

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 333
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 6- Existing Conditions Intersection Analysis
 E/W St: MD 333 (Oxford/Pchblossom Rd) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	282	264	30	16	165	125	6	289	45	158	147	222
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			125			45			222

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0	15.0			10.0	25.0		
Yellow	4.0	4.0			3.0	4.0		
All Red	2.0	2.0			1.0	2.0		
Cycle Length: 97.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	464	1668	0.65	0.28	33.9	C		
TR	489	1756	0.57	0.28	31.7	C	32.9	C
Westbound								
LT	306	1748	0.63	0.18	41.2	D	41.2	D
R	262	1493	0.00	0.18	33.0	C		
Northbound								
L	474	1668	0.01	0.41	17.0	B		
T	543	1756	0.57	0.31	29.4	C	29.2	C
R	462	1493	0.00	0.31	23.1	C		
Southbound								
L	356	1668	0.47	0.41	20.8	C		
T	543	1756	0.29	0.31	25.7	C	23.1	C
R	462	1493	0.00	0.31	23.1	C		
Intersection Delay = 31.0 (sec/veh) Intersection LOS = C								

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Analyst: John Rectanus Inter.: MD 322 @ MD 333
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 6- Existing Conditions Intersection Analysis
 E/W St: MD 333 (Oxford/Pchblossom Rd) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	241	240	21	15	195	145	17	210	24	118	303	220
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			21			145			24			220

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0	15.0			10.0	25.0		
Yellow	4.0	4.0			3.0	4.0		
All Red	2.0	2.0			1.0	2.0		
Cycle Length: 92.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	421	1761	0.62	0.24	34.1	C		
TR	443	1853	0.59	0.24	33.1	C	33.6	C
Westbound								
LT	341	1847	0.67	0.18	39.9	D	39.9	D
R	291	1575	0.00	0.18	30.6	C		
Northbound								
L	382	1761	0.05	0.43	16.0	B		
T	604	1853	0.38	0.33	24.2	C	23.6	C
R	514	1575	0.00	0.33	20.9	C		
Southbound								
L	459	1761	0.28	0.43	16.7	B		
T	604	1853	0.54	0.33	26.4	C	23.7	C
R	514	1575	0.00	0.33	20.9	C		
Intersection Delay = 29.8 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 333
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 6- Future Conditions Intersection Analysis
 E/W St: MD 333 (Oxford/Pchblossom Rd) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	340	310	40	20	190	140	10	390	60	170	220	260
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			40			140			60			260

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		30.0	15.0			10.0	30.0	
Yellow		4.0	4.0			3.0	4.0	
All Red		2.0	2.0			1.0	2.0	

Cycle Length: 107.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	499	1668	0.73	0.30	38.8	D		
TR	525	1756	0.63	0.30	34.8	C	36.9	D
Westbound								
LT	278	1748	0.80	0.16	58.8	E	58.8	E
R	237	1493	0.00	0.16	37.9	D		
Northbound								
L	418	1668	0.03	0.42	18.7	B		
T	574	1756	0.72	0.33	36.2	D	35.8	D
R	488	1493	0.00	0.33	24.2	C		
Southbound								
L	283	1668	0.64	0.42	27.6	C		
T	574	1756	0.41	0.33	28.4	C	28.1	C
R	488	1493	0.00	0.33	24.2	C		
Intersection Delay = 37.3 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 333
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 6- Future Conditions Intersection Analysis
 E/W St: MD 333 (Oxford/Pchblossom Rd) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	290	280	30	20	230	160	20	290	30	130	400	260
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			160			30			260

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0	20.0			10.0	25.0		
Yellow	4.0	4.0			3.0	4.0		
All Red	2.0	2.0			1.0	2.0		

Cycle Length: 102.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	442	1668	0.71	0.26	39.3	D		
TR	465	1756	0.65	0.26	36.6	D	38.0	D
Westbound								
LT	377	1749	0.72	0.22	43.8	D	43.8	D
R	322	1493	0.00	0.22	31.4	C		
Northbound								
L	251	1668	0.09	0.39	21.9	C		
T	516	1756	0.61	0.29	33.1	C	32.4	C
R	439	1493	0.00	0.29	25.4	C		
Southbound								
L	322	1668	0.44	0.39	22.9	C		
T	516	1756	0.84	0.29	45.9	D	40.2	D
R	439	1493	0.00	0.29	25.4	C		
Intersection Delay = 38.5 (sec/veh)					Intersection LOS = D			

Site 06 - AM 2030.txt
HCS+: Signalized Intersections Release 5.2

Analyst: John Rectanus	Inter.: MD 322 @ MD 333
Agency: Wallace Montgomery & Assoc	Area Type: All other areas
Date: 08/1/2005	Jurisd: Talbot County
Period: AM Peak	Year : 2030
Project ID: Site 6- Future Conditions Intersection Analysis	
E/W St: MD 333 (Oxford/Pchblossom Rd)	N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	380	350	50	20	220	140	10	450	60	180	230	300
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			50			140			60			300

Duration	0.25	Area Type: All other areas										
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		A			NB Left	A	A					
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
WB Left			A		SB Left	A	A					
Thru			A		Thru		A					
Right			A		Right		A					
Peds					Peds							
NB Right					EB Right							
SB Right					WB Right							
Green		25.0	15.0			10.0	25.0					
Yellow		4.0	4.0			3.0	4.0					
All Red		2.0	2.0			1.0	2.0					
											Cycle Length: 97.0	secs

Intersection Performance Summary										
Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach			
			v/c	g/C	Delay	LOS	Delay	LOS		
Eastbound										
L	464	1668	0.87	0.28	49.6	D				
TR	489	1756	0.76	0.28	38.9	D	44.5	D		
Westbound										
LT	307	1749	0.83	0.18	55.9	E	55.9	E		
R	262	1493	0.00	0.18	33.0	C				
Northbound										
L	392	1668	0.03	0.41	17.5	B				
T	543	1756	0.88	0.31	47.5	D	46.8	D		
R	462	1493	0.00	0.31	23.1	C				
Southbound										
L	263	1668	0.73	0.41	32.0	C				
T	543	1756	0.45	0.31	27.5	C	29.5	C		
R	462	1493	0.00	0.31	23.1	C				
Intersection Delay = 43.2					(sec/veh)		Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 333
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 6- Future Conditions Intersection Analysis
 E/W St: MD 333 (Oxford/Pchblossom Rd) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	1	1	1	1	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	330	310	40	20	260	160	30	320	30	130	430	300
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			40			160			30			300

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		30.0	20.0			10.0	30.0	
Yellow		4.0	4.0			3.0	4.0	
All Red		2.0	2.0			1.0	2.0	

Cycle Length: 112.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	477	1668	0.75	0.29	43.1	D		
TR	502	1756	0.67	0.29	38.8	D	41.0	D
Westbound								
LT	344	1750	0.89	0.20	67.0	E	67.0	E
R	293	1493	0.00	0.20	36.2	D		
Northbound								
L	228	1668	0.14	0.40	24.1	C		
T	549	1756	0.63	0.31	35.4	D	34.4	C
R	467	1493	0.00	0.31	26.5	C		
Southbound								
L	306	1668	0.46	0.40	24.8	C		
T	549	1756	0.85	0.31	48.2	D	42.8	D
R	467	1493	0.00	0.31	26.5	C		
Intersection Delay = 44.3 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 7- Existing Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT		R
Volume	41	24	20	28	23	31	30	702	33	47	468	40
Lane Width	12.0			12.0			12.0		12.0	12.0		12.0
RTOR Vol	20			31			33		40			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				60.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			
Cycle Length: 92.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	346	1516	0.20	0.23	30.0	C	30.0	C
Westbound								
LTR	359	1572	0.15	0.23	29.3	C	29.3	C
Northbound								
LT	1125	1785	0.70	0.63	14.9	B	14.9	B
R	993	1575	0.00	0.63	6.3	A		
Southbound								
LT	923	1464	0.60	0.63	13.0	B	13.0	B
R	993	1575	0.00	0.63	6.3	A		
Intersection Delay = 15.4 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 7- Existing Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT R		
Volume	54	36	38	47	31	45	25	554	35	38	662	34
Lane Width	12.0			12.0			12.0		12.0	12.0 12.0		
RTOR Vol	38			45			35		34			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				60.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			

Cycle Length: 92.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	338	1481	0.28	0.23	31.3	C	31.3	C
Westbound								
LTR	339	1485	0.24	0.23	30.7	C	30.7	C
Northbound								
LT	1114	1767	0.55	0.63	11.5	B	11.5	B
R	993	1575	0.00	0.63	6.3	A		
Southbound								
LT	1101	1747	0.67	0.63	14.1	B	14.1	B
R	993	1575	0.00	0.63	6.3	A		
Intersection Delay = 15.0 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 7- Future Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT R		
Volume	40	30	30	40	30	30	40	840	50	50	560	40
Lane Width	12.0			12.0			12.0		12.0	12.0 12.0		
RTOR Vol	30			30			50			40		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				65.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			
Cycle Length: 92.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	263	1514	0.29	0.17	35.7	D	35.7	D
Westbound								
LTR	263	1514	0.29	0.17	35.7	D	35.7	D
Northbound								
LT	1202	1756	0.79	0.68	15.2	B	15.2	B
R	1079	1575	0.00	0.68	4.6	A		
Southbound								
LT	914	1335	0.72	0.68	13.8	B	13.8	B
R	1079	1575	0.00	0.68	4.6	A		
Intersection Delay = 16.4 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 7- Future Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT		R
Volume	50	40	50	70	30	50	30	670	50	40	790	30
Lane Width	12.0			12.0			12.0		12.0	12.0		12.0
RTOR Vol	50			50			50		50	30		30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				65.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			
								Cycle Length: 92.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	262	1504	0.36	0.17	37.4	D	37.4	D
Westbound								
LTR	241	1383	0.44	0.17	39.7	D	39.7	D
Northbound								
LT	1193	1742	0.62	0.68	10.3	B	10.3	B
R	1079	1575	0.00	0.68	4.6	A		
Southbound								
LT	1192	1740	0.73	0.68	13.2	B	13.2	B
R	1079	1575	0.00	0.68	4.6	A		
Intersection Delay = 14.8 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 7- Future Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT		R
Volume	50	30	30	50	30	40	40	920	60	50	620	40
Lane Width	12.0			12.0			12.0		12.0	12.0		12.0
RTOR Vol	30			40			60		40			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				75.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			

Cycle Length: 102.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	230	1466	0.37	0.16	43.1	D	43.1	D
Westbound								
LTR	230	1466	0.37	0.16	43.1	D	43.1	D
Northbound								
LT	1255	1754	0.82	0.72	16.2	B	16.2	B
R	1127	1575	0.00	0.72	4.1	A		
Southbound								
LT	893	1248	0.81	0.72	17.5	B	17.5	B
R	1127	1575	0.00	0.72	4.1	A		
Intersection Delay = 19.1 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ MD 334
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 7- Future Conditions Intersection Analysis
 E/W St: MD 334 (Port Street) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	0	1	1	0	1	1
LGConfig	LTR			LTR			LT		R	LT		R
Volume	60	40	50	80	40	50	40	720	60	40	850	40
Lane Width	12.0			12.0			12.0		12.0	12.0		12.0
RTOR Vol	50			50			60		40			

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				70.0			
Yellow	4.0				5.0			
All Red	1.0				2.0			

Cycle Length: 97.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 235 1427 0.45 0.16 42.6 D 42.6 D

Westbound

LTR 226 1372 0.56 0.16 46.8 D 46.8 D

Northbound

LT 1106 1578 0.72 0.70 12.9 B 12.9 B

R 1104 1575 0.00 0.70 4.3 A

Southbound

LT 1217 1736 0.77 0.70 14.2 B 14.2 B

R 1104 1575 0.00 0.70 4.3 A

Intersection Delay = 17.3 (sec/veh) Intersection LOS = B

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 8- Existing Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	193	246	200	22	177	12	224	411	123	66	331	239
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			200			12			123			239

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	20.0			10.0	30.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	
Cycle Length: 91.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	398	1668	0.52	0.38	21.6	C		
T	405	1756	0.65	0.23	35.2	D	29.2	C
R	345	1493	0.00	0.23	26.9	C		
Westbound								
L	339	1668	0.07	0.38	18.7	B		
T	405	1756	0.46	0.23	31.0	C	29.7	C
R	345	1493	0.00	0.23	26.9	C		
Northbound								
L	419	1668	0.57	0.49	17.0	B		
T	666	1756	0.66	0.38	25.7	C	22.6	C
R	566	1493	0.00	0.38	17.5	B		
Southbound								
L	357	1668	0.20	0.49	14.6	B		
T	666	1756	0.53	0.38	22.7	C	21.4	C
R	566	1493	0.00	0.38	17.5	B		
Intersection Delay = 24.9 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 8- Existing Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	350	362	169	85	246	52	181	319	63	54	469	313
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			169			52			63			313

