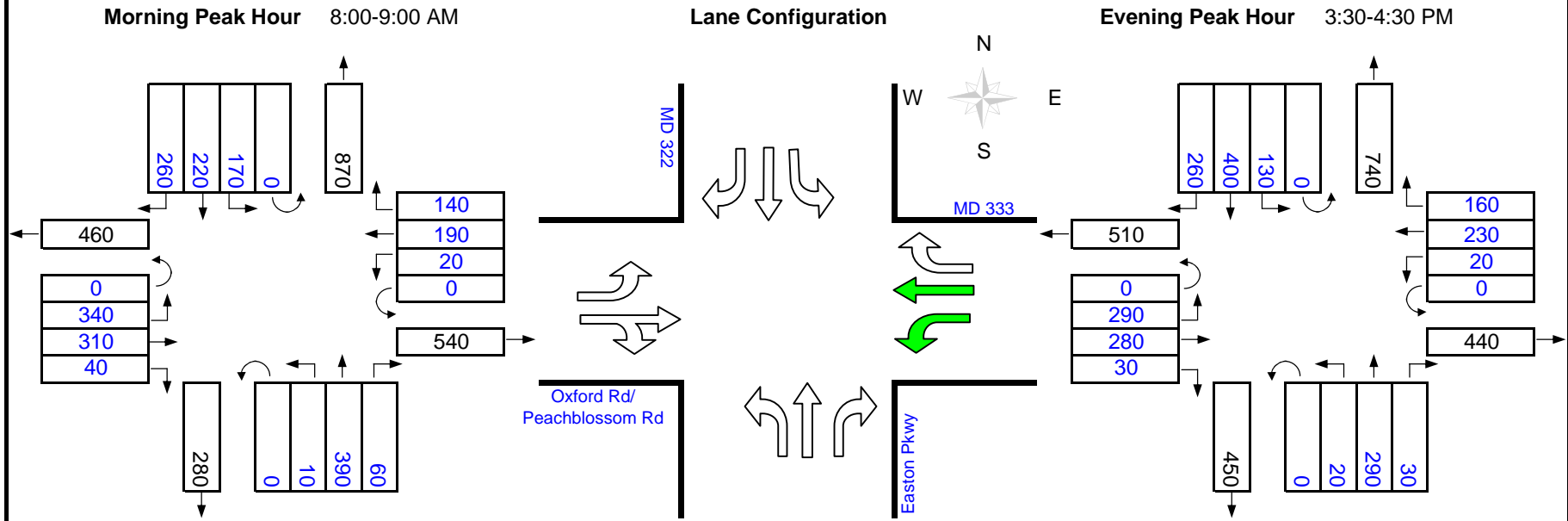




**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	390	1.00	390	170	560	*		NB	290	1.00	290	130	420	
	SB	220	1.00	220	10	230			SB	400	1.00	400	20	420	*
	EB	350	1.00	350	20	370			EB	310	1.00	310	20	330	
	WB	190	1.00	190	340	530	*		WB	230	1.00	230	290	520	*
				0		0						0		0	
				0		0						0		0	

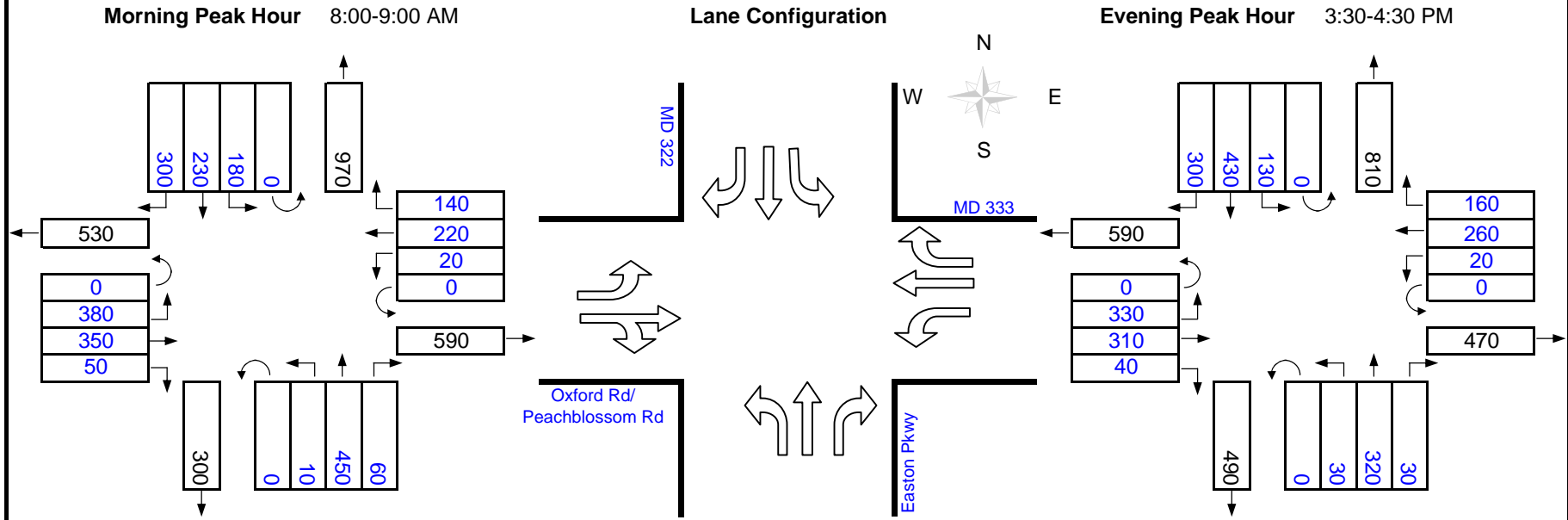
Remarks:	Total = 1090	Remarks:	Total = 940
	v/c = 0.68		v/c = 0.59
	LOS = B		LOS = A



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	450	1.00	450	180	630	*		NB	320	1.00	320	130	450	
	SB	230	1.00	230	10	240			SB	430	1.00	430	30	460	*
	EB	400	1.00	400	20	420			EB	350	1.00	350	20	370	
	WB	220	1.00	220	380	600	*		WB	260	1.00	260	330	590	*
				0		0						0		0	
				0		0						0		0	

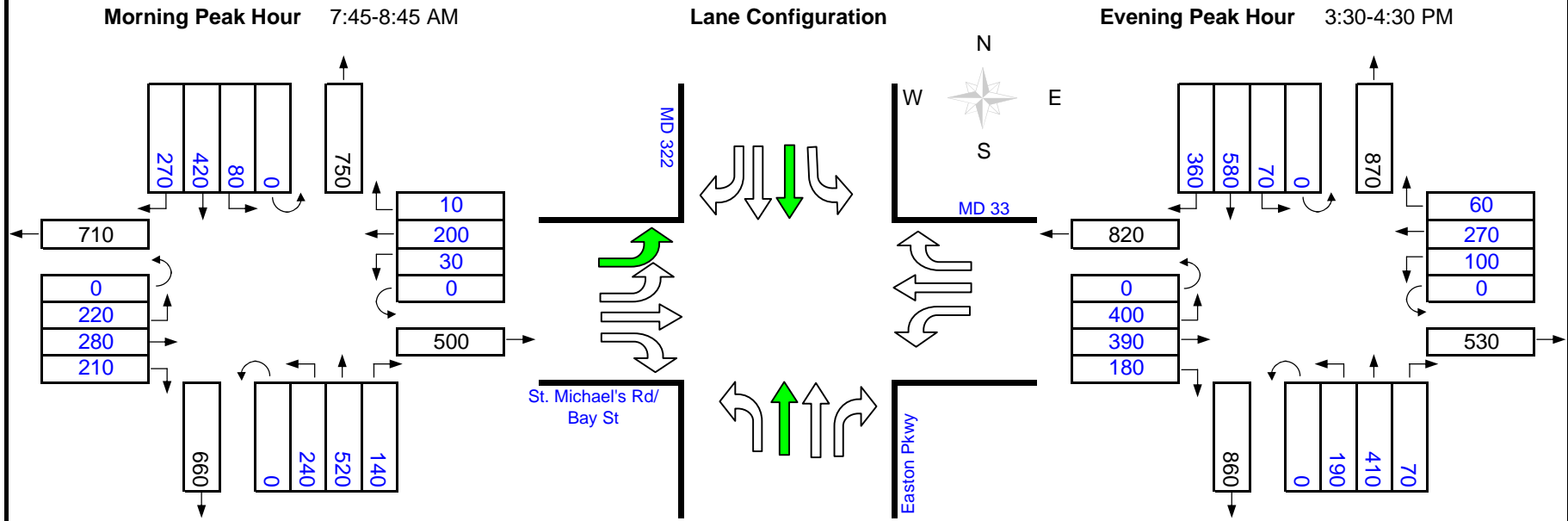
Remarks:	Total = 1230	Remarks:	Total = 1050
	v/c = 0.77		v/c = 0.66
	LOS = C		LOS = B



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	520	0.55	286	80	366			NB	410	0.55	226	70	296	
	SB	420	0.55	231	240	471	*		SB	580	0.55	319	190	509	*
	EB	280	1.00	280	30	310			EB	240	1.00	240	100	340	
	WB	200	1.00	200	132	332	*		WB	270	1.00	270	240	510	*
				0		0						0		0	
				0		0						0		0	

