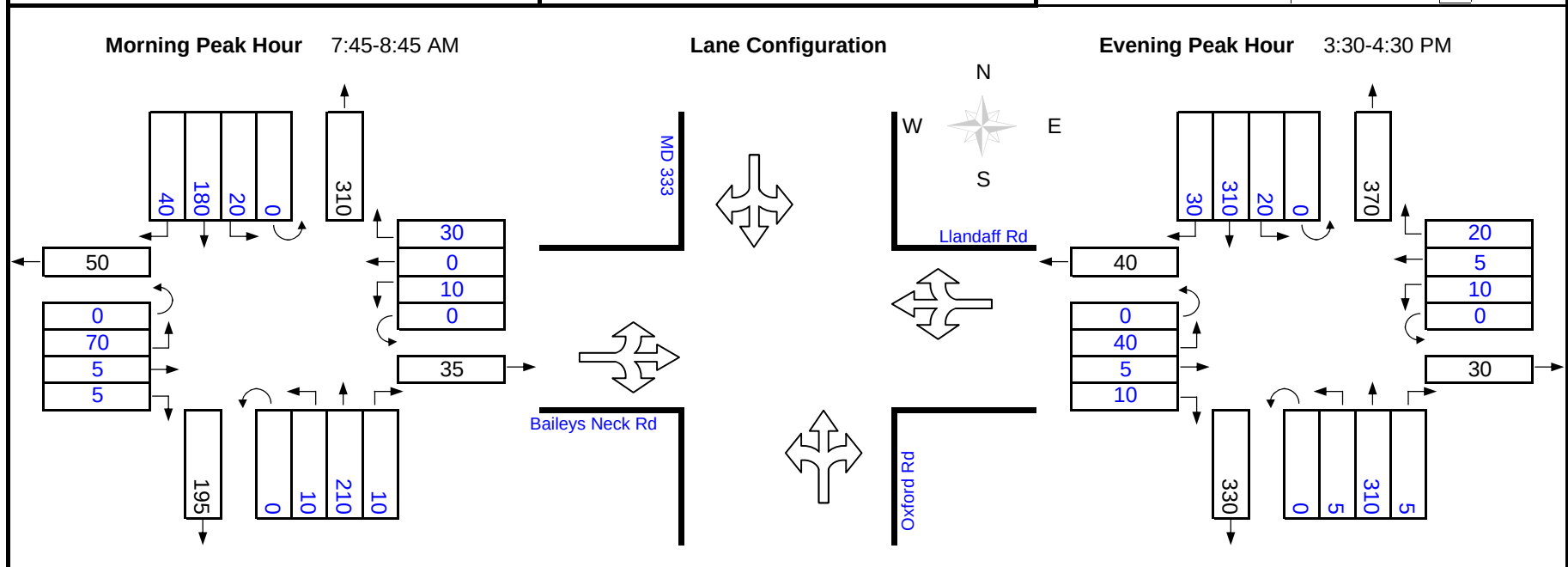
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	171	1.00	171	13	184			NB	247	1.00	247	11	258	
	SB	184	1.00	184	6	190	*		SB	282	1.00	282	4	286	*
	EB	72	1.00	72	6	78			EB	44	1.00	44	8	52	
	WB	30	1.00	30	58	88	*		WB	29	1.00	29	30	59	*
				0		0						0		0	
				0		0						0		0	
Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	278	Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	345				
				v/c =	0.17					v/c =	0.22				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 21
MD 333 @ Llandaff/Baileys Neck Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

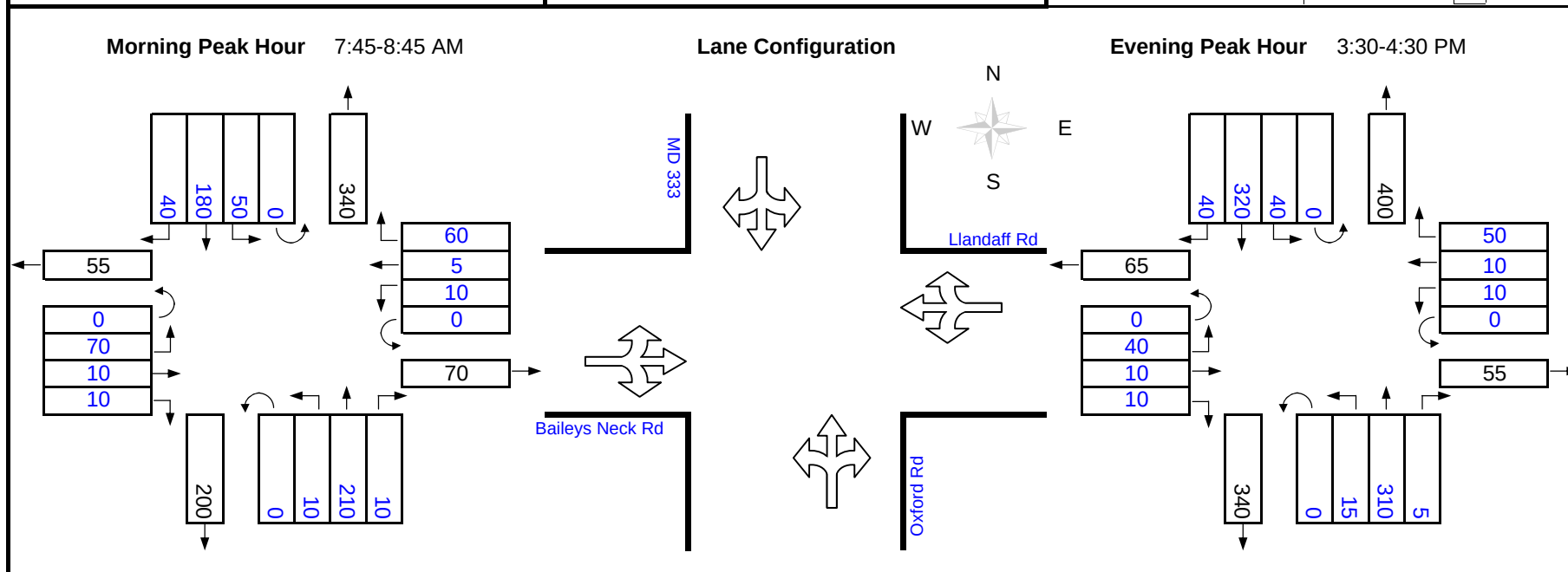
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	240	1.00	240	20	260			NB	325	1.00	325	20	345	
	SB	260	1.00	260	10	270	*		SB	380	1.00	380	5	385	*
	EB	87	1.00	87	10	97			EB	59	1.00	59	10	69	
	WB	41	1.00	41	70	111	*		WB	36	1.00	36	40	76	*
				0		0						0		0	
				0		0						0		0	
Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	381	Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	461				
				v/c =	0.24					v/c =	0.29				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 21
MD 333 @ Llandaff/Baileys Neck Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

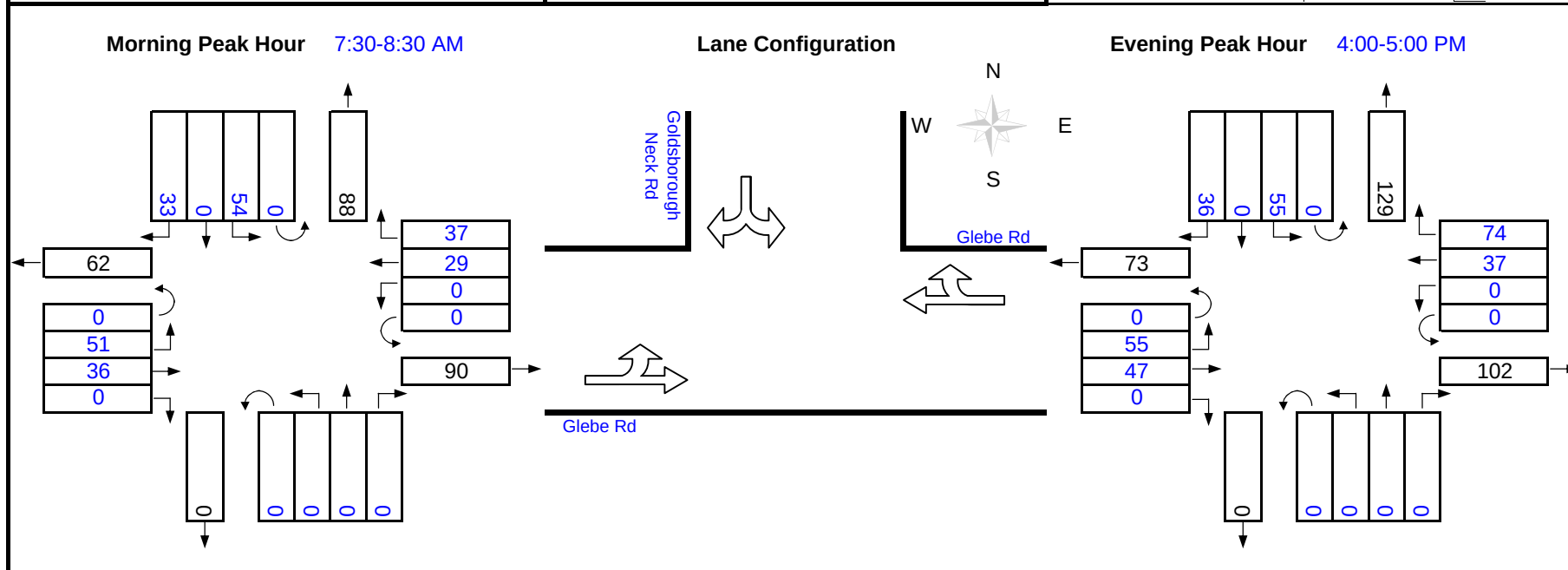
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	240	1.00	240	50	290			NB	345	1.00	345	40	385	
	SB	320	1.00	320	10	330	*		SB	440	1.00	440	15	455	*
	EB	97	1.00	97	10	107			EB	64	1.00	64	10	74	
	WB	76	1.00	76	70	146	*		WB	71	1.00	71	40	111	*
				0		0						0		0	
				0		0						0		0	
Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	476	Remarks: Llandaff/ Baileys Neck Rd has STOP control.				Total =	566				
				v/c =	0.30					v/c =	0.35				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 22**
Glebe Rd @ Goldsborough Neck Rd
 Count Date: **08/24/2004**
 Scenario: Existing

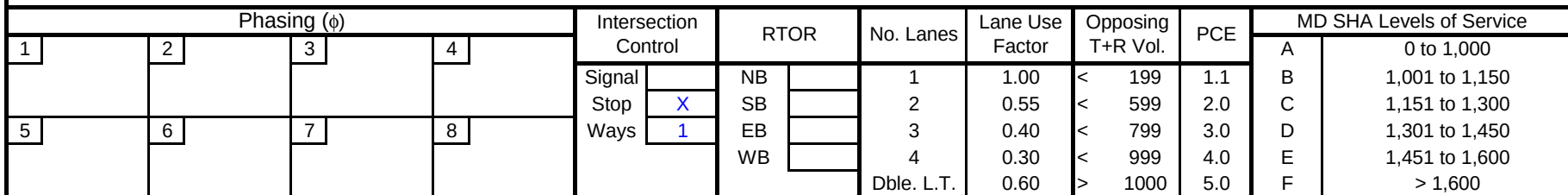


Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0	
	SB	87	1.00	87	0	87	*		SB	91	1.00	91	0	91	*
	EB	92	1.00	92	0	92			EB	108	1.00	108	0	108	
	WB	66	1.00	66	51	117	*		WB	111	1.00	111	55	166	*
				0		0						0		0	
				0		0						0		0	
Remarks: Goldsborough Rd has STOP control.				Total =	204	Remarks: Goldsborough Rd has STOP control.				Total =	257				
				v/c =	0.13					v/c =	0.16				
				LOS =	A					LOS =	A				



Location:		Talbot County - Site 22 Glebe Rd @ Goldsborough Neck Rd	
Count Date:		2015	
Scenario:	Future	▼	

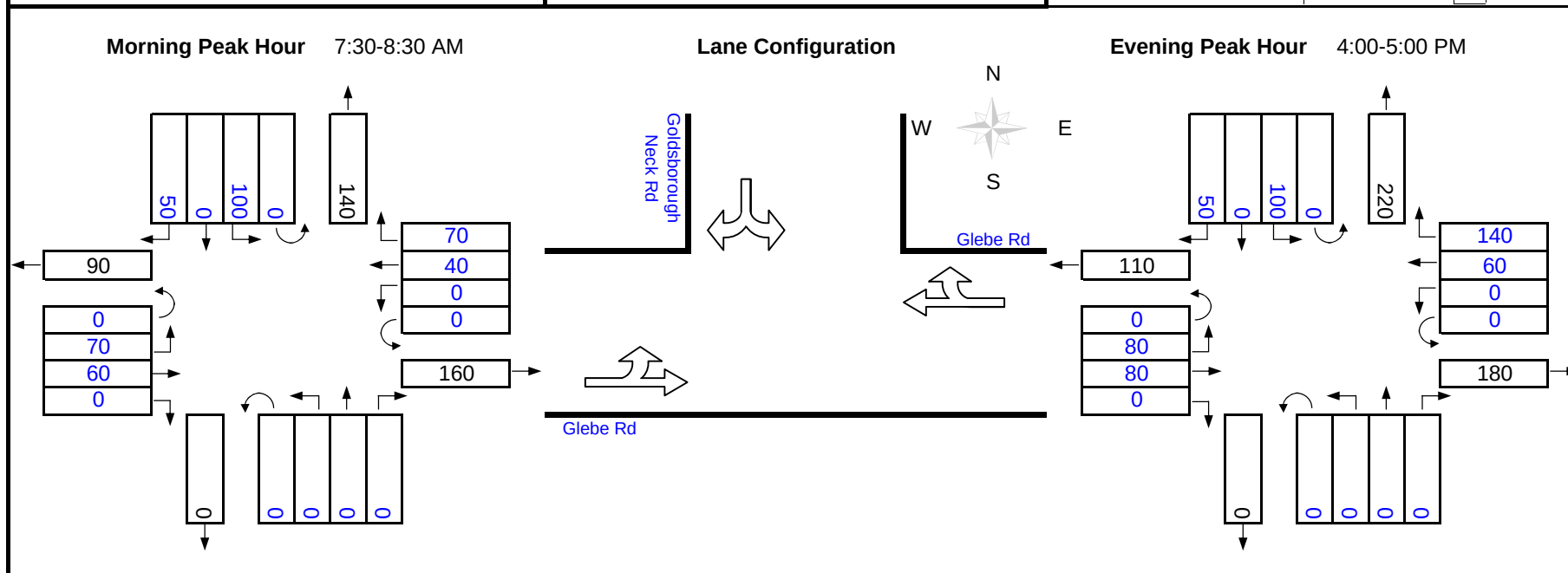


Morning Peak Hour								Evening Peak Hour							
ϕ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	ϕ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	140	1.00	140	0	140	*		SB	140	1.00	140	0	140	*
	EB	117	1.00	117	0	117			EB	138	1.00	138	0	138	
	WB	90	1.00	90	70	160	*		WB	160	1.00	160	80	240	*
				0		0						0		0	
				0		0						0		0	
Remarks: Goldsborough Rd has STOP control.					Total =	300		Remarks: Goldsborough Rd has STOP control.					Total =	380	
					v/c =	0.19							v/c =	0.24	
					LOS =	A							LOS =	A	



Turning Movement & Level of Service Summary

Location: Talbot County - Site 22
 Glebe Rd @ Goldsborough Neck Rd
 Count Date: 2030
 Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	0	1.00	0	0	0			NB	0	1.00	0	0	0	
	SB	150	1.00	150	0	150	*		SB	150	1.00	150	0	150	*
	EB	137	1.00	137	0	137			EB	240	1.00	240	0	240	
	WB	110	1.00	110	70	180	*		WB	200	1.00	200	80	280	*
				0		0						0		0	
				0		0						0		0	
Remarks: Goldsborough Rd has STOP control.				Total =	330			Remarks: Goldsborough Rd has STOP control.				Total =	430		
				v/c =	0.21							v/c =	0.27		
				LOS =	A							LOS =	A		



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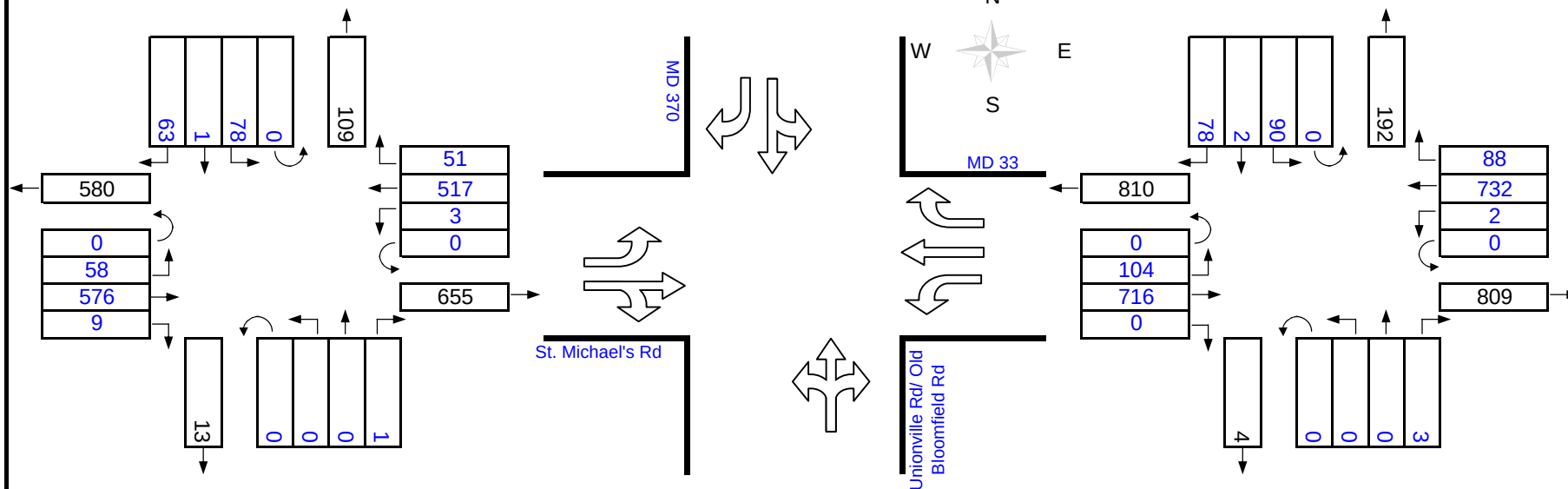
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 23**
MD 33 @ MD 370
 Count Date: **08/18/2004**
 Scenario: Existing

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 3:45-4:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1	1.00	1	78	79			NB	3	1.00	3	90	93	
	SB	87	1.00	87	0	87	*		SB	101	1.00	101	0	101	*
	EB	585	1.00	585	3	588	*		EB	716	1.00	716	2	718	
	WB	517	1.00	517	54	571			WB	732	1.00	732	104	836	*
				0		0						0		0	
				0		0						0		0	

Remarks:

Total = 675
 v/c = 0.42
 LOS = **A**

Remarks:

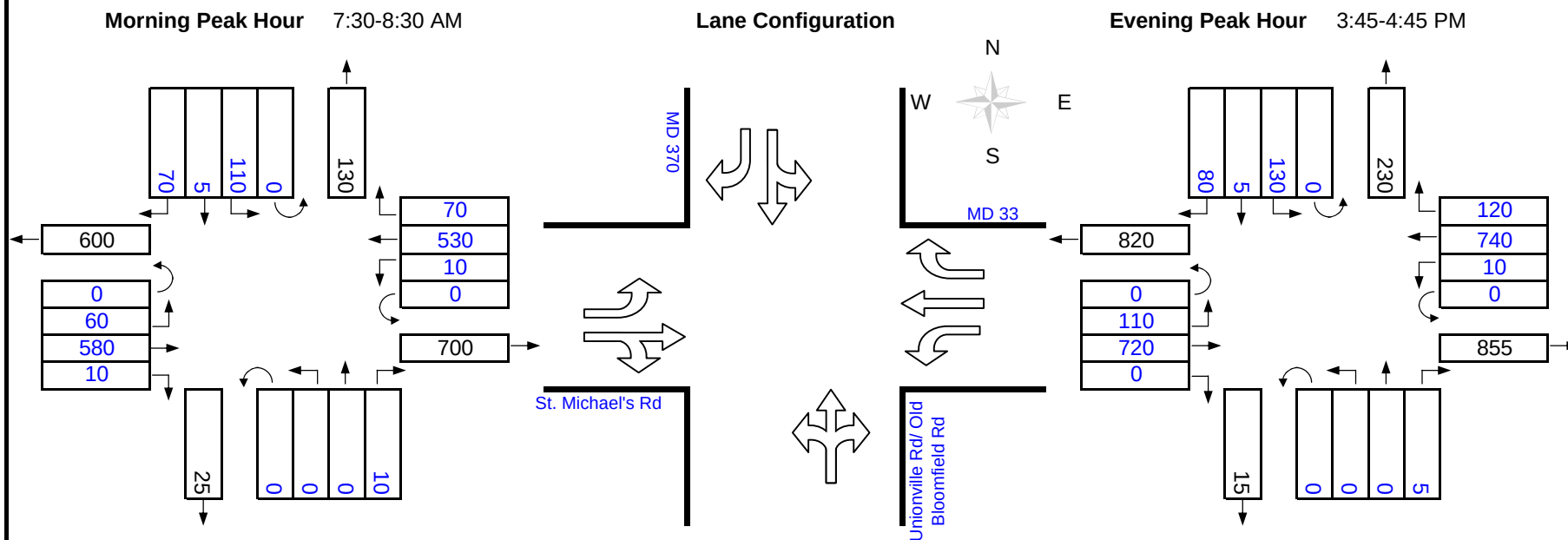
Total = 937
 v/c = 0.59
 LOS = **A**



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 23 MD 33 @ MD 370	
Count Date:	2015	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