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		9.0	35.0			9.0	35.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	

Cycle Length: 109.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	420	1668	0.87	0.44	48.8	D		
T	580	1756	0.65	0.33	33.7	C	41.1	D
R	493	1493	0.00	0.33	24.4	C		
Westbound								
L	325	1668	0.27	0.44	20.1	C		
T	580	1756	0.44	0.33	29.2	C	26.8	C
R	493	1493	0.00	0.33	24.4	C		
Northbound								
L	253	1668	0.75	0.44	34.4	C		
T	636	1756	0.52	0.36	28.1	C	30.4	C
R	541	1493	0.00	0.36	22.2	C		
Southbound								
L	367	1668	0.15	0.44	18.8	B		
T	636	1756	0.77	0.36	36.4	D	34.6	C
R	541	1493	0.00	0.36	22.2	C		
Intersection Delay = 34.6 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 8- Future Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	220	280	210	30	200	10	240	520	140	80	420	270
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			210			10			140			270

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	25.0			10.0	40.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	

Cycle Length: 106.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	373	1761	0.63	0.37	28.1	C		
T	455	1853	0.65	0.25	39.4	D	34.4	C
R	386	1575	0.00	0.25	30.2	C		
Westbound								
L	307	1761	0.10	0.37	22.6	C		
T	455	1853	0.47	0.25	34.9	C	33.3	C
R	386	1575	0.00	0.25	30.2	C		
Northbound								
L	383	1761	0.67	0.51	21.7	C		
T	778	1853	0.71	0.42	28.5	C	26.3	C
R	661	1575	0.00	0.42	17.8	B		
Southbound								
L	308	1761	0.28	0.51	17.5	B		
T	778	1853	0.57	0.42	24.6	C	23.4	C
R	661	1575	0.00	0.42	17.8	B		
Intersection Delay = 28.4 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 8- Future Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	400	390	180	100	270	60	190	410	70	70	580	360
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			180			60			70			360

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	35.0			10.0	35.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	

Cycle Length: 116.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	462	1761	0.90	0.47	53.0	D		
T	575	1853	0.71	0.31	39.3	D	46.3	D
R	489	1575	0.00	0.31	27.6	C		
Westbound								
L	366	1761	0.28	0.47	20.4	C		
T	575	1853	0.49	0.31	33.2	C	29.7	C
R	489	1575	0.00	0.31	27.6	C		
Northbound								
L	223	1761	0.89	0.43	60.6	E		
T	631	1853	0.68	0.34	35.7	D	43.6	D
R	536	1575	0.00	0.34	25.2	C		
Southbound								
L	284	1761	0.26	0.43	23.0	C		
T	631	1853	0.96	0.34	63.0	E	58.7	E
R	536	1575	0.00	0.34	25.2	C		

Intersection Delay = 46.4 (sec/veh) Intersection LOS = D

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 8- Future Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	240	300	230	30	220	20	260	560	160	90	450	290
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			230			20			160			290

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		10.0	25.0			10.0	40.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	
Cycle Length: 106.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	357	1761	0.71	0.37	36.1	D		
T	455	1853	0.70	0.25	41.2	D	38.9	D
R	386	1575	0.00	0.25	30.2	C		
Westbound								
L	291	1761	0.11	0.37	22.9	C		
T	455	1853	0.51	0.25	35.6	D	34.0	C
R	386	1575	0.00	0.25	30.2	C		
Northbound								
L	360	1761	0.77	0.51	28.0	C		
T	778	1853	0.77	0.42	30.9	C	30.0	C
R	661	1575	0.00	0.42	17.8	B		
Southbound								
L	278	1761	0.35	0.51	18.9	B		
T	778	1853	0.62	0.42	25.5	C	24.4	C
R	661	1575	0.00	0.42	17.8	B		
Intersection Delay = 31.3 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/1/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 8- Future Conditions Intersection Analysis
 E/W St: MD 33 (St Michaels Rd/Bay St) N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	1	1	1	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	430	440	190	110	300	70	210	440	80	80	630	380
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			190			70			80			380

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
WB Left		A			SB Left	A		
Thru			A		Thru		A	
Right				A	Right			A
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	40.0			10.0	45.0	
Yellow		3.5	4.0			3.5	4.5	
All Red		0.5	2.0			0.5	2.5	

Cycle Length: 131.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	410	1761	1.09	0.45	113.5	F		
T	580	1853	0.79	0.31	48.3	D	80.6	F
R	493	1575	0.00	0.31	30.9	C		
Westbound								
L	302	1761	0.38	0.45	25.8	C		
T	580	1853	0.54	0.31	38.2	D	34.9	C
R	493	1575	0.00	0.31	30.9	C		
Northbound								
L	197	1761	1.11	0.45	134.9	F		
T	700	1853	0.65	0.38	35.9	D	67.9	E
R	595	1575	0.00	0.38	25.4	C		
Southbound								
L	291	1761	0.29	0.45	24.3	C		
T	700	1853	0.94	0.38	59.4	E	55.5	E
R	595	1575	0.00	0.38	25.4	C		
Intersection Delay = 63.6 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 9- Existing Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	42	73	78	14	77	32	92	349	11	72	476	103
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			78			32			11			103

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				10.0	50.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 93.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	217	1304	0.21	0.17	35.6	D		
T	319	1853	0.24	0.17	35.1	D	35.3	D
R	271	1575	0.00	0.17	31.9	C		
Westbound								
L	218	1309	0.07	0.17	33.3	C		
T	319	1853	0.26	0.17	35.3	D	35.0-	C
R	271	1575	0.00	0.17	31.9	C		
Northbound								
L	579	1761	0.17	0.70	5.8	A		
TR	1086	1853	0.34	0.59	10.8	B	9.8	A
Southbound								
L	684	1761	0.11	0.70	4.9	A		
T	1086	1853	0.47	0.59	12.4	B	11.4	B
R	1177	1575	0.00	0.75	3.0	A		
Intersection Delay = 14.9 (sec/veh) Intersection LOS = B								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 9- Existing Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	112	125	113	13	67	102	89	431	33	97	419	55
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			113			102			33			55

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A	A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A	A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				10.0	40.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 83.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	245	1314	0.51	0.19	32.0	C		
T	357	1853	0.39	0.19	29.9	C	30.9	C
R	304	1575	0.00	0.19	27.0	C		
Westbound								
L	215	1150	0.07	0.19	27.9	C		
T	357	1853	0.21	0.19	28.5	C	28.4	C
R	304	1575	0.00	0.19	27.0	C		
Northbound								
L	382	783	0.26	0.49	12.8	B		
TR	993	1853	0.48	0.54	12.4	B	12.5	B
Southbound								
L	372	763	0.29	0.49	13.1	B		
T	993	1853	0.47	0.54	12.3	B	12.4	B
R	1129	1575	0.00	0.72	3.3	A		
Intersection Delay = 16.6 (sec/veh) Intersection LOS = B								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 9- Future Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	50	90	100	20	80	40	110	420	10	80	570	130
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			100			40			10			130

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	45.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 93.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	287	1301	0.18	0.22	30.9	C		
T	418	1853	0.23	0.23	30.7	C	30.7	C
R	356	1575	0.00	0.23	27.9	C		
Westbound								
L	284	1288	0.07	0.22	29.2	C		
T	418	1853	0.20	0.23	30.3	C	30.1	C
R	356	1575	0.00	0.23	27.9	C		
Northbound								
L	441	1761	0.27	0.65	9.5	A		
TR	986	1853	0.45	0.53	14.9	B	13.8	B
Southbound								
L	557	1761	0.15	0.65	7.3	A		
T	986	1853	0.61	0.53	18.0	B	16.7	B
R	1092	1575	0.00	0.69	4.4	A		
Intersection Delay = 17.9 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 9- Future Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	140	150	140	10	80	120	110	520	40	110	500	70
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			140			120			40			70

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0				10.0	50.0	
Yellow		4.0				4.0	5.0	
All Red		1.0				1.0	3.0	
Cycle Length: 93.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	216	1296	0.72	0.17	48.0	D		
T	319	1853	0.52	0.17	36.6	D	42.1	D
R	271	1575	0.00	0.17	31.9	C		
Westbound								
L	158	945	0.07	0.17	32.9	C		
T	319	1853	0.28	0.17	34.0	C	33.8	C
R	271	1575	0.00	0.17	31.9	C		
Northbound								
L	543	1761	0.22	0.70	6.4	A		
TR	1086	1853	0.53	0.59	12.1	B	11.1	B
Southbound								
L	527	1761	0.23	0.70	6.7	A		
T	1086	1853	0.51	0.59	11.8	B	10.9	B
R	923	1575	0.00	0.59	8.0	A		
Intersection Delay = 17.8 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 9- Future Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	60	100	100	20	100	40	120	440	20	100	610	140
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			100			40			20			140

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0				10.0	45.0	
Yellow		4.0				4.0	5.0	
All Red		1.0				1.0	3.0	
Cycle Length: 93.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	281	1276	0.23	0.22	31.6	C		
T	418	1853	0.25	0.23	31.0	C	31.3	C
R	356	1575	0.00	0.23	27.9	C		
Westbound								
L	281	1276	0.07	0.22	29.2	C		
T	418	1853	0.25	0.23	31.0	C	30.7	C
R	356	1575	0.00	0.23	27.9	C		
Northbound								
L	411	1761	0.31	0.65	10.4	B		
TR	986	1853	0.47	0.53	15.3	B	14.2	B
Southbound								
L	541	1761	0.20	0.65	7.6	A		
T	986	1853	0.66	0.53	19.1	B	17.5	B
R	1092	1575	0.00	0.69	4.4	A		
Intersection Delay = 18.7 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Glebe Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 9- Future Conditions Intersection Analysis
 E/W St: Glebe Road N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	1	0	1	1	1
LGConfig	L	T	R	L	T	R	L	TR		L	T	R
Volume	150	170	150	20	90	130	120	550	40	130	530	80
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0		12.0	12.0	12.0
RTOR Vol			150			130			40			80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A			SB Left	A	A	
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	45.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 93.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	283	1283	0.59	0.22	35.7	D		
T	418	1853	0.45	0.23	31.8	C	33.7	C
R	356	1575	0.00	0.23	27.9	C		
Westbound								
L	211	956	0.10	0.22	29.1	C		
T	418	1853	0.24	0.23	29.8	C	29.6	C
R	356	1575	0.00	0.23	27.9	C		
Northbound								
L	453	1761	0.29	0.65	9.4	A		
TR	986	1853	0.62	0.53	16.4	B	15.1	B
Southbound								
L	438	1761	0.33	0.65	9.9	A		
T	986	1853	0.60	0.53	15.9	B	14.7	B
R	838	1575	0.00	0.53	10.2	B		
Intersection Delay = 19.3 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 10- Existing Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	R	
Volume	20	44	81	15	45	73	110	335	0	136	544	97
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	81			73			0			97		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 103.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	345	1691	0.19	0.20	35.2	D	35.2	D
Westbound								
LTR	352	1728	0.18	0.20	35.0-	C	35.0-	C
Northbound								
L	505	1761	0.23	0.68	8.0	A		
TR	1070	1853	0.33	0.58	12.1	B	11.1	B
Southbound								
L	672	1761	0.21	0.68	6.4	A		
T	1070	1853	0.53	0.58	15.1	B	13.4	B
R	1139	1575	0.00	0.72	3.9	A		
Intersection Delay = 14.7 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 10- Existing Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	T	R
Volume	55	86	138	20	59	71	72	542	0	89	452	20
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	138			71			0			20		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 103.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	326	1601	0.46	0.20	40.6	D	40.6	D
Westbound								
LTR	346	1697	0.24	0.20	36.0	D	36.0	D
Northbound								
L	572	1761	0.13	0.68	6.8	A		
TR	1070	1853	0.53	0.58	15.2	B	14.2	B
Southbound								
L	502	1761	0.19	0.68	7.8	A		
T	1070	1853	0.44	0.58	13.7	B	12.7	B
R	1139	1575	0.00	0.72	3.9	A		
Intersection Delay = 17.6 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 10- Future Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	T	R
Volume	20	60	90	20	60	90	130	410	0	170	660	110
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	90			90			0			110		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 103.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	349	1712	0.24	0.20	36.0	D	36.0	D
Westbound								
LTR	349	1712	0.24	0.20	36.0	D	36.0	D
Northbound								
L	420	1761	0.32	0.68	10.3	B		
TR	1070	1853	0.40	0.58	13.1	B	12.4	B
Southbound								
L	609	1761	0.29	0.68	7.1	A		
T	1070	1853	0.64	0.58	17.6	B	15.4	B
R	1139	1575	0.00	0.72	3.9	A		
Intersection Delay = 16.5 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 10- Future Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	R	
Volume	60	110	160	30	70	90	80	660	0	110	550	20
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	160			90			0			20		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 103.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	324	1587	0.55	0.20	43.4	D	43.4	D
Westbound								
LTR	327	1605	0.32	0.20	37.6	D	37.6	D
Northbound								
L	496	1761	0.17	0.68	7.8	A		
TR	1070	1853	0.65	0.58	17.8	B	16.7	B
Southbound								
L	415	1761	0.28	0.68	10.2	B		
T	1070	1853	0.54	0.58	15.3	B	14.5	B
R	1139	1575	0.00	0.72	3.9	A		
Intersection Delay = 19.8 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 10- Future Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	T	R
Volume	30	70	130	20	90	90	180	410	0	180	660	130
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	130			90			0			130		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 108.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	400	1661	0.26	0.24	34.8	C	34.8	C
Westbound								
LTR	420	1746	0.27	0.24	34.9	C	34.9	C
Northbound								
L	379	1761	0.50	0.65	13.9	B		
TR	1021	1853	0.42	0.55	15.4	B	14.9	B
Southbound								
L	567	1761	0.33	0.65	8.9	A		
T	1021	1853	0.67	0.55	20.9	C	18.3	B
R	1086	1575	0.00	0.69	5.2	A		
Intersection Delay = 19.2 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 322 @ Centreville Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/2/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 10- Future Conditions Intersection Analysis
 E/W St: Centrevill Rd/N Washington St N/S St: MD 322 (Easton Parkway)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	1	0	1	1	1
LGConfig	LTR			LTR			L	TR		L	R	
Volume	70	150	220	30	100	90	120	690	0	120	550	30
Lane Width	12.0			12.0			12.0	12.0		12.0	12.0	12.0
RTOR Vol	220			90			0			30		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A	P	
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	55.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	3.0		
Cycle Length: 108.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	374	1553	0.62	0.24	44.1	D	44.1	D
Westbound								
LTR	393	1632	0.35	0.24	36.4	D	36.4	D
Northbound								
L	454	1761	0.28	0.65	10.2	B		
TR	1021	1853	0.71	0.55	22.1	C	20.4	C
Southbound								
L	353	1761	0.36	0.65	13.7	B		
T	1021	1853	0.57	0.55	18.1	B	17.3	B
R	1086	1575	0.00	0.69	5.2	A		
Intersection Delay = 23.2 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 12- Existing Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	405		102				155	853			940	512
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			102									512

