

Phone:
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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 07/20/2005
 Analysis Period: AM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 329 to MD 370
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor E1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

VOLUME

	Direction	1		2	
Volume, V		643	vph	580	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		175		158	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		352	pcphpl	318	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		465	pcphp1	421	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		8.3	pc/mi/ln	7.5	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 329 to MD 370
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor E1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

VOLUME

	Direction	1		2	
Volume, V		820	vph	810	vph
Peak-hour factor, PHF		0.89		0.97	
Peak 15-minute volume, v15		230		209	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		465	pcphpl	421	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		352	pcphp1	318	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		6.3	pc/mi/ln	5.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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OPERATIONAL ANALYSIS

Analyst: John Rectanus
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 Date: 07/20/2005
 Analysis Period: AM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 370 to MD 322
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor E2 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Undivided		Undivided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	56.2	mph	56.2	mph

VOLUME

Direction	1		2	
Volume, V	655	vph	640	vph
Peak-hour factor, PHF	0.92		0.94	
Peak 15-minute volume, v15	178		170	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	359	pcphpl	343	pcphpl

RESULTS

	Direction		1	2
Flow rate, vp			359	343
			pcphp1	pcphp1
Free-flow speed, FFS			56.2	56.2
			mph	mph
Avg. passenger-car travel speed, S			56.2	56.2
			mph	mph
Level of service, LOS			A	A
Density, D			6.4	6.1
			pc/mi/ln	pc/mi/ln

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 From/To: MD 370 to MD 322
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor E2 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		9		9	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.3	mph	2.3	mph
Free-flow speed		56.2	mph	56.2	mph

VOLUME

	Direction	1		2	
Volume, V		881	vph	822	vph
Peak-hour factor, PHF		0.97		0.96	
Peak 15-minute volume, v15		227		214	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		458	pcphpl	432	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		458	pcphp1	432	pcphp1
Free-flow speed, FFS		56.2	mph	56.2	mph
Avg. passenger-car travel speed, S		56.2	mph	56.2	mph
Level of service, LOS		A		A	
Density, D		8.2	pc/mi/ln	7.7	pc/mi/ln

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 From/To: MD 329 to MD 370
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor E1 - Future Proposed Conditions Corridor Analysis

----- FREE-FLOW SPEED -----

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

----- VOLUME -----

	Direction	1		2	
Volume, V		650	vph	600	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		177		163	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		356	pcphpl	329	pcphpl

----- RESULTS -----

	Direction	1		2	
Flow rate, vp		356	pcphp1	329	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		6.4	pc/mi/ln	5.9	pc/mi/ln

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 From/To: MD 329 to MD 370
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor E1 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

VOLUME

	Direction	1		2	
Volume, V		830	vph	820	vph
Peak-hour factor, PHF		0.89		0.97	
Peak 15-minute volume, v15		233		211	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		470	pcphpl	426	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		470	pcphp1	426	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		8.4	pc/mi/ln	7.6	pc/mi/ln

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 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 370 to MD 322
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor E2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		9		9	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.3	mph	2.3	mph
Free-flow speed		56.2	mph	56.2	mph

VOLUME

	Direction	1		2	
Volume, V		710	vph	710	vph
Peak-hour factor, PHF		0.92		0.94	
Peak 15-minute volume, v15		193		189	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		389	pcphpl	381	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		389	pcphp1	381	pcphp1
Free-flow speed, FFS		56.2	mph	56.2	mph
Avg. passenger-car travel speed, S		56.2	mph	56.2	mph
Level of service, LOS		A		A	
Density, D		6.9	pc/mi/ln	6.8	pc/mi/ln

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 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 370 to MD 322
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor E2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		9		9	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.3	mph	2.3	mph
Free-flow speed		56.2	mph	56.2	mph

VOLUME

	Direction	1		2	
Volume, V		970	vph	870	vph
Peak-hour factor, PHF		0.97		0.96	
Peak 15-minute volume, v15		250		227	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		504	pcphpl	457	pcphpl

RESULTS

	Direction		1	2	
Flow rate, vp			504	pcphp1	457 pcphp1
Free-flow speed, FFS			56.2	mph	56.2 mph
Avg. passenger-car travel speed, S			56.2	mph	56.2 mph
Level of service, LOS			A		A
Density, D			9.0	pc/mi/ln	8.1 pc/mi/ln

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 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 329 to MD 370
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor E1 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

VOLUME

	Direction	1		2	
Volume, V		670	vph	640	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		182		174	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		367	pcphpl	351	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		367	pcphp1	351	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		6.6	pc/mi/ln	6.3	pc/mi/ln

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 Analysis Year: 2030
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FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		10		10	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.5	mph	2.5	mph
Free-flow speed		55.9	mph	55.9	mph