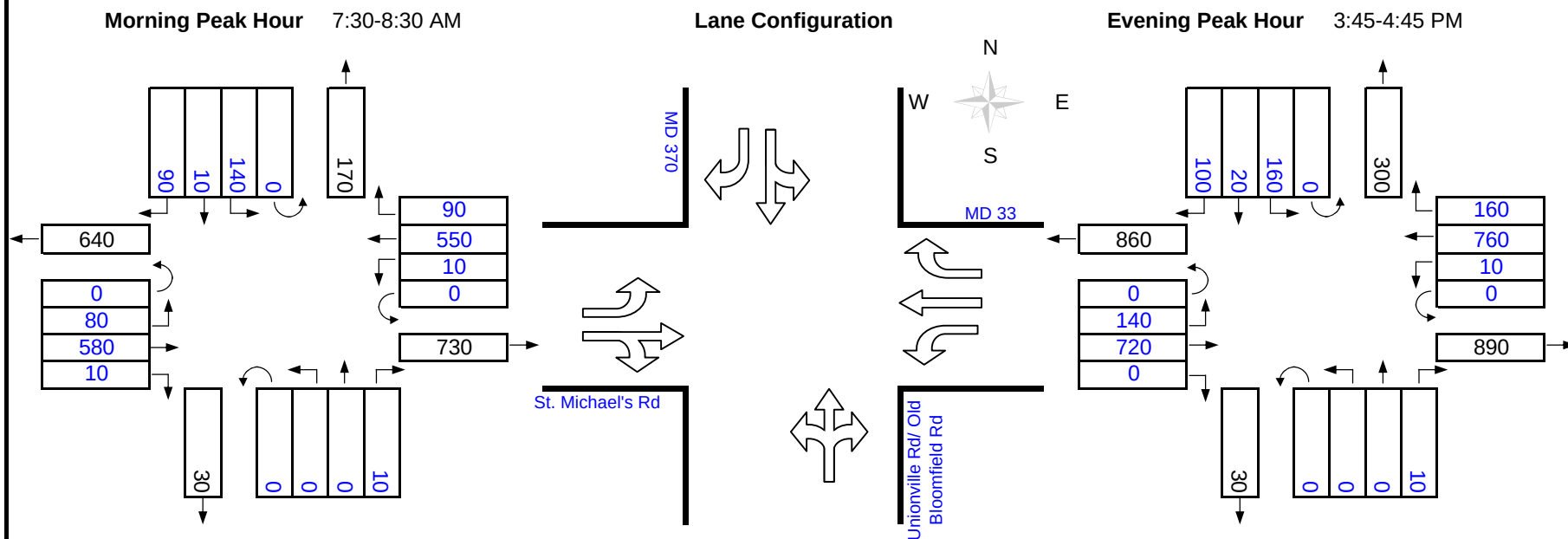
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	10	1.00	10	110	120			NB	5	1.00	5	130	135	
	SB	126	1.00	126	0	126	*		SB	148	1.00	148	0	148	*
	EB	590	1.00	590	10	600	*		EB	720	1.00	720	10	730	
	WB	530	1.00	530	60	590			WB	740	1.00	740	110	850	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total = 726				Remarks:				Total = 998			
				v/c = 0.45								v/c = 0.62			
				LOS = A								LOS = A			



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 23 MD 33 @ MD 370	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	10	1.00	10	140	150			NB	10	1.00	10	160	170	
	SB	164	1.00	164	0	164	*		SB	196	1.00	196	0	196	*
	EB	590	1.00	590	10	600			EB	720	1.00	720	10	730	
	WB	550	1.00	550	80	630	*		WB	760	1.00	760	140	900	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total = 794				Remarks:				Total = 1096			
				v/c = 0.50								v/c = 0.69			
				LOS = A								LOS = B			



**WALLACE,
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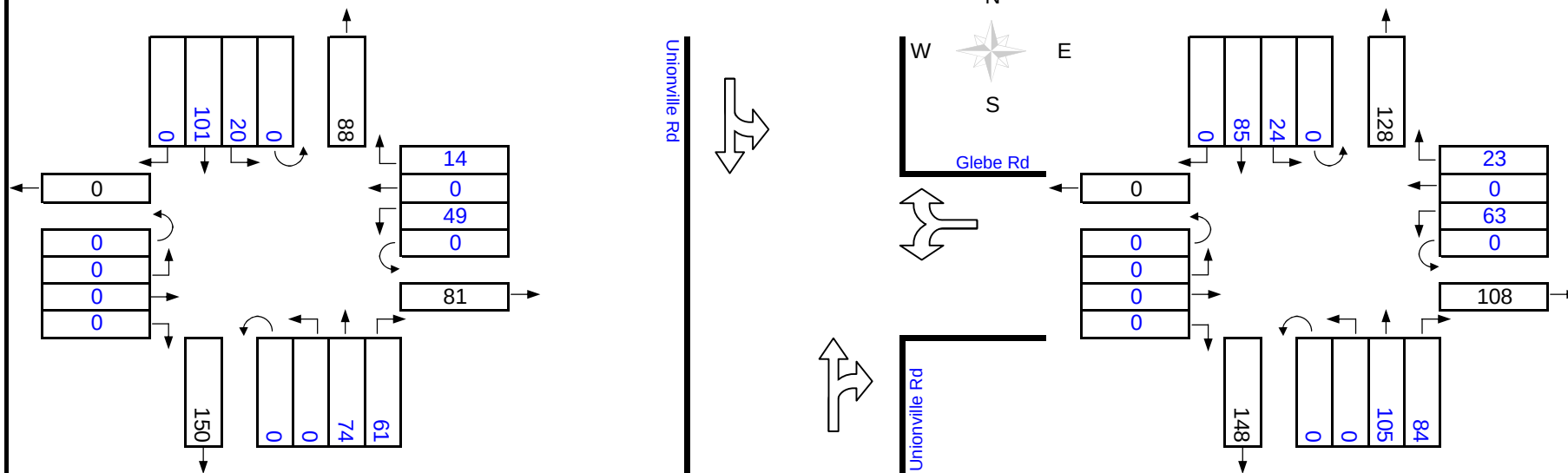
Turning Movement & Level of Service Summary

Location: Talbot County - Site 24
Unionville Rd @ Glebe Rd
Count Date: 07/22/2004
Scenario: Existing

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 3:45-4:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	135	1.00	135	20	155	*		NB	189	1.00	189	24	213	*
	SB	123	1.00	123	0	123			SB	111	1.00	111	0	111	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	63	1.00	63	0	63	*		WB	86	1.00	86	0	86	*
				0		0						0		0	
				0		0						0		0	
Remarks: Glebe Rd has STOP control.				Total = 218				Remarks: Glebe Rd has STOP control.				Total = 299			
				v/c = 0.14								v/c = 0.19			
				LOS = A								LOS = A			



**WALLACE,
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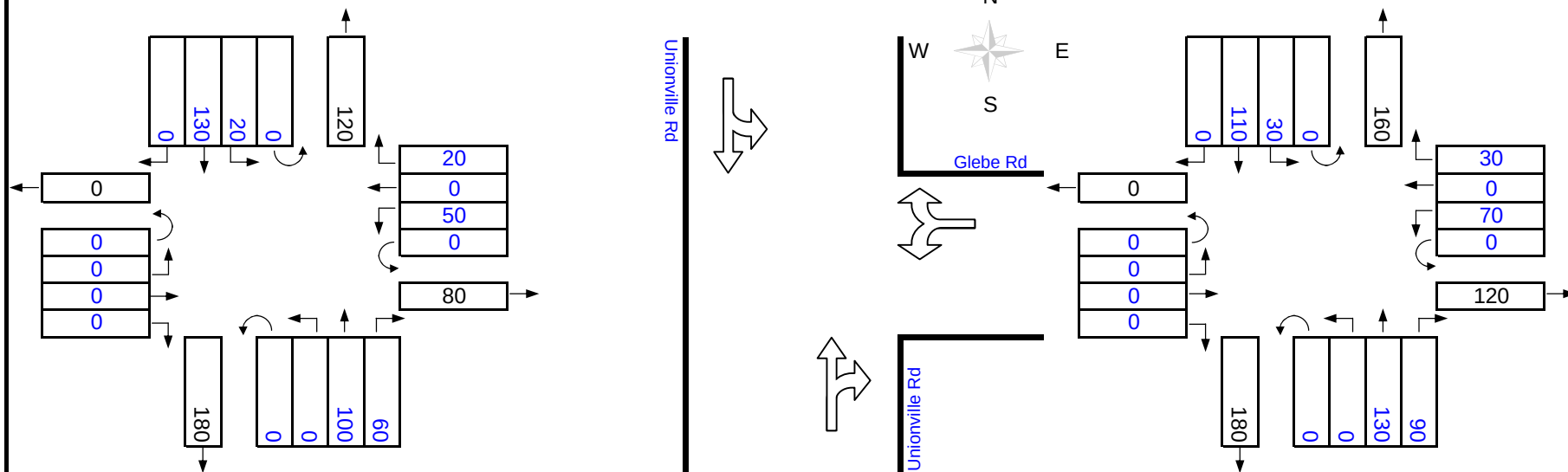
Turning Movement & Level of Service Summary

Location:	Talbot County - Site 24 Unionville Rd @ Glebe Rd	
Count Date:	2015	
Scenario:	Future	▼

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 3:45-4:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal Stop Ways	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
					SB		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8		EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

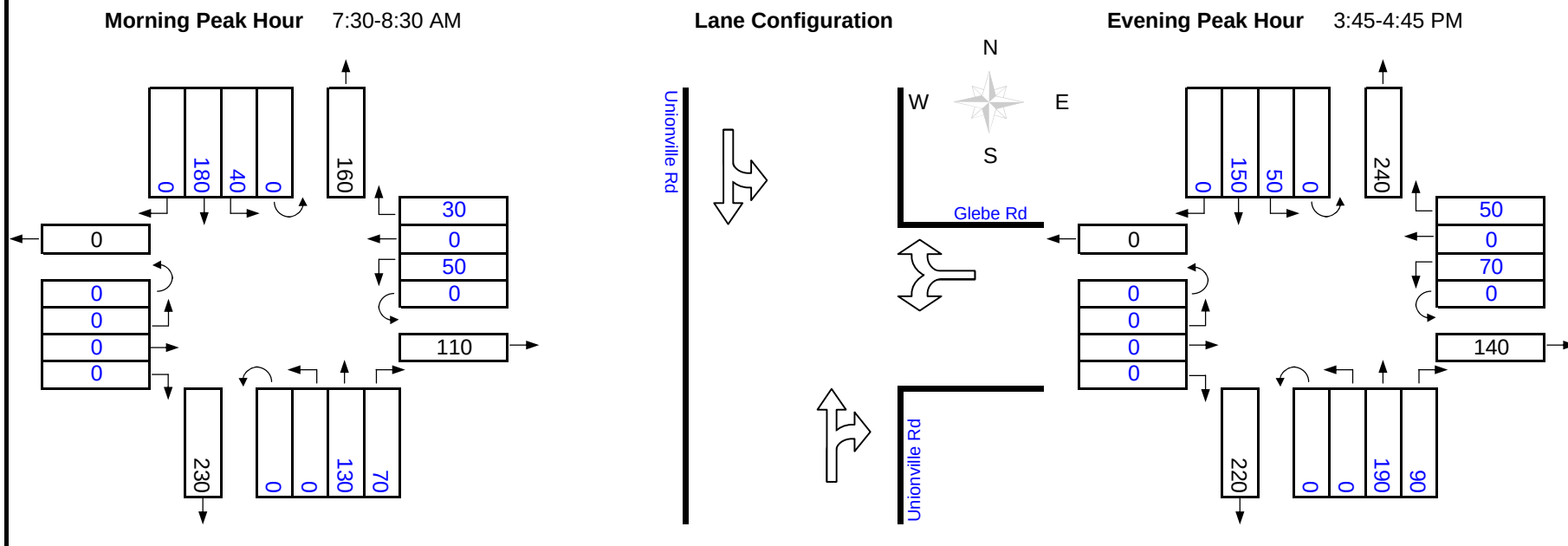
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	160	1.00	160	20	180	*		NB	220	1.00	220	30	250	*
	SB	152	1.00	152	0	152			SB	170	1.00	170	0	170	
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	70	1.00	70	0	70	*		WB	100	1.00	100	0	100	*
				0		0						0		0	
				0		0						0		0	
Remarks: Glebe Rd has STOP control.				Total = 250				Remarks: Glebe Rd has STOP control.				Total = 350			
				v/c = 0.16								v/c = 0.22			
				LOS = A								LOS = A			



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 24 Unionville Rd @ Glebe Rd	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

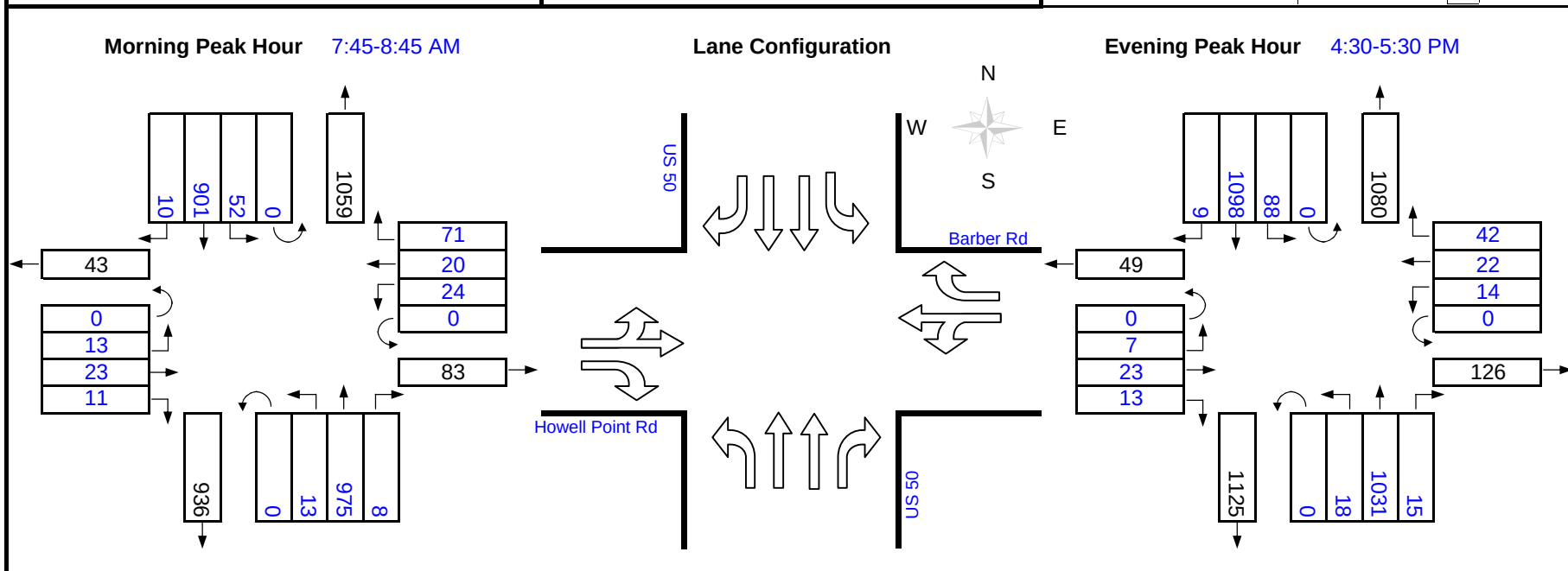
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	200	1.00	200	40	240			NB	280	1.00	280	50	330	*
	SB	260	1.00	260	0	260	*		SB	250	1.00	250	0	250	
	EB	0	1.00	0	0	0			EB	0	1.00	0	0	0	
	WB	80	1.00	80	0	80	*		WB	120	1.00	120	0	120	*
				0		0						0		0	
				0		0						0		0	
Remarks: Glebe Rd has STOP control.				Total =	340	Remarks: Glebe Rd has STOP control.				Total =	450				
				v/c =	0.21					v/c =	0.28				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 25**
US 50 @ Barber/Howell Point Rd
 Count Date: **08/17/2004**
 Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	975	0.55	536	52	588	*		NB	1031	0.55	567	88	655	*
	SB	901	0.55	496	13	509			SB	1098	0.55	604	18	622	
	EB	37	1.00	37	24	61	*		EB	31	1.00	31	14	45	*
	WB	46	1.00	46	13	59			WB	37	1.00	37	7	44	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	649	Remarks:				Total =	700				
				v/c =	0.41					v/c =	0.44				
				LOS =	A					LOS =	A				

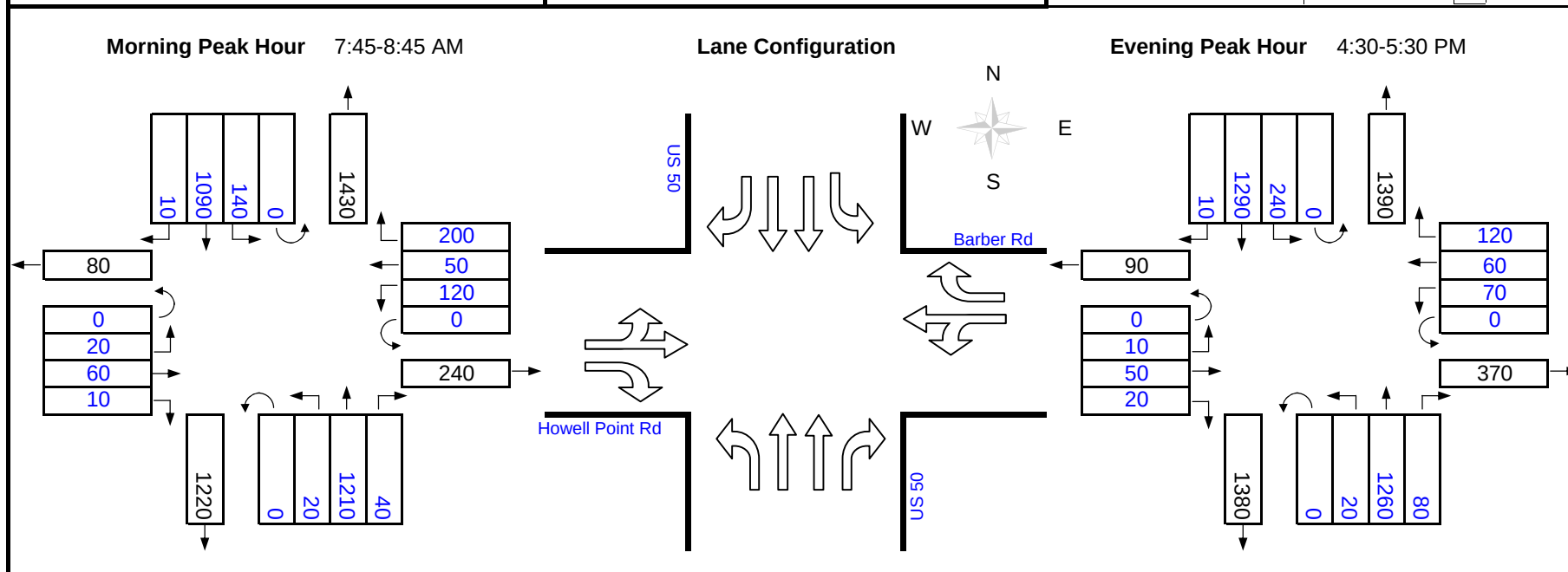


Turning Movement & Level of Service Summary

Location: Talbot County - Site 25
US 50 @ Barber/Howell Point Rd

Count Date: 2015

Scenario: Future



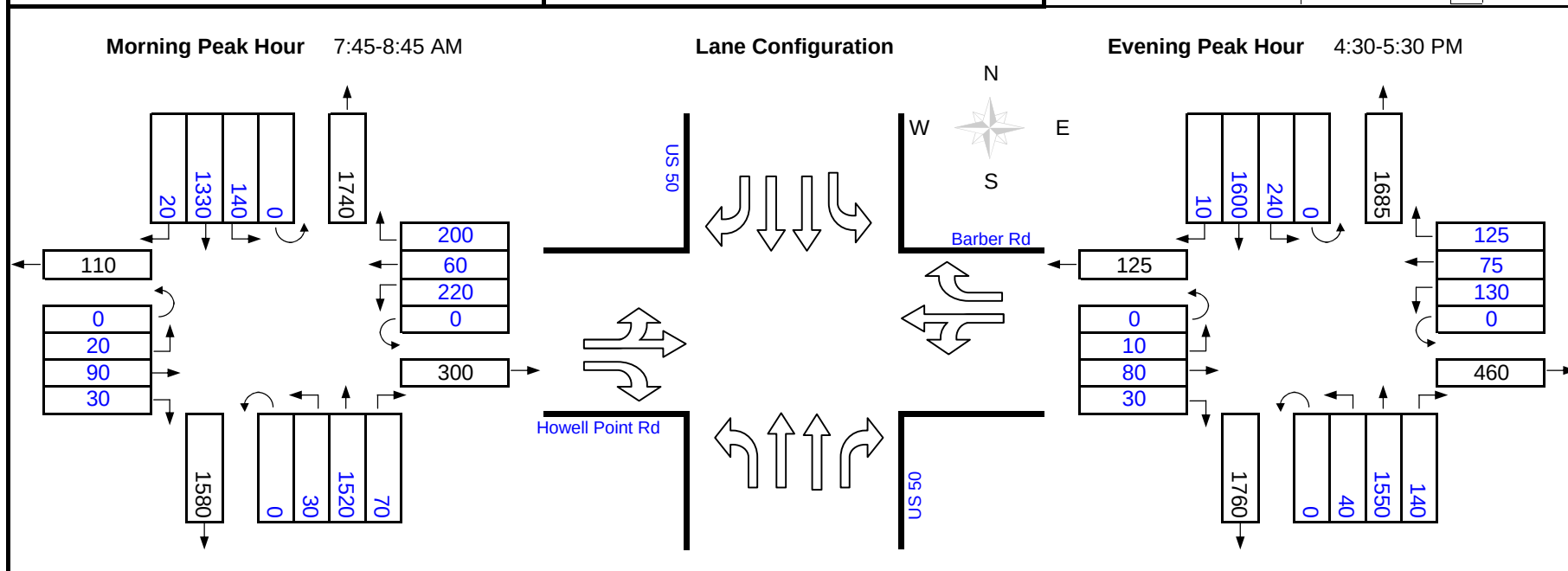
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1210	0.55	666	140	806	*		NB	1260	0.55	693	240	933	*
	SB	1090	0.55	600	20	620			SB	1290	0.55	710	20	730	
	EB	100	1.00	100	120	220	*		EB	61	1.00	61	70	131	
	WB	182	1.00	182	20	202			WB	137	1.00	137	10	147	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1026	Remarks:				Total =	1080				
				v/c =	0.64					v/c =	0.68				
				LOS =	B					LOS =	B				



Turning Movement & Level of Service Summary

Location: Talbot County - Site 25
US 50 @ Barber/Howell Point Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

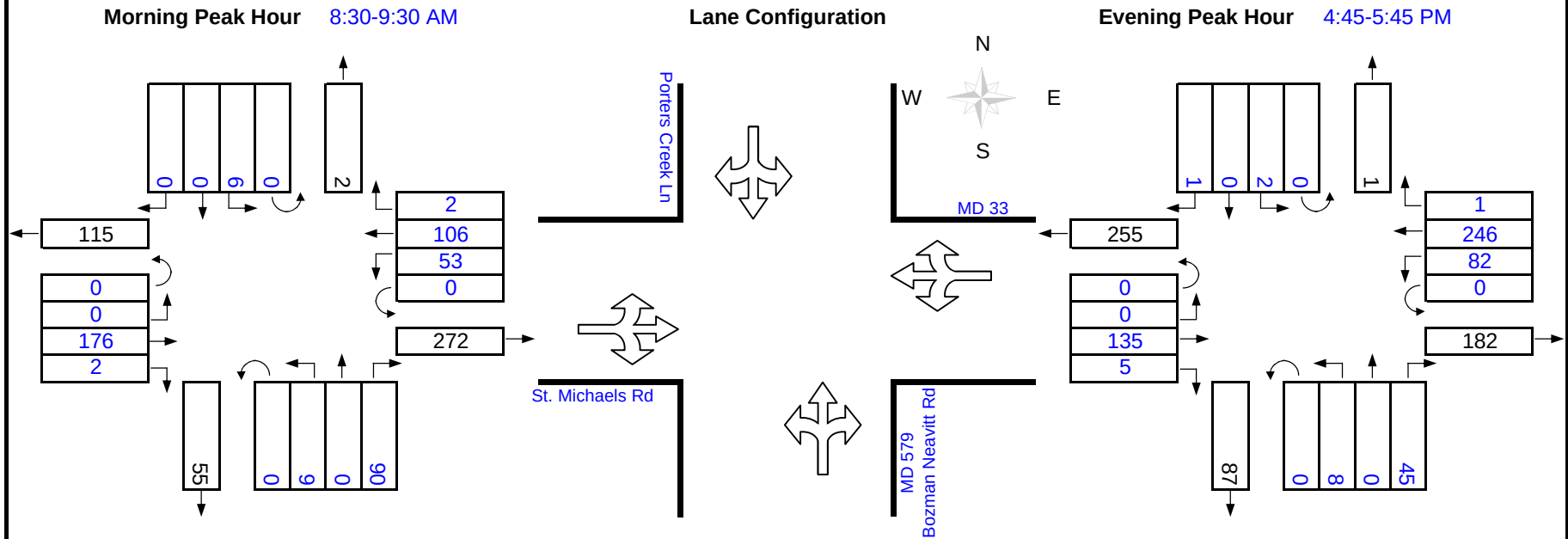
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1520	0.55	836	140	976	*		NB	1550	0.55	853	240	1093	*
	SB	1330	0.55	732	30	762			SB	1600	0.55	880	40	920	
	EB	130	1.00	130	220	350	*		EB	100	1.00	100	130	230	*
	WB	302	1.00	302	20	322			WB	218	1.00	218	10	228	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1326	Remarks:				Total =	1323				
				v/c =	0.83					v/c =	0.83				
				LOS =	D					LOS =	D				