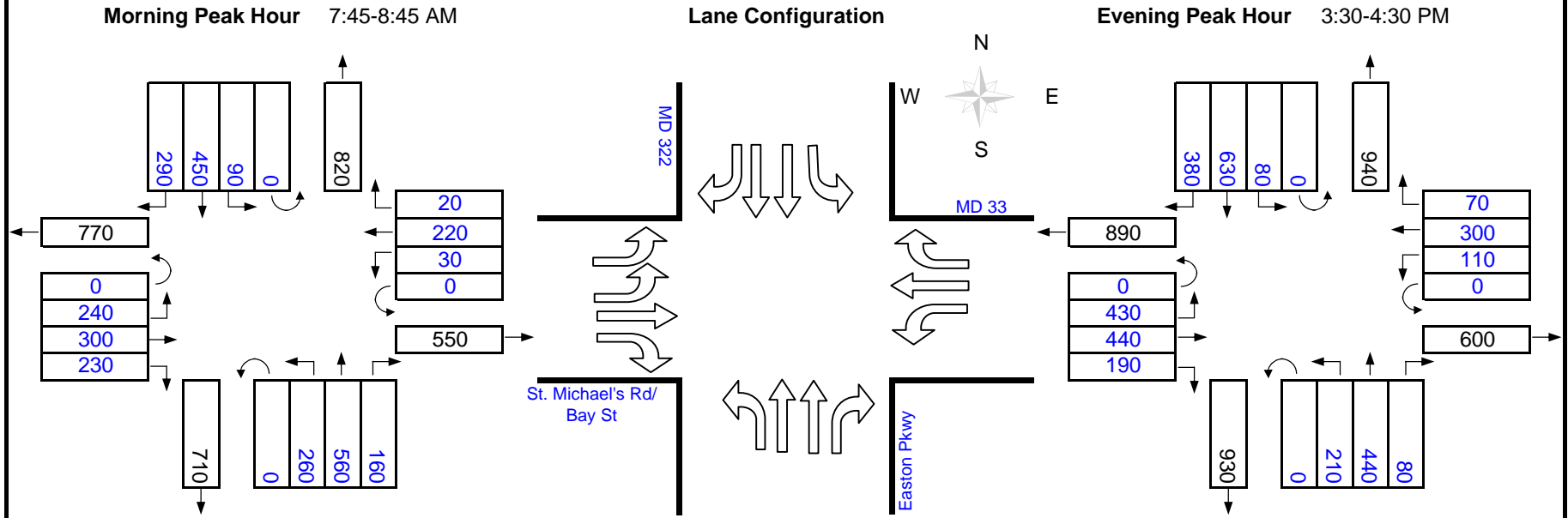
Remarks:	Total = 803	Remarks:	Total = 1019
	v/c = 0.50		v/c = 0.64
	LOS = A		LOS = B



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	560	0.55	308	90	398			NB	440	0.55	242	80	322	
	SB	450	0.55	248	260	508	*		SB	630	0.55	347	210	557	*
	EB	300	1.00	300	30	330			EB	440	1.00	440	110	550	
	WB	220	1.00	220	144	364	*		WB	300	1.00	300	258	558	*
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 872	Remarks:	Total = 1115
	v/c = 0.55		v/c = 0.70
	LOS = A		LOS = B



**WALLACE,
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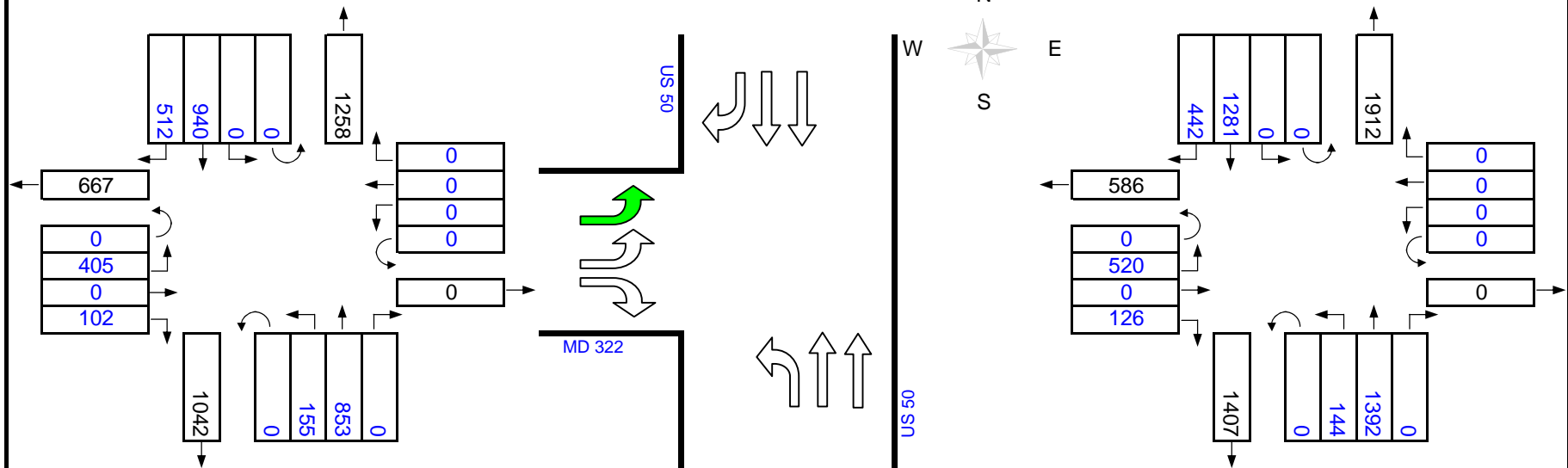
Turning Movement & Level of Service Summary

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

Morning Peak Hour 9:00-10:00 AM

Lane Configuration

Evening Peak Hour 2:45-3:45 PM



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	853	0.55	469	0	469			NB	1392	0.55	766	0	766	
	SB	940	0.55	517	155	672	*		SB	1281	0.55	705	144	849	*
	EB	405	0.60	243	0	243	*		EB	520	0.60	312	0	312	*
	WB	0	0.00	0	0	0			WB	0	0.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

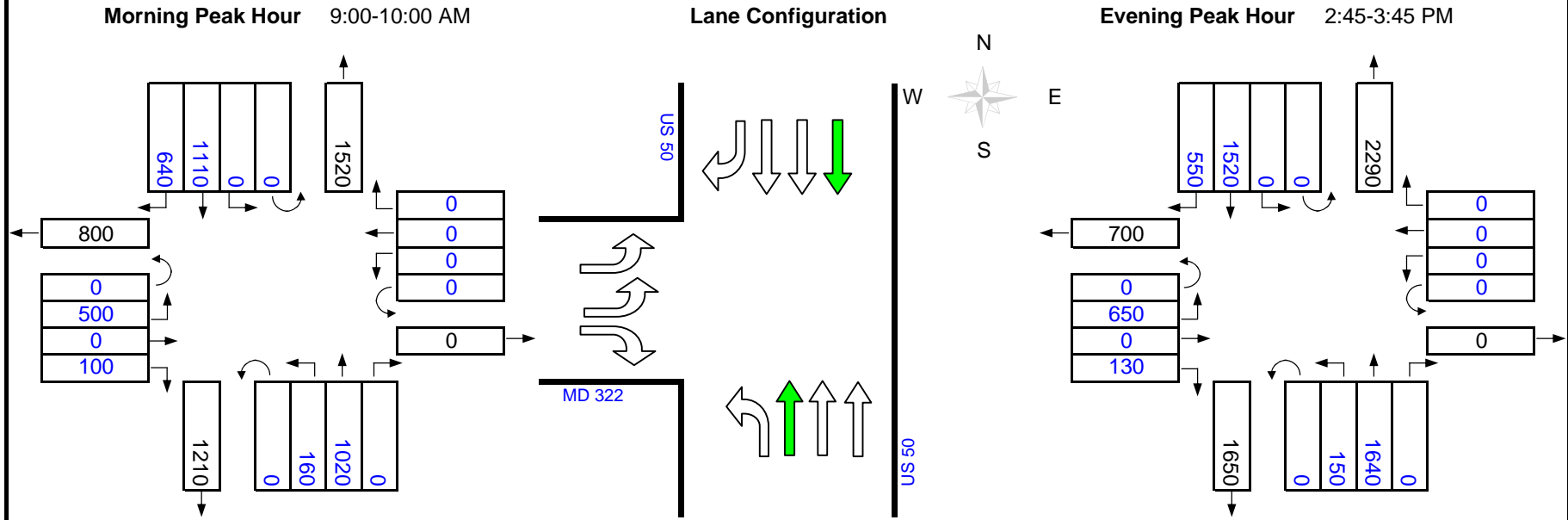
Remarks:	Total = 915	Remarks:	Total = 1161
	v/c = 0.57		v/c = 0.73
	LOS = A		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1020	0.40	408	0	408			NB	1640	0.40	656	0	656	
	SB	1110	0.40	444	160	604	*		SB	1520	0.40	608	150	758	*
	EB	500	0.60	300	0	300	*		EB	650	0.60	390	0	390	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 904	Remarks:	Total = 1148
	v/c = 0.57		v/c = 0.72
	LOS = A		LOS = B