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		45.0				20.0	65.0	
Yellow		4.0				4.0	5.0	
All Red		1.0				1.0	2.0	
Cycle Length: 147.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	514	1643	0.87	0.31	62.0	E	62.0	E
R	493	1575	0.00	0.31	34.7	C		
Westbound								
Northbound								
L	264	1761	0.64	0.15	64.1	E		
T	2145	3428	0.44	0.63	14.3	B	22.0	C
Southbound								
T	1632	3428	0.63	0.48	29.7	C	29.7	C
R	750	1575	0.00	0.48	20.2	C		
Intersection Delay = 31.9 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 12- Existing Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	520		126				144	1392			1281	442
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			126									442

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	50.0				15.0	75.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	2.0		
Cycle Length: 157.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	534	1643	1.06	0.32	108.2	F	108.2	F
R	512	1575	0.00	0.32	35.8	D		
Westbound								
Northbound								
L	191	1761	0.82	0.11	92.7	F		
T	2118	3428	0.71	0.62	21.7	C	28.4	C
Southbound								
T	1747	3428	0.80	0.51	34.5	C	34.5	C
R	803	1575	0.00	0.51	18.9	B		
Intersection Delay = 43.1 (sec/veh) Intersection LOS = D								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 12- Future Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	500		100				160	1020			1110	640
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			100									640

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	65.0				25.0	95.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	2.0		
Cycle Length: 202.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	537	1643	1.02	0.33	112.6	F	112.6	F
R	515	1575	0.00	0.33	45.8	D		
Westbound								
Northbound								
L	235	1761	0.75	0.13	103.7	F		
T	2155	3428	0.52	0.63	21.6	C	32.7	C
Southbound								
T	1697	3428	0.72	0.50	42.6	D	42.6	D
R	780	1575	0.00	0.50	25.8	C		
Intersection Delay = 51.0 (sec/veh) Intersection LOS = D								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 12- Future Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	650		130				150	1640			1520	550
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			130									550

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	65.0				20.0	95.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	2.0		
Cycle Length: 197.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	550	1643	1.29	0.34	207.3	F	207.3	F
R	528	1575	0.00	0.34	43.6	D		
Westbound								
Northbound								
L	197	1761	0.83	0.11	116.9	F		
T	2123	3428	0.84	0.62	34.0	C	40.9	D
Southbound								
T	1740	3428	0.95	0.51	58.6	E	58.6	E
R	799	1575	0.00	0.51	23.9	C		
Intersection Delay = 75.0 (sec/veh) Intersection LOS = E								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 12- Future Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	530		100				160	1200			1320	670
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			100									670

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru					Thru	A	A	
Right		A			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		A	
Right					Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		65.0				25.0	90.0	
Yellow		4.0				4.0	5.0	
All Red		1.0				1.0	2.0	
Cycle Length: 197.0								secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	550	1643	1.06	0.34	120.2	F	120.2	F
R	528	1575	0.00	0.34	43.6	D		
Westbound								
Northbound								
L	241	1761	0.73	0.14	92.3	F		
T	2123	3428	0.62	0.62	23.8	C	31.8	C
Southbound								
T	1653	3428	0.88	0.48	51.5	D	51.5	D
R	760	1575	0.00	0.48	26.4	C		
Intersection Delay = 54.5 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 322
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 12- Future Conditions Intersection Analysis
 E/W St: MD 322 N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	0	1	0	0	0	1	2	0	0	2	1
LGConfig	L		R				L	T			T	R
Volume	680		130				150	1930			1780	580
Lane Width	10.0		12.0				12.0	12.0			12.0	12.0
RTOR Vol			130									580

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru					Thru	P	P	
Right		P			Right			
Peds					Peds			
WB Left					SB Left			
Thru					Thru		P	
Right					Right		P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	60.0				20.0	105.0		
Yellow	4.0				4.0	5.0		
All Red	1.0				1.0	2.0		
Cycle Length: 202.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	496	1643	1.49	0.30	301.5	F	301.5	F
R	476	1575	0.00	0.30	49.2	D		
Westbound								
Northbound								
L	192	1761	0.85	0.11	123.2	F		
T	2240	3428	0.94	0.65	40.3	D	46.3	D
Southbound								
T	1867	3428	1.04	0.54	76.9	E	76.9	E
R	858	1575	0.00	0.54	21.0	C		
Intersection Delay = 96.5 (sec/veh) Intersection LOS = F								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 309/Airport
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 13 - Existing Conditions Intersection Analysis
 E/W St: MD 309/Airport Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	29	19	30	279	57	49	65	929	12	25	1118	47
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			49			12			47

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left	A	A			SB Left	A		
Thru	A	A			Thru		A	
Right	A	A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	10.0	20.0			10.0	60.0		
Yellow	4.0	4.0			4.0	5.0		
All Red	1.0	2.0			1.0	2.0		

Cycle Length: 123.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	217	1241	0.14	0.17	43.3	D		
TR	324	1853	0.06	0.17	42.4	D	42.9	D
Westbound								
L	395	1761	0.75	0.30	47.9	D		
TR	550	1853	0.11	0.30	31.5	C	45.1	D
Northbound								
L	157	1761	0.44	0.09	55.0+	E		
T	1784	3428	0.55	0.52	20.3	C	22.5	C
R	820	1575	0.00	0.52	14.2	B		
Southbound								
L	157	1761	0.17	0.09	52.3	D		
T	1784	3428	0.67	0.52	22.6	C	23.3	C
R	820	1575	0.00	0.52	14.2	B		
Intersection Delay = 26.3 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 309/Airport
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 13 - Existing Conditions Intersection Analysis
 E/W St: MD 309/Airport Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	58	86	32	270	33	116	81	1416	45	85	1125	42
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			32			116			45			42

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A	A		SB Left	A		
Thru		A	A		Thru		A	
Right		A	A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		14.0	14.0			10.0	60.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		1.0	2.0			1.0	2.0	

Cycle Length: 121.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	162	1268	0.40	0.13	50.0	D		
TR	237	1853	0.41	0.13	49.6	D	49.8	D
Westbound								
L	365	1761	0.82	0.29	54.6	D		
TR	528	1853	0.07	0.29	31.6	C	52.1	D
Northbound								
L	160	1761	0.56	0.09	57.2	E		
T	1813	3428	0.87	0.53	29.6	C	31.1	C
R	833	1575	0.00	0.53	13.4	B		
Southbound								
L	160	1761	0.59	0.09	58.4	E		
T	1813	3428	0.69	0.53	22.3	C	24.8	C
R	833	1575	0.00	0.53	13.4	B		
Intersection Delay = 31.5 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Airport/Black Dog
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 13 - Future Conditions Intersection Analysis
 E/W St: Airport Rd/Black Dog Alley N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	30	20	40	330	70	50	80	1120	0	30	1330	50
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			40			50			0			50

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		A	P		SB Left	A		
Thru			P		Thru		P	
Right		P	P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	30.0			15.0	90.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		1.0	2.0			1.0	2.0	

Cycle Length: 173.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	209	1148	0.16	0.18	61.2	E		
TR	337	1853	0.07	0.18	58.9	E	60.3	E
Westbound								
L	411	1761	0.89	0.30	81.0	F		
TR	337	1853	0.23	0.18	62.0	E	77.7	E
Northbound								
L	163	1761	0.55	0.09	78.8	E		
T	1863	3428	0.67	0.54	30.2	C	33.5	C
R	1038	1575	0.00	0.66	10.1	B		
Southbound								
L	163	1761	0.20	0.09	73.2	E		
T	1863	3428	0.79	0.54	35.3	D	36.1	D
R	1038	1575	0.00	0.66	10.1	B		
Intersection Delay = 41.0 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Airport/Black Dog
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 13 - Future Conditions Intersection Analysis
 E/W St: Airport Rd/Black Dog Alley N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	60	100	40	320	30	120	100	1700	50	90	1350	50
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			40			120			50			50

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		A	P		SB Left	A		
Thru			P		Thru		P	
Right		P	P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	25.0			15.0	100.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		1.0	2.0			1.0	2.0	

Cycle Length: 178.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	190	1273	0.35	0.15	73.1	E		
TR	276	1853	0.40	0.15	72.9	E	73.0	E
Westbound								
L	306	1761	1.16	0.26	171.6	F		
TR	276	1853	0.12	0.15	66.5	E	162.7	F
Northbound								
L	158	1761	0.70	0.09	91.8	F		
T	2003	3428	0.94	0.58	44.8	D	47.4	D
R	1097	1575	0.00	0.70	8.2	A		
Southbound								
L	158	1761	0.63	0.09	86.2	F		
T	2003	3428	0.75	0.58	30.0	C	33.5	C
R	1097	1575	0.00	0.70	8.2	A		
Intersection Delay = 53.9 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Airport/Black Dog
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 13 - Future Conditions Intersection Analysis
 E/W St: Airport Rd/Black Dog Alley N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	50	20	50	340	90	60	100	1290	20	30	1580	80
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			50			60			20			80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		A	P		SB Left	A		
Thru			P		Thru		P	
Right		P	P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	30.0			15.0	90.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		1.0	2.0			1.0	2.0	

Cycle Length: 173.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	192	1052	0.29	0.18	64.9	E		
TR	337	1853	0.07	0.18	58.9	E	63.2	E
Westbound								
L	411	1761	0.92	0.30	86.3	F		
TR	337	1853	0.30	0.18	63.4	E	81.5	F
Northbound								
L	163	1761	0.68	0.09	87.0	F		
T	1863	3428	0.77	0.54	34.1	C	37.9	D
R	1038	1575	0.00	0.66	10.1	B		
Southbound								
L	163	1761	0.20	0.09	73.2	E		
T	1863	3428	0.94	0.54	48.1	D	48.5	D
R	1038	1575	0.00	0.66	10.1	B		
Intersection Delay = 48.7 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Airport/Black Dog
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/28/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 13 - Future Conditions Intersection Analysis
 E/W St: Airport Rd/Black Dog Alley N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	0	1	2	1	1	2	1
LGConfig	L	TR		L	TR		L	T	R	L	T	R
Volume	90	130	50	330	50	150	120	2000	50	110	1600	70
Lane Width	10.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			50			150			50			70