**WALLACE,
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Turning Movement & Level of Service Summary

Location: Talbot County - Site 26
MD 33 @ MD 579/Porters Creek Ln
Count Date: 07/27/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	99	1.00	99	6	105	*		NB	54	1.00	54	2	56	*
	SB	7	1.00	7	9	16			SB	3	1.00	3	8	11	
	EB	178	1.00	178	53	231	*		EB	140	1.00	140	82	222	
	WB	166	1.00	166	0	166			WB	337	1.00	337	0	337	*
				0		0						0		0	
				0		0						0		0	
Remarks: MD 579/ Porters Creek Ln has STOP control.				Total =	336	Remarks: MD 579/ Porters Creek Ln has STOP control.				Total =	393				
				v/c =	0.21					v/c =	0.25				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

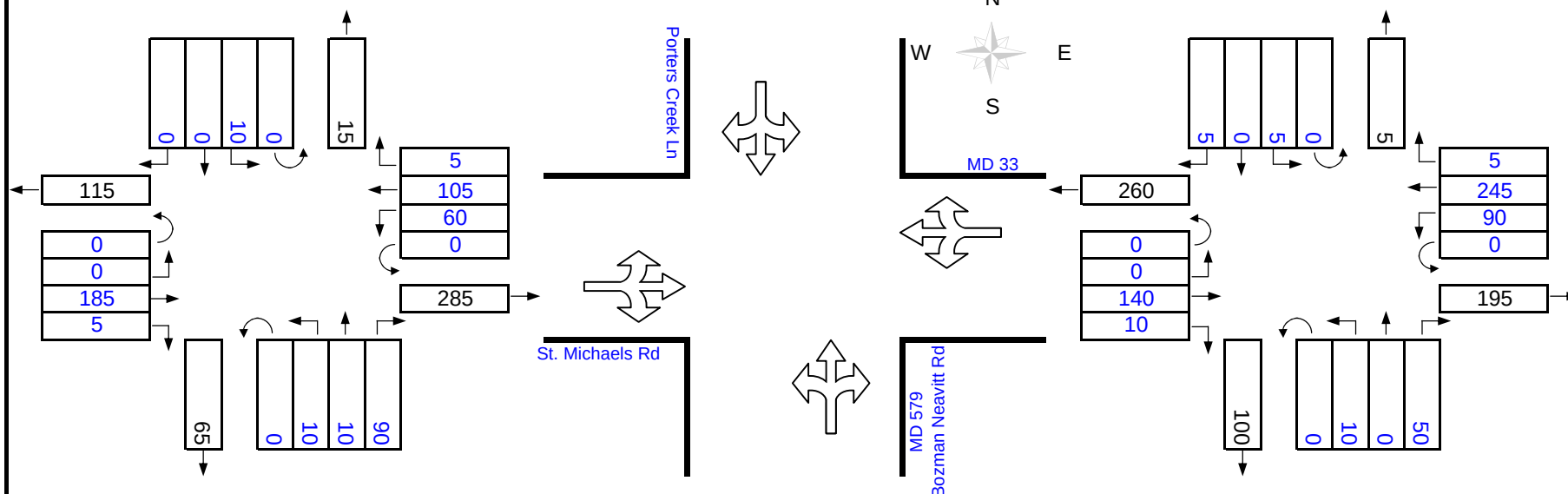
Turning Movement & Level of Service Summary

Location: Talbot County - Site 26
MD 33 @ MD 579/Porters Creek Ln
Count Date: 2015
Scenario: Future

Morning Peak Hour 8:30-9:30 AM

Lane Configuration

Evening Peak Hour 4:45-5:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	111	1.00	111	10	121	*		NB	61	1.00	61	5	66	*
	SB	11	1.00	11	10	21			SB	11	1.00	11	10	21	
	EB	190	1.00	190	60	250	*		EB	150	1.00	150	90	240	
	WB	176	1.00	176	0	176			WB	349	1.00	349	0	349	*
				0		0						0		0	
				0		0						0		0	

Remarks: MD 579/ Porters Creek Ln has STOP control.

Total = 371
v/c = 0.23
LOS = A

Remarks: MD 579/ Porters Creek Ln has STOP control.

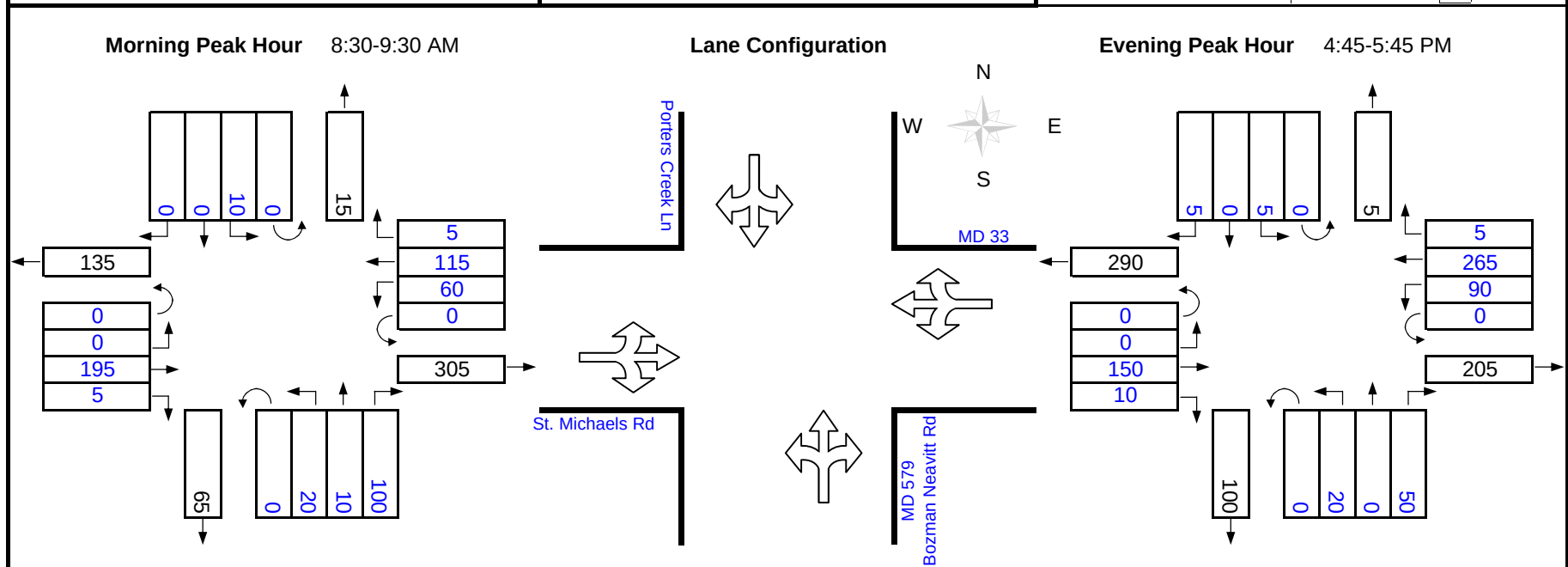
Total = 415
v/c = 0.26
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 26
MD 33 @ MD 579/Porters Creek Ln
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

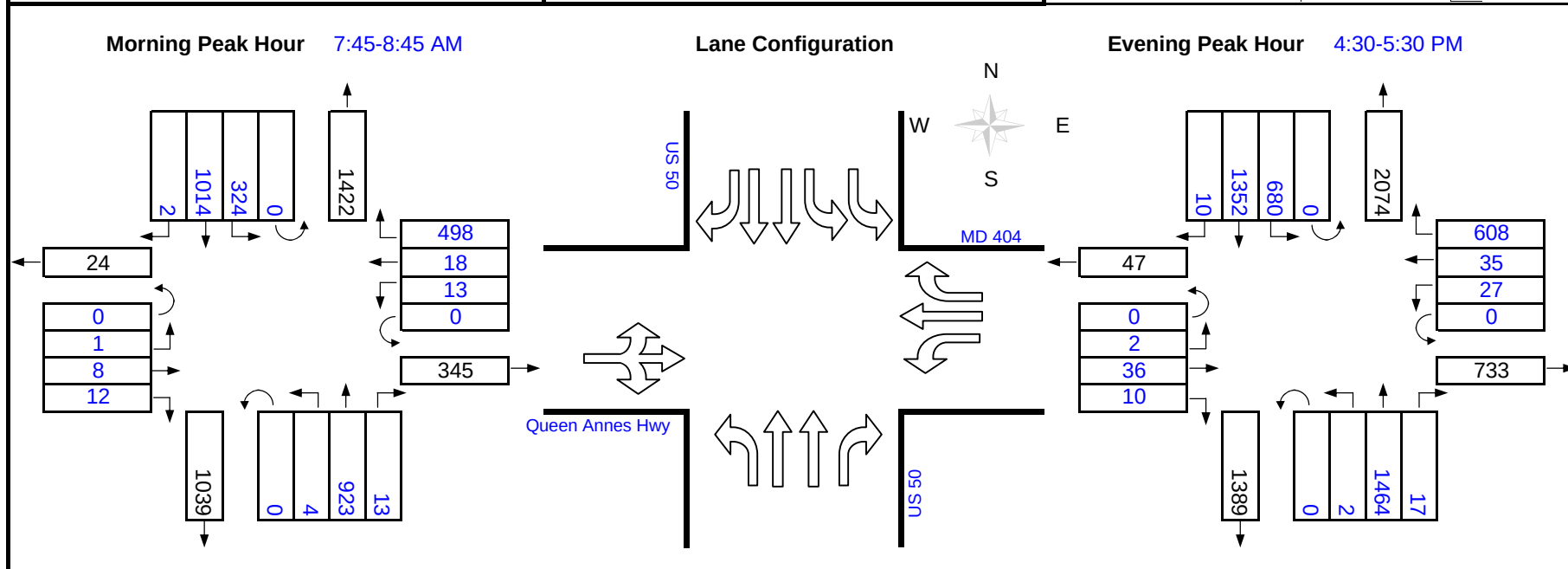
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	130	1.00	130	10	140	*		NB	72	1.00	72	5	77	*
	SB	11	1.00	11	20	31			SB	11	1.00	11	20	31	
	EB	200	1.00	200	60	260	*		EB	160	1.00	160	90	250	
	WB	240	1.00	240	0	240			WB	369	1.00	369	0	369	*
				0		0						0		0	
				0		0						0		0	
Remarks: MD 579/ Porters Creek Ln has STOP control.				Total =	400	Remarks: MD 579/ Porters Creek Ln has STOP control.				Total =	446				
				v/c =	0.25					v/c =	0.28				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 27
US 50 @ MD 404
Count Date: 08/10/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

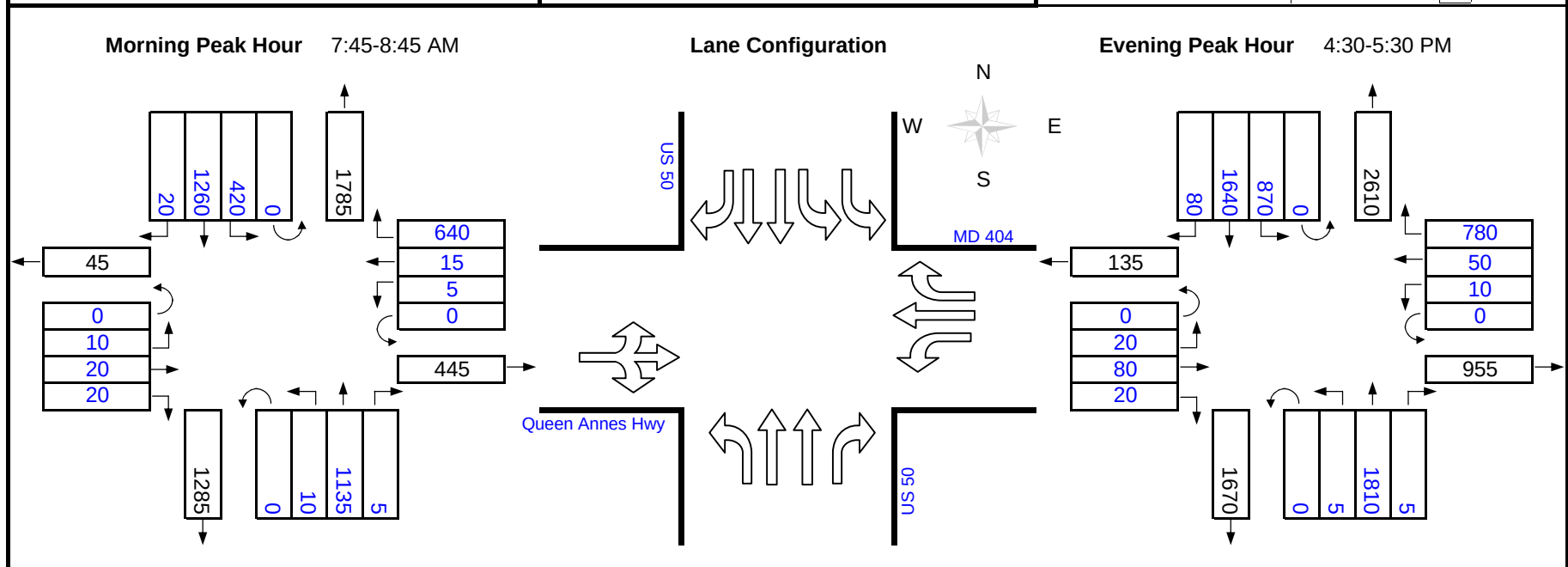
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	923	0.55	508	194	702	*		NB	1464	0.55	805	408	1213	*
	SB	1014	0.55	558	4	562			SB	1352	0.55	744	2	746	
	EB	22	1.00	22	13	35			EB	52	1.00	52	27	79	
	WB	304	1.00	304	1	305	*		WB	200	1.00	200	2	202	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1007	Remarks:				Total =	1415				
				v/c =	0.63					v/c =	0.88				
				LOS =	B					LOS =	D				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 27
US 50 @ MD 404
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

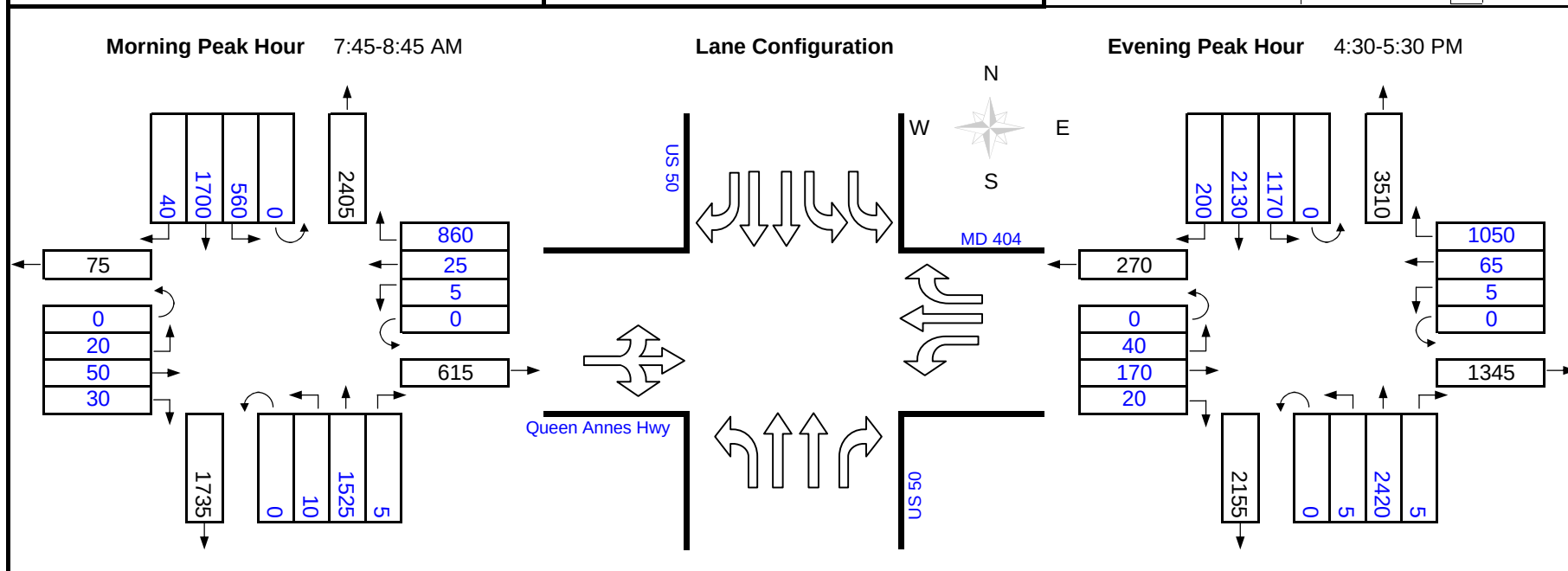
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1135	0.55	624	252	876	*		NB	1810	0.55	996	522	1518	*
	SB	1260	0.55	693	10	703			SB	1640	0.55	902	5	907	
	EB	70	1.00	70	5	75			EB	180	1.00	180	10	190	
	WB	388	1.00	388	10	398	*		WB	258	1.00	258	20	278	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1274	Remarks:				Total =	1796				
				v/c =	0.80					v/c =	1.12				
				LOS =	C					LOS =	F				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 27 US 50 @ MD 404	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB	WB	3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

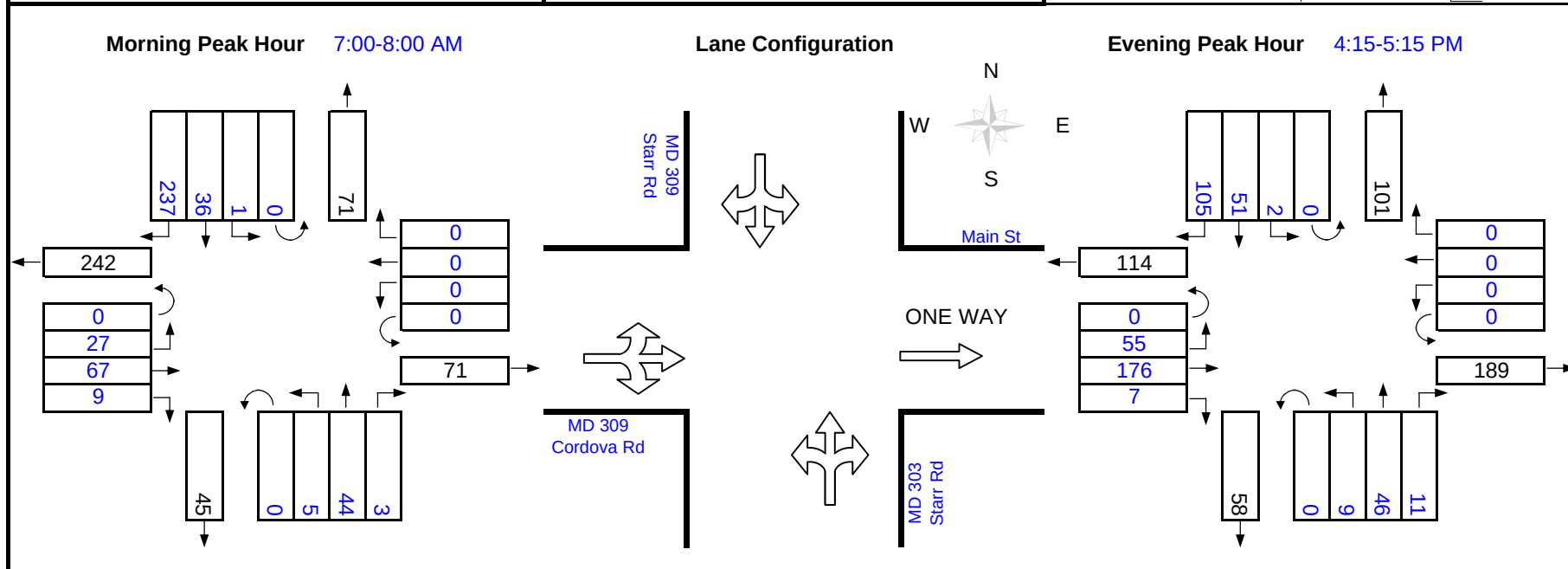
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1525	0.55	839	336	1175	*		NB	2420	0.55	1331	702	2033	*
	SB	1700	0.55	935	10	945			SB	2130	0.55	1172	5	1177	
	EB	160	1.00	160	5	165			EB	390	1.00	390	5	395	*
	WB	524	1.00	524	20	544	*		WB	348	1.00	348	40	388	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1719	Remarks:				Total =	2428				
				v/c =	1.07					v/c =	1.52				
				LOS =	F					LOS =	F				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 28**
MD 303 @ MD 309
 Count Date: **08/10/2004**
 Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