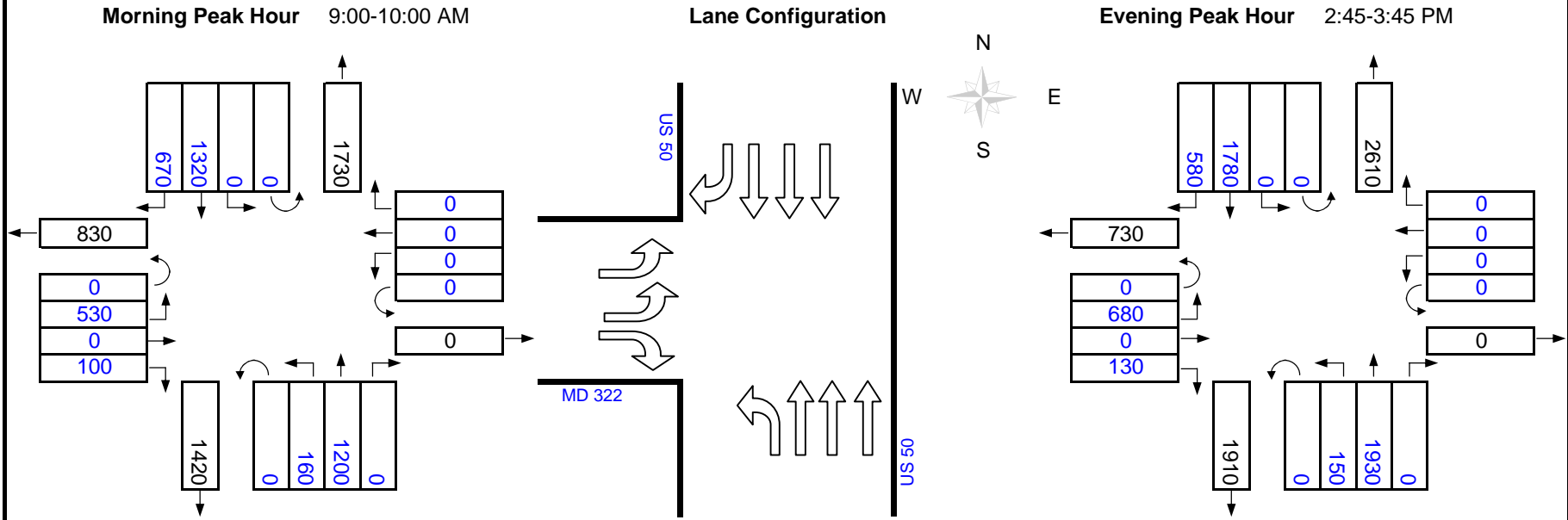
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 12
US 50 @ MD 322

Count Date: 2030

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1200	0.40	480	0	480			NB	1930	0.40	772	0	772	
	SB	1320	0.40	528	160	688	*		SB	1780	0.40	712	150	862	*
	EB	530	0.60	318	0	318	*		EB	680	0.60	408	0	408	*
	WB	0	1.00	0	0	0			WB	0	1.00	0	0	0	
				0		0						0		0	
				0		0						0		0	

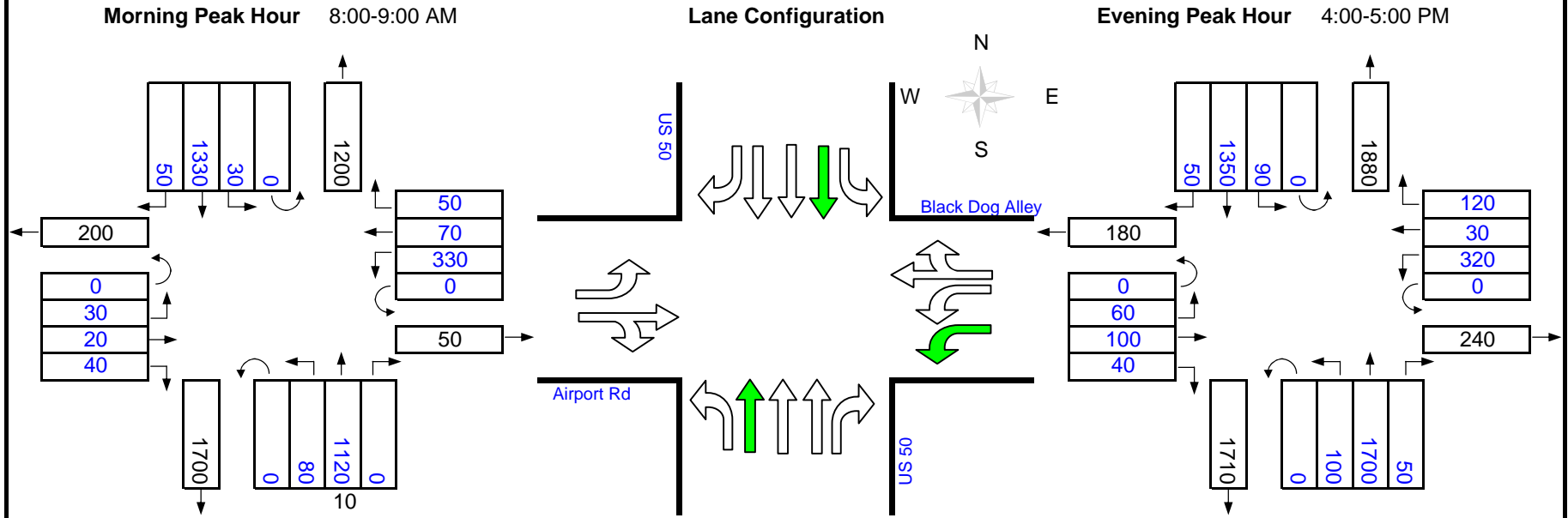
Remarks:	Total = 1006	Remarks:	Total = 1270
	v/c = 0.63		v/c = 0.79
	LOS = B		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1120	0.40	448	30	478			NB	1700	0.40	680	90	770	*
	SB	1330	0.40	532	80	612	*		SB	1350	0.40	540	100	640	
	EB	60	1.00	60	198	258			EB	140	1.00	140	192	332	*
	WB	363	0.60	218	30	248	*		WB	352	0.60	211	60	271	
				0		0						0		0	
				0		0						0		0	

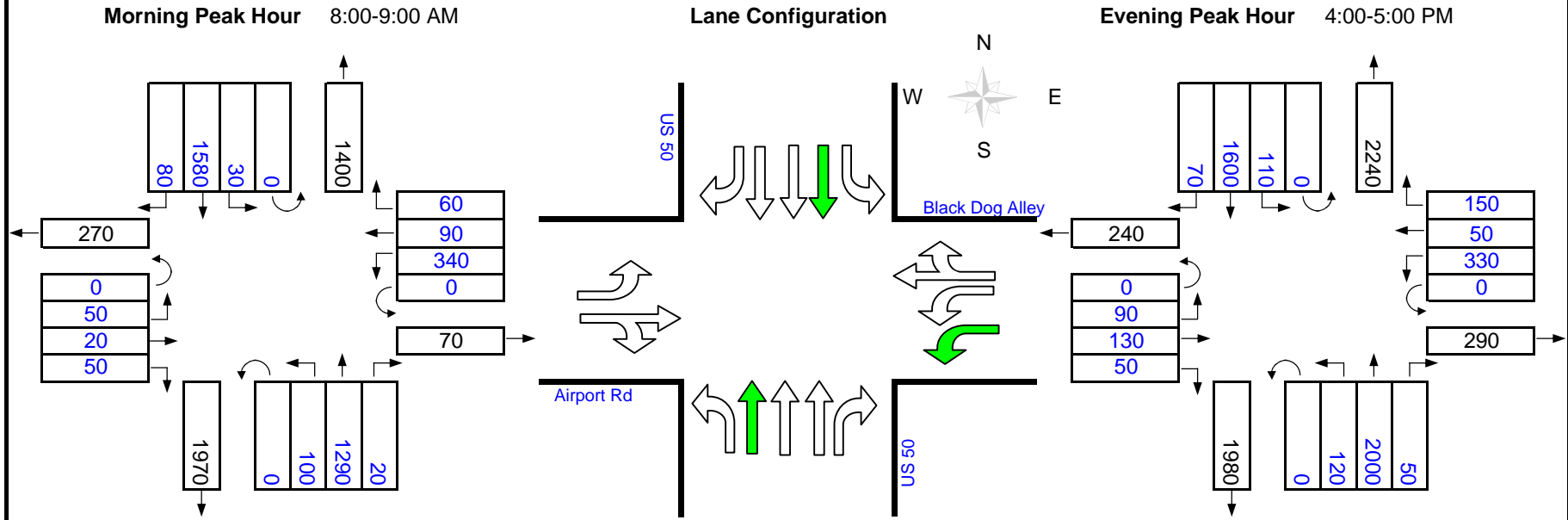
Remarks:	Total = 860	Remarks:	Total = 1102
	v/c = 0.54		v/c = 0.69
	LOS = A		LOS = B