VOLUME

	Direction	1		2	
Volume, V		860	vph	860	vph
Peak-hour factor, PHF		0.89		0.97	
Peak 15-minute volume, v15		242		222	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		487	pcphpl	447	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		487	pcphp1	447	pcphp1
Free-flow speed, FFS		55.9	mph	55.9	mph
Avg. passenger-car travel speed, S		55.9	mph	55.9	mph
Level of service, LOS		A		A	
Density, D		8.7	pc/mi/ln	8.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor E2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		9		9	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		2.3	mph	2.3	mph
Free-flow speed		56.2	mph	56.2	mph

VOLUME

	Direction	1		2	
Volume, V		770	vph	770	vph
Peak-hour factor, PHF		0.92		0.94	
Peak 15-minute volume, v15		209		205	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		422	pcphpl	413	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		422	pcphp1	413	pcphp1
Free-flow speed, FFS		56.2	mph	56.2	mph
Avg. passenger-car travel speed, S		56.2	mph	56.2	mph
Level of service, LOS		A		A	
Density, D		7.5	pc/mi/ln	7.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 370 to MD 322
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor E2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	9		9	
Median type	Undivided		Undivided	
Free-flow speed:	Base		Base	
FFS or BFFS	60.0	mph	60.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	1.6	mph	1.6	mph
Access points adjustment, FA	2.3	mph	2.3	mph
Free-flow speed	56.2	mph	56.2	mph

VOLUME

Direction	1		2	
Volume, V	1060	vph	930	vph
Peak-hour factor, PHF	0.97		0.96	
Peak 15-minute volume, v15	273		242	
Trucks and buses	2	%	2	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.990		0.990	
Flow rate, vp	551	pcphpl	489	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		551	pcphp1	489	pcphp1
Free-flow speed, FFS		56.2	mph	56.2	mph
Avg. passenger-car travel speed, S		56.2	mph	56.2	mph
Level of service, LOS		A		A	
Density, D		9.8	pc/mi/ln	8.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: AM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 322 to Marlboro Road
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor E3 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		15		15	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		3.8	mph	3.8	mph
Free-flow speed		48.3	mph	48.3	mph

VOLUME

	Direction	1		2	
Volume, V		550	vph	270	vph
Peak-hour factor, PHF		0.94		0.94	
Peak 15-minute volume, v15		146		72	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		295	pcphpl	145	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		295	pcphp1	145	pcphp1
Free-flow speed, FFS		48.3	mph	48.3	mph
Avg. passenger-car travel speed, S		48.3	mph	48.3	mph
Level of service, LOS		A		A	
Density, D		6.1	pc/mi/ln	3.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: PM Peak
 Highway: MD 33 (St. Michaels Rd.)
 From/To: MD 322 to Marlboro Road
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor E3 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		15		15	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		3.8	mph	3.8	mph
Free-flow speed		48.3	mph	48.3	mph

VOLUME

	Direction	1		2	
Volume, V		600	vph	480	vph
Peak-hour factor, PHF		0.96		0.96	
Peak 15-minute volume, v15		156		125	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		315	pcphpl	252	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		315	pcphp1	252	pcphp1
Free-flow speed, FFS		48.3	mph	48.3	mph
Avg. passenger-car travel speed, S		48.3	mph	48.3	mph
Level of service, LOS		A		A	
Density, D		6.5	pc/mi/ln	5.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 07/20/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		372	vph	1210	vph
Peak-hour factor, PHF		0.93		0.90	
Peak 15-minute volume, v15		100		336	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		201	pcphpl	678	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		201	pcphp1	678	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		B	
Density, D		4.1	pc/mi/ln	13.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 07/20/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		938	vph	926	vph
Peak-hour factor, PHF		0.88		0.92	
Peak 15-minute volume, v15		266		252	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		538	pcphpl	508	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		538	pcphp1	508	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		A	
Density, D		10.9	pc/mi/ln	10.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 07/20/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L2 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		177	vph	885	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		49		246	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		99	pcphpl	496	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		99	pcphp1	496	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		A	
Density, D		2.0	pc/mi/ln	10.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Black Dog Alley to County Line
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L2 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		54.2	mph	54.1	mph

VOLUME

	Direction	1		2	
Volume, V		975	vph	340	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		265		92	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		535	pcphpl	186	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		535	pcphp1	186	pcphp1
Free-flow speed, FFS		54.2	mph	54.1	mph
Avg. passenger-car travel speed, S		54.2	mph	54.1	mph
Level of service, LOS		A		A	
Density, D		9.9	pc/mi/ln	3.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		235	vph	648	vph
Peak-hour factor, PHF		0.93		0.93	
Peak 15-minute volume, v15		63		174	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		127	pcphpl	351	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		127	pcphp1	351	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		2.7	pc/mi/ln	7.3	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		594	vph	569	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		169		162	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		340	pcphpl	326	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		340	pcphp1	326	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		7.2	pc/mi/ln	6.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L1 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		410	vph	1310	vph
Peak-hour factor, PHF		0.93		0.90	
Peak 15-minute volume, v15		110		364	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		222	pcphpl	735	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		222	pcphp1	735	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		B	
Density, D		4.5	pc/mi/ln	15.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L1 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		1030	vph	1000	vph
Peak-hour factor, PHF		0.88		0.92	
Peak 15-minute volume, v15		293		272	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		591	pcphpl	548	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		591	pcphp1	548	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		B		B	
Density, D		12.0	pc/mi/ln	11.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		180	vph	950	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		50		264	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		101	pcphpl	533	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		101	pcphp1	533	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		A	
Density, D		2.1	pc/mi/ln	10.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Black Dog Alley to County Line
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		54.2	mph	54.1	mph