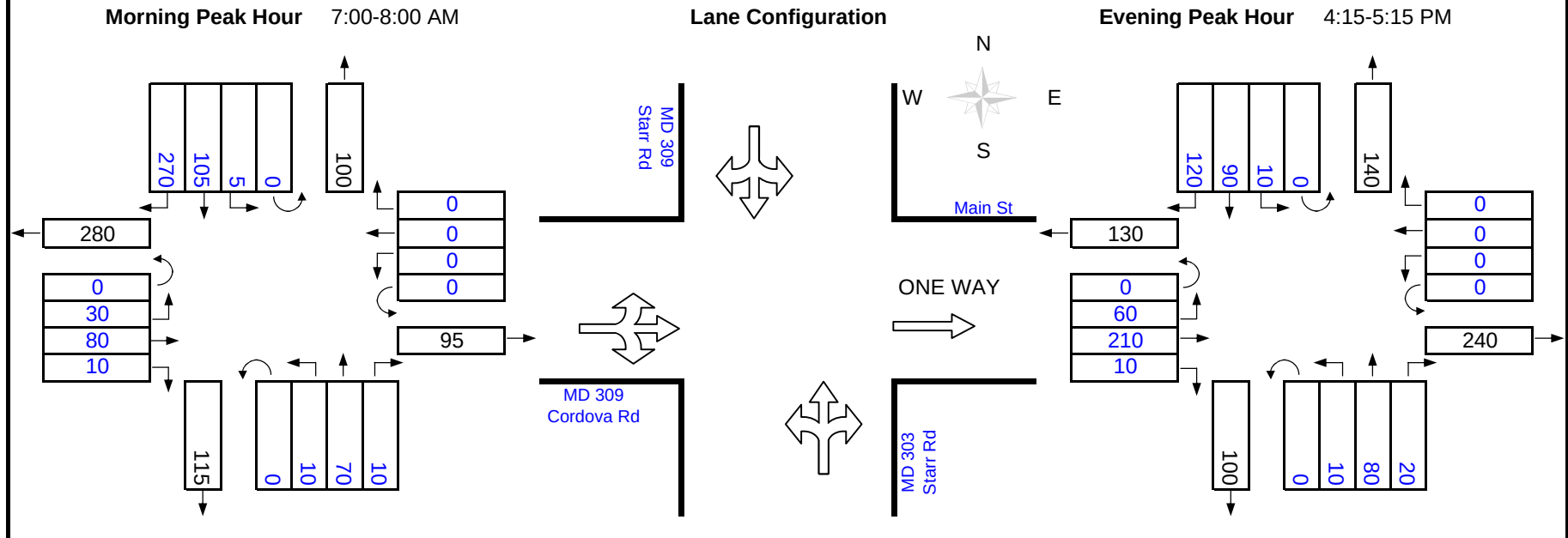
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	57	1.00	57	1	58			NB	67	1.00	67	2	69	
	SB	274	1.00	274	5	279	*		SB	158	1.00	158	9	167	*
	EB	103	1.00	103	0	103	*		EB	238	1.00	238	0	238	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: SB MD 309 and MD 303 has STOP control.				Total =	382	Remarks: SB MD 309 and MD 303 has STOP control.				Total =	405				
				v/c =	0.24					v/c =	0.25				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 28 MD 303 @ MD 309	
Count Date:	2015	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

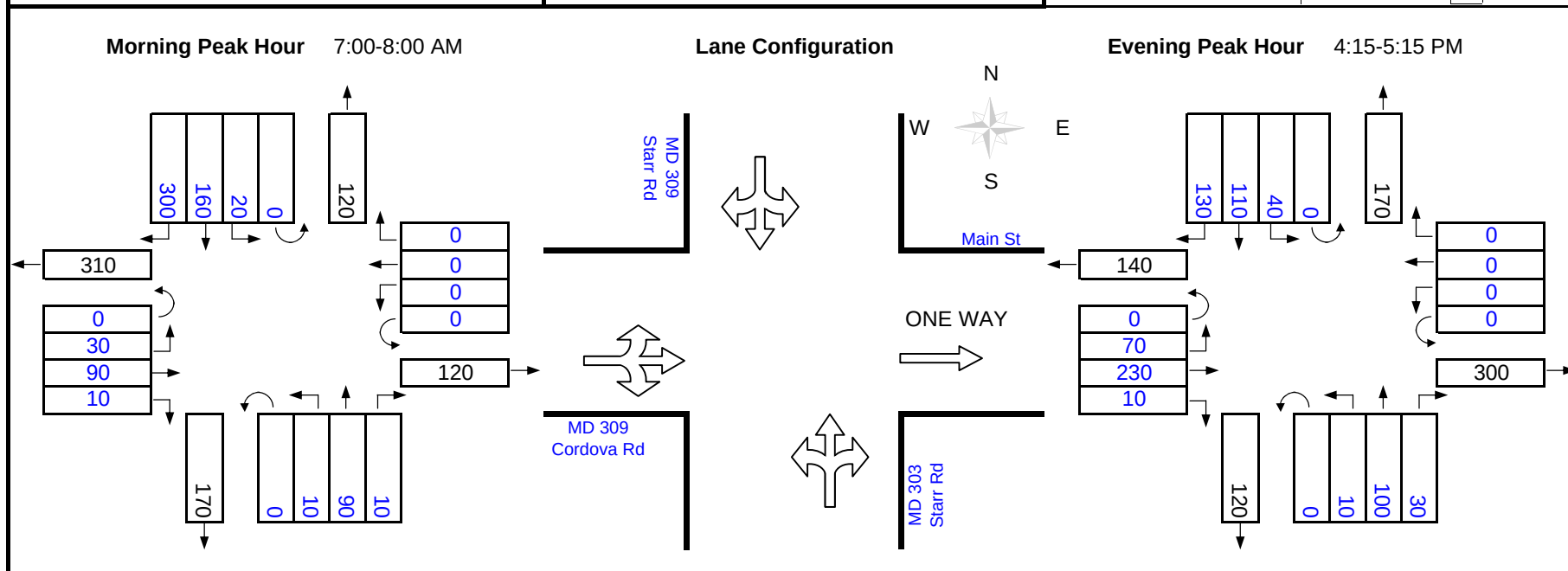
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	100	1.00	100	5	105			NB	120	1.00	120	10	130	
	SB	381	1.00	381	10	391	*		SB	221	1.00	221	10	231	*
	EB	120	1.00	120	0	120	*		EB	280	1.00	280	0	280	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: SB MD 309 and MD 303 has STOP control.				Total =	511	Remarks: SB MD 309 and MD 303 has STOP control.				Total =	511				
				v/c =	0.32					v/c =	0.32				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 28 MD 303 @ MD 309	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

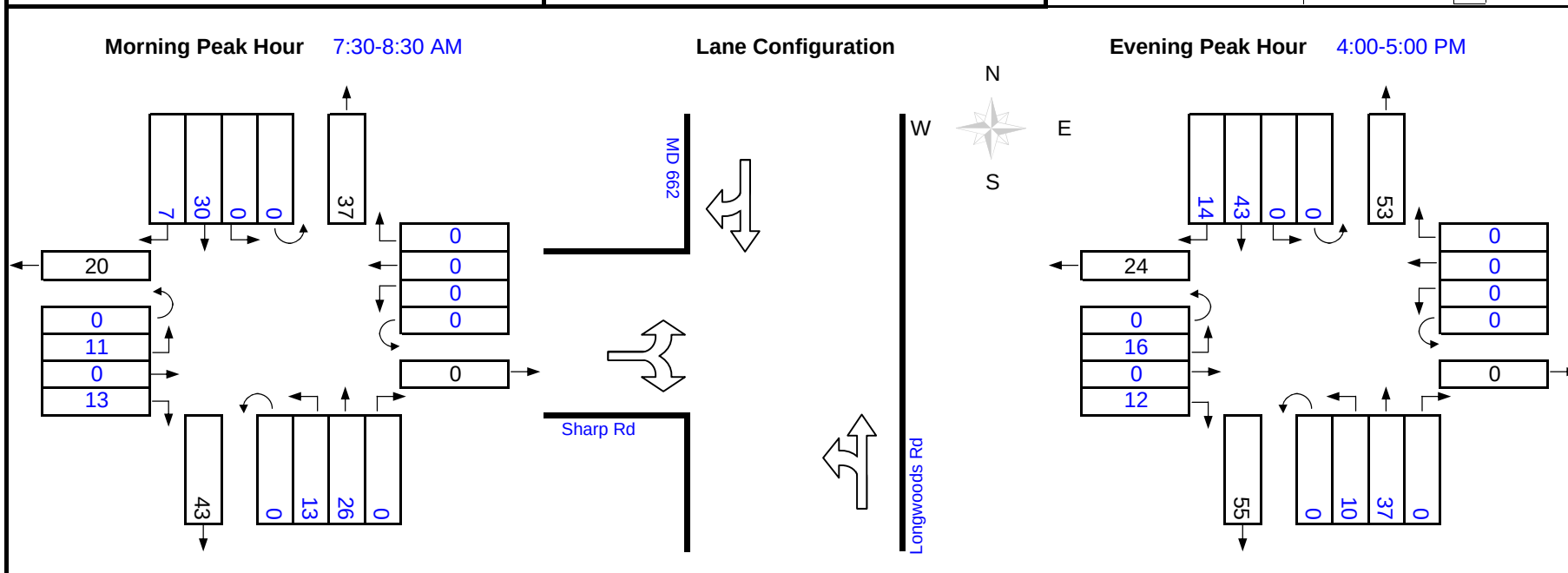
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	120	1.00	120	20	140			NB	150	1.00	150	40	190	
	SB	482	1.00	482	10	492	*		SB	284	1.00	284	10	294	*
	EB	130	1.00	130	0	130	*		EB	310	1.00	310	0	310	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: SB MD 309 and MD 303 has STOP control.				Total =	622	Remarks: SB MD 309 and MD 303 has STOP control.				Total =	604				
				v/c =	0.39					v/c =	0.38				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 29
MD 662 @ Sharp Rd
Count Date: 08/18/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

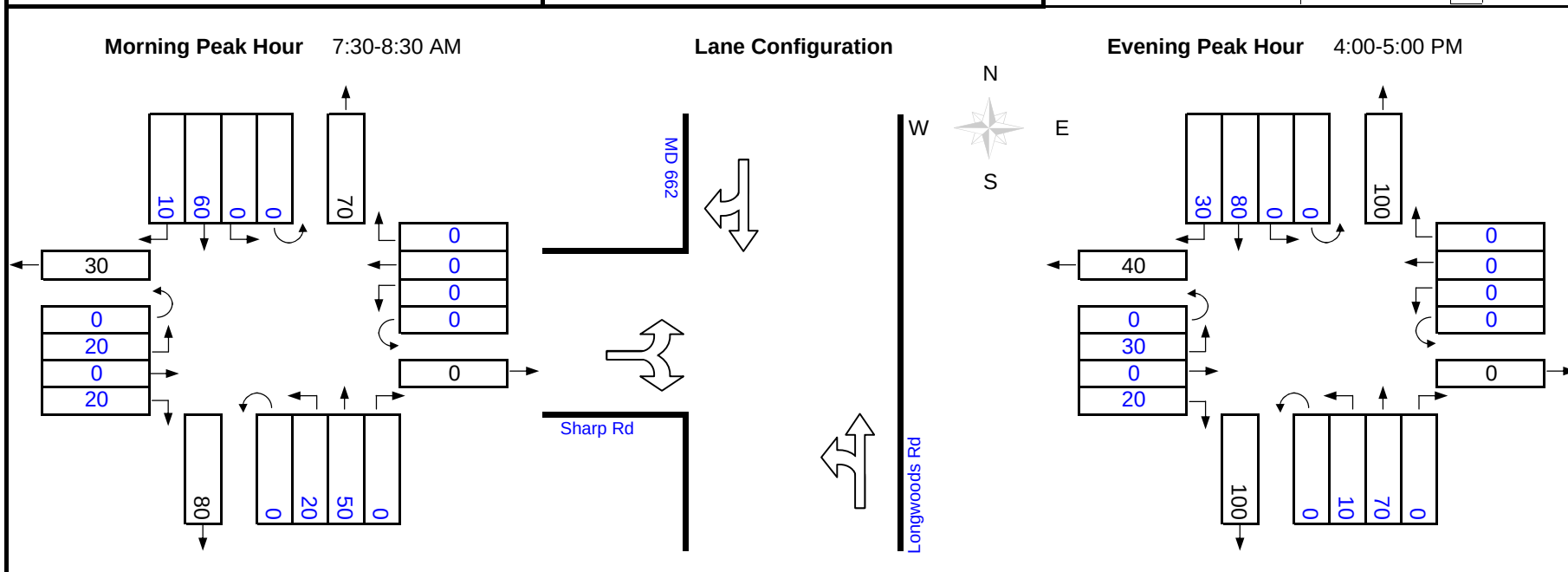
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	40	1.00	40	0	40			NB	48	1.00	48	0	48	
	SB	37	1.00	37	13	50	*		SB	57	1.00	57	10	67	*
	EB	24	1.00	24	0	24	*		EB	28	1.00	28	0	28	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Sharp Rd has STOP control.				Total =	74	Remarks: Sharp Rd has STOP control.				Total =	95				
				v/c =	0.05					v/c =	0.06				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 29 MD 662 @ Sharp Rd
Count Date:	2015
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

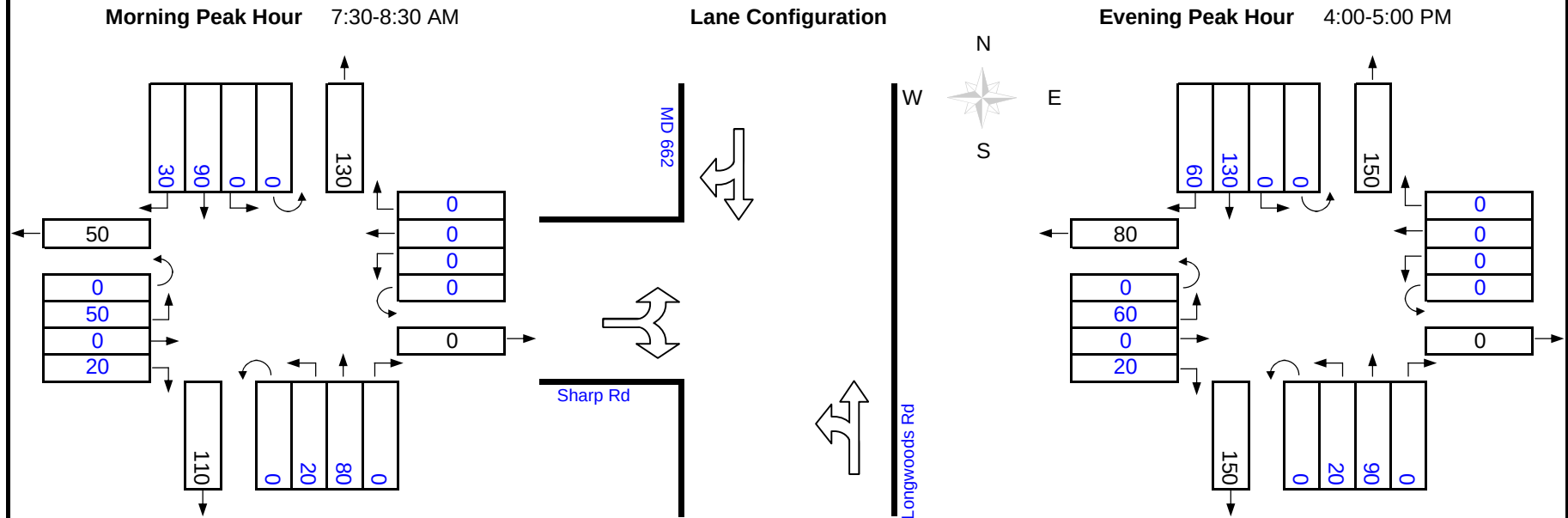
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	72	1.00	72	0	72			NB	81	1.00	81	0	81	
	SB	70	1.00	70	20	90	*		SB	110	1.00	110	10	120	*
	EB	40	1.00	40	0	40	*		EB	50	1.00	50	0	50	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	
Remarks: Sharp Rd has STOP control.				Total =	130	Remarks: Sharp Rd has STOP control.				Total =	170				
				v/c =	0.08					v/c =	0.11				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 29 MD 662 @ Sharp Rd	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	102	1.00	102	0	102			NB	112	1.00	112	0	112	
	SB	120	1.00	120	20	140	*		SB	190	1.00	190	20	210	*
	EB	70	1.00	70	0	70	*		EB	80	1.00	80	0	80	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

Remarks: Sharp Rd has STOP control.

Total = 210
v/c = 0.13
LOS = A

Remarks: Sharp Rd has STOP control.

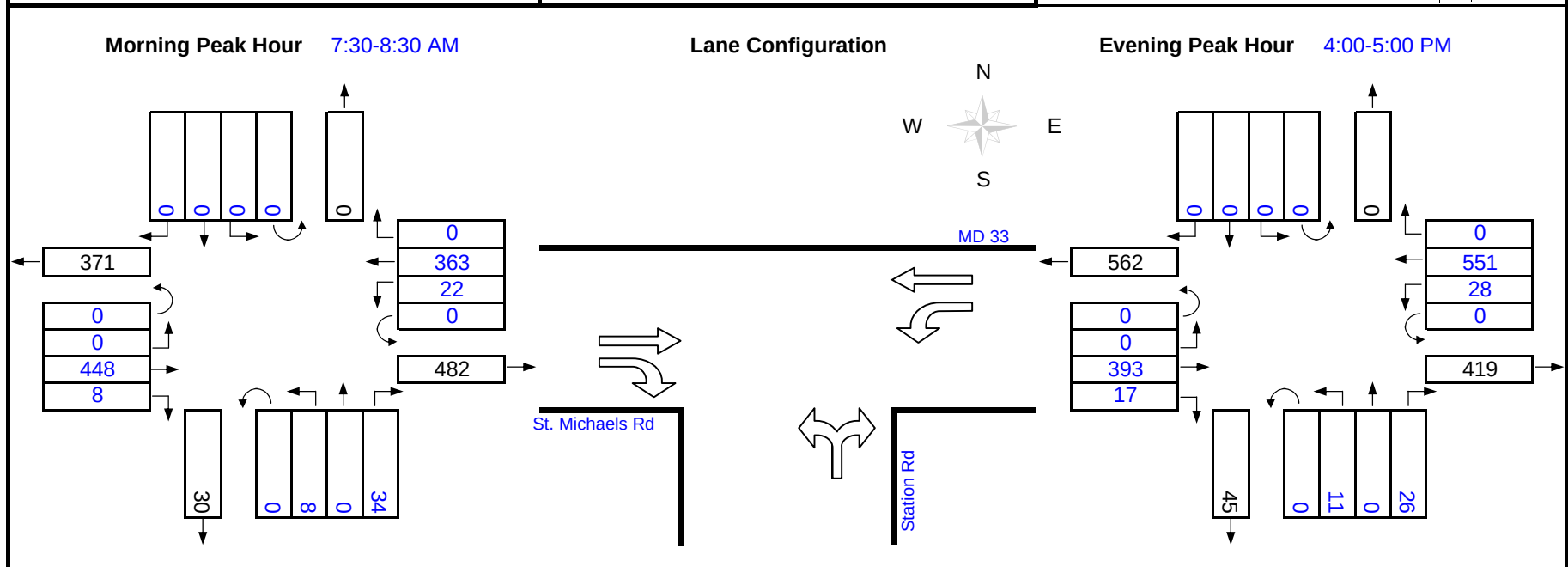
Total = 290
v/c = 0.18
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 30
MD 33 @ Station Rd
Count Date: 07/27/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal Stop Ways X 1	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
					SB		2	0.55	< 599	2.0	C	1,151 to 1,300
					EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
5	6	7	8				Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

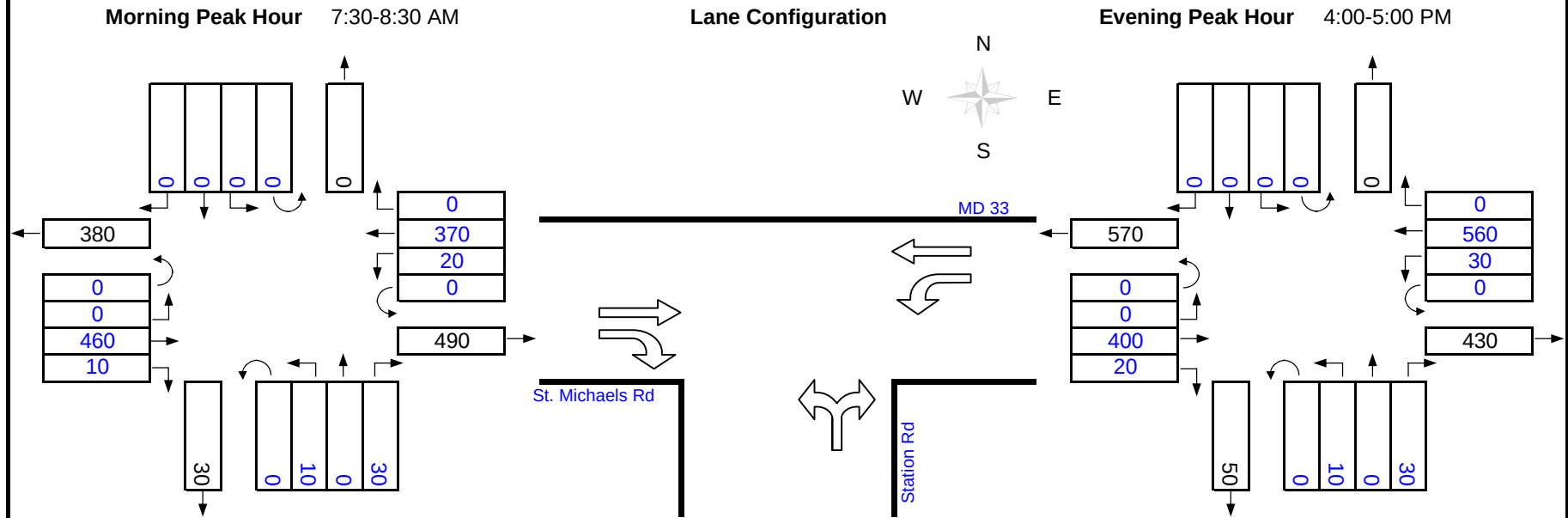
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	42	1.00	42	0	42	*		NB	37	1.00	37	0	37	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	448	1.00	448	22	470	*		EB	393	1.00	393	28	421	
	WB	363	1.00	363	0	363			WB	551	1.00	551	0	551	*
				0		0						0		0	
				0		0						0		0	
Remarks: Station Rd has STOP control.				Total =	512	Remarks: Station Rd has STOP control.				Total =	588				
				v/c =	0.32					v/c =	0.37				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 30 MD 33 @ Station Rd
Count Date:	2015
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	40	1.00	40	0	40	*		NB	40	1.00	40	0	40	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	460	1.00	460	20	480	*		EB	400	1.00	400	30	430	
	WB	370	1.00	370	0	370			WB	560	1.00	560	0	560	*
				0		0						0		0	
				0		0						0		0	

Remarks: Station Rd has STOP control.

Total = 520
v/c = 0.33
LOS = A

Remarks: Station Rd has STOP control.