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1290	0.40	516	30	546			NB	2000	0.40	800	110	910	*
	SB	1580	0.40	632	100	732	*		SB	1600	0.40	640	120	760	
	EB	70	1.00	70	204	274	*		EB	180	1.00	180	198	378	*
	WB	374	0.60	224	50	274			WB	363	0.60	218	90	308	
				0		0						0		0	
				0		0						0		0	

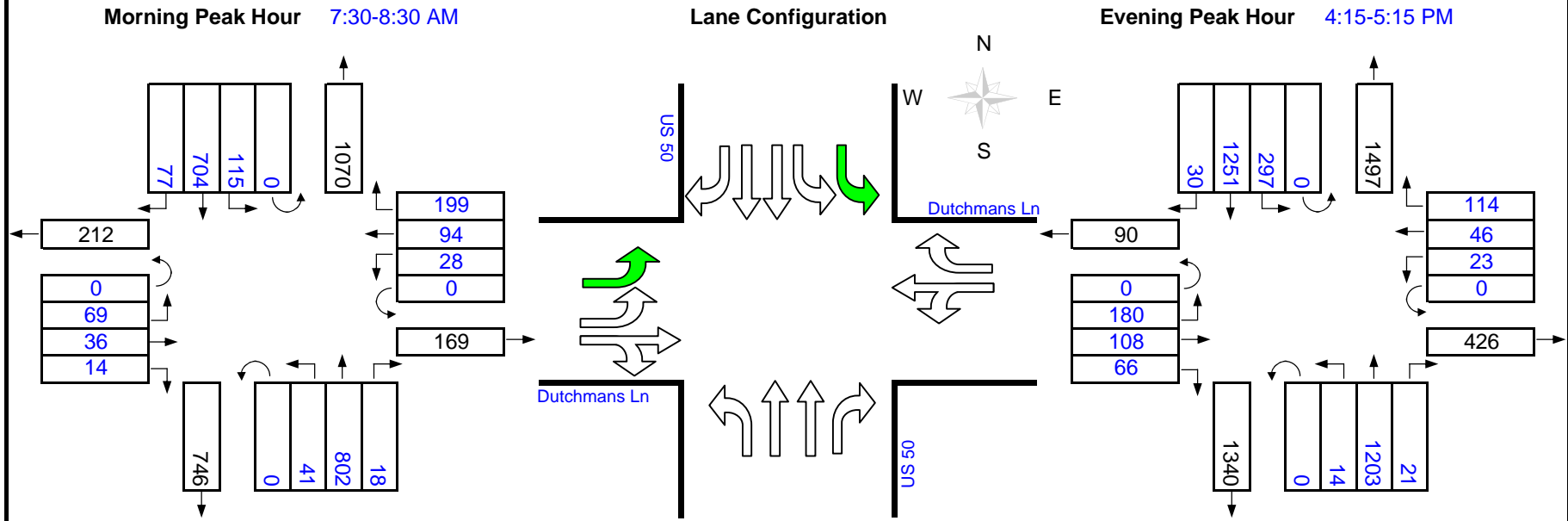
Remarks:	Total = 1006	Remarks:	Total = 1288
	v/c = 0.63		v/c = 0.81
	LOS = B		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	802	0.55	441	69	510	*		NB	1203	0.55	662	178	840	*
	SB	704	0.55	387	41	428			SB	1251	0.55	688	14	702	
	EB	69	0.60	41	0	41	*		EB	180	0.60	108	0	108	*
	WB	122	1.00	122	0	122	*		WB	69	1.00	69	0	69	*
				0		0						0		0	
				0		0						0		0	

Remarks: EB/WB are SPLIT PHASED	Total = 673	Remarks: EB/WB are SPLIT PHASED	Total = 1017
	v/c = 0.42		v/c = 0.64
	LOS = A		LOS = B



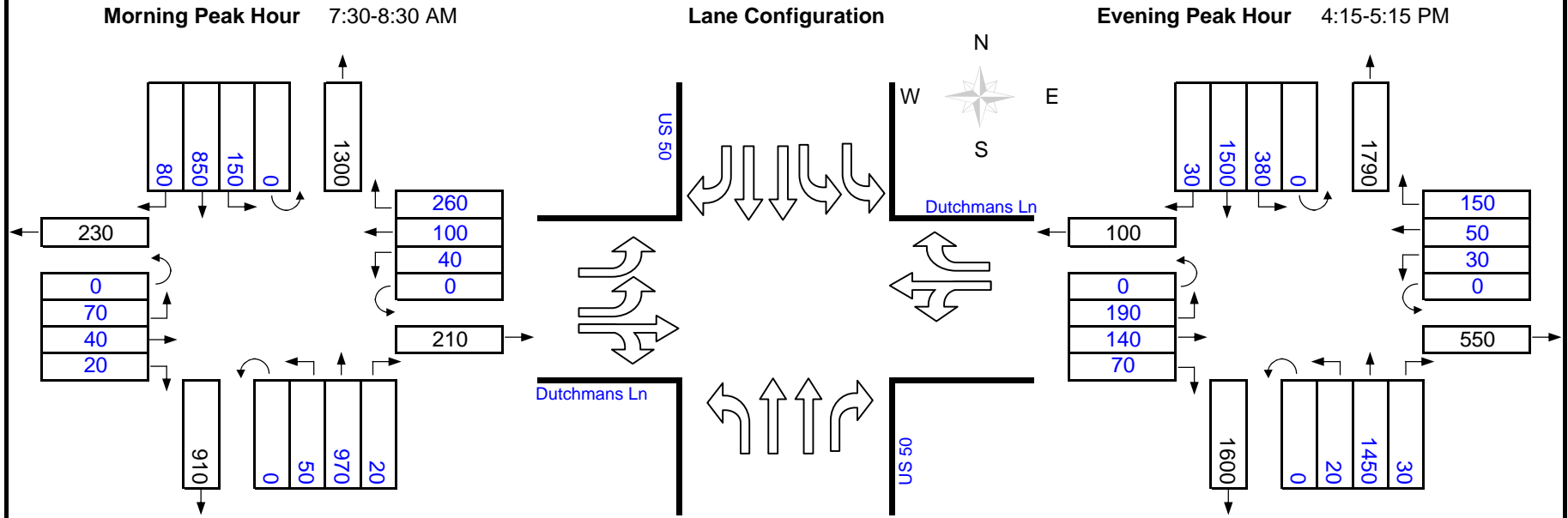
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 19
US 50 @ Dutchmans Ln

Count Date: 2015

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	970	0.55	534	150	684	*		NB	1450	0.55	798	228	1026	*
	SB	850	0.55	468	50	518			SB	1500	0.55	825	20	845	
	EB	70	0.60	42	0	42	*		EB	190	0.60	114	0	114	*
	WB	140	1.00	140	0	140	*		WB	80	1.00	80	0	80	*
				0		0						0		0	
				0		0						0		0	

Remarks: EB/WB are SPLIT PHASED	Total = 866	Remarks: EB/WB are SPLIT PHASED	Total = 1220
	v/c = 0.54		v/c = 0.76
	LOS = A		LOS = C



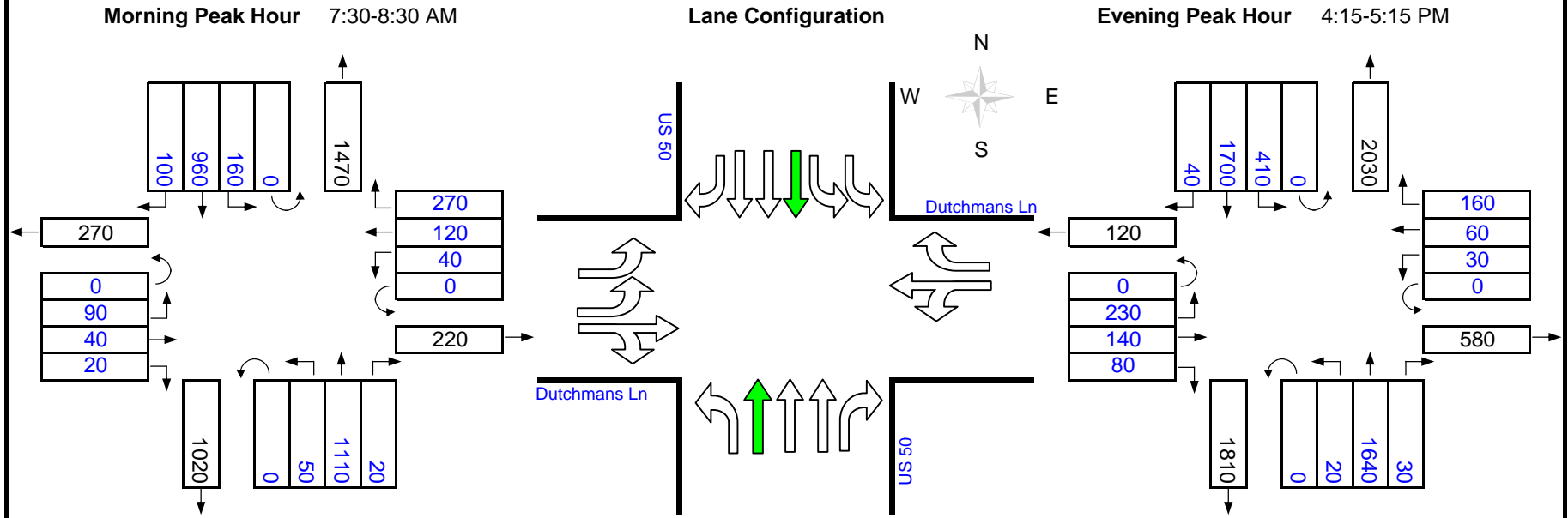
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 19
US 50 @ Dutchmans Ln