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		A	P		SB Left	A		
Thru			P		Thru		P	
Right		P	P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	25.0			10.0	110.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		1.0	2.0			1.0	2.0	
								Cycle Length: 183.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	177	1222	0.56	0.14	85.3	F		
TR	268	1853	0.54	0.14	80.1	F	82.2	F
Westbound								
L	269	1761	1.36	0.25	256.5	F		
TR	268	1853	0.21	0.14	70.8	E	231.9	F
Northbound								
L	106	1761	1.25	0.06	256.8	F		
T	2135	3428	1.04	0.62	65.6	E	76.4	E
R	1110	1575	0.00	0.70	8.0	A		
Southbound								
L	106	1761	1.15	0.06	219.7	F		
T	2135	3428	0.83	0.62	31.0	C	43.1	D
R	1110	1575	0.00	0.70	8.0	A		
Intersection Delay = 77.2 (sec/veh)					Intersection LOS = E			

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 14 - Existing Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		4	107	22	25	14	302
Peak-Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		4	120	24	28	15	339
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?					No		
Lanes		0	1	0	0	1	1
Configuration		LTR			LT R		
Upstream Signal?		No			Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		13	107	19	15	29	5
Peak Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		14	120	21	16	32	5
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LT	LTR			LTR		
v (vph)	4	28	155			53		
C(m) (vph)	1216	1438	477			627		
v/c	0.00	0.02	0.32			0.08		
95% queue length	0.01	0.06	1.40			0.28		
Control Delay	8.0	7.6	16.1			11.3		
LOS	A	A	C			B		
Approach Delay			16.1			11.3		
Approach LOS			C			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 14 - Existing Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		6	286	68	19	8	149
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		6	325	77	21	9	169
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?					No		
Lanes		0	1	0	0	1	1
Configuration		LTR			LT R		
Upstream Signal?		No			Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		8	51	23	58	114	13
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		9	57	26	65	129	14
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LT	LTR			LTR		
v (vph)	6	21	92			208		
C(m) (vph)	1410	1157	449			483		
v/c	0.00	0.02	0.20			0.43		
95% queue length	0.01	0.06	0.76			2.14		
Control Delay	7.6	8.2	15.1			18.0		
LOS	A	A	C			C		
Approach Delay			15.1			18.0		
Approach LOS			C			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 14 - Future Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	120	30	30	30	340
Peak-Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		11	134	33	33	33	382
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		0	1	0	0	1	1
Configuration		LTR				LT	R
Upstream Signal?		No				Yes	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	120	20	20	30	10
Peak Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		22	134	22	22	33	11
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1				1	
Flared Approach: Exists?/Storage		No			/		No /
Lanes		0	1	0	0	1	0
Configuration		LTR				LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LT		LTR			LTR	
v (vph)	11	33		178			66	
C(m) (vph)	1155	1411		415			559	
v/c	0.01	0.02		0.43			0.12	
95% queue length	0.03	0.07		2.10			0.40	
Control Delay	8.1	7.6		20.0			12.3	
LOS	A	A		C			B	
Approach Delay				20.0			12.3	
Approach LOS				C			B	

HCS2000: Unsignalized Intersections Release 4.1d

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 14 - Future Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	330	80	20	10	170
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	375	90	22	11	193
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?						No	
Lanes		0	1	0	0	1	1
Configuration		LTR				LT	R
Upstream Signal?		No				Yes	

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10	70	20	60	130	20
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	79	22	68	147	22
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1				1	
Flared Approach: Exists?/Storage		No			/		No /
Lanes		0	1	0	0	1	0
Configuration		LTR				LTR	

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LT		LTR			LTR	
v (vph)	11	22		112			237	
C(m) (vph)	1380	1096		378			430	
v/c	0.01	0.02		0.30			0.55	
95% queue length	0.02	0.06		1.22			3.25	
Control Delay	7.6	8.4		18.5			23.2	
LOS	A	A		C			C	
Approach Delay				18.5			23.2	
Approach LOS				C			C	

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 14 - Future Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	150	30	30	40	370
Peak-Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		11	168	33	33	44	415
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?					No		
Lanes		0	1	0	0	1	1
Configuration		LTR			LT R		
Upstream Signal?		No			Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	140	20	20	30	10
Peak Hour Factor, PHF		0.89	0.89	0.89	0.89	0.89	0.89
Hourly Flow Rate, HFR		22	157	22	22	33	11
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound		
			7	8	9	10	11	12
Lane Config	LTR	LT	LTR			LTR		
v (vph)	11	33	201			66		
C(m) (vph)	1113	1371	370			491		
v/c	0.01	0.02	0.54			0.13		
95% queue length	0.03	0.07	3.11			0.46		
Control Delay	8.3	7.7	25.7			13.5		
LOS	A	A	D			B		
Approach Delay			25.7			13.5		
Approach LOS			D			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 309 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 14 - Future Conditions Intersection Analysis
 East/West Street: MD 309 (Cordova Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Northbound			Southbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	390	100	20	30	180
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	443	113	22	34	204
Percent Heavy Vehicles		0	--	--	2	--	--
Median Type/Storage		Undivided			/		
RT Channelized?					No		
Lanes		0	1	0	0	1	1
Configuration		LTR			LT R		
Upstream Signal?		No			Yes		

Minor Street:	Approach Movement	Westbound			Eastbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		10	70	30	70	150	20
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	79	34	79	170	22
Percent Heavy Vehicles		0	0	0	2	0	0
Percent Grade (%)		1			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	NB	SB	Westbound			Eastbound			
			7	8	9	10	11	12	
Lane Config	LTR	LT	LTR			LTR			
v (vph)	11	22	124			271			
C(m) (vph)	1341	1015	332			358			
v/c	0.01	0.02	0.37			0.76			
95% queue length	0.02	0.07	1.68			6.02			
Control Delay	7.7	8.6	22.2			40.5			
LOS	A	A	C			E			
Approach Delay				22.2			40.5		
Approach LOS				C			E		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 16 - Existing Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	114	10	7	382	36
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	129	11	7	434	40
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		17	106	8	14	46	46
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		19	120	9	15	52	52
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	11	7	148			119		
C(m) (vph)	1072	1456	386			434		
v/c	0.01	0.00	0.38			0.27		
95% queue length	0.03	0.01	1.76			1.10		
Control Delay	8.4	7.5	20.0			16.4		
LOS	A	A	C			C		
Approach Delay			20.0			16.4		
Approach LOS			C			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 16 - Existing Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		52	399	32	5	219	17
Peak-Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		55	429	34	5	235	18
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		12	52	5	47	198	64
Peak Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		12	55	5	50	212	68
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	55	5	72			330			
C(m) (vph)	1295	1109	213			318			
v/c	0.04	0.00	0.34			1.04			
95% queue length	0.13	0.01	1.42			11.90			
Control Delay	7.9	8.3	30.3			98.0			
LOS	A	A	D			F			
Approach Delay				30.3			98.0		
Approach LOS				D			F		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 16 - Future Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	140	10	10	460	40
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	159	11	11	522	45
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	140	10	20	50	50
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		22	159	11	22	56	56
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	11	11	192			134			
C(m) (vph)	990	1420	320			333			
v/c	0.01	0.01	0.60			0.40			
95% queue length	0.03	0.02	3.66			1.88			
Control Delay	8.7	7.6	31.8			22.9			
LOS	A	A	D			C			
Approach Delay				31.8			22.9		
Approach LOS				D			C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 16 - Future Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		50	480	40	10	260	20
Peak-Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		53	516	43	10	279	21
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	60	10	50	240	70
Peak Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		21	64	10	53	258	75
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	53	10	95			386			
C(m) (vph)	1244	1022	0			254			
v/c	0.04	0.01				1.52			
95% queue length	0.13	0.03				22.84			
Control Delay	8.0	8.6				289.0			
LOS	A	A	F			F			
Approach Delay							289.0		
Approach LOS							F		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 16 - Future Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		10	150	10	10	480	70
Peak-Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		11	170	11	11	545	79
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	160	10	30	70	50
Peak Hour Factor, PHF		0.88	0.88	0.88	0.88	0.88	0.88
Hourly Flow Rate, HFR		22	181	11	34	79	56
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	11	11	214			169		
C(m) (vph)	943	1407	288			268		
v/c	0.01	0.01	0.74			0.63		
95% queue length	0.04	0.02	5.46			3.90		
Control Delay	8.9	7.6	46.4			38.9		
LOS	A	A	E			E		
Approach Delay			46.4			38.9		
Approach LOS			E			E		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 328 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 16 - Future Conditions Intersection Analysis
 East/West Street: MD 328 (Matthewstown Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		60	490	50	10	280	30
Peak-Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		64	526	53	10	301	32
Percent Heavy Vehicles		5	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		20	70	10	90	270	70
Peak Hour Factor, PHF		0.93	0.93	0.93	0.93	0.93	0.93
Hourly Flow Rate, HFR		21	75	10	96	290	75
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/	No /	
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	64	10	106			461			
C(m) (vph)	1210	1005	0			210			
v/c	0.05	0.01				2.20			
95% queue length	0.17	0.03				36.16			
Control Delay	8.1	8.6				589.8			
LOS	A	A	F			F			
Approach Delay							589.8		
Approach LOS							F		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 331 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 18 - Existing Conditions Intersection Analysis
 East/West Street: MD 331 (Dover Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		37	144			754	131	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		41	160			837	145	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided			/			
RT Channelized?						No		
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume						33	61	
Peak Hour Factor, PHF						0.90	0.90	
Hourly Flow Rate, HFR						36	67	
Percent Heavy Vehicles						2	2	
Percent Grade (%)		0				1		
Flared Approach: Exists?/Storage					/	No /		
Lanes						0	0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config	L							LR	
v (vph)	41						103		
C(m) (vph)	691						302		
v/c	0.06						0.34		
95% queue length	0.19						1.47		
Control Delay	10.5						23.0		
LOS	B						C		
Approach Delay							23.0		
Approach LOS							C		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 331 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 18 - Future Conditions Intersection Analysis
 East/West Street: MD 331 (Dover Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		80	150			820	230	
Peak-Hour Factor, PHF		0.90	0.90			0.90	0.90	
Hourly Flow Rate, HFR		88	166			911	255	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided			/			
RT Channelized?						No		
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume						60	140	
Peak Hour Factor, PHF						0.90	0.90	
Hourly Flow Rate, HFR						66	155	
Percent Heavy Vehicles						2	2	
Percent Grade (%)		0				1		
Flared Approach: Exists?/Storage					/	No /		
Lanes						0	0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config	L							LR	
v (vph)	88						221		
C(m) (vph)	588						253		
v/c	0.15						0.87		
95% queue length	0.52						7.32		
Control Delay	12.2						70.8		
LOS	B						F		
Approach Delay							70.8		
Approach LOS							F		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/28/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 331 at Black Dog Alley
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 18 - Future Conditions Intersection Analysis
 East/West Street: MD 331 (Dover Road)
 North/South Street: Black Dog Alley
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound				Westbound		
		1 L	2 T	3 R		4 L	5 T	6 R
Volume		110	890			290	110	
Peak-Hour Factor, PHF		0.92	0.92			0.92	0.92	
Hourly Flow Rate, HFR		119	967			315	119	
Percent Heavy Vehicles		5	--	--		--	--	
Median Type/Storage		Undivided			/			
RT Channelized?						No		
Lanes		1	1			1	1	
Configuration		L	T			T	R	
Upstream Signal?		No				No		

Minor Street:	Approach Movement	Northbound				Southbound		
		7 L	8 T	9 R		10 L	11 T	12 R
Volume						330	40	
Peak Hour Factor, PHF						0.92	0.92	
Hourly Flow Rate, HFR						358	43	
Percent Heavy Vehicles						2	2	
Percent Grade (%)			0				1	
Flared Approach: Exists?/Storage					/		No /	
Lanes						0	0	
Configuration						LR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound				Southbound		
			7	8	9		10	11	12
Lane Config	L							LR	
v (vph)	119						401		
C(m) (vph)	1110						129		
v/c	0.11						3.11		
95% queue length	0.36						37.96		
Control Delay	8.6						1021		
LOS	A						F		
Approach Delay							1021		
Approach LOS							F		

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 19 - Existing Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	69	36	14	28	94	199	41	802	18	115	704	77
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			14			199			18			77

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	13.0			15.0	55.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		2.0	2.0			1.0	2.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	205	1643	0.35	0.13	49.1	D		
TR	232	1853	0.16	0.13	47.2	D	48.4	D
Westbound								
LT	229	1833	0.55	0.13	52.3	D	52.3	D
R	184	1470	0.00	0.13	45.9	D		
Northbound								
L	235	1761	0.18	0.13	46.6	D		
T	1700	3428	0.49	0.50	20.4	C	21.7	C
R	781	1575	0.00	0.50	15.3	B		
Southbound								
L	235	1761	0.51	0.13	50.2	D		
T	1700	3428	0.43	0.50	19.6	B	23.9	C
R	781	1575	0.00	0.50	15.3	B		
Intersection Delay = 26.1 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 19 - Existing Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	180	108	66	23	46	114	14	1203	21	297	1251	30
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			66			114			21			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		13.0	13.0			25.0	55.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		2.0	2.0			1.0	2.0	