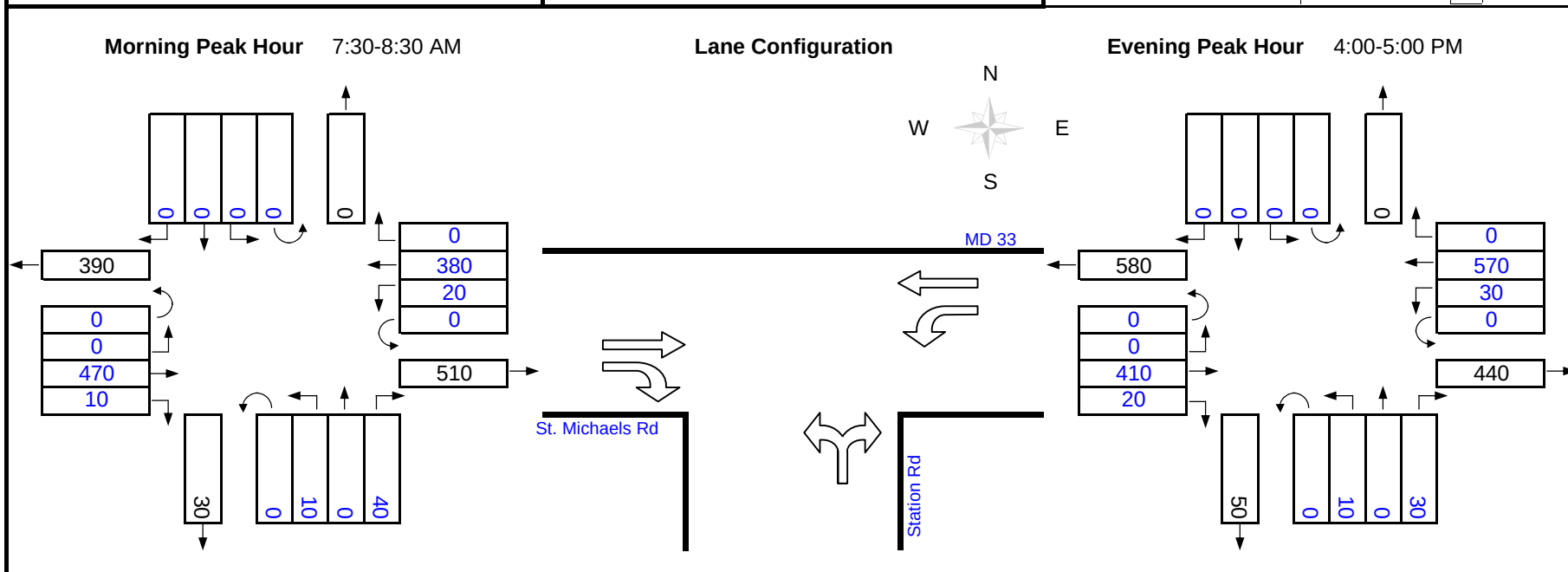
Total = 600
v/c = 0.38
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 30 MD 33 @ Station Rd
Count Date:	2030
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	50	1.00	50	0	50	*		NB	40	1.00	40	0	40	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	470	1.00	470	20	490	*		EB	410	1.00	410	30	440	
	WB	380	1.00	380	0	380			WB	570	1.00	570	0	570	*
				0		0						0		0	
				0		0						0		0	
Remarks: Station Rd has STOP control.				Total =	540	Remarks: Station Rd has STOP control.				Total =	610				
				v/c =	0.34					v/c =	0.38				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

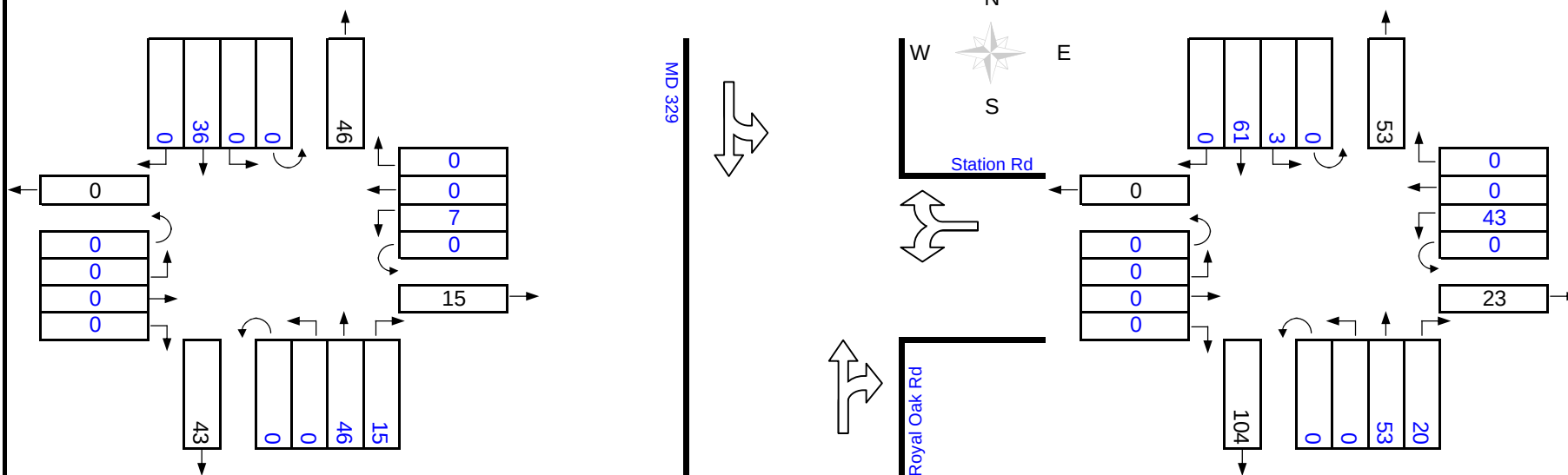
Turning Movement & Level of Service Summary

Location: **Talbot County - Site 31
MD 329 @ Station Rd**
Count Date: **08/18/2004**
Scenario: Existing

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
5						EB	4	0.30	< 999	4.0	E	1,451 to 1,600
	6					WB	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600
		7										
			8									

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	61	1.00	61	0	61	*		NB	73	1.00	73	3	76	*
	SB	36	1.00	36	0	36			SB	64	1.00	64	0	64	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	7	1.00	7	0	7	*		WB	43	1.00	43	0	43	*
				0		0						0		0	
				0		0						0		0	

Remarks: Station Rd has STOP control.				Total = 68	Remarks: Station Rd has STOP control.				Total = 119
				v/c = 0.04					v/c = 0.07
				LOS = A					LOS = A



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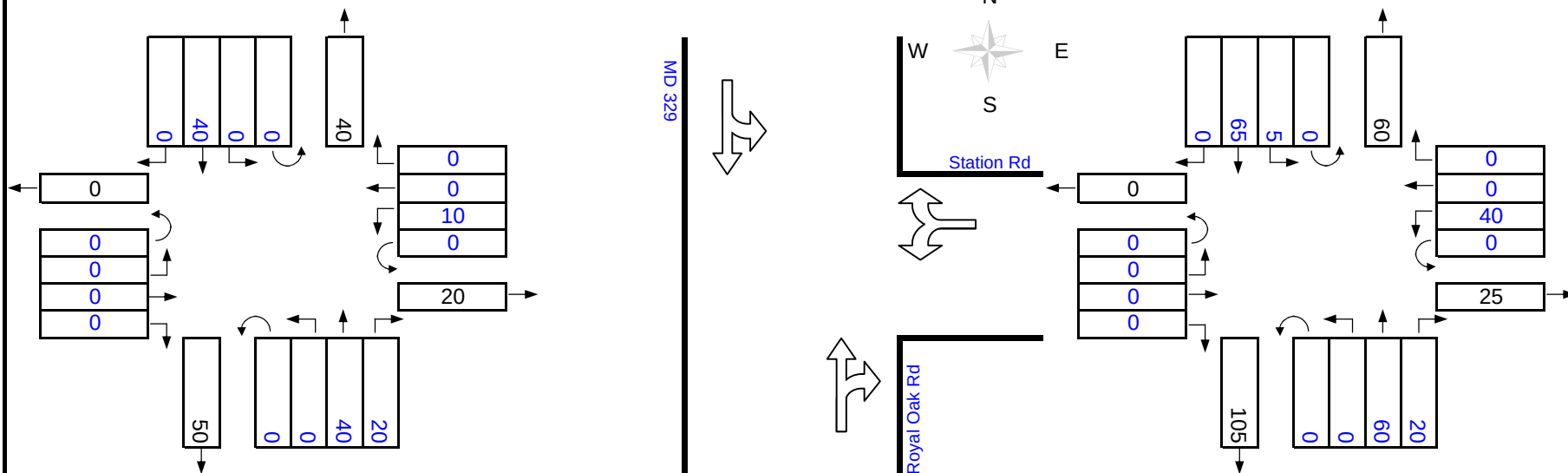
Turning Movement & Level of Service Summary

Location: Talbot County - Site 31
MD 329 @ Station Rd
Count Date: 2015
Scenario: Future

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	60	1.00	60	0	60	*		NB	80	1.00	80	5	85	*
	SB	40	1.00	40	0	40			SB	71	1.00	71	0	71	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	10	1.00	10	0	10	*		WB	40	1.00	40	0	40	*
				0		0						0		0	
				0		0						0		0	
Remarks: Station Rd has STOP control.				Total = 70				Remarks: Station Rd has STOP control.				Total = 125			
				v/c = 0.04								v/c = 0.08			
				LOS = A								LOS = A			



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

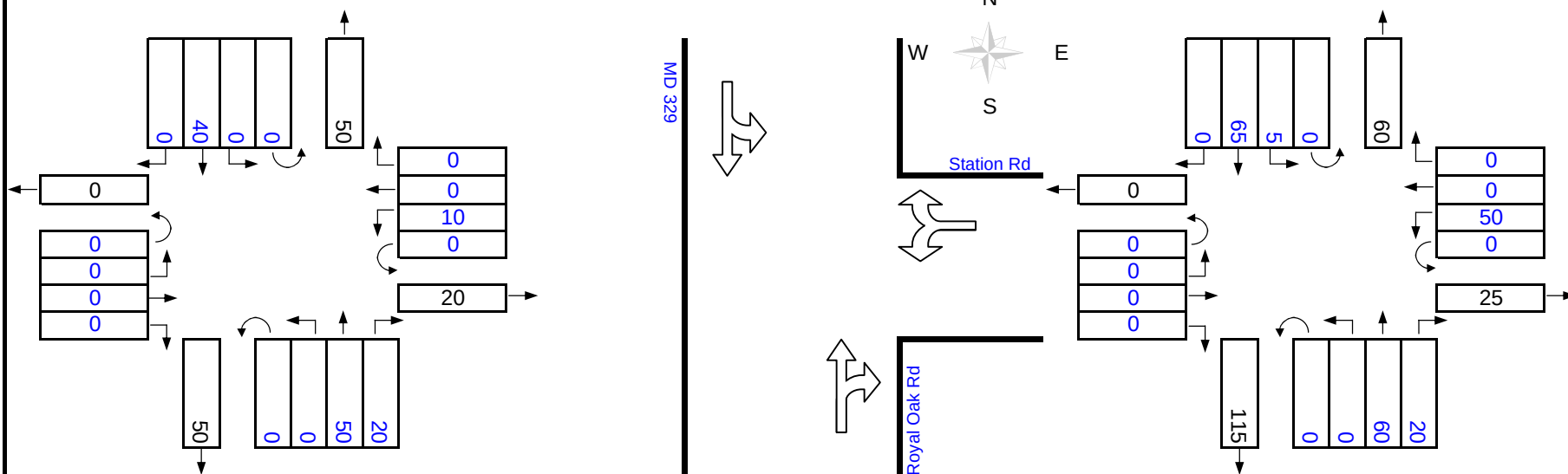
Turning Movement & Level of Service Summary

Location: Talbot County - Site 31
MD 329 @ Station Rd
Count Date: 2030
Scenario: Future

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	70	1.00	70	0	70	*		NB	80	1.00	80	5	85	*
	SB	40	1.00	40	0	40			SB	71	1.00	71	0	71	
	EB	0	0.00	0	0	0			EB	0	0.00	0	0	0	
	WB	10	1.00	10	0	10	*		WB	50	1.00	50	0	50	*
				0		0						0		0	
				0		0						0		0	

Remarks: Station Rd has STOP control.

Total = 80
v/c = 0.05
LOS = A

Remarks: Station Rd has STOP control.

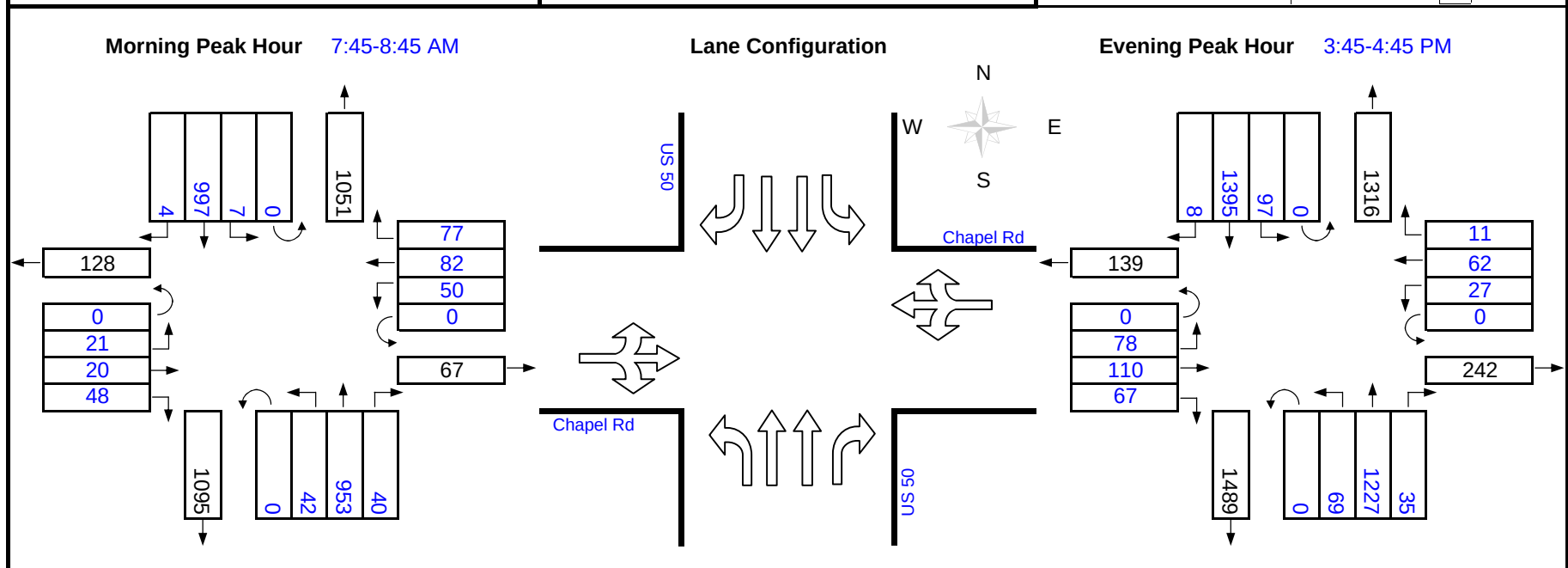
Total = 135
v/c = 0.08
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 32
US 50 @ Chapel Rd
Count Date: 08/19/2004
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

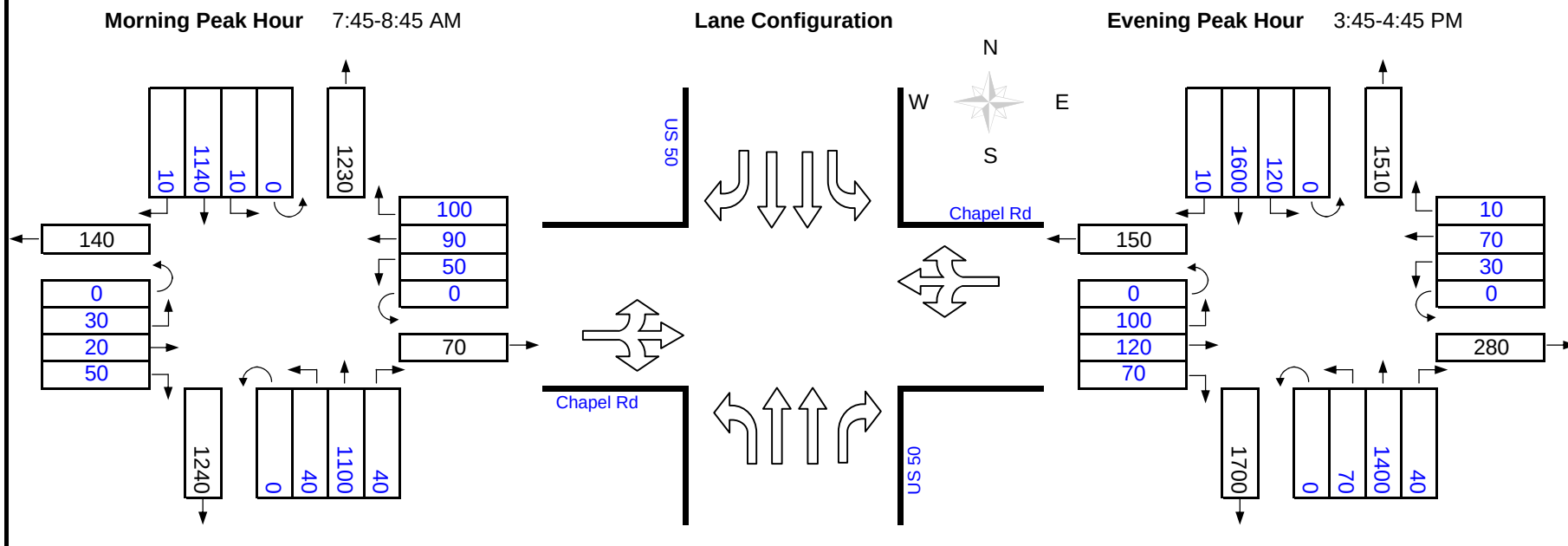
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	953	0.55	524	7	531			NB	1227	0.55	675	97	772	
	SB	997	0.55	548	42	590	*		SB	1395	0.55	767	69	836	*
	EB	91	1.00	91	50	141			EB	263	1.00	263	27	290	*
	WB	214	1.00	214	21	235	*		WB	103	1.00	103	78	181	
				0		0						0		0	
				0		0						0		0	
Remarks:					Total = 825			Remarks:					Total = 1126		
					v/c = 0.52								v/c = 0.70		
					LOS = A								LOS = B		



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 32
US 50 @ Chapel Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

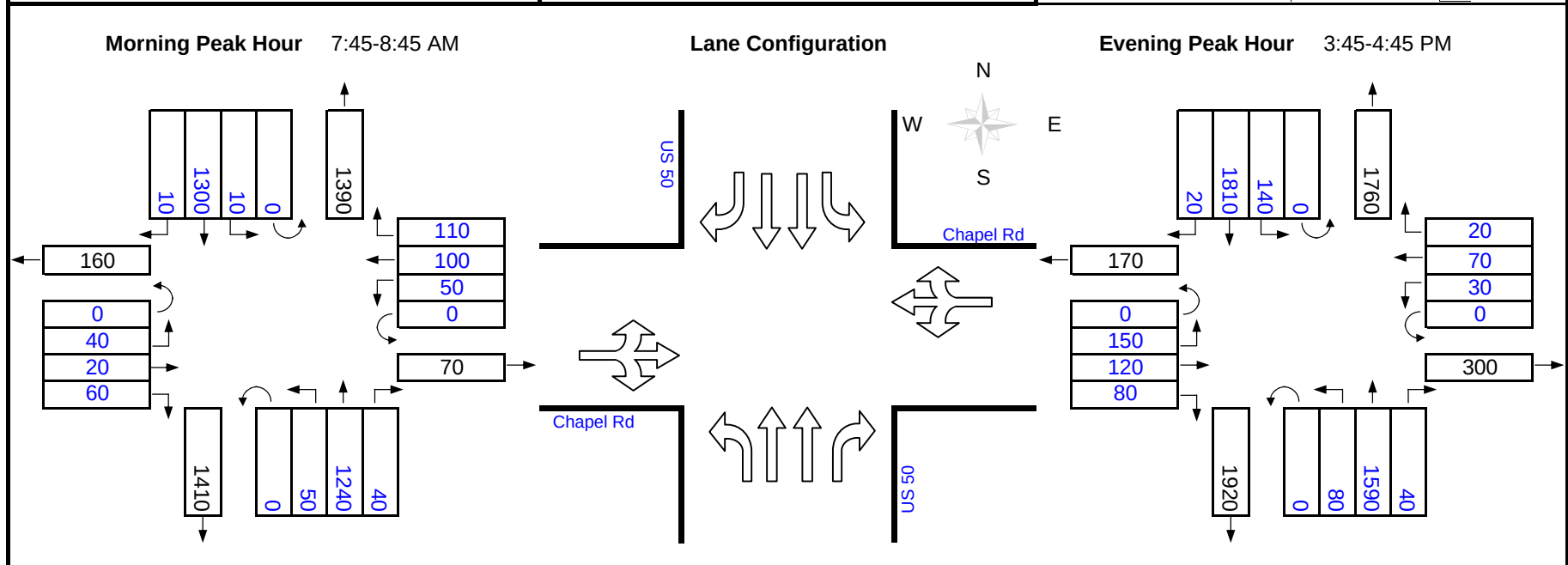
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1100	0.55	605	10	615			NB	1400	0.55	770	120	890	
	SB	1140	0.55	627	40	667	*		SB	1600	0.55	880	70	950	*
	EB	103	1.00	103	50	153			EB	300	1.00	300	30	330	*
	WB	245	1.00	245	30	275	*		WB	113	1.00	113	100	213	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	942	Remarks:				Total =	1280				
				v/c =	0.59					v/c =	0.80				
				LOS =	A					LOS =	C				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 32
US 50 @ Chapel Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

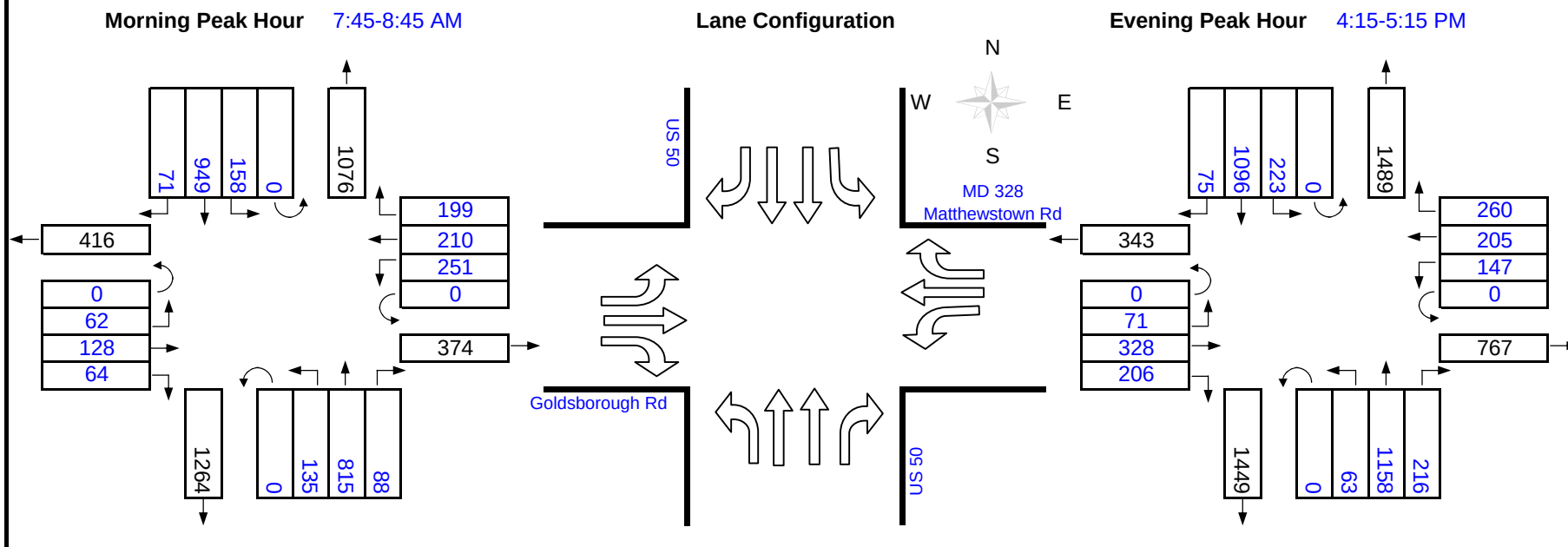
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1240	0.55	682	10	692			NB	1590	0.55	875	140	1015	
	SB	1300	0.55	715	50	765	*		SB	1810	0.55	996	80	1076	*
	EB	160	1.00	160	50	210			EB	365	1.00	365	30	395	*
	WB	265	1.00	265	40	305	*		WB	150	1.00	150	150	300	
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1070	Remarks:				Total =	1471				
				v/c =	0.67					v/c =	0.92				
				LOS =	B					LOS =	E				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 33
US 50 @ MD 328**
Count Date: **08/19/2004**
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