Count Date: 2030

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1110	0.40	444	96	540	*		NB	1640	0.40	656	246	902	*
	SB	960	0.40	384	50	434			SB	1700	0.40	680	20	700	
	EB	90	0.60	54	0	54	*		EB	230	0.60	138	0	138	*
	WB	160	1.00	160	0	160	*		WB	90	1.00	90	0	90	*
				0		0						0		0	
				0		0						0		0	

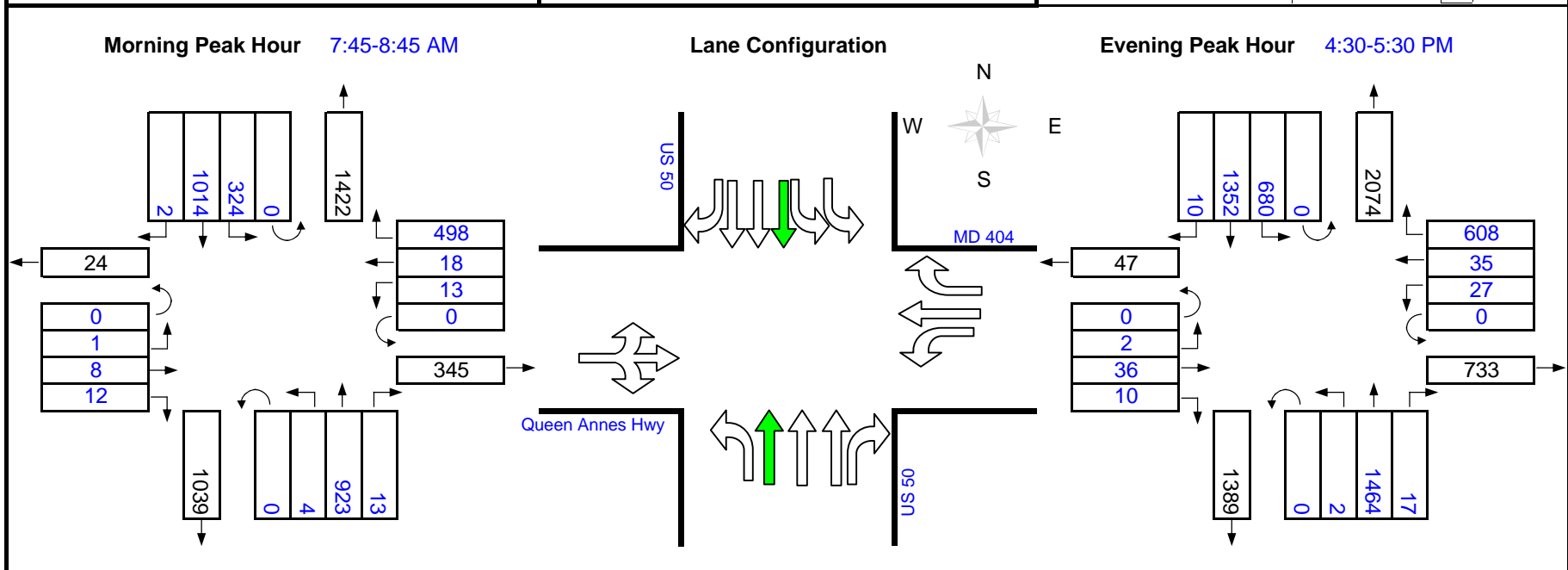
Remarks: EB/WB are SPLIT PHASED	Total = 754	Remarks: EB/WB are SPLIT PHASED	Total = 1130
	v/c = 0.47		v/c = 0.71
	LOS = A		LOS = B



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	923	0.40	369	195	564	*		NB	1464	0.40	586	408	994	*
	SB	1014	0.40	406	4	410			SB	1352	0.40	541	2	543	
	EB	22	1.00	22	13	35			EB	52	1.00	52	27	79	
	WB	304	1.00	304	1	305	*		WB	200	1.00	200	2	202	*
				0		0						0		0	
				0		0						0		0	

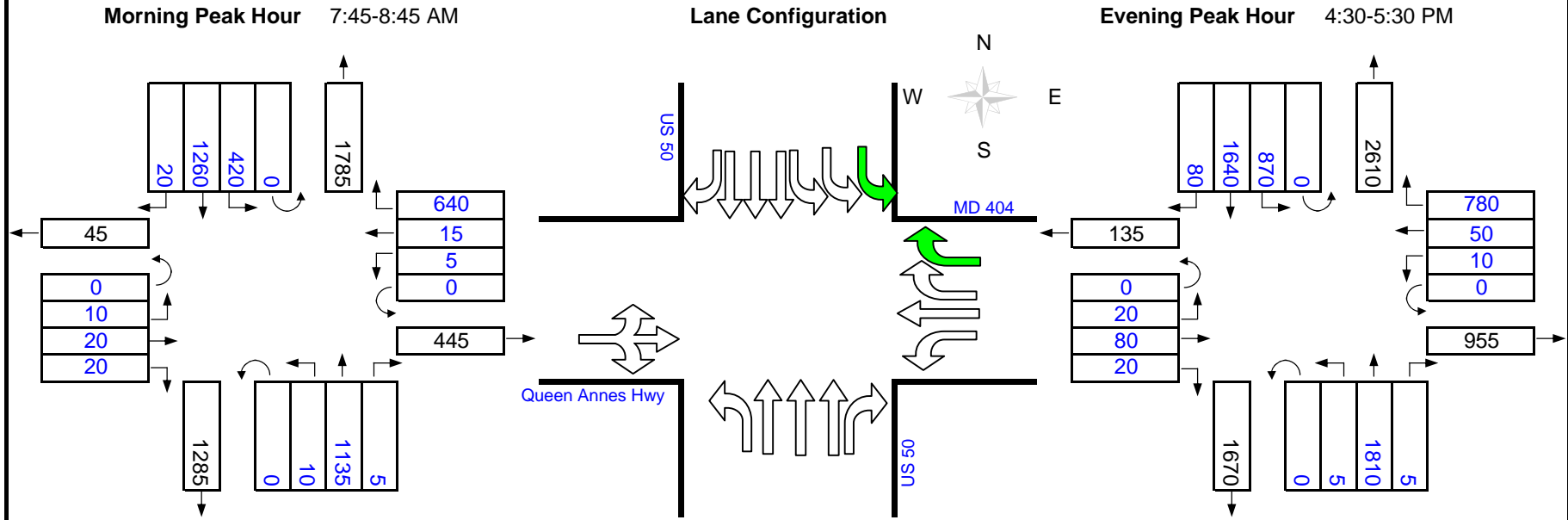
Remarks:	Total = 869	Remarks:	Total = 1196
	v/c = 0.54		v/c = 0.75
	LOS = A		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1135	0.40	454	185	639	*		NB	1810	0.40	724	383	1107	*
	SB	1260	0.40	504	10	514			SB	1640	0.40	656	5	661	
	EB	70	1.00	70	5	75			EB	180	1.00	180	10	190	
	WB	167	1.00	167	10	177	*		WB	50	1.00	50	20	70	*
				0		0						0		0	
				0		0						0		0	

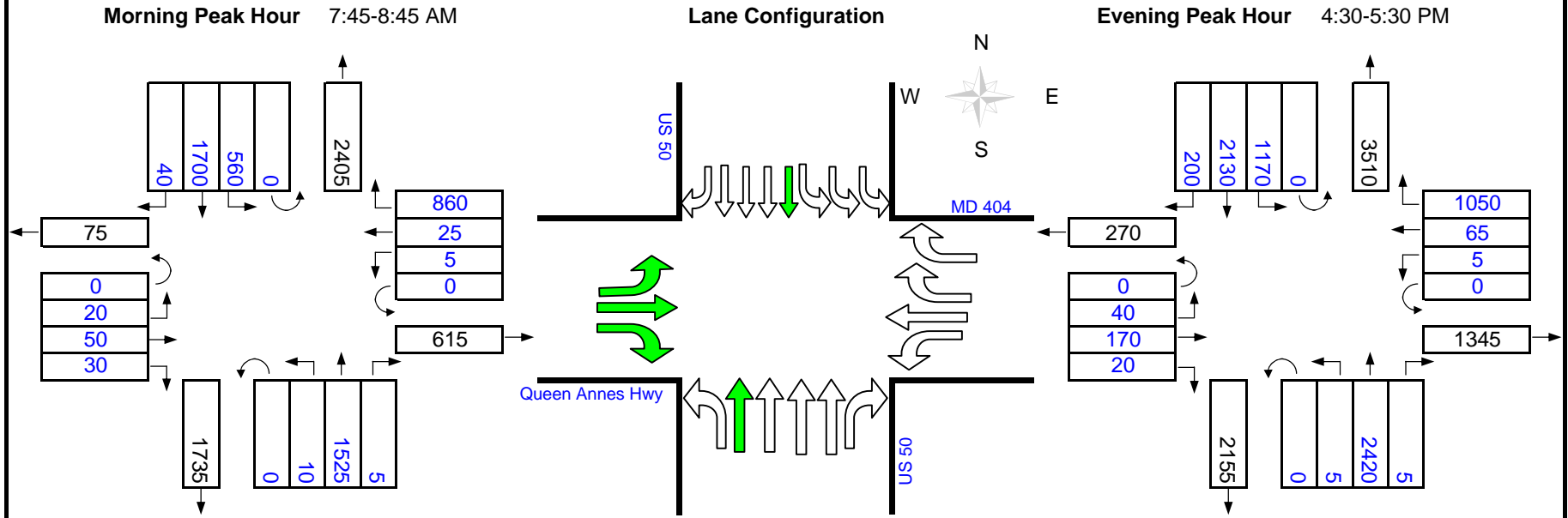
Remarks:	Total = 816	Remarks:	Total = 1177
	v/c = 0.51		v/c = 0.74
	LOS = A		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1525	0.30	458	246	704	*		NB	2420	0.30	726	515	1241	*
	SB	1700	0.30	510	10	520			SB	2130	0.30	639	5	644	
	EB	160	1.00	160	5	165			EB	170	1.00	170	5	175	
	WB	227	1.00	227	20	247	*		WB	65	1.00	65	40	105	*
				0		0						0		0	
				0		0						0		0	