Cycle Length: 130.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	190	1643	0.98	0.12	116.3	F		
TR	214	1853	0.52	0.12	56.3	E	93.9	F
Westbound								
LT	210	1823	0.34	0.12	53.9	D	53.9	D
R	170	1470	0.00	0.12	50.9	D		
Northbound								
L	352	1761	0.04	0.20	42.0	D		
T	1569	3428	0.79	0.46	32.8	C	32.9	C
R	721	1575	0.00	0.46	19.1	B		
Southbound								
L	352	1761	0.87	0.20	70.5	E		
T	1569	3428	0.82	0.46	34.3	C	41.3	D
R	721	1575	0.00	0.46	19.1	B		
Intersection Delay = 43.1 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 19 - Future Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	70	40	20	40	100	260	50	970	20	150	850	80
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			260			20			80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0	30.0			20.0	80.0		
Yellow	4.0	4.0			4.0	5.0		
All Red	2.0	2.0			1.0	2.0		
Cycle Length: 179.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	248	1643	0.29	0.15	68.2	E		
TR	280	1853	0.15	0.15	66.3	E	67.5	E
Westbound								
LT	327	1827	0.45	0.18	66.6	E	66.6	E
R	263	1470	0.00	0.18	60.4	E		
Northbound								
L	207	1761	0.25	0.12	72.5	E		
T	1618	3428	0.62	0.47	36.1	D	37.9	D
R	744	1575	0.00	0.47	24.9	C		
Southbound								
L	207	1761	0.75	0.12	91.0	F		
T	1618	3428	0.55	0.47	34.0	C	42.6	D
R	744	1575	0.00	0.47	24.9	C		
Intersection Delay = 43.2 (sec/veh) Intersection LOS = D								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 19 - Future Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	190	140	70	30	50	150	20	1450	30	380	1500	30
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			70			150			30			30

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	15.0			35.0	100.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		2.0	2.0			1.0	2.0	
								Cycle Length: 194.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	186	1643	1.05	0.11	166.9	F		
TR	210	1853	0.69	0.11	91.6	F	135.0	F
Westbound								
LT	159	1819	0.52	0.09	87.7	F	87.7	F
R	129	1470	0.00	0.09	80.7	F		
Northbound								
L	327	1761	0.06	0.19	65.2	E		
T	1847	3428	0.81	0.54	39.4	D	39.8	D
R	848	1575	0.00	0.54	20.6	C		
Southbound								
L	327	1761	1.20	0.19	194.2	F		
T	1847	3428	0.84	0.54	41.2	D	72.1	E
R	848	1575	0.00	0.54	20.6	C		
Intersection Delay = 65.3 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 19 - Future Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	90	40	20	40	120	270	50	1110	20	160	960	100
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			270			20			100

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		30.0	40.0			20.0	90.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		2.0	2.0			1.0	2.0	
								Cycle Length: 204.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	258	1643	0.36	0.16	77.8	E		
TR	291	1853	0.14	0.16	74.4	E	76.7	E
Westbound								
LT	377	1830	0.44	0.21	71.6	E	71.6	E
R	303	1470	0.00	0.21	64.3	E		
Northbound								
L	181	1761	0.29	0.10	85.5	F		
T	1588	3428	0.73	0.46	46.1	D	47.8	D
R	730	1575	0.00	0.46	29.4	C		
Southbound								
L	181	1761	0.92	0.10	136.0	F		
T	1588	3428	0.63	0.46	42.3	D	55.7	E
R	730	1575	0.00	0.46	29.4	C		
Intersection Delay = 54.2 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Dutchmans Lane
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 19 - Future Conditions Intersection Analysis
 E/W St: Dutchmans Lane N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	2	1	1	2	1
LGConfig	L	TR			LT	R	L	T	R	L	T	R
Volume	230	140	80	30	60	160	20	1640	30	410	1700	40
Lane Width	10.0	12.0			12.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			80			160			30			40

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		18.0	10.0			30.0	108.0	
Yellow		4.0	4.0			4.0	5.0	
All Red		2.0	2.0			1.0	2.0	

Cycle Length: 190.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	156	1479	1.52	0.11	348.6	F		
TR	176	1668	0.82	0.11	108.4	F	257.8	F
Westbound								
LT	104	1641	0.89	0.06	144.5	F	144.5	F
R	84	1323	0.00	0.06	83.4	F		
Northbound								
L	259	1585	0.08	0.16	67.6	E		
T	1827	3085	0.93	0.59	43.6	D	43.9	D
R	840	1418	0.00	0.59	15.8	B		
Southbound								
L	259	1585	1.63	0.16	381.4	F		
T	1827	3085	0.96	0.59	49.4	D	114.0	F
R	840	1418	0.00	0.59	15.8	B		
Intersection Delay = 99.7 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 23 - Existing Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR			LT	R
Volume	58	576	9	3	517	51	0	0	1	78	1	63
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			9			51			1			63

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				20.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 92.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	450	661	0.14	0.68	5.8	A		
TR	1262	1853	0.50	0.68	8.5	A	8.3	A
Westbound								
L	406	596	0.01	0.68	4.8	A		
T	1262	1853	0.45	0.68	7.9	A	7.9	A
R	1001	1470	0.00	0.68	4.7	A		
Northbound								
LTR	421	1853	0.00	0.23	27.6	C		
Southbound								
LT				0.23				
R	358	1575	0.00	0.23	27.6	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 23 - Existing Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR			LT	R
Volume	104	716	0	2	732	88	0	0	3	90	2	78
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			0			88			3			78

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				25.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 97.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	280	433	0.38	0.65	12.0	B		
TR	1197	1853	0.62	0.65	12.5	B	12.5	B
Westbound								
L	291	450	0.01	0.65	6.2	A		
T	1197	1853	0.63	0.65	12.8	B	12.8	B
R	950	1470	0.00	0.65	6.1	A		
Northbound								
LTR	494	1853	0.00	0.27	26.2	C		
Southbound								
LT				0.27				
R	420	1575	0.00	0.27	26.2	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 23 - Future Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR			LT	R
Volume	60	580	10	10	530	70	0	0	10	110	5	70
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			10			70			10			70

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				20.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 92.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	441	647	0.15	0.68	5.9	A		
TR	1262	1853	0.50	0.68	8.5	A	8.3	A
Westbound								
L	403	592	0.03	0.68	4.9	A		
T	1262	1853	0.46	0.68	8.0	A	8.0	A
R	1001	1470	0.00	0.68	4.7	A		
Northbound								
LTR	421	1853	0.00	0.23	27.6	C		
Southbound								
LT				0.23				
R	358	1575	0.00	0.23	27.6	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 23 - Future Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR			LT	R
Volume	110	720	0	10	740	120	0	0	5	130	5	80
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			0			120			5			80

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				25.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 97.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	275	425	0.41	0.65	12.8	B		
TR	1197	1853	0.62	0.65	12.6	B	12.6	B
Westbound								
L	288	446	0.03	0.65	6.5	A		
T	1197	1853	0.64	0.65	13.0	B	12.9	B
R	950	1470	0.00	0.65	6.1	A		
Northbound								
LTR	494	1853	0.00	0.27	26.2	C		
Southbound								
LT				0.27				
R	420	1575	0.00	0.27	26.2	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 23 - Future Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR			LT	R
Volume	80	580	10	10	550	90	0	0	10	140	10	90
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			10			90			10			90

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
WB Left		P			SB Left	P		
Thru		P			Thru	P		
Right		P			Right	P		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				20.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 92.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	425	624	0.20	0.68	6.6	A		
TR	1262	1853	0.50	0.68	8.5	A	8.3	A
Westbound								
L	403	592	0.03	0.68	4.9	A		
T	1262	1853	0.47	0.68	8.2	A	8.2	A
R	1001	1470	0.00	0.68	4.7	A		
Northbound								
LTR	421	1853	0.00	0.23	27.6	C		
Southbound								
LT				0.23				
R	358	1575	0.00	0.23	27.6	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: MD 33 @ MD 370
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 23 - Future Conditions Intersection Analysis
 E/W St: MD 33 (St. Michael's Rd) N/S St: MD 370 (Unionville/Bloomfield)

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	1	1	1	0	1	0	0	1	1
LGConfig	L	TR		L	T	R		LTR		LT	R	
Volume	140	720	0	10	760	160	0	0	10	160	20	100
Lane Width	10.0	12.0		10.0	12.0	10.0		12.0			12.0	12.0
RTOR Vol			0			160			10			100

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru	A		
Right		A			Right	A		
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		60.0				20.0		
Yellow		5.5				4.0		
All Red		1.0				2.0		

Cycle Length: 92.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	302	443	0.48	0.68	8.2	A		
TR	1262	1853	0.59	0.68	8.6	A	8.5	A
Westbound								
L	329	483	0.03	0.68	4.8	A		
T	1262	1853	0.62	0.68	9.1	A	9.1	A
R	1001	1470	0.00	0.68	4.7	A		
Northbound								
LTR	421	1853	0.00	0.23	27.6	C		
Southbound								
LT				0.23				
R	358	1575	0.00	0.23	27.6	C		
Intersection Delay =			(sec/veh)		Intersection LOS =			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Barber/Howell Pt. Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 25 - Existing Conditions Intersection Analysis
 E/W St: Barber/Howell Point Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	13	23	11	24	20	71	13	975	8	52	901	10
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			11			71			8			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0				10.0	70.0	
Yellow		4.0				3.5	5.5	
All Red		2.0				1.0	2.5	
Cycle Length: 118.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	293	1576	0.13	0.19	41.2	D	41.2	D
R	273	1470	0.00	0.19	39.3	D		
Westbound								
LT	275	1480	0.17	0.19	41.9	D	41.9	D
R	273	1470	0.00	0.19	39.3	D		
Northbound								
L	163	1761	0.09	0.09	49.4	D		
T	2141	3428	0.48	0.62	12.7	B	13.2	B
R	1176	1575	0.00	0.75	3.8	A		
Southbound								
L	163	1761	0.34	0.09	51.6	D		
T	2141	3428	0.44	0.62	12.2	B	14.4	B
R	1176	1575	0.00	0.75	3.8	A		
Intersection Delay = 14.9 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Barber/Howell Pt. Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 25 - Existing Conditions Intersection Analysis
 E/W St: Barber/Howell Point Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	7	23	13	14	22	42	18	1031	15	88	1098	9
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			13			42			15			9

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	70.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		

Cycle Length: 118.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LT	307	1651	0.10	0.19	40.7	D	40.7	D
R	273	1470	0.00	0.19	39.3	D		

Westbound

LT	291	1570	0.13	0.19	41.2	D	41.2	D
R	273	1470	0.00	0.19	39.3	D		

Northbound

L	163	1761	0.12	0.09	49.6	D		
T	2141	3428	0.51	0.62	13.2	B	13.8	B
R	1176	1575	0.00	0.75	3.8	A		

Southbound

L	163	1761	0.58	0.09	56.5	E		
T	2141	3428	0.55	0.62	13.7	B	16.9	B
R	1176	1575	0.00	0.75	3.8	A		

Intersection Delay = 16.1 (sec/veh) Intersection LOS = B

Site 25 - AM 2015.txt
HCS+: Signalized Intersections Release 5.2

Analyst: John Rectanus	Inter.: US 50 @ Barber/Howell Pt. Rd
Agency: Wallace Montgomery & Assoc	Area Type: All other areas
Date: 01/13/2006	Jurisd: Talbot County
Period: AM Peak	Year : 2015
Project ID: Site 25 - Future Conditions	Intersection Analysis
E/W St: Barber/Howell Point Road	N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	20	60	10	120	50	200	20	1210	40	140	1090	10
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			10			200			40			10

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
EB Thru		A			NB Thru		A	
EB Right		A			NB Right		A	
EB Peds					NB Peds			
WB Left		A			SB Left	A		
WB Thru		A			SB Thru		A	
WB Right		A			SB Right		A	
WB Peds					SB Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0				10.0	67.0	
Yellow		4.0				3.0	5.0	
All Red		2.0				1.0	3.0	

Cycle Length: 120.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	352	1563	0.24	0.22	38.4	D	38.4	D
R	331	1470	0.00	0.22	36.0	D		
Westbound								
LT	281	1251	0.64	0.22	46.8	D	46.8	D
R	331	1470	0.00	0.22	36.0	D		
Northbound								
L	161	1761	0.13	0.09	50.5	D		
T	2028	3428	0.63	0.59	16.5	B	17.1	B
R	932	1575	0.00	0.59	10.0+	B		
Southbound								
L	161	1761	0.91	0.09	100.4	F		
T	2028	3428	0.57	0.59	15.4	B	25.1	C
R	932	1575	0.00	0.59	10.0+	B		
Intersection Delay = 23.2 (sec/veh)					Intersection LOS = C			