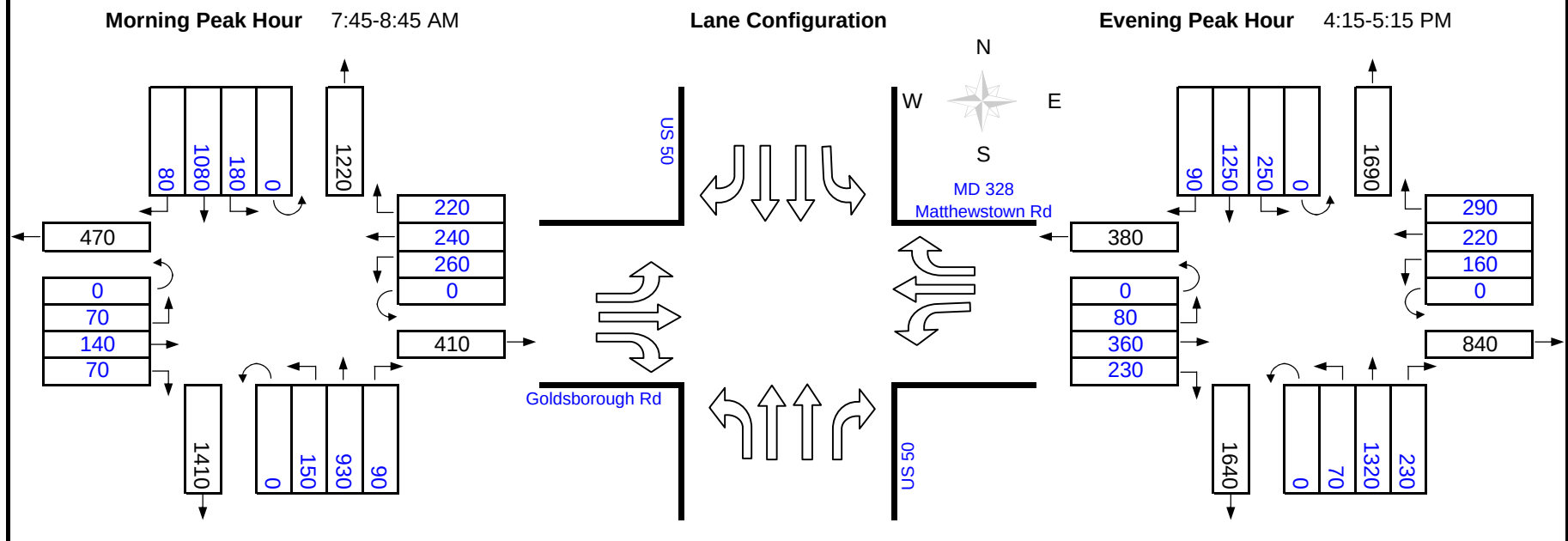
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	815	0.55	448	158	606			NB	1158	0.55	637	223	860	*
	SB	949	0.55	522	135	657	*		SB	1096	0.55	603	63	666	
	EB	128	1.00	128	0	128	*		EB	328	1.00	328	0	328	*
	WB	251	1.00	251	0	251	*		WB	205	1.00	205	0	205	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total =	1036	Remarks: EB/WB are SPLIT PHASED.				Total =	1393				
				v/c =	0.65					v/c =	0.87				
				LOS =	B					LOS =	D				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 33 US 50 @ MD 328	
Count Date:	2015	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

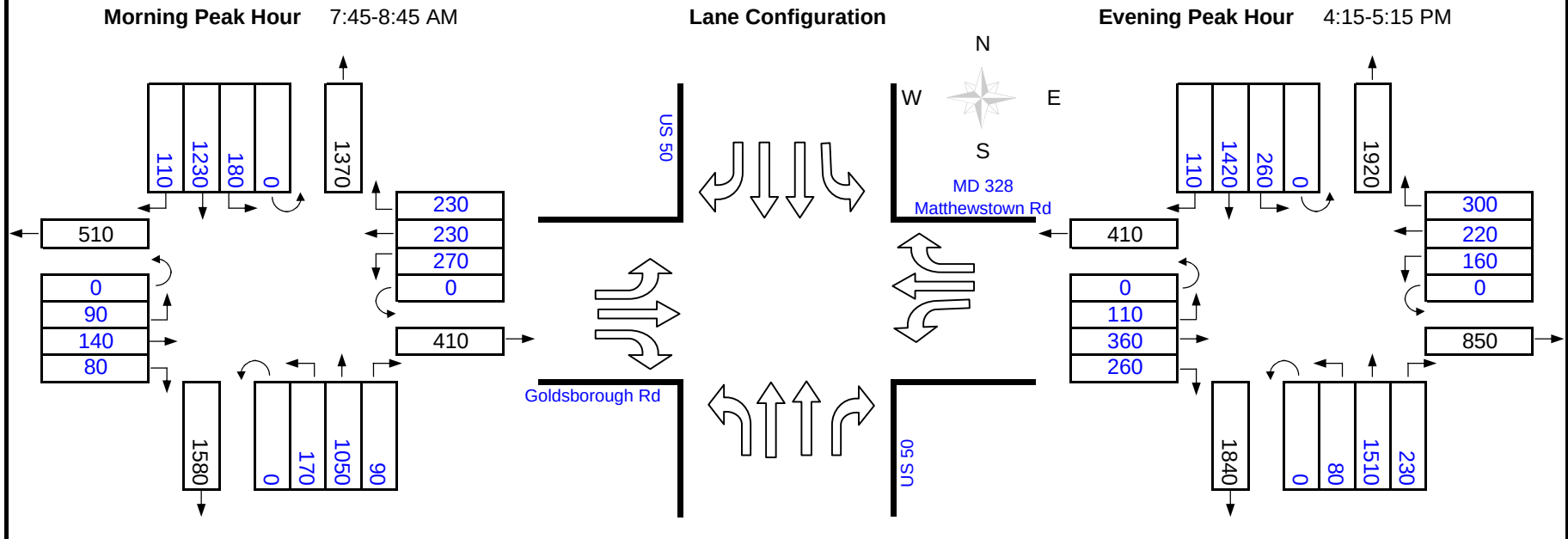
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	930	0.55	512	180	692			NB	1320	0.55	726	250	976	*
	SB	1080	0.55	594	150	744	*		SB	1250	0.55	688	70	758	
	EB	140	1.00	140	0	140	*		EB	360	1.00	360	0	360	*
	WB	260	1.00	260	0	260	*		WB	220	1.00	220	0	220	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total =	1144	Remarks: EB/WB are SPLIT PHASED.				Total =	1556				
				v/c =	0.72					v/c =	0.97				
				LOS =	B					LOS =	E				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 33 US 50 @ MD 328	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

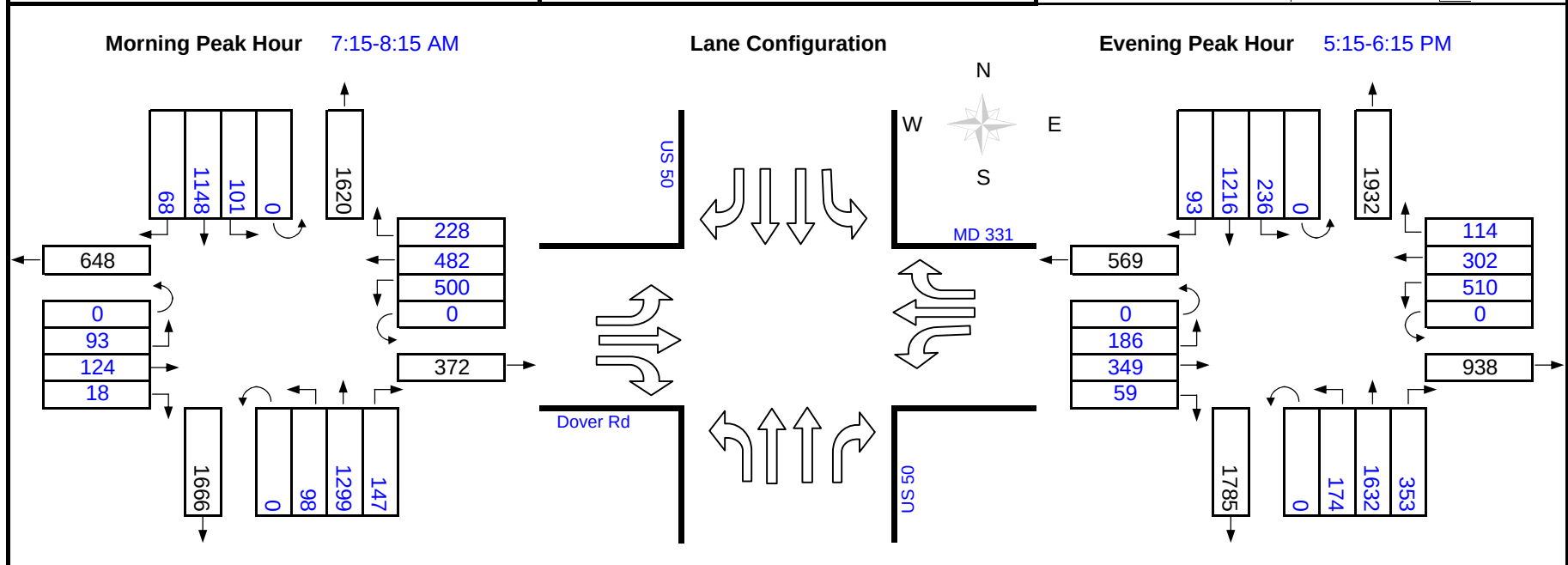
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1050	0.55	578	180	758			NB	1510	0.55	831	260	1091	*
	SB	1230	0.55	677	170	847	*		SB	1420	0.55	781	80	861	*
	EB	140	1.00	140	0	140	*		EB	360	1.00	360	0	360	*
	WB	270	1.00	270	0	270	*		WB	220	1.00	220	0	220	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total = 1257				Remarks: EB/WB are SPLIT PHASED.				Total = 1671			
				v/c = 0.79								v/c = 1.04			
				LOS = C								LOS = F			



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: **Talbot County - Site 34
US 50 @ MD 331**
Count Date: **08/19/2004**
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

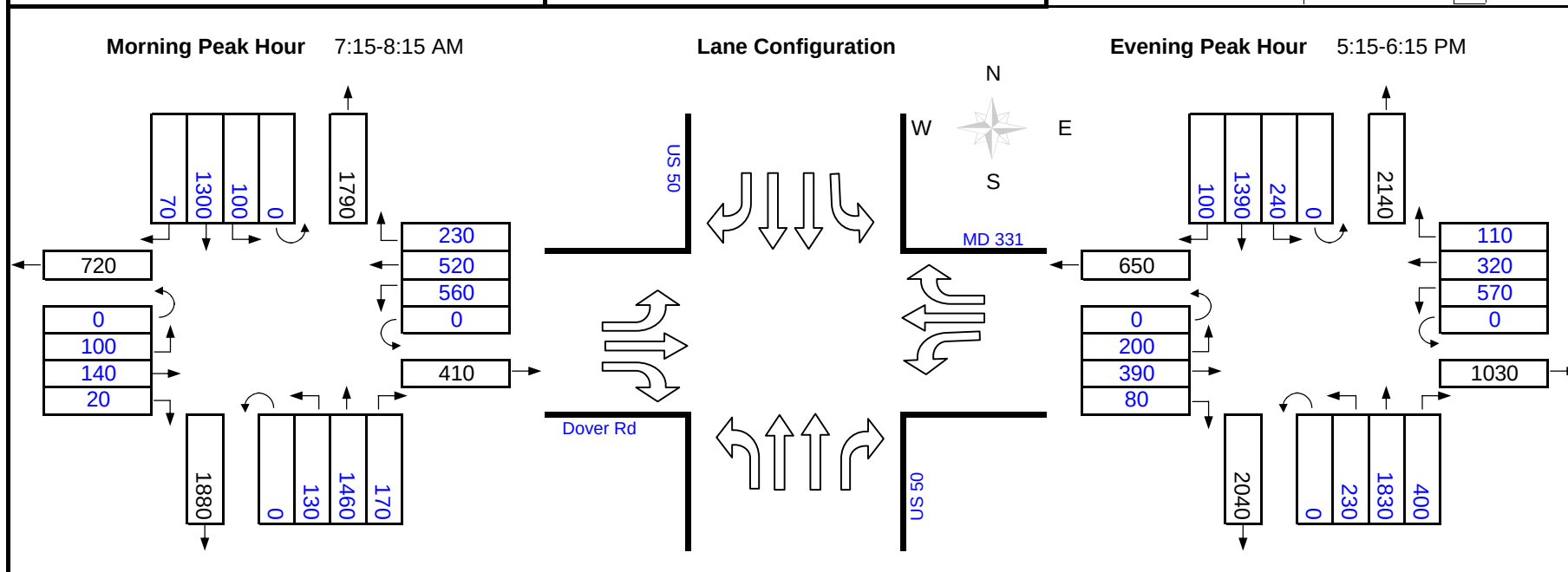
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1299	0.55	714	101	815	*		NB	1632	0.55	898	236	1134	*
	SB	1148	0.55	631	98	729			SB	1216	0.55	669	174	843	
	EB	124	1.00	124	0	124	*		EB	349	1.00	349	0	349	*
	WB	500	1.00	500	0	500	*		WB	510	1.00	510	0	510	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total =	1439	Remarks: EB/WB are SPLIT PHASED.				Total =	1993				
				v/c =	0.90					v/c =	1.25				
				LOS =	D					LOS =	F				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 34
US 50 @ MD 331
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

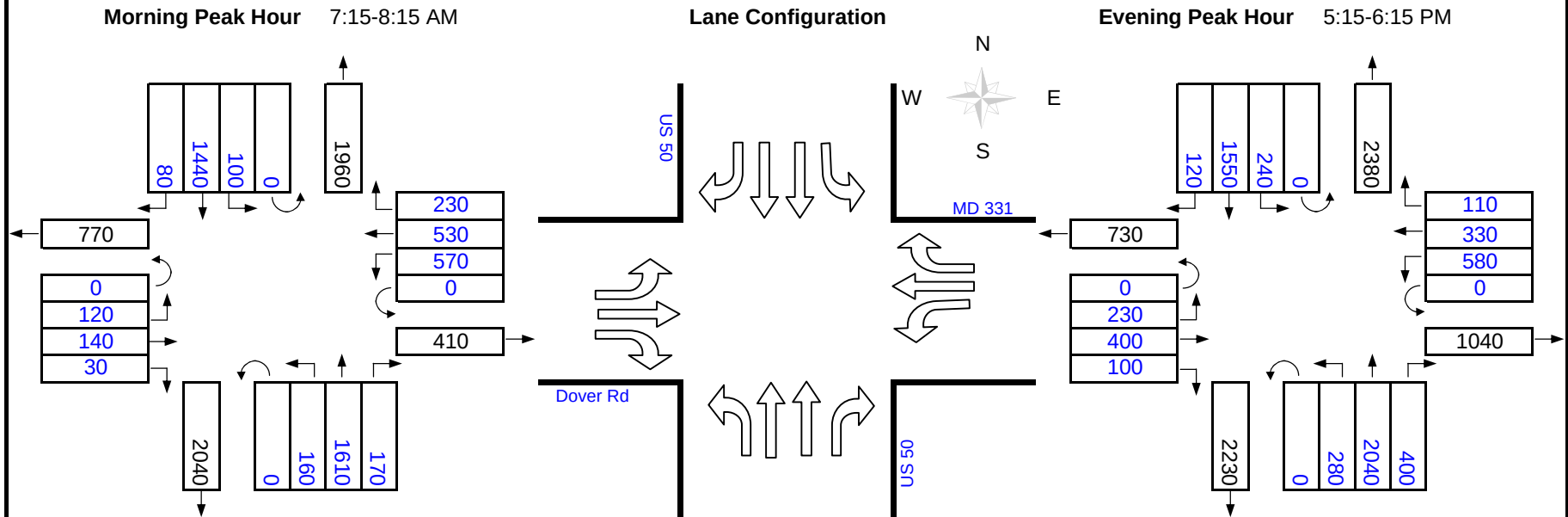
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1460	0.55	803	100	903	*		NB	1830	0.55	1007	240	1247	*
	SB	1300	0.55	715	130	845			SB	1390	0.55	765	230	995	
	EB	140	1.00	140	0	140	*		EB	390	1.00	390	0	390	*
	WB	560	1.00	560	0	560	*		WB	570	1.00	570	0	570	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total =	1603	Remarks: EB/WB are SPLIT PHASED.				Total =	2207				
				v/c =	1.00					v/c =	1.38				
				LOS =	F					LOS =	F				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 34 US 50 @ MD 331	
Count Date:	2030	
Scenario:	Future	▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1610	0.55	886	100	986	*		NB	2040	0.55	1122	240	1362	*
	SB	1440	0.55	792	160	952			SB	1550	0.55	853	280	1133	
	EB	140	1.00	140	0	140	*		EB	400	1.00	400	0	400	*
	WB	570	1.00	570	0	570	*		WB	580	1.00	580	0	580	*
				0		0						0		0	
				0		0						0		0	
Remarks: EB/WB are SPLIT PHASED.				Total =	1696	Remarks: EB/WB are SPLIT PHASED.				Total =	2342				
				v/c =	1.06					v/c =	1.46				
				LOS =	F					LOS =	F				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

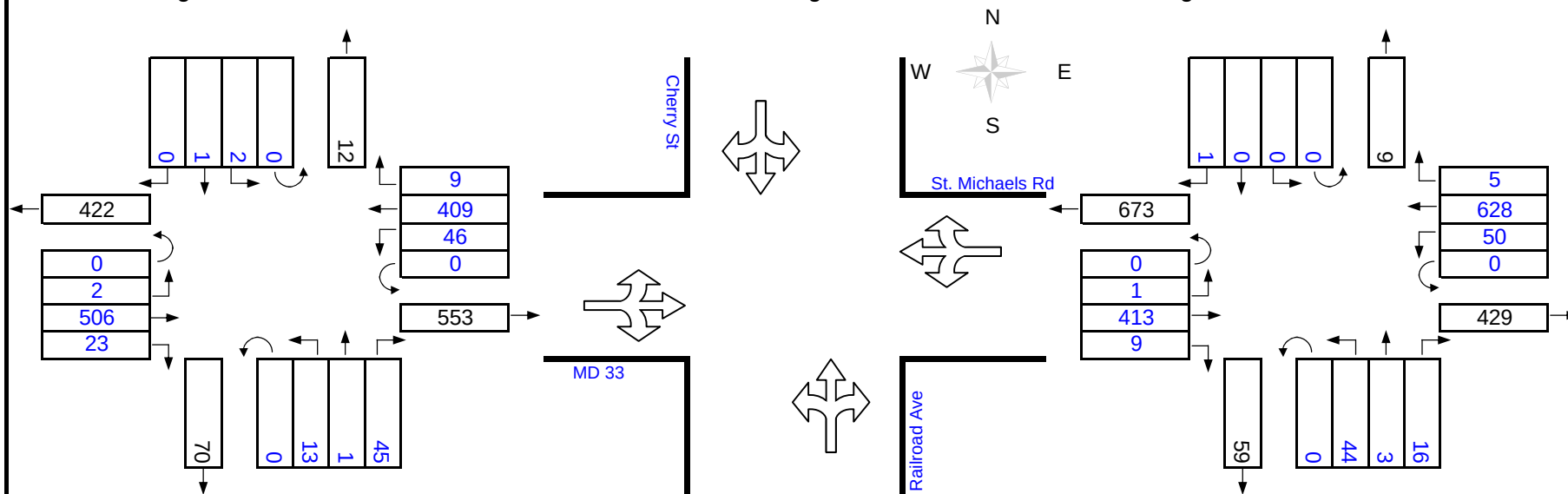
Turning Movement & Level of Service Summary

Location: Talbot County - Site 35
MD 33 @ Railroad Ave
Count Date: 07/14/2005
Scenario: Existing

Morning Peak Hour 8:45-9:45 AM

Lane Configuration

Evening Peak Hour 5:15-6:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	60	1.00	60	2	62	*		NB	67	1.00	67	0	67	*
	SB	3	1.00	3	13	16			SB	1	1.00	1	44	45	
	EB	533	1.00	533	46	579	*		EB	425	1.00	425	50	475	
	WB	510	1.00	510	2	512			WB	733	1.00	733	1	734	*
				0		0						0		0	
				0		0						0		0	

Remarks: Railroad Ave/Cherry St has STOP control.

Total = 641
v/c = 0.40
LOS = A

Remarks: Railroad Ave/Cherry St has STOP control.