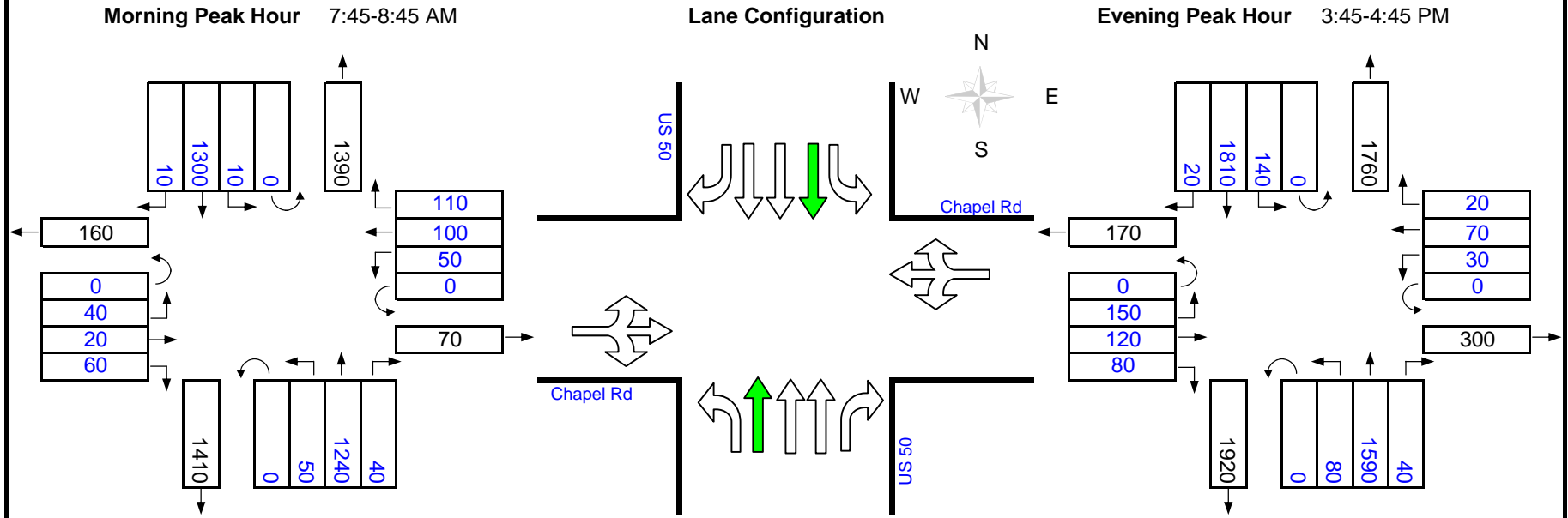
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	v/c = 0.59		v/c = 0.84
	LOS = A		LOS = D



**WALLACE,
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Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1240	0.40	496	10	506			NB	1590	0.40	636	140	776	
	SB	1300	0.40	520	50	570	*		SB	1810	0.40	724	80	804	*
	EB	80	1.00	80	50	130			EB	200	1.00	200	30	230	*
	WB	265	1.00	265	40	305	*		WB	150	1.00	150	150	300	
				0		0						0		0	
				0		0						0		0	

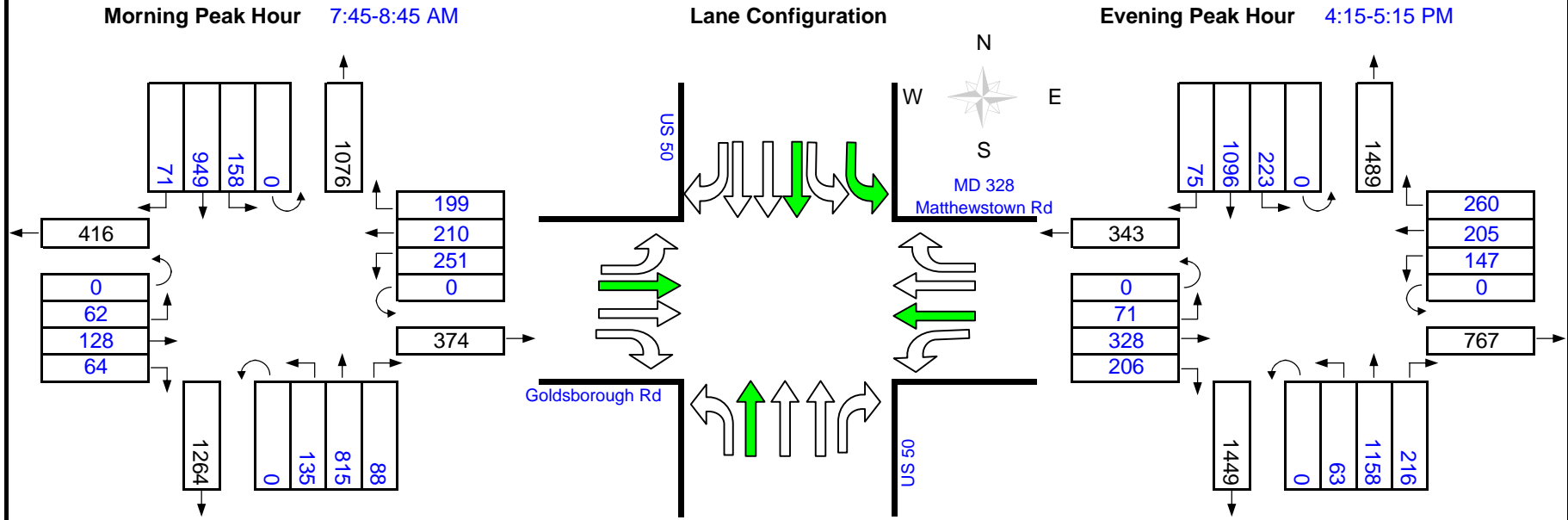
Remarks:	Total = 875	Remarks:	Total = 1034
	v/c = 0.55		v/c = 0.65
	LOS = A		LOS = B



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	815	0.40	326	95	421			NB	1158	0.40	463	134	597	*
	SB	949	0.40	380	135	515	*		SB	1096	0.40	438	63	501	
	EB	128	0.55	70	251	321	*		EB	328	0.55	180	147	327	*
	WB	251	1.00	251	62	313			WB	205	0.55	113	71	184	
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 836	Remarks:	Total = 924
	v/c = 0.52		v/c = 0.58
	LOS = A		LOS = A



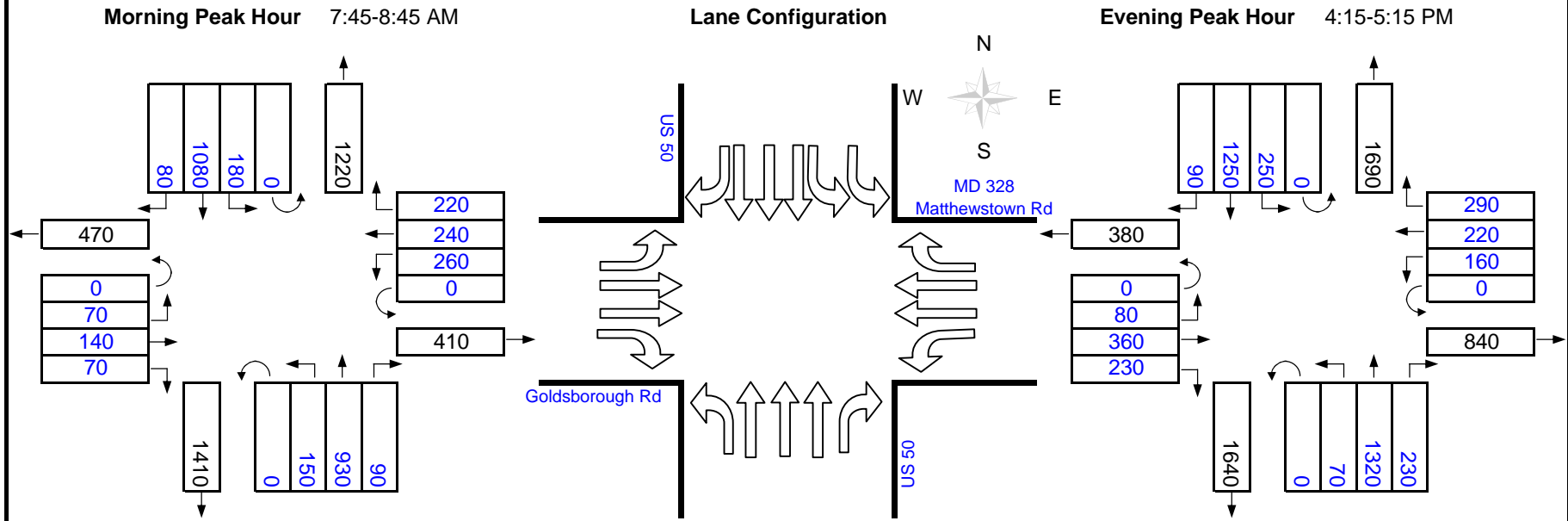
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 33
US 50 @ MD 328