Site 25 - PM 2015.txt
HCS+: Signalized Intersections Release 5.2

Analyst: John Rectanus	Inter.: US 50 @ Barber/Howell Pt. Rd
Agency: Wallace Montgomery & Assoc	Area Type: All other areas
Date: 01/13/2006	Jurisd: Talbot County
Period: PM Peak	Year : 2015
Project ID: Site 25 - Future Conditions	Intersection Analysis
E/W St: Barber/Howell Point Road	N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	10	50	20	70	60	120	20	1260	80	240	1290	10
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			120			80			10

Duration	0.25	Area Type: All other areas										
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		A			NB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
WB Left		A			SB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
NB Right					EB Right							
SB Right					WB Right							
Green		23.0				15.0	64.0					
Yellow		4.0				3.0	5.0					
All Red		2.0				1.0	3.0					
Cycle Length: 120.0 secs												

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	342	1640	0.19	0.21	39.4	D	39.4	D
R	306	1470	0.00	0.21	37.6	D		
Westbound								
LT	288	1382	0.48	0.21	43.0	D	43.0	D
R	306	1470	0.00	0.21	37.6	D		
Northbound								
L	235	1761	0.09	0.13	45.8	D		
T	1943	3428	0.68	0.57	19.4	B	19.8	B
R	892	1575	0.00	0.57	11.3	B		
Southbound								
L	235	1761	1.08	0.13	132.5	F		
T	1943	3428	0.70	0.57	19.8	B	37.5	D
R	892	1575	0.00	0.57	11.3	B		
Intersection Delay = 30.2 (sec/veh)					Intersection LOS = C			

Site 25 - AM 2030.txt
HCS+: Signalized Intersections Release 5.2

Analyst: John Rectanus	Inter.: US 50 @ Barber/Howell Pt. Rd
Agency: Wallace Montgomery & Assoc	Area Type: All other areas
Date: 01/13/2006	Jurisd: Talbot County
Period: AM Peak	Year : 2030
Project ID: Site 25 - Future Conditions	Intersection Analysis
E/W St: Barber/Howell Point Road	N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	20	90	30	220	60	200	30	1520	70	140	1330	20
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			200			70			20

Duration	0.25	Area Type: All other areas										
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		A			NB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
WB Left		A			SB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
NB Right					EB Right							
SB Right					WB Right							
Green		30.0				10.0	62.0					
Yellow		4.0				3.0	5.0					
All Red		2.0				1.0	3.0					
Cycle Length: 120.0 secs												

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	394	1478	0.29	0.27	35.4	D	35.4	D
R	392	1470	0.00	0.27	32.3	C		
Westbound								
LT	300	1126	0.98	0.27	91.0	F	91.0	F
R	392	1470	0.00	0.27	32.3	C		
Northbound								
L	161	1761	0.20	0.09	51.0	D		
T	1885	3428	0.85	0.55	26.7	C	27.1	C
R	866	1575	0.00	0.55	12.1	B		
Southbound								
L	161	1761	0.91	0.09	100.4	F		
T	1885	3428	0.74	0.55	22.2	C	29.6	C
R	866	1575	0.00	0.55	12.1	B		
Intersection Delay = 33.7 (sec/veh)					Intersection LOS = C			

Site 25 - PM 2030.txt
HCS+: Signalized Intersections Release 5.2

Analyst: John Rectanus Inter.: US 50 @ Barber/Howell Pt. Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 01/13/2006 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 25 - Future Conditions Intersection Analysis
 E/W St: Barber/Howell Point Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	1	0	1	1	1	2	1	1	2	1
LGConfig		LT	R		LT	R	L	T	R	L	T	R
Volume	10	80	30	130	75	125	40	1550	140	240	1600	10
Lane Width		10.0	10.0		10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			125			140			10

Duration	0.25	Area Type: All other areas										
Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left		A			NB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
WB Left		A			SB Left	A						
Thru		A			Thru		A					
Right		A			Right		A					
Peds					Peds							
NB Right					EB Right							
SB Right					WB Right							
Green		25.0				15.0	62.0					
Yellow		4.0				3.0	5.0					
All Red		2.0				1.0	3.0					
Cycle Length: 120.0 secs												

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LT	373	1657	0.26	0.22	38.6	D	38.6	D
R	331	1470	0.00	0.22	36.0	D		
Westbound								
LT	279	1240	0.78	0.22	57.1	E	57.1	E
R	331	1470	0.00	0.22	36.0	D		
Northbound								
L	235	1761	0.18	0.13	46.6	D		
T	1885	3428	0.87	0.55	28.4	C	28.8	C
R	866	1575	0.00	0.55	12.1	B		
Southbound								
L	235	1761	1.09	0.13	135.2	F		
T	1885	3428	0.90	0.55	30.7	C	44.3	D
R	866	1575	0.00	0.55	12.1	B		
Intersection Delay = 38.3 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 27 - Existing Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	1	8	12	13	18	498	4	923	13	324	1014	2
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	12			498			13			2		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				30.0	110.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 186.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	238	1706	0.04	0.14	69.5	E	69.5	E
Westbound								
L	191	1316	0.07	0.15	69.3	E		
T	251	1730	0.08	0.15	69.3	E	69.3	E
R	213	1470	0.00	0.15	68.0	E		
Northbound								
L	303	1761	0.01	0.17	63.9	E		
T	2110	3428	0.45	0.62	19.7	B	19.9	B
R	1274	1575	0.00	0.81	3.4	A		
Southbound								
L	588	3419	0.57	0.17	72.0	E		
T	2110	3428	0.50	0.62	20.6	C	33.0	C
R	1274	1575	0.00	0.81	3.4	A		
Intersection Delay = 28.4 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 27 - Existing Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	2	36	10	27	35	608	2	1464	17	680	1352	10
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	10			608			17			10		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				45.0	115.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 201.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	179	1714	0.23	0.10	85.7	F	85.7	F
Westbound								
L	128	1171	0.23	0.11	86.1	F		
T	189	1730	0.21	0.11	84.0	F	84.9	F
R	161	1470	0.00	0.11	79.7	E		
Northbound								
L	412	1761	0.00	0.23	59.1	E		
T	2038	3428	0.80	0.59	34.8	C	34.9	C
R	1336	1575	0.00	0.85	2.3	A		
Southbound								
L	799	3419	0.95	0.23	95.7	F		
T	2038	3428	0.74	0.59	31.8	C	53.2	D
R	1336	1575	0.00	0.85	2.3	A		
Intersection Delay = 46.6 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 27 - Future Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	10	20	20	5	15	640	10	1135	5	420	1260	20
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	20			640			5			20		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				30.0	110.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 181.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	185	1596	0.17	0.12	74.1	E	74.1	E
Westbound								
L	160	1313	0.03	0.12	70.5	E		
T	210	1730	0.07	0.12	71.1	E	70.9	E
R	179	1470	0.00	0.12	69.8	E		
Northbound								
L	311	1761	0.03	0.18	61.7	E		
T	2169	3428	0.54	0.63	19.5	B	19.9	B
R	1310	1575	0.00	0.83	2.6	A		
Southbound								
L	604	3419	0.72	0.18	74.3	E		
T	2169	3428	0.60	0.63	20.9	C	34.3	C
R	1310	1575	0.00	0.83	2.6	A		
Intersection Delay = 29.2 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 27 - Future Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	20	80	20	10	50	780	5	1810	5	870	1640	80
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	20			780			5			80		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				50.0	110.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 196.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	89	1094	1.25	0.08	265.8	F	265.8	F
Westbound								
L	54	623	0.20	0.09	91.5	F		
T	150	1730	0.37	0.09	91.4	F	91.5	F
R	128	1470	0.00	0.09	81.7	F		
Northbound								
L	467	1761	0.01	0.27	53.1	D		
T	2003	3428	1.00	0.58	61.8	E	61.8	E
R	1370	1575	0.00	0.87	1.7	A		
Southbound								
L	907	3419	1.07	0.27	121.1	F		
T	2003	3428	0.91	0.58	43.8	D	70.6	E
R	1370	1575	0.00	0.87	1.7	A		
Intersection Delay = 71.7 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 27 - Future Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	30	50	20	5	25	860	10	1525	5	560	1700	40
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	20			860			5			40		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				30.0	100.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 166.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	144	1492	0.58	0.10	87.5	F	87.5	F
Westbound								
L	101	989	0.05	0.10	68.1	E		
T	177	1730	0.15	0.10	69.6	E	69.4	E
R	151	1470	0.00	0.10	66.9	E		
Northbound								
L	339	1761	0.03	0.19	54.4	D		
T	2158	3428	0.73	0.63	23.2	C	23.4	C
R	1333	1575	0.00	0.85	2.0	A		
Southbound								
L	659	3419	0.88	0.19	77.7	E		
T	2158	3428	0.81	0.63	26.8	C	39.4	D
R	1333	1575	0.00	0.85	2.0	A		
Intersection Delay = 34.3 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 404
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 27 - Future Conditions Intersection Analysis
 E/W St: MD 404 (Queen Annes Hwy) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	1	1	1	1	2	1	2	2	1
LGConfig	LTR			L	T	R	L	T	R	L	T	R
Volume	40	170	20	5	65	1050	5	2420	5	1170	2130	200
Lane Width	10.0			10.0	10.0	10.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	20			1050			5			200		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				45.0	120.0		
Yellow	4.0				4.0	6.0		
All Red	2.0				2.0	3.0		
Cycle Length: 206.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	101	989	2.31	0.10	710.6	F	710.6	F
Westbound								
L	54	508	0.11	0.11	87.3	F		
T	185	1730	0.39	0.11	91.8	F	91.5	F
R	157	1470	0.00	0.11	82.2	F		
Northbound								
L	402	1761	0.01	0.23	61.6	E		
T	2072	3428	1.30	0.60	178.4	F	178.2	F
R	1342	1575	0.00	0.85	2.3	A		
Southbound								
L	780	3419	1.67	0.23	385.2	F		
T	2072	3428	1.14	0.60	111.2	F	208.3	F
R	1342	1575	0.00	0.85	2.3	A		
Intersection Delay = 212.3 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 32 - Existing Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	21	20	48	50	82	77	42	953	40	7	997	4
Lane Width	12.0			12.0			12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	48			77			40			4		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	105.0		
Yellow	4.0				4.0	5.0		
All Red	2.0				1.0	2.0		
Cycle Length: 158.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	266	1501	0.17	0.18	56.5	E	56.5	E
Westbound								
LTR	287	1622	0.49	0.18	64.6	E	64.6	E
Northbound								
L	123	1761	0.37	0.07	72.0	E		
T	2376	3428	0.43	0.69	11.2	B	13.7	B
R	1241	1575	0.00	0.79	3.6	A		
Southbound								
L	123	1761	0.07	0.07	68.9	E		
T	2376	3428	0.45	0.69	11.5	B	11.9	B
R	1241	1575	0.00	0.79	3.6	A		
Intersection Delay = 16.8 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 32 - Future Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	LTR	R	L	LTR	R	L	T	R	L	T	R
Volume	78	110	67	27	62	11	69	1227	35	97	1395	8
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			67			11			35			8

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	100.0		
Yellow	4.0				4.0	5.0		
All Red	2.0				1.0	2.0		
Cycle Length: 148.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	191	1228	0.42	0.16	63.3	E		
LTR	288	1853	0.40	0.16	60.4	E	61.6	E
R	245	1575	0.00	0.16	52.8	D		
Westbound								
L	149	961	0.19	0.16	57.1	E		
LTR	288	1853	0.23	0.16	56.5	E	56.7	E
R	245	1575	0.00	0.16	52.8	D		
Northbound								
L	131	1761	0.55	0.07	71.0	E		
T	2420	3428	0.53	0.71	11.0	B	14.2	B
R	1272	1575	0.00	0.81	2.7	A		
Southbound								
L	131	1761	0.77	0.07	91.4	F		
T	2420	3428	0.60	0.71	12.2	B	17.4	B
R	1272	1575	0.00	0.81	2.7	A		
Intersection Delay = 19.9 (sec/veh) Intersection LOS = B								