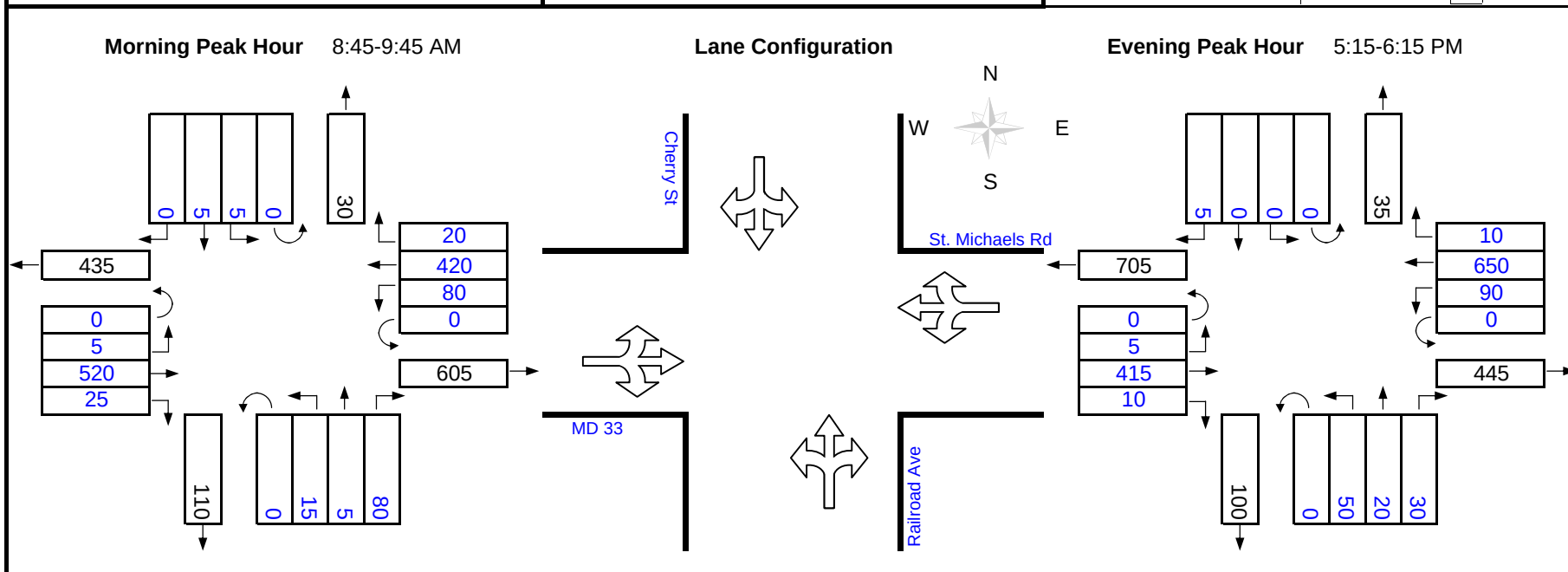
Total = 801
v/c = 0.50
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 35
MD 33 @ Railroad Ave
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5					WB		4	0.30	< 999	4.0	E	1,451 to 1,600
	6						Dble. L.T.	0.60	> 1000	5.0	F	> 1,600
		7										
			8									

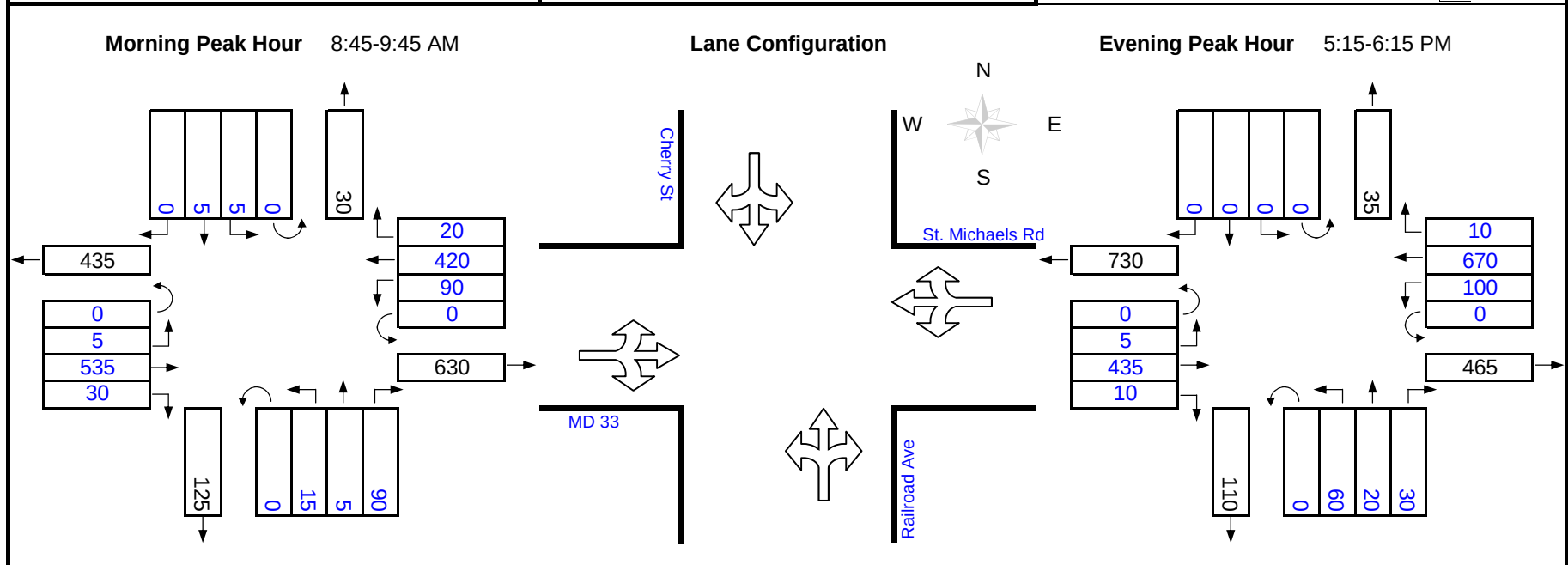
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	102	1.00	102	5	107	*		NB	105	1.00	105	0	105	*
	SB	11	1.00	11	15	26			SB	5	1.00	5	50	55	
	EB	555	1.00	555	80	635	*		EB	440	1.00	440	90	530	
	WB	600	1.00	600	5	605			WB	840	1.00	840	5	845	*
				0		0						0		0	
				0		0						0		0	
Remarks: Railroad Ave/Cherry St has STOP control.				Total =	742	Remarks: Railroad Ave/Cherry St has STOP control.				Total =	950				
				v/c =	0.46					v/c =	0.59				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location:	Talbot County - Site 35 MD 33 @ Railroad Ave
Count Date:	2030
Scenario:	Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	111	1.00	111	5	116	*		NB	110	1.00	110	0	110	*
	SB	11	1.00	11	15	26			SB	0	1.00	0	0	0	
	EB	575	1.00	575	90	665	*		EB	460	1.00	460	100	560	
	WB	620	1.00	620	5	625			WB	880	1.00	880	5	885	*
				0		0						0		0	
				0		0						0		0	
Remarks: Railroad Ave/Cherry St has STOP control.				Total =	781	Remarks: Railroad Ave/Cherry St has STOP control.				Total =	995				
				v/c =	0.49					v/c =	0.62				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

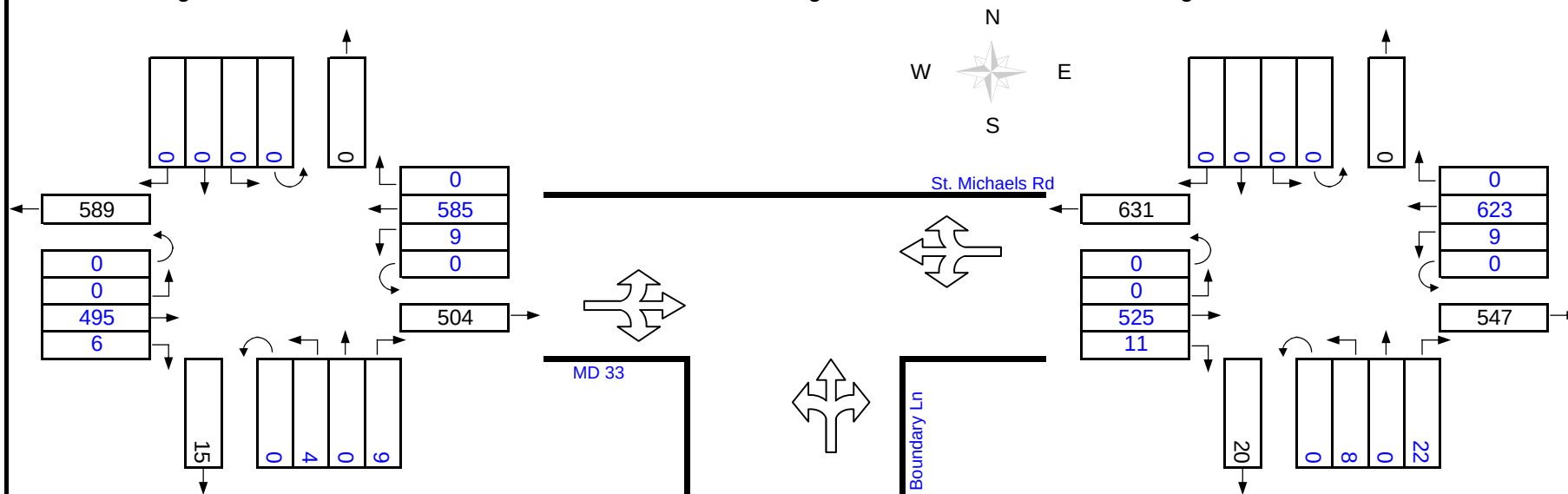
Turning Movement & Level of Service Summary

Location: Talbot County - Site 36
MD 33 @ MD Boundary Ln
Count Date: 07/14/2005
Scenario: Existing

Morning Peak Hour 10:45-11:45 AM

Lane Configuration

Evening Peak Hour 4:15-5:15 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	1		3	0.40	< 799	3.0	D	1,301 to 1,450
							4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour

Evening Peak Hour

φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	13	1.00	13	0	13	*		NB	30	1.00	30	0	30	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	501	1.00	501	9	510			EB	536	1.00	536	9	545	
	WB	603	1.00	603	0	603	*		WB	641	1.00	641	0	641	*
				0		0						0		0	
				0		0						0		0	

Remarks: Boundary Ln has STOP control.

Total = 616
v/c = 0.39
LOS = A

Remarks: Boundary Ln has STOP control.

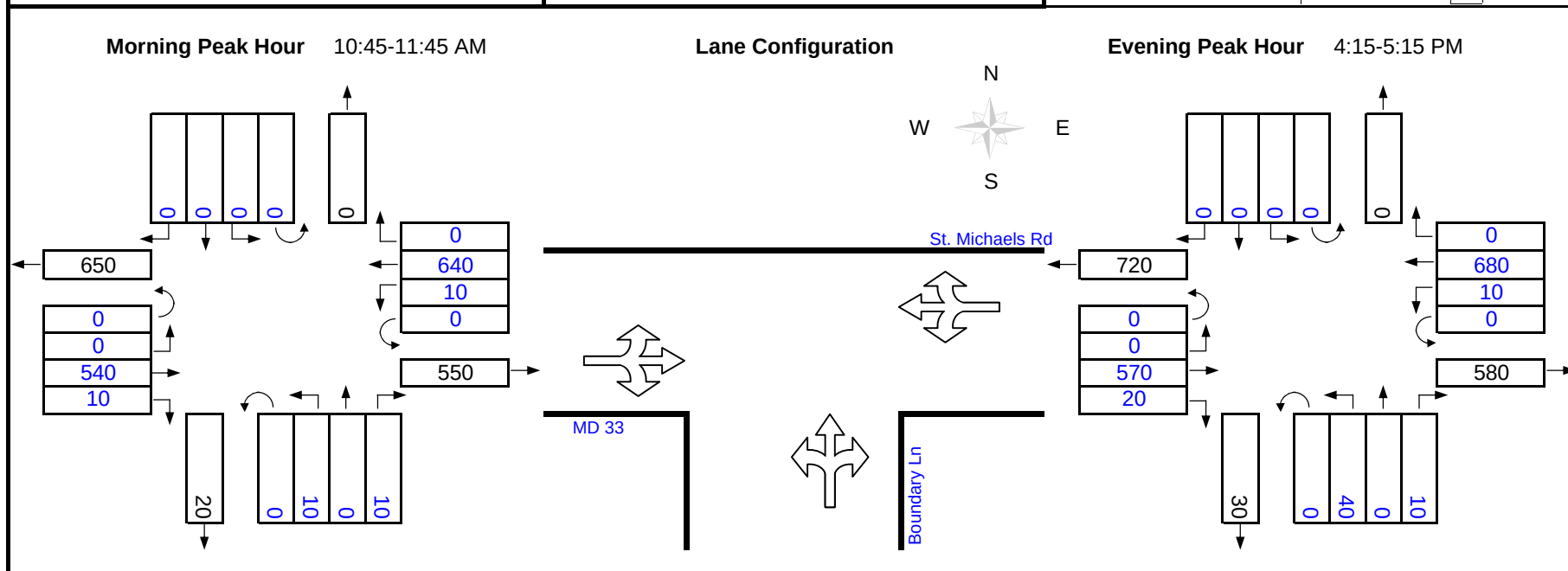
Total = 671
v/c = 0.42
LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 36
MD 33 @ MD Boundary Ln
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

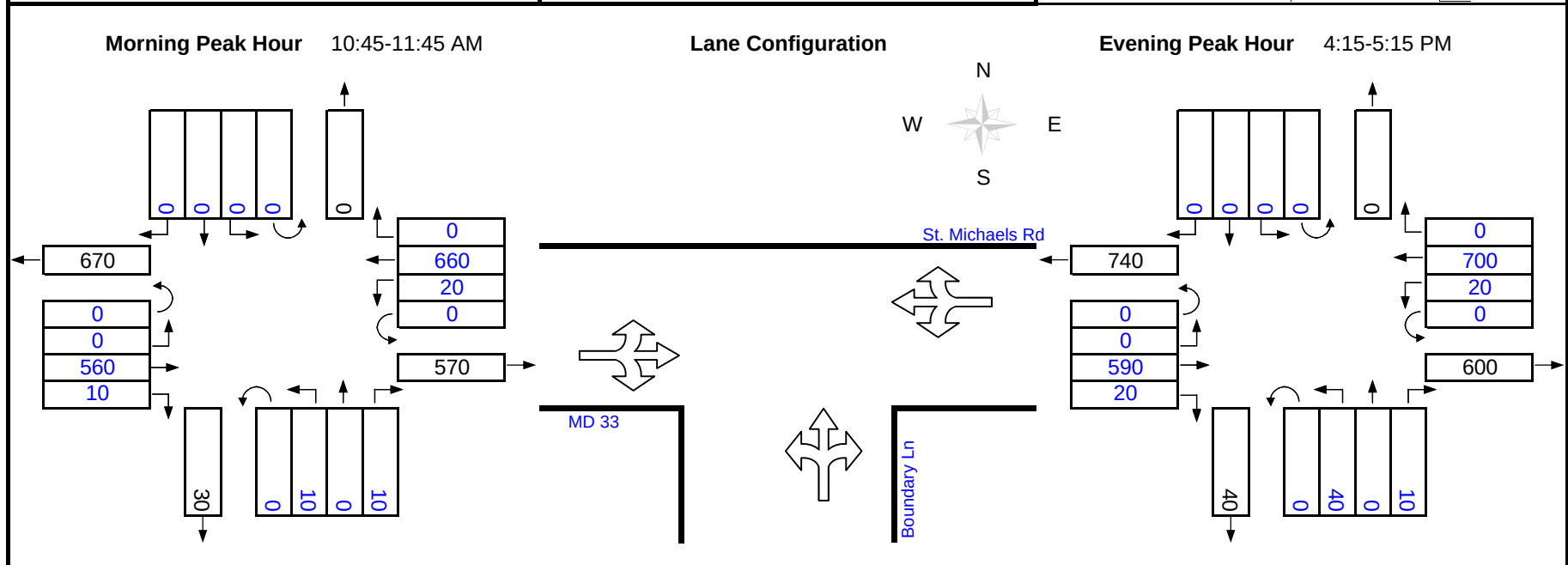
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	20	1.00	20	0	20	*		NB	50	1.00	50	0	50	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	550	1.00	550	0	550			EB	590	1.00	590	0	590	
	WB	680	1.00	680	0	680	*		WB	700	1.00	700	0	700	*
				0		0						0		0	
				0		0						0		0	
Remarks: Boundary Ln has STOP control.				Total =	700	Remarks: Boundary Ln has STOP control.				Total =	750				
				v/c =	0.44					v/c =	0.47				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 36
MD 33 @ MD Boundary Ln
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4								A	0 to 1,000
				Signal	NB		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB		2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB		3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		WB		4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

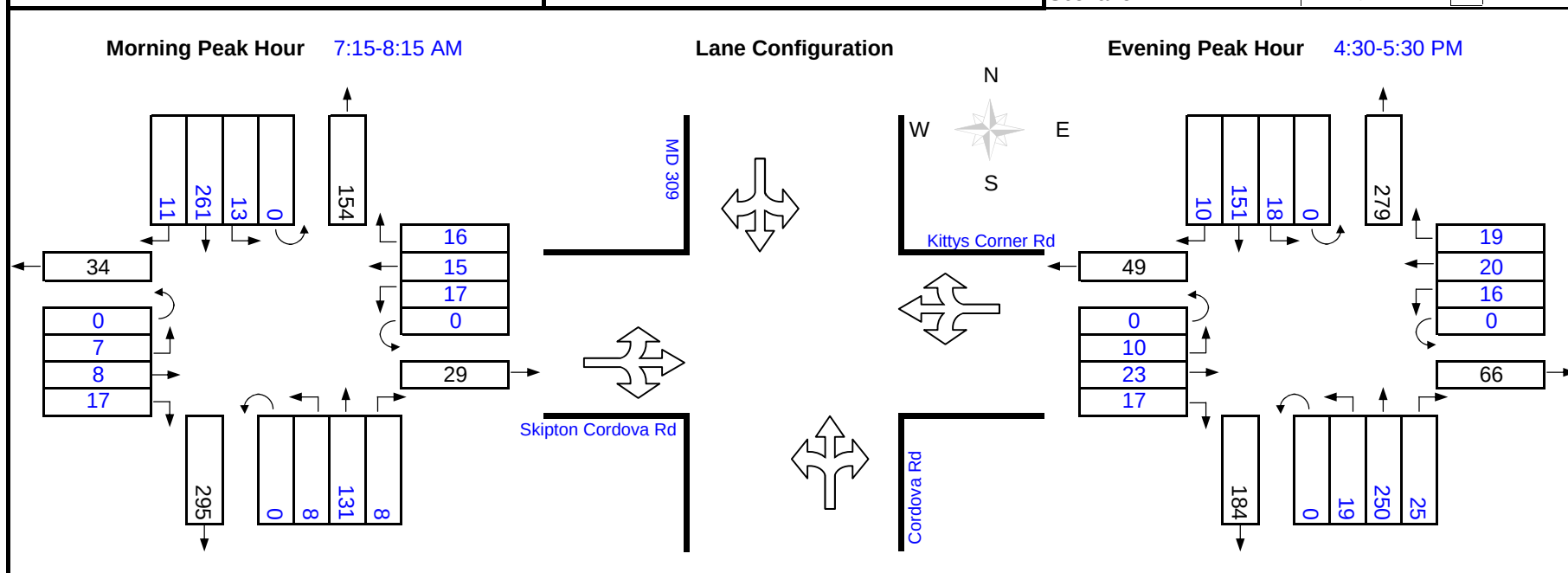
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	20	1.00	20	0	20	*		NB	50	1.00	50	0	50	*
	SB	0	0.00	0	0	0			SB	0	0.00	0	0	0	
	EB	570	1.00	570	0	570			EB	610	1.00	610	0	610	
	WB	700	1.00	700	0	700	*		WB	760	1.00	760	0	760	*
				0		0						0		0	
				0		0						0		0	
Remarks: Boundary Ln has STOP control.				Total =	720	Remarks: Boundary Ln has STOP control.				Total =	810				
				v/c =	0.45					v/c =	0.51				
				LOS =	A					LOS =	A				



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 37
MD 309 @ Kittys Corner Rd
Count Date: 07/13/2005
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

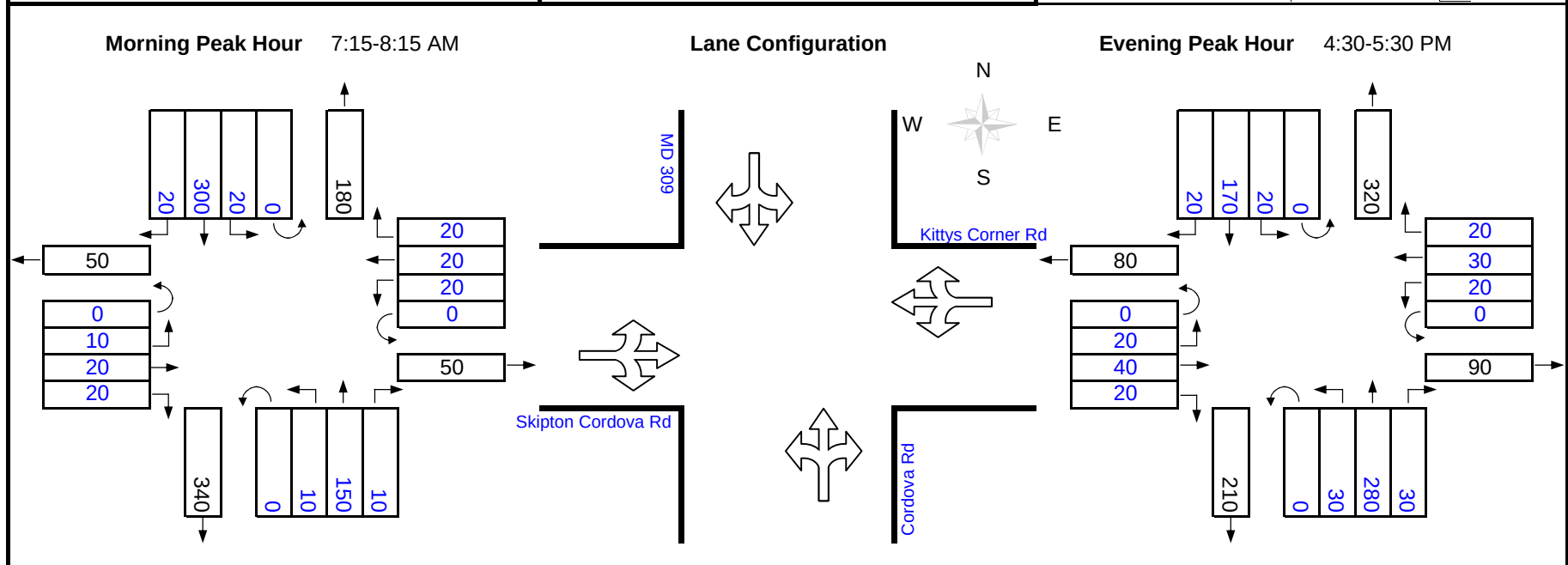
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	155	1.00	155	13	168			NB	296	1.00	296	18	314	*
	SB	286	1.00	286	8	294	*		SB	197	1.00	197	19	216	
	EB	33	1.00	33	17	50			EB	51	1.00	51	16	67	
	WB	50	1.00	50	7	57	*		WB	57	1.00	57	10	67	*
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	351	Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	381				
				v/c =	0.22					v/c =	0.24				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 37
MD 309 @ Kittys Corner Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

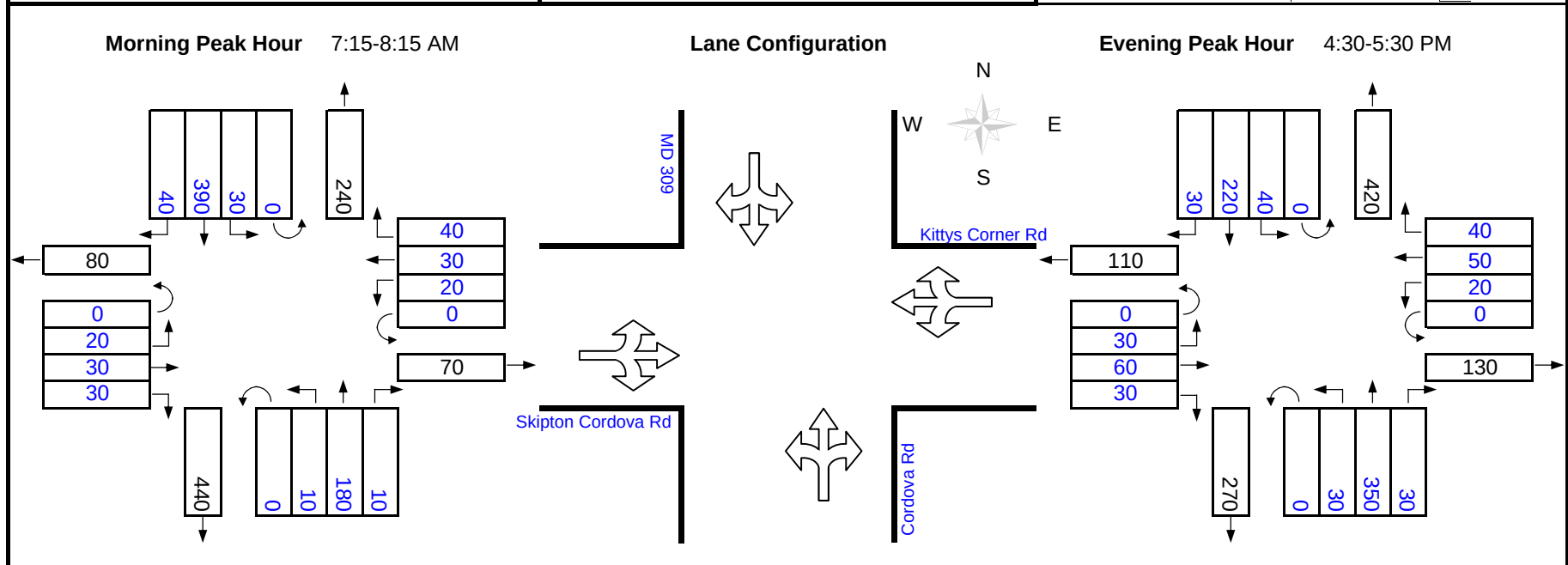
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	180	1.00	180	20	200			NB	343	1.00	343	20	363	*
	SB	342	1.00	342	10	352	*		SB	230	1.00	230	30	260	
	EB	51	1.00	51	20	71			EB	82	1.00	82	20	102	*
	WB	62	1.00	62	10	72	*		WB	72	1.00	72	20	92	
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	424	Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	465				
				v/c =	0.27					v/c =	0.29				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 37
MD 309 @ Kittys Corner Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