Count Date: 2015

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	930	0.40	372	108	480			NB	1320	0.40	528	150	678	*
	SB	1080	0.40	432	150	582	*		SB	1250	0.40	500	70	570	*
	EB	140	0.55	77	260	337	*		EB	360	0.55	198	160	358	*
	WB	260	1.00	260	70	330			WB	220	0.55	121	80	201	
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 919	Remarks:	Total = 1036
	v/c = 0.57		v/c = 0.65
	LOS = A		LOS = B



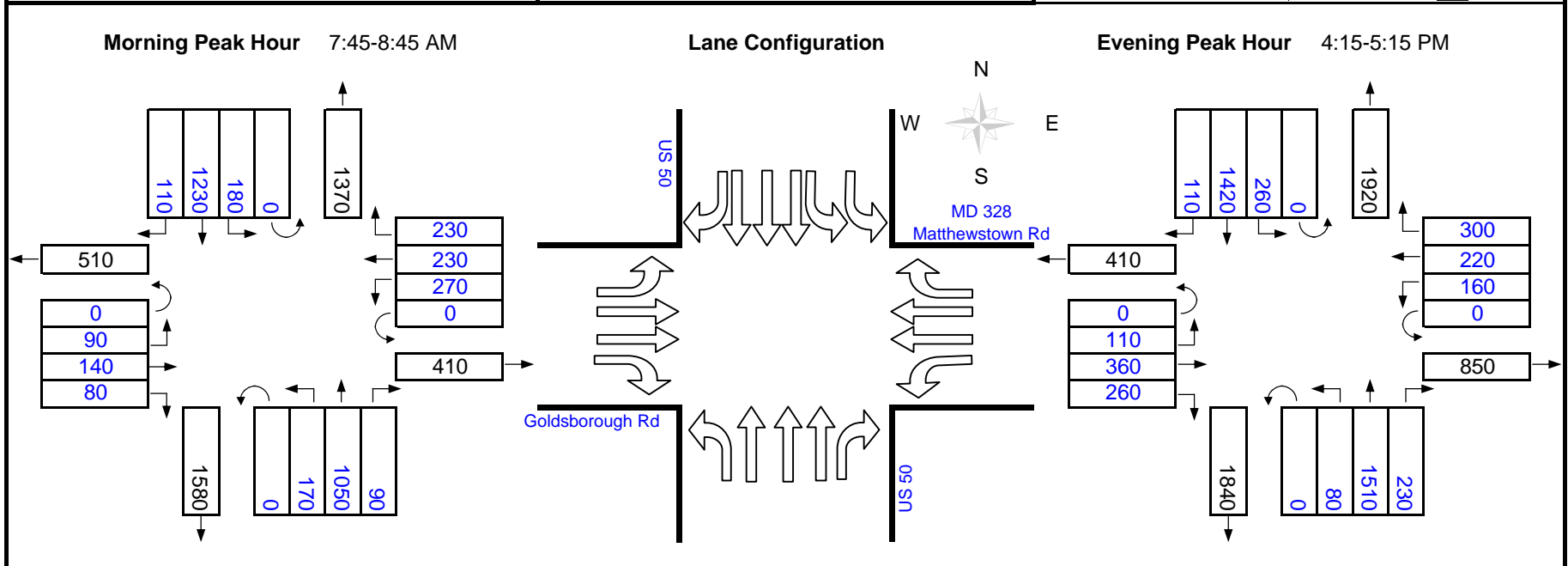
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 33
US 50 @ MD 328

Count Date: 2030

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1050	0.40	420	108	528			NB	1510	0.40	604	156	760	*
	SB	1230	0.40	492	170	662	*		SB	1420	0.40	568	80	648	
	EB	140	0.55	77	270	347			EB	360	0.55	198	160	358	*
	WB	270	1.00	270	90	360	*		WB	220	0.55	121	110	231	
				0		0						0		0	
				0		0						0		0	

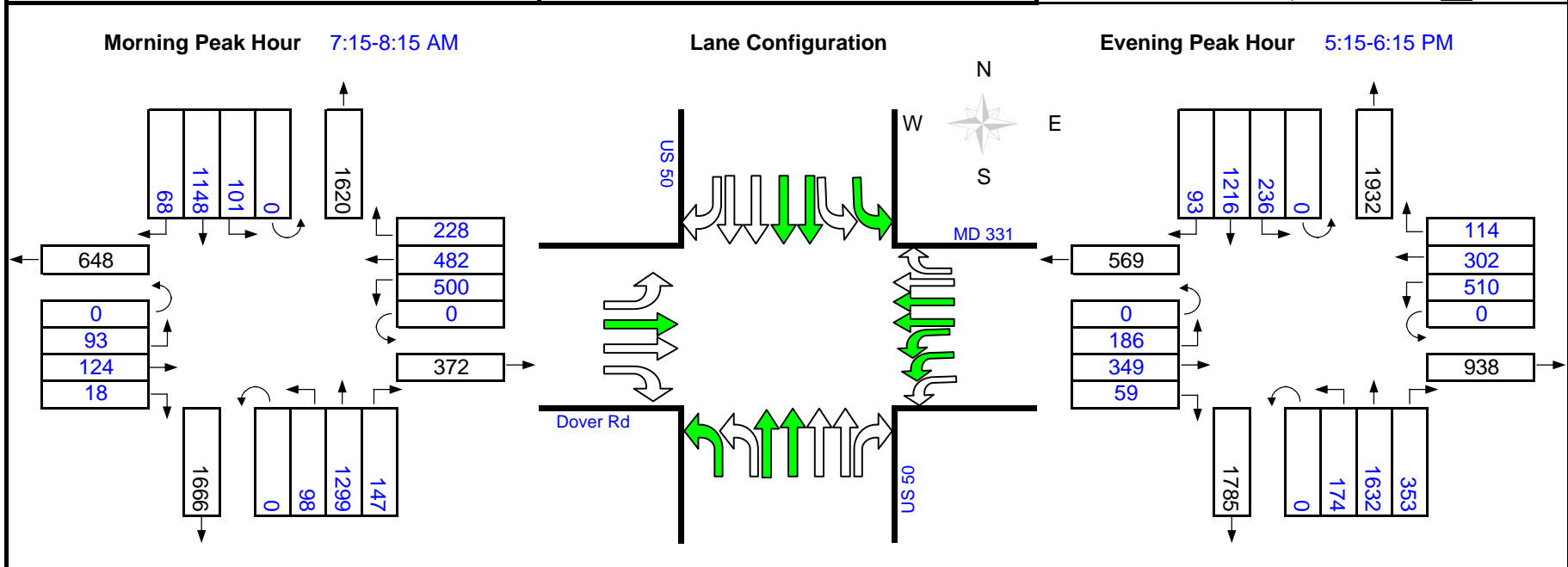
Remarks:	Total = 1022	Remarks:	Total = 1118
	v/c = 0.64		v/c = 0.70
	LOS = B		LOS = B



**WALLACE,
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& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1299	0.30	390	61	451	*		NB	1632	0.30	490	142	632	*
	SB	1148	0.30	344	59	403			SB	1216	0.30	365	105	470	
	EB	124	0.55	68	225	293			EB	349	0.55	192	230	422	*
	WB	500	0.45	225	93	318	*		WB	510	0.45	230	186	416	
				0		0						0		0	
				0		0						0		0	