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 32 - Future Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	30	20	50	50	90	100	40	1100	40	10	1140	10
Lane Width	12.0			12.0			12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	50			100			40			10		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	105.0		
Yellow	4.0				4.0	5.0		
All Red	2.0				1.0	2.0		
Cycle Length: 158.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	241	1359	0.22	0.18	57.8	E	57.8	E
Westbound								
LTR	290	1636	0.52	0.18	65.5	E	65.5	E
Northbound								
L	123	1761	0.35	0.07	71.8	E		
T	2376	3428	0.50	0.69	12.1	B	14.2	B
R	1241	1575	0.00	0.79	3.6	A		
Southbound								
L	123	1761	0.09	0.07	69.1	E		
T	2376	3428	0.52	0.69	12.4	B	12.9	B
R	1241	1575	0.00	0.79	3.6	A		
Intersection Delay = 17.4 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 32 - Future Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	100	120	70	30	70	10	70	1400	40	120	1600	10
Lane Width	12.0			12.0			12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	70			10			40			10		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	80.0		
Yellow	4.0				4.0	5.0		
All Red	2.0				1.0	2.0		
Cycle Length: 133.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	294	1398	0.78	0.21	67.8	E	67.8	E
Westbound								
LTR	328	1557	0.32	0.21	46.9	D	46.9	D
Northbound								
L	146	1761	0.50	0.08	61.0	E		
T	2178	3428	0.67	0.64	17.0	B	19.1	B
R	1178	1575	0.00	0.75	4.2	A		
Southbound								
L	146	1761	0.86	0.08	96.6	F		
T	2178	3428	0.77	0.64	19.8	B	25.2	C
R	1178	1575	0.00	0.75	4.2	A		
Intersection Delay = 26.0 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 32 - Future Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	40	20	60	50	100	110	50	1240	40	10	1300	10
Lane Width	12.0			12.0			12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	60			110			40			10		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	105.0		
Yellow	4.0				4.0	5.0		
All Red	2.0				1.0	2.0		
Cycle Length: 158.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	215	1216	0.30	0.18	60.1	E	60.1	E
Westbound								
LTR	290	1638	0.56	0.18	66.9	E	66.9	E
Northbound								
L	123	1761	0.44	0.07	73.0	E		
T	2376	3428	0.56	0.69	13.1	B	15.5	B
R	1241	1575	0.00	0.79	3.6	A		
Southbound								
L	123	1761	0.09	0.07	69.1	E		
T	2376	3428	0.59	0.69	13.6	B	14.1	B
R	1241	1575	0.00	0.79	3.6	A		
Intersection Delay = 18.5 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ Chapel Road
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 32 - Future Conditions Intersection Analysis
 E/W St: Chapel Road N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	150	120	80	30	70	20	80	1590	40	140	1810	20
Lane Width	12.0			12.0			12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol	80			20			40			20		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left		A			SB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				10.0	80.0		
Yellow	3.0				4.0	5.0		
All Red	1.0				1.0	2.0		
Cycle Length: 131.0 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	275	1288	1.02	0.21	111.5	F	111.5	F
Westbound								
LTR	328	1535	0.32	0.21	44.0	D	44.0	D
Northbound								
L	140	1668	0.59	0.08	64.4	E		
T	2095	3248	0.79	0.65	19.0	B	21.1	C
R	963	1493	0.00	0.65	8.3	A		
Southbound								
L	140	1668	1.04	0.08	147.9	F		
T	2095	3248	0.90	0.65	25.4	C	34.2	C
R	963	1493	0.00	0.65	8.3	A		
Intersection Delay = 34.2 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 33 - Existing Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	62	128	64	251	210	199	135	815	88	158	949	71
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			64			199			88			71

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		A			NB Left	A		
Thru		A			Thru		A	
Right		A			Right		A	
Peds					Peds			
WB Left			A		SB Left	A		
Thru			A		Thru		A	
Right			A		Right		A	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	20.0			15.0	50.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 122.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	207	1585	0.32	0.13	49.3	D		
T	218	1668	0.63	0.13	56.3	E	54.0	D
R	185	1418	0.00	0.13	46.3	D		
Westbound								
L	272	1585	0.99	0.17	103.1	F		
T	286	1668	0.79	0.17	62.5	E	84.6	F
R	243	1418	0.00	0.17	42.0	D		
Northbound								
L	207	1585	0.70	0.13	61.0	E		
T	1335	3085	0.66	0.43	28.7	C	33.3	C
R	614	1418	0.00	0.43	19.7	B		
Southbound								
L	207	1585	0.82	0.13	74.4	E		
T	1335	3085	0.76	0.43	32.1	C	38.2	D
R	614	1418	0.00	0.43	19.7	B		
Intersection Delay = 45.5 (sec/veh)					Intersection LOS = D			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 33 - Existing Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	71	328	206	147	205	260	63	1158	216	233	1096	75
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			206			260			216			75

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		30.0	20.0			15.0	60.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 147.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	333	1585	0.23	0.21	49.9	D		
T	351	1668	0.98	0.21	101.9	F	92.6	F
R	298	1418	0.00	0.21	46.0	D		
Westbound								
L	226	1585	0.69	0.14	75.8	E		
T	237	1668	0.91	0.14	101.7	F	90.8	F
R	202	1418	0.00	0.14	54.2	D		
Northbound								
L	172	1585	0.38	0.11	62.6	E		
T	1318	3085	0.92	0.43	52.3	D	52.9	D
R	798	1418	0.00	0.56	14.1	B		
Southbound								
L	172	1585	1.42	0.11	287.1	F		
T	1318	3085	0.88	0.43	47.0	D	89.1	F
R	798	1418	0.00	0.56	14.1	B		
Intersection Delay = 76.3 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 33 - Future Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	70	140	70	260	240	220	150	930	90	180	1080	80
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			70			220			90			80

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	25.0			15.0	60.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 137.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	184	1585	0.41	0.12	62.9	E		
T	194	1668	0.78	0.12	84.9	F	77.6	E
R	165	1418	0.00	0.12	53.7	D		
Westbound								
L	300	1585	0.93	0.19	92.3	F		
T	315	1668	0.82	0.19	74.1	E	83.6	F
R	268	1418	0.00	0.19	45.2	D		
Northbound								
L	184	1585	0.88	0.12	94.0	F		
T	1413	3085	0.71	0.46	32.9	C	41.4	D
R	856	1418	0.00	0.60	10.8	B		
Southbound								
L	184	1585	1.05	0.12	142.2	F		
T	1413	3085	0.82	0.46	37.9	D	52.8	D
R	856	1418	0.00	0.60	10.8	B		
Intersection Delay = 55.5 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 33 - Future Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	80	360	230	160	220	290	70	1320	230	250	1250	90
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			230			290			230			90

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	20.0			15.0	70.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 147.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	226	1585	0.37	0.14	61.9	E		
T	237	1668	1.60	0.14	351.8	F	299.2	F
R	202	1418	0.00	0.14	54.2	D		
Westbound								
L	226	1585	0.74	0.14	80.4	F		
T	237	1668	0.98	0.14	116.3	F	101.2	F
R	202	1418	0.00	0.14	54.2	D		
Northbound								
L	172	1585	0.43	0.11	63.2	E		
T	1527	3085	0.91	0.49	43.8	D	44.8	D
R	894	1418	0.00	0.63	10.1	B		
Southbound								
L	172	1585	1.53	0.11	331.0	F		
T	1527	3085	0.86	0.49	39.5	D	88.0	F
R	894	1418	0.00	0.63	10.1	B		
Intersection Delay = 98.2 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 33 - Future Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	90	140	80	270	230	230	170	1050	90	180	1230	110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			80			230			90			110

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	25.0			15.0	60.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 137.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	184	1585	0.53	0.12	67.6	E		
T	194	1668	0.78	0.12	84.9	F	78.1	E
R	165	1418	0.00	0.12	53.7	D		
Westbound								
L	300	1585	0.97	0.19	99.5	F		
T	315	1668	0.78	0.19	70.7	E	86.2	F
R	268	1418	0.00	0.19	45.2	D		
Northbound								
L	184	1585	0.99	0.12	125.4	F		
T	1413	3085	0.80	0.46	36.6	D	49.0	D
R	856	1418	0.00	0.60	10.8	B		
Southbound								
L	184	1585	1.05	0.12	142.2	F		
T	1413	3085	0.94	0.46	48.3	D	60.3	E
R	856	1418	0.00	0.60	10.8	B		
Intersection Delay = 61.3 (sec/veh)					Intersection LOS = E			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 328
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 33 - Future Conditions Intersection Analysis
 E/W St: MD 328 (Matthewstown Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	110	360	260	160	220	300	80	1510	230	260	1420	110
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			260			300			230			110

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	15.0			15.0	75.0	
Yellow		4.5	4.5			4.0	4.0	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 152.5 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	270	1585	0.43	0.17	61.5	E		
T	284	1668	1.33	0.17	235.8	F	195.0	F
R	242	1418	0.00	0.17	52.5	D		
Westbound								
L	166	1585	1.01	0.10	141.3	F		
T	175	1668	1.33	0.10	248.8	F	203.6	F
R	149	1418	0.00	0.10	61.1	E		
Northbound								
L	166	1585	0.51	0.10	67.0	E		
T	1578	3085	1.01	0.51	61.6	E	61.9	E
R	911	1418	0.00	0.64	9.7	A		
Southbound								
L	166	1585	1.65	0.10	386.3	F		
T	1578	3085	0.95	0.51	48.5	D	100.8	F
R	911	1418	0.00	0.64	9.7	A		
Intersection Delay = 106.0 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/25/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 34 - Existing Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	93	124	18	500	482	228	98	1299	147	101	1148	68
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			18			228			147			68

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	50.0			15.0	90.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 202.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	212	1585	0.47	0.13	88.3	F		
T	223	1668	0.60	0.13	93.6	F	91.3	F
R	190	1418	0.00	0.13	75.8	E		
Westbound								
L	408	1585	1.32	0.26	234.8	F		
T	429	1668	1.21	0.26	188.5	F	212.0	F
R	365	1418	0.00	0.26	55.7	E		
Northbound								
L	126	1585	0.83	0.08	127.5	F		
T	1420	3085	0.98	0.46	74.1	E	77.8	E
R	793	1418	0.00	0.56	19.6	B		
Southbound								
L	126	1585	0.87	0.08	134.5	F		
T	1420	3085	0.87	0.46	56.5	E	62.8	E
R	793	1418	0.00	0.56	19.6	B		
Intersection Delay = 108.0 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/26/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 34 - Existing Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	186	349	59	510	302	114	174	1632	353	236	1216	93
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			59			114			353			93

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		30.0	40.0			20.0	90.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 202.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	251	1585	0.84	0.16	109.9	F		
T	264	1668	1.50	0.16	330.5	F	253.9	F
R	225	1418	0.00	0.16	71.5	E		
Westbound								
L	330	1585	1.76	0.21	433.1	F		
T	347	1668	0.99	0.21	125.3	F	318.7	F
R	295	1418	0.00	0.21	63.4	E		
Northbound								
L	165	1585	1.20	0.10	224.5	F		
T	1420	3085	1.31	0.46	197.6	F	200.2	F
R	828	1418	0.00	0.58	17.5	B		
Southbound								
L	165	1585	1.62	0.10	397.4	F		
T	1420	3085	0.97	0.46	71.6	E	124.5	F
R	828	1418	0.00	0.58	17.5	B		

Intersection Delay = 203.5 (sec/veh) Intersection LOS = F

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/25/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 34 - Future Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	100	140	20	560	520	230	130	1460	170	100	1300	70
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			20			230			170			70

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		20.0	55.0			10.0	90.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 197.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	177	1585	0.61	0.11	98.1	F		
T	186	1668	0.81	0.11	116.1	F	108.6	F
R	158	1418	0.00	0.11	77.7	E		
Westbound								
L	459	1585	1.31	0.29	225.1	F		
T	483	1668	1.16	0.29	161.9	F	194.7	F
R	410	1418	0.00	0.29	49.7	D		
Northbound								
L	89	1585	1.57	0.06	397.8	F		
T	1456	3085	1.08	0.47	99.8	F	124.2	F
R	777	1418	0.00	0.55	20.1	C		
Southbound								
L	89	1585	1.21	0.06	256.6	F		
T	1456	3085	0.96	0.47	66.0	E	79.7	E
R	777	1418	0.00	0.55	20.1	C		
Intersection Delay = 126.5 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/26/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 34 - Future Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	200	390	80	570	320	110	230	1830	400	240	1390	100
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			80			110			400			100

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	40.0			20.0	100.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 207.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	207	1585	1.10	0.13	180.8	F		
T	218	1668	2.03	0.13	570.2	F	438.2	F
R	185	1418	0.00	0.13	78.3	E		
Westbound								
L	322	1585	2.01	0.20	548.9	F		
T	338	1668	1.08	0.20	153.5	F	406.7	F
R	288	1418	0.00	0.20	65.8	E		
Northbound								
L	161	1585	1.62	0.10	399.1	F		
T	1535	3085	1.36	0.50	216.1	F	236.5	F
R	877	1418	0.00	0.62	15.1	B		
Southbound								
L	161	1585	1.70	0.10	431.3	F		
T	1535	3085	1.03	0.50	82.8	F	134.2	F
R	877	1418	0.00	0.62	15.1	B		
Intersection Delay = 256.6 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/27/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 34 - Future Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	120	140	30	570	530	230	160	1610	170	100	1440	80
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			30			230			170			80