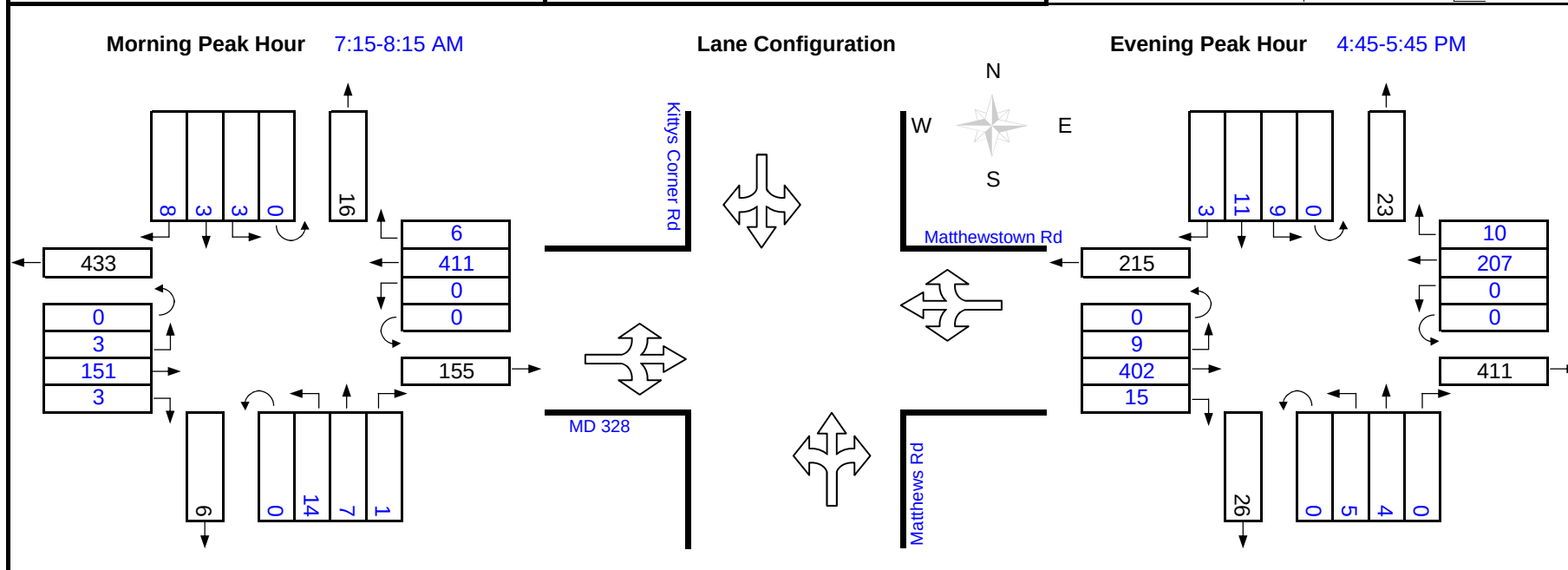
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	210	1.00	210	30	240			NB	413	1.00	413	40	453	*
	SB	463	1.00	463	10	473	*		SB	294	1.00	294	30	324	
	EB	82	1.00	82	20	102			EB	123	1.00	123	20	143	*
	WB	92	1.00	92	20	112	*		WB	112	1.00	112	30	142	
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	585	Remarks: Kittys Corner/Skipton Cordova Rd has STOP control.				Total =	596				
				v/c =	0.37					v/c =	0.37				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 38
MD 328 @ Kittys Corner Rd
Count Date: 07/13/2005
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways		EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

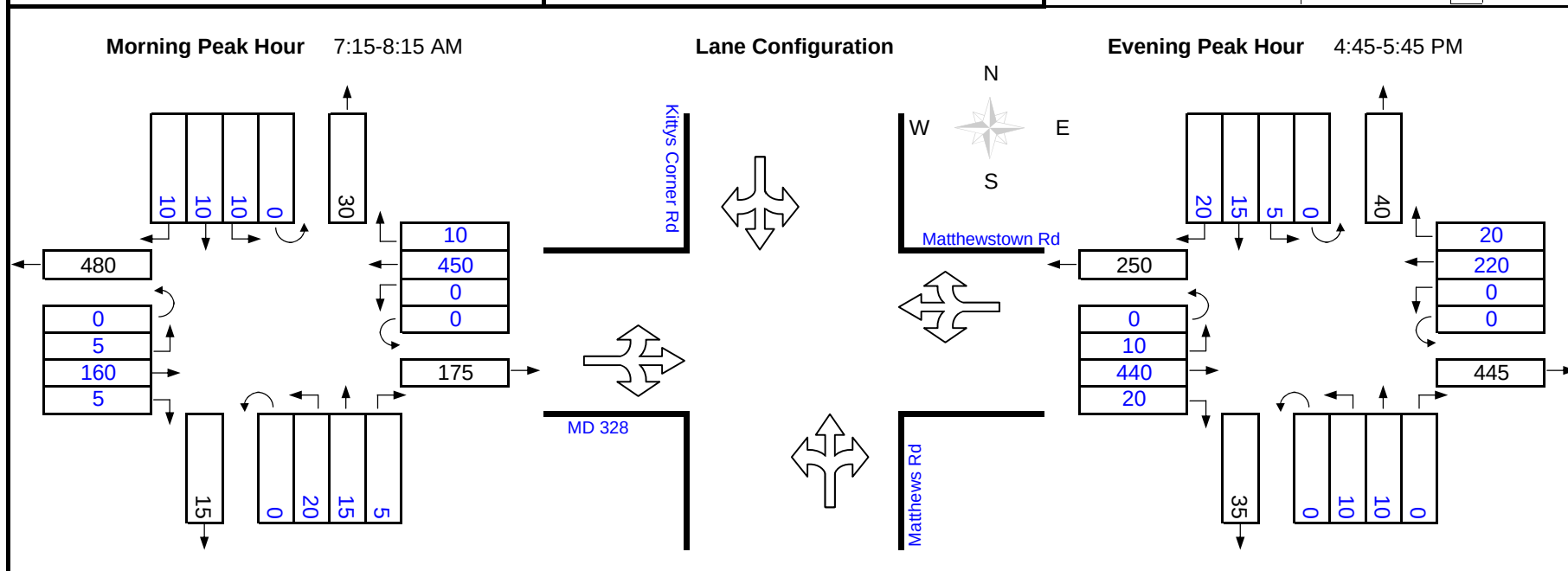
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	23	1.00	23	3	26			NB	10	1.00	10	9	19	
	SB	14	1.00	14	14	28	*		SB	24	1.00	24	5	29	*
	EB	160	1.00	160	0	160			EB	435	1.00	435	0	435	*
	WB	417	1.00	417	3	420	*		WB	217	1.00	217	9	226	
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Matthews Rd has STOP control.				Total =	448	Remarks: Kittys Corner/Matthews Rd has STOP control.				Total =	464				
				v/c =	0.28					v/c =	0.29				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 38
MD 328 @ Kittys Corner Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		Signal	NB					A	0 to 1,000
				Stop	X	SB		1	1.00	< 199	1.1	1,001 to 1,150
				Ways	2	EB		2	0.55	< 599	2.0	1,151 to 1,300
5	6	7	8			WB		3	0.40	< 799	3.0	1,301 to 1,450
								4	0.30	< 999	4.0	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	> 1,600

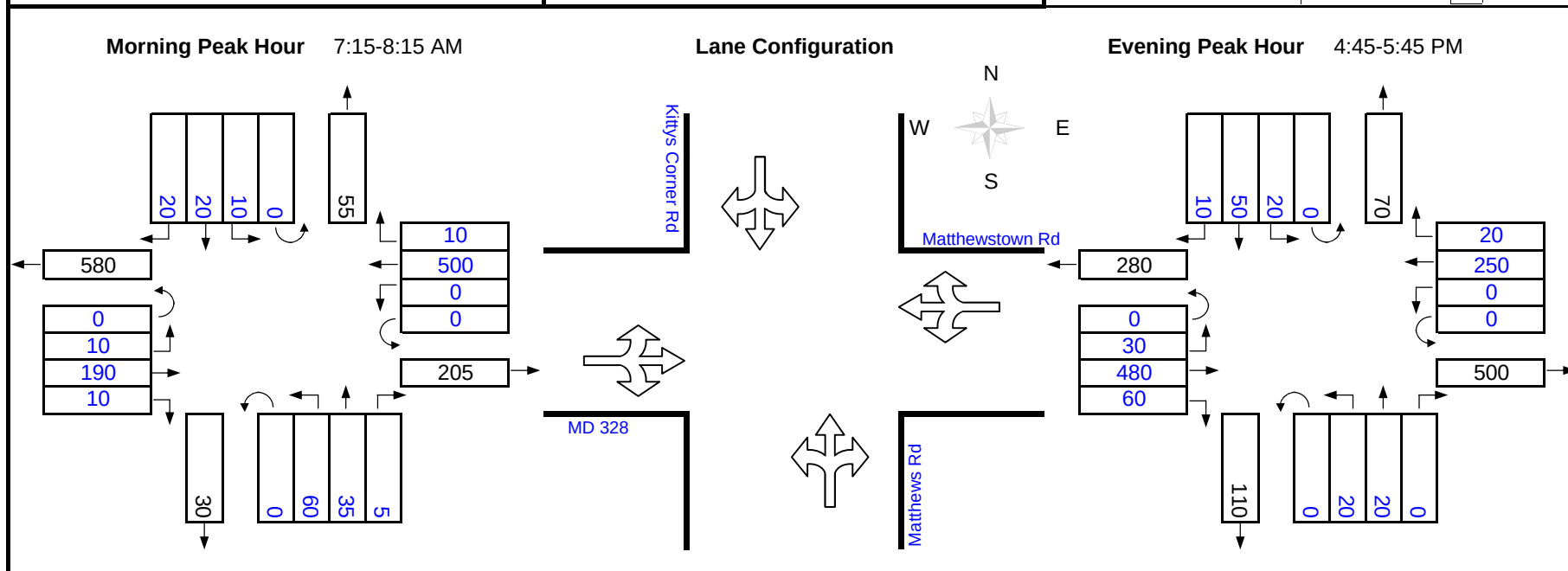
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	42	1.00	42	10	52	*		NB	21	1.00	21	5	26	
	SB	31	1.00	31	20	51			SB	41	1.00	41	10	51	*
	EB	175	1.00	175	0	175			EB	480	1.00	480	0	480	*
	WB	460	1.00	460	0	460	*		WB	240	1.00	240	0	240	
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Matthews Rd has STOP control.				Total =	512	Remarks: Kittys Corner/Matthews Rd has STOP control.				Total =	531				
				v/c =	0.32					v/c =	0.33				
				LOS =	A					LOS =	A				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 38
MD 328 @ Kittys Corner Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal			1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	X		2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	2	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
						WB	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

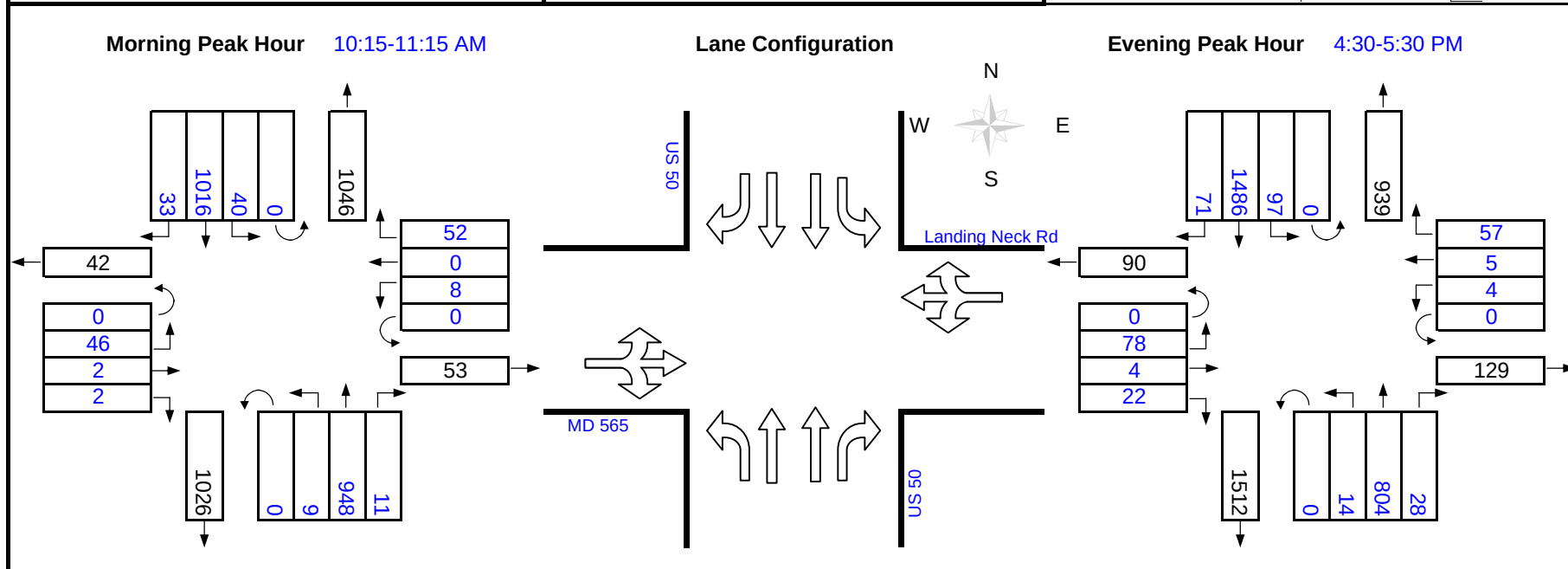
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	106	1.00	106	10	116	*		NB	42	1.00	42	20	62	
	SB	51	1.00	51	60	111			SB	82	1.00	82	20	102	*
	EB	220	1.00	220	0	220			EB	600	1.00	600	0	600	*
	WB	510	1.00	510	10	520	*		WB	270	1.00	270	0	270	
				0		0						0		0	
				0		0						0		0	
Remarks: Kittys Corner/Matthews Rd has STOP control.				Total = 636				Remarks: Kittys Corner/Matthews Rd has STOP control.				Total = 702			
				v/c = 0.40								v/c = 0.44			
				LOS = A								LOS = A			



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 39
US 50 @ MD 565/Landing Neck Rd
Count Date: 07/14/2005
Scenario: Existing



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		X	2	0.55	< 599	2.0	C	1,151 to 1,300
5	6	7	8	Ways	EB	X	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB	X	4	0.30	< 999	4.0	E	1,451 to 1,600
							Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	948	0.55	521	40	561			NB	804	0.55	442	97	539	
	SB	1016	0.55	559	9	568	*		SB	1486	0.55	817	14	831	*
	EB	55	1.00	55	8	63			EB	112	1.00	112	4	116	
	WB	61	1.00	61	46	107	*		WB	66	1.00	66	78	144	*
				0		0						0		0	
				0		0						0		0	

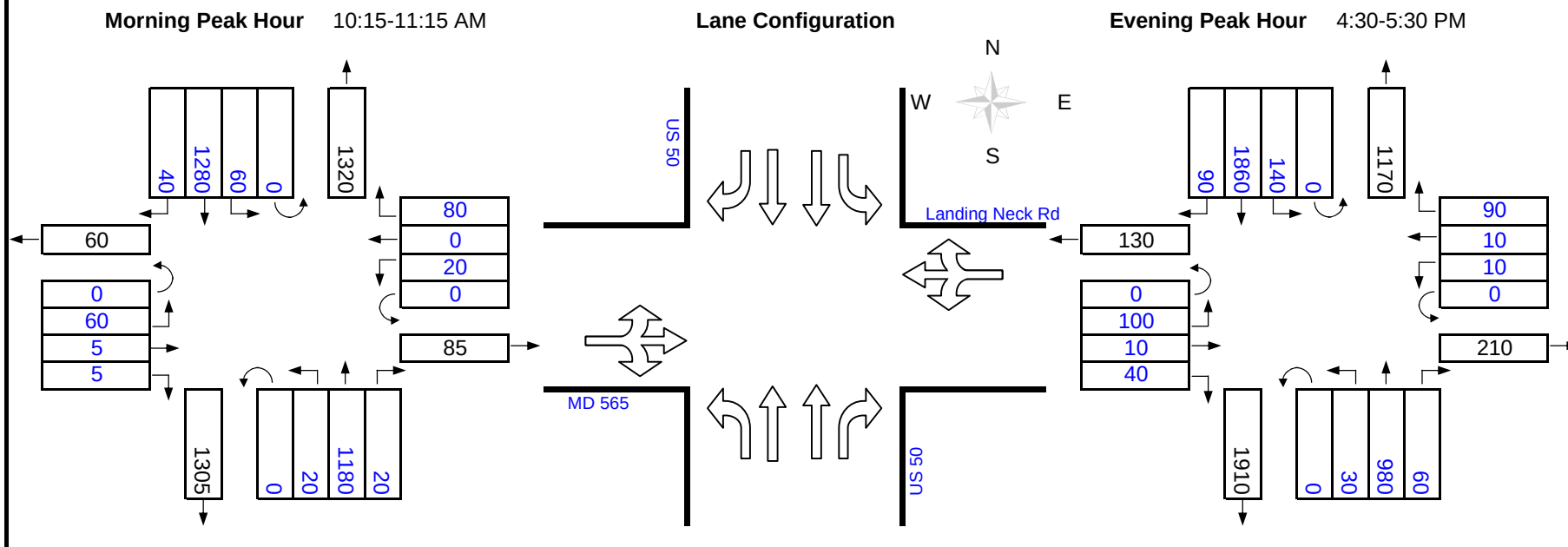
Remarks:				Total =	675	Remarks:				Total =	975
				v/c =	0.42					v/c =	0.61
				LOS =	A					LOS =	A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 39
US 50 @ MD 565/Landing Neck Rd
Count Date: 2015
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

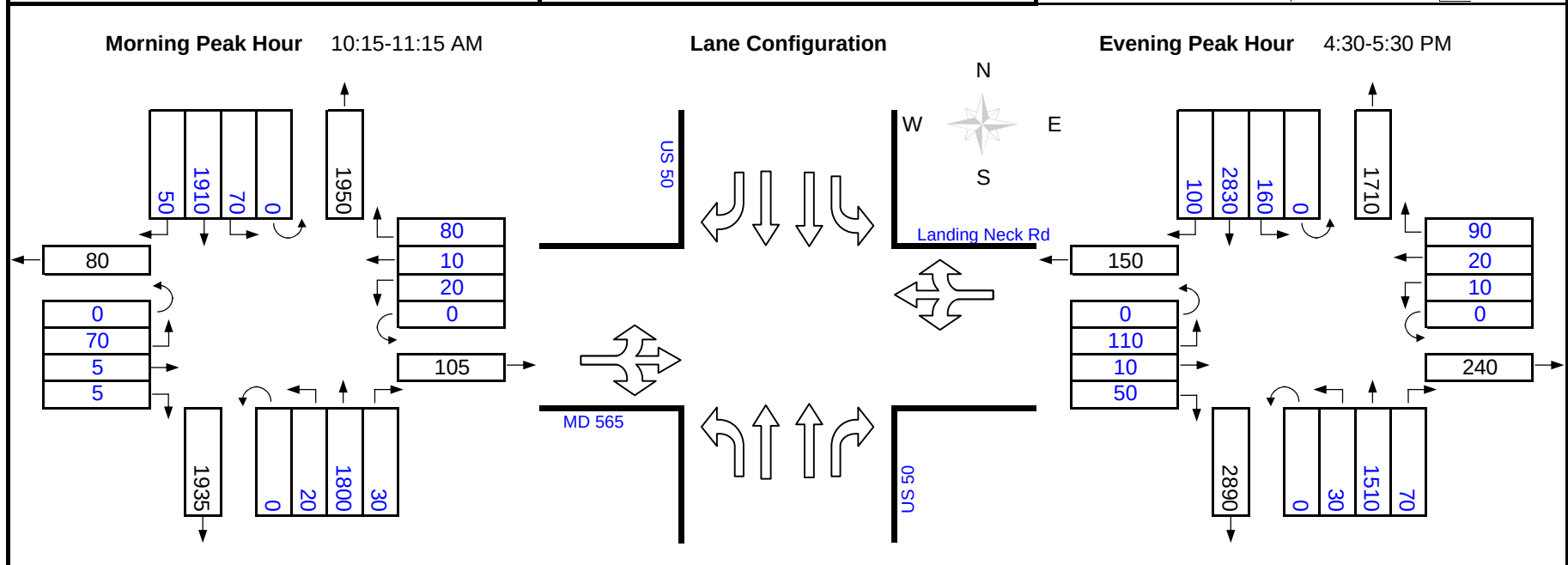
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1180	0.55	649	60	709			NB	980	0.55	539	140	679	
	SB	1280	0.55	704	20	724	*		SB	1860	0.55	1023	30	1053	*
	EB	76	1.00	76	20	96			EB	160	1.00	160	10	170	
	WB	102	1.00	102	60	162	*		WB	111	1.00	111	100	211	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	886	Remarks:				Total =	1264				
				v/c =	0.55					v/c =	0.79				
				LOS =	A					LOS =	C				



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 39
US 50 @ MD 565/Landing Neck Rd
Count Date: 2030
Scenario: Future



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
1	2	3	4		NB	SB					A	0 to 1,000
				Signal	X		1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop			2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways			3	0.40	< 799	3.0	D	1,301 to 1,450
5	6	7	8		EB		4	0.30	< 999	4.0	E	1,451 to 1,600
					WB		Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1800	0.55	990	70	1060			NB	1510	0.55	831	160	991	
	SB	1910	0.55	1051	20	1071	*		SB	2830	0.55	1557	30	1587	*
	EB	87	1.00	87	20	107			EB	181	1.00	181	10	191	
	WB	112	1.00	112	70	182	*		WB	121	1.00	121	110	231	*
				0		0						0		0	
				0		0						0		0	
Remarks:				Total =	1253	Remarks:				Total =	1818				
				v/c =	0.78					v/c =	1.14				
				LOS =	C					LOS =	F				