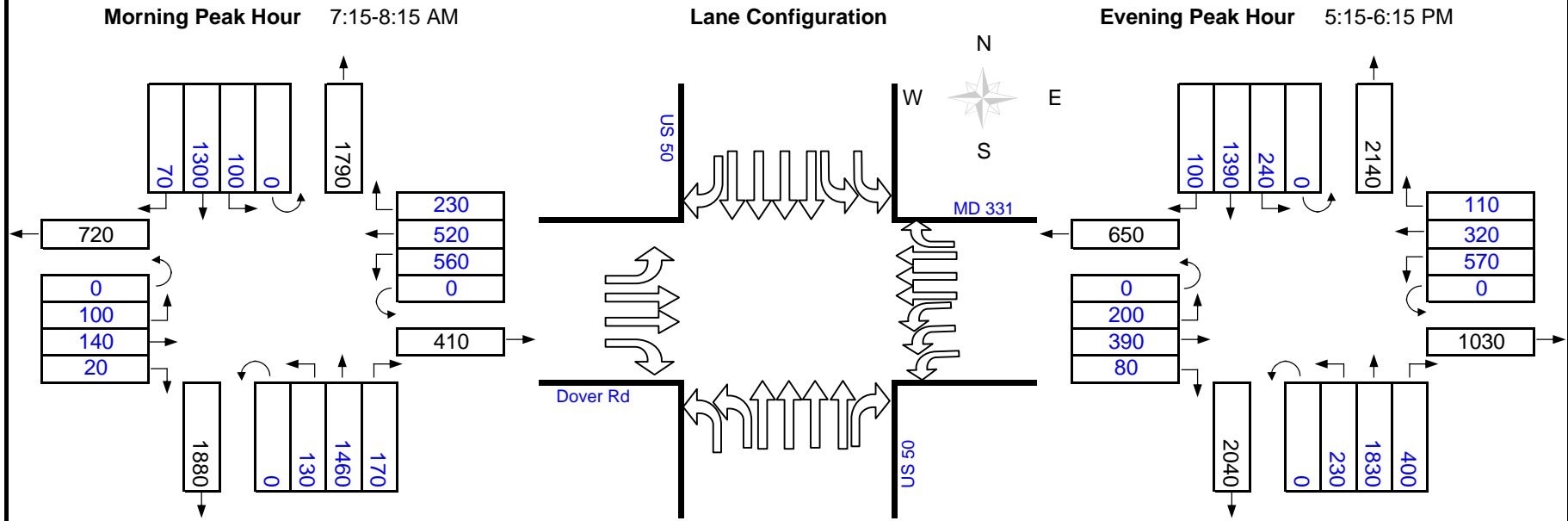
Remarks:	Total = 769	Remarks:	Total = 1054
	v/c = 0.48		v/c = 0.66
	LOS = A		LOS = B



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1460	0.30	438	60	498	*		NB	1830	0.30	549	144	693	*
	SB	1300	0.30	390	78	468			SB	1390	0.30	417	138	555	
	EB	140	0.55	77	252	329			EB	390	0.55	215	257	472	*
	WB	560	0.45	252	100	352	*		WB	570	0.45	257	200	457	
				0		0						0		0	
				0		0						0		0	

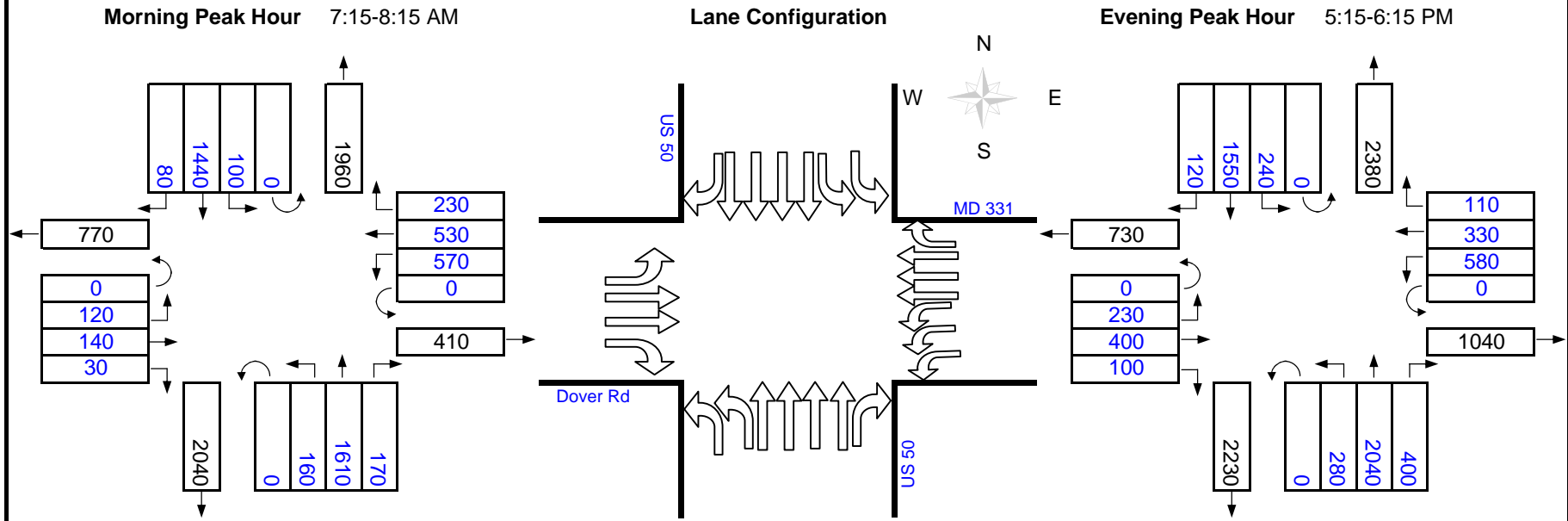
Remarks:	Total = 850	Remarks:	Total = 1165
	v/c = 0.53		v/c = 0.73
	LOS = A		LOS = C



**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

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



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1610	0.30	483	60	543	*		NB	2040	0.30	612	144	756	*
	SB	1440	0.30	432	96	528			SB	1550	0.30	465	168	633	
	EB	140	0.55	77	257	334			EB	400	0.55	220	261	481	
	WB	570	0.45	257	120	377	*		WB	580	0.45	261	230	491	*
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 920	Remarks:	Total = 1247
	v/c = 0.58		v/c = 0.78
	LOS = A		LOS = C



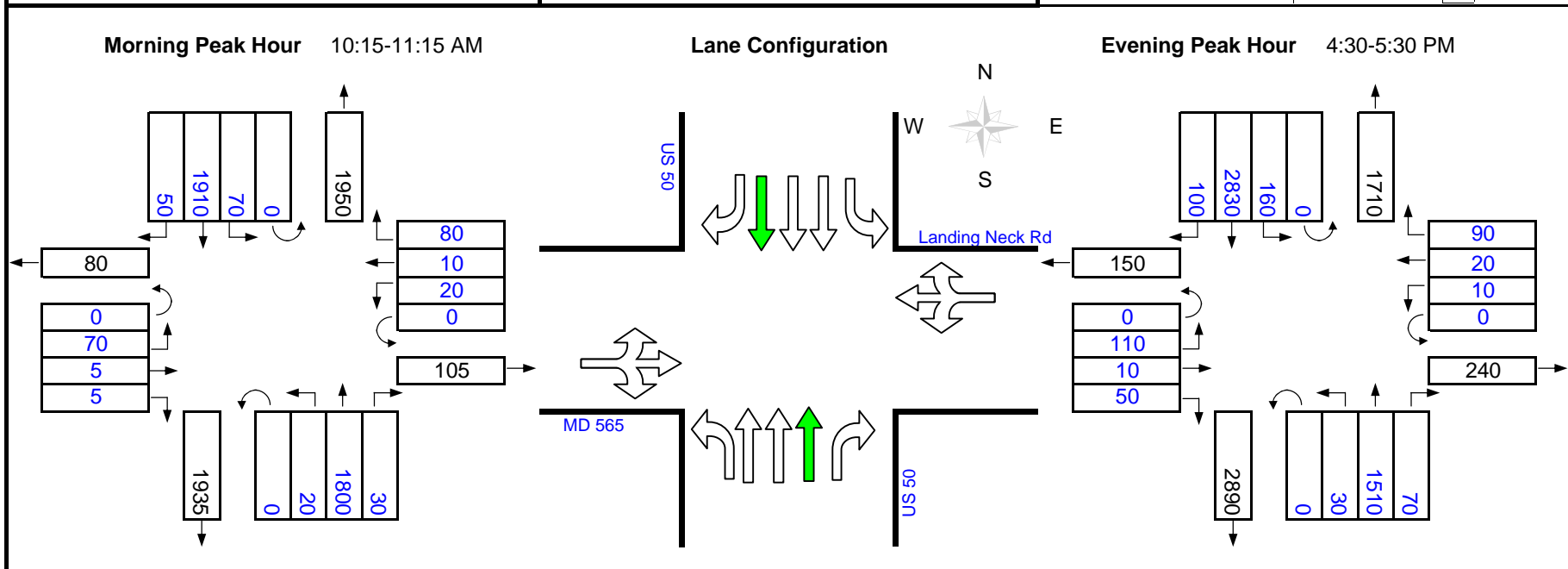
**WALLACE,
MONTGOMERY
& ASSOCIATES, LLP**

Turning Movement & Level of Service Summary

Location: Talbot County - Site 39
US 50 @ MD 565/Landing Neck Rd

Count Date: 2030

Scenario: Future



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

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1800	0.40	720	70	790	*		NB	1510	0.40	604	160	764	
	SB	1910	0.40	764	20	784			SB	2830	0.40	1132	30	1162	*
	EB	87	1.00	87	20	107			EB	181	1.00	181	10	191	
	WB	112	1.00	112	70	182	*		WB	121	1.00	121	110	231	*
				0		0						0		0	
				0		0						0		0	

Remarks:	Total = 972	Remarks:	Total = 1393
	v/c = 0.61		v/c = 0.87
	LOS = A		LOS = D