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		15.0	50.0			15.0	95.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 197.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	137	1585	0.94	0.09	152.1	F		
T	144	1668	1.05	0.09	178.5	F	166.4	F
R	122	1418	0.00	0.09	82.2	F		
Westbound								
L	418	1585	1.47	0.26	295.2	F		
T	440	1668	1.30	0.26	221.5	F	259.7	F
R	374	1418	0.00	0.26	53.4	D		
Northbound								
L	129	1585	1.33	0.08	283.8	F		
T	1535	3085	1.13	0.50	115.9	F	131.1	F
R	849	1418	0.00	0.60	15.8	B		
Southbound								
L	129	1585	0.84	0.08	125.1	F		
T	1535	3085	1.01	0.50	74.6	E	77.9	E
R	849	1418	0.00	0.60	15.8	B		
Intersection Delay = 145.8 (sec/veh)					Intersection LOS = F			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 331
 Agency: Wallace Montgomery & Assoc Area Type: CBD or Similar
 Date: 07/26/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 34 - Future Conditions Intersection Analysis
 E/W St: MD 331 (Dover Road) N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	1	2	1	1	2	1
LGConfig	L	T	R	L	T	R	L	T	R	L	T	R
Volume	230	400	100	580	330	110	280	2040	400	240	1550	120
Lane Width	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
RTOR Vol			100			110			400			120

Duration 0.25 Area Type: CBD or Similar

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left			P		SB Left	A		
Thru			P		Thru		P	
Right			P		Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green		25.0	40.0			20.0	105.0	
Yellow		4.0	4.0			4.0	4.5	
All Red		1.5	1.5			1.0	1.5	

Cycle Length: 212.0 secs

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
L	202	1585	1.29	0.13	255.7	F		
T	212	1668	2.15	0.13	623.7	F	489.6	F
R	181	1418	0.00	0.13	80.7	F		
Westbound								
L	314	1585	2.10	0.20	590.1	F		
T	330	1668	1.14	0.20	176.8	F	440.2	F
R	281	1418	0.00	0.20	68.2	E		
Northbound								
L	157	1585	2.03	0.10	578.6	F		
T	1572	3085	1.47	0.51	269.1	F	306.4	F
R	890	1418	0.00	0.63	14.7	B		
Southbound								
L	157	1585	1.74	0.10	453.1	F		
T	1572	3085	1.12	0.51	115.2	F	160.6	F
R	890	1418	0.00	0.63	14.7	B		

Intersection Delay = 302.2 (sec/veh) Intersection LOS = F

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/29/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 35 - Existing Conditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		2	506	23	46	409	9
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		2	538	24	48	435	9
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		13	1	45	2	1	0
Peak Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		13	1	47	2	1	0
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB 1	WB 4	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	2	48	61			3		
C(m) (vph)	1116	1019	374			171		
v/c	0.00	0.05	0.16			0.02		
95% queue length	0.01	0.15	0.58			0.05		
Control Delay	8.2	8.7	16.5			26.4		
LOS	A	A	C			D		
Approach Delay			16.5			26.4		
Approach LOS			C			D		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 07/29/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2004
 Project ID: Site 35 - Existing Conditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		1	413	9	50	628	5
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		1	434	9	52	661	5
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		44	3	16	0	0	1
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		46	3	16	0	0	1
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	1	52	65			1			
C(m) (vph)	923	1128	187			461			
v/c	0.00	0.05	0.35			0.00			
95% queue length	0.00	0.14	1.46			0.01			
Control Delay	8.9	8.3	34.2			12.8			
LOS	A	A	D			B			
Approach Delay				34.2			12.8		
Approach LOS				D			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 35 - Future Conditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	520	25	80	420	20
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		5	553	26	85	446	21
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		15	5	80	5	5	0
Peak Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		15	5	85	5	5	0
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	5	85	105			10		
C(m) (vph)	1094	1005	354			131		
v/c	0.00	0.08	0.30			0.08		
95% queue length	0.01	0.28	1.22			0.24		
Control Delay	8.3	8.9	19.4			34.7		
LOS	A	A	C			D		
Approach Delay			19.4			34.7		
Approach LOS			C			D		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2015
 Project ID: Site 35 - FutureConditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	415	10	90	650	10
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		5	436	10	94	684	10
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		50	20	30	0	0	5
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		52	21	31	0	0	5
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	5	94	104			5		
C(m) (vph)	901	1125	159			446		
v/c	0.01	0.08	0.65			0.01		
95% queue length	0.02	0.27	3.69			0.03		
Control Delay	9.0	8.5	62.6			13.2		
LOS	A	A	F			B		
Approach Delay			62.6			13.2		
Approach LOS			F			B		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: AM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 35 - Future Conditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	535	30	90	420	20
Peak-Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		5	569	31	95	446	21
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		15	5	90	5	5	0
Peak Hour Factor, PHF		0.94	0.94	0.94	0.94	0.94	0.94
Hourly Flow Rate, HFR		15	5	95	5	5	0
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound		
			7	8	9	10	11	12
Lane Config	LTR	LTR	LTR			LTR		
v (vph)	5	95	115			10		
C(m) (vph)	1094	987	348			119		
v/c	0.00	0.10	0.33			0.08		
95% queue length	0.01	0.32	1.41			0.27		
Control Delay	8.3	9.0	20.4			38.0		
LOS	A	A	C			E		
Approach Delay			20.4			38.0		
Approach LOS			C			E		

TWO-WAY STOP CONTROL SUMMARY

Analyst: John Rectanus
 Agency/Co.: Wallace Montgomery & Assoc.
 Date Performed: 08/01/2005
 Analysis Time Period: PM Peak Period
 Intersection: MD 33 at Railroad Ave
 Jurisdiction: Talbot County
 Units: U. S. Customary
 Analysis Year: 2030
 Project ID: Site 35 - FutureConditions Intersection Analysis
 East/West Street: MD 33 (Talbot Street)
 North/South Street: Railroad Avenue
 Intersection Orientation: EW Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street:	Approach Movement	Eastbound			Westbound		
		1 L	2 T	3 R	4 L	5 T	6 R
Volume		5	435	10	100	670	10
Peak-Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		5	457	10	105	705	10
Percent Heavy Vehicles		2	--	--	0	--	--
Median Type/Storage		Undivided			/		
RT Channelized?							
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		
Upstream Signal?		No			No		

Minor Street:	Approach Movement	Northbound			Southbound		
		7 L	8 T	9 R	10 L	11 T	12 R
Volume		60	20	30	0	0	0
Peak Hour Factor, PHF		0.95	0.95	0.95	0.95	0.95	0.95
Hourly Flow Rate, HFR		63	21	31	0	0	0
Percent Heavy Vehicles		0	0	0	2	0	2
Percent Grade (%)		0			1		
Flared Approach: Exists?/Storage		No			/ No /		
Lanes		0	1	0	0	1	0
Configuration		LTR			LTR		

Delay, Queue Length, and Level of Service

Approach Movement	EB	WB	Northbound			Southbound			
			7	8	9	10	11	12	
Lane Config	LTR	LTR	LTR			LTR			
v (vph)	5	105	115			0			
C(m) (vph)	885	1105	139						
v/c	0.01	0.10	0.83						
95% queue length	0.02	0.31	5.24						
Control Delay	9.1	8.6	97.7						
LOS	A	A	F						
Approach Delay				97.7					
Approach LOS				F					

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2004
 Project ID: Site 39 - Existing Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	46	2	2	8	0	52	9	948	11	40	1016	33
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	2			52			11			33		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	25.0				15.0	70.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 128.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 0.21

Westbound

LTR 324 1541 0.03 0.21 40.5 D 40.5 D

Northbound

L 212 1702 0.05 0.12 49.6 D
 T 1974 3428 0.52 0.58 17.5 B 17.8 B
 R 1146 1575 0.00 0.73 4.8 A

Southbound

L 212 1702 0.20 0.12 51.0 D
 T 1974 3428 0.56 0.58 18.2 B 19.4 B
 R 1146 1575 0.00 0.73 4.8 A

Intersection Delay = (sec/veh) Intersection LOS =

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2004
 Project ID: Site 39 - Existing Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	78	4	22	4	5	57	14	804	28	97	1486	71
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	22			57			28			71		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	80.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 128.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	231	1352	0.41	0.17	52.7	D	52.7	D
Westbound								
LTR	287	1675	0.04	0.17	44.7	D	44.7	D
Northbound								
L	146	1702	0.11	0.09	54.6	D		
T	2241	3428	0.41	0.65	11.1	B	11.8	B
R	1207	1575	0.00	0.77	3.5	A		
Southbound								
L	146	1702	0.75	0.09	77.1	E		
T	2241	3428	0.75	0.65	17.6	B	21.2	C
R	1207	1575	0.00	0.77	3.5	A		
Intersection Delay = 19.3 (sec/veh)					Intersection LOS = B			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2015
 Project ID: Site 39 - Future Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	60	5	5	20	0	80	20	1180	20	60	1280	40
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	5			80			20			40		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	20.0				10.0	80.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 128.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS

Eastbound

LTR 0.17

Westbound

LTR 240 1403 0.09 0.17 45.6 D 45.6 D

Northbound

L 146 1702 0.15 0.09 54.9 D
 T 2241 3428 0.57 0.65 13.4 B 14.1 B
 R 1207 1575 0.00 0.77 3.5 A

Southbound

L 146 1702 0.45 0.09 58.0 E
 T 2241 3428 0.62 0.65 14.3 B 16.2 B
 R 1207 1575 0.00 0.77 3.5 A

Intersection Delay = (sec/veh) Intersection LOS =

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2015
 Project ID: Site 39 - Future Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	100	10	40	10	10	90	30	980	60	140	1860	90
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	40			90			60			90		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				10.0	80.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 123.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	186	1351	0.67	0.14	68.3	E	68.3	E
Westbound								
LTR	226	1641	0.10	0.14	47.4	D	47.4	D
Northbound								
L	152	1702	0.22	0.09	53.0	D		
T	2332	3428	0.48	0.68	10.1	B	11.3	B
R	1256	1575	0.00	0.80	2.5	A		
Southbound								
L	152	1702	1.05	0.09	142.0	F		
T	2332	3428	0.91	0.68	23.0	C	31.3	C
R	1256	1575	0.00	0.80	2.5	A		
Intersection Delay = 26.3 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: AM Peak Year : 2030
 Project ID: Site 39 - Future Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	70	5	5	20	10	80	20	1800	30	70	1910	50
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	5			80			20			50		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				10.0	80.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 123.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	185	1345	0.44	0.14	56.2	E	56.2	E
Westbound								
LTR	211	1532	0.16	0.14	48.5	D	48.5	D
Northbound								
L	152	1702	0.14	0.09	52.3	D		
T	2332	3428	0.84	0.68	18.5	B	18.8	B
R	1256	1575	0.01	0.80	2.6	A		
Southbound								
L	152	1702	0.50	0.09	56.2	E		
T	2332	3428	0.89	0.68	21.6	C	22.9	C
R	1256	1575	0.00	0.80	2.5	A		
Intersection Delay = 21.8 (sec/veh)					Intersection LOS = C			

HCS2000: Signalized Intersections Release 4.1e

Analyst: John Rectanus Inter.: US 50 @ MD 565/Landing Neck Rd
 Agency: Wallace Montgomery & Assoc Area Type: All other areas
 Date: 08/02/2005 Jurisd: Talbot County
 Period: PM Peak Year : 2030
 Project ID: Site 39 - Future Conditions Intersection Analysis
 E/W St: MD 565/Landing Neck Rd N/S St: US 50

SIGNALIZED INTERSECTION SUMMARY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	0	0	1	0	1	2	1	1	2	1
LGConfig	LTR			LTR			L	T	R	L	T	R
Volume	110	10	50	10	20	90	30	1510	70	160	2830	100
Lane Width	12.0			12.0			11.0	12.0	12.0	11.0	12.0	12.0
RTOR Vol	50			90			70			100		

Duration 0.25 Area Type: All other areas

Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left		P			NB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
WB Left		P			SB Left	A		
Thru		P			Thru		P	
Right		P			Right	P	P	
Peds					Peds			
NB Right					EB Right			
SB Right					WB Right			
Green	15.0				10.0	120.0		
Yellow	4.0				3.5	5.5		
All Red	2.0				1.0	2.5		
Cycle Length: 163.5 secs								

Intersection Performance Summary

Appr/ Lane Grp	Lane Group Capacity	Adj Sat Flow Rate (s)	Ratios		Lane Group		Approach	
			v/c	g/C	Delay	LOS	Delay	LOS
Eastbound								
LTR	144	1387	0.94	0.10	134.2	F	134.2	F
Westbound								
LTR	183	1758	0.19	0.10	69.2	E	69.2	E
Northbound								
L	115	1702	0.30	0.07	74.0	E		
T	2600	3428	0.66	0.76	10.9	B	12.1	B
R	1334	1575	0.00	0.85	1.9	A		
Southbound								
L	115	1702	1.58	0.07	375.7	F		
T	2600	3428	1.24	0.76	129.9	F	143.0	F
R	1334	1575	0.00	0.85	1.9	A		
Intersection Delay = 99.3 (sec/veh)					Intersection LOS = F			