VOLUME

	Direction	1		2	
Volume, V		1080	vph	360	vph
Peak-hour factor, PHF		0.92		0.92	
Peak 15-minute volume, v15		293		98	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		592	pcphpl	197	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		592	pcphp1	197	pcphp1
Free-flow speed, FFS		54.2	mph	54.1	mph
Avg. passenger-car travel speed, S		54.2	mph	54.1	mph
Level of service, LOS		A		A	
Density, D		10.9	pc/mi/ln	3.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		260	vph	720	vph
Peak-hour factor, PHF		0.93		0.93	
Peak 15-minute volume, v15		70		194	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		141	pcphpl	390	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		141	pcphp1	390	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		3.0	pc/mi/ln	8.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		670	vph	650	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		190		185	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		384	pcphpl	373	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		384	pcphp1	373	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		8.2	pc/mi/ln	7.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
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Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L1 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		410	vph	1040	vph
Peak-hour factor, PHF		0.93		0.90	
Peak 15-minute volume, v15		110		289	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		222	pcphpl	583	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		222	pcphp1	583	pcphp1
Free-flow speed, FFS		49.2	mph	49.1	mph
Avg. passenger-car travel speed, S		49.2	mph	49.1	mph
Level of service, LOS		A		B	
Density, D		4.5	pc/mi/ln	11.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L1 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		49.2	mph	49.1	mph

VOLUME

	Direction	1		2	
Volume, V		1040	vph	1020	vph
Peak-hour factor, PHF		0.88		0.92	
Peak 15-minute volume, v15		295		277	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		596	pcphpl	559	pcphpl

RESULTS

	Direction			
	1		2	
Flow rate, vp	596	pcphp1	559	pcphp1
Free-flow speed, FFS	49.2	mph	49.1	mph
Avg. passenger-car travel speed, S	49.2	mph	49.1	mph
Level of service, LOS	B		B	
Density, D	12.1	pc/mi/ln	11.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Black Dog Alley to County Line
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		54.2	mph	54.1	mph

VOLUME

	Direction	1		2	
Volume, V		210	vph	1050	vph
Peak-hour factor, PHF		0.90		0.90	
Peak 15-minute volume, v15		58		292	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		117	pcphpl	589	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		117	pcphp1	589	pcphp1
Free-flow speed, FFS		54.2	mph	54.1	mph
Avg. passenger-car travel speed, S		54.2	mph	54.1	mph
Level of service, LOS		A		A	
Density, D		2.2	pc/mi/ln	10.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Black Dog Alley to County Line
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		17		17	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		4.3	mph	4.3*	mph
Free-flow speed		54.2	mph	54.1	mph

VOLUME

	Direction	1		2	
Volume, V		1220	vph	400	vph
Peak-hour factor, PHF		0.92			
Peak 15-minute volume, v15		332			
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		669	pcphpl		pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		669	pcphp1		pcphp1
Free-flow speed, FFS		54.2	mph	54.1	mph
Avg. passenger-car travel speed, S		54.2	mph		mph
Level of service, LOS		B		F	
Density, D		12.4	pc/mi/ln		pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
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OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: AM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		290	vph	770	vph
Peak-hour factor, PHF		0.93		0.93	
Peak 15-minute volume, v15		78		207	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		157	pcphpl	418	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		157	pcphp1	418	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		3.3	pc/mi/ln	8.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: PM Peak
 Highway: MD 331 (Dover Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor L3 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		20		20	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		5.0	mph	4.3*	mph
Free-flow speed		47.1	mph	47.8	mph

VOLUME

	Direction	1		2	
Volume, V		730	vph	730	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		207		207	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		418	pcphpl	418	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		418	pcphp1	418	pcphp1
Free-flow speed, FFS		47.1	mph	47.8	mph
Avg. passenger-car travel speed, S		47.1	mph	47.8	mph
Level of service, LOS		A		A	
Density, D		8.9	pc/mi/ln	8.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 07/20/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor M1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		374	vph	660	vph
Peak-hour factor, PHF		0.93		0.88	
Peak 15-minute volume, v15		101		188	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		203	pcphpl	378	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		203	pcphp1	378	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		4.3	pc/mi/ln	8.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2004
 Project ID: Corridor M1 - Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		767	vph	612	vph
Peak-hour factor, PHF		0.88		0.93	
Peak 15-minute volume, v15		218		165	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		440	pcphpl	332	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		440	pcphp1	332	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		9.3	pc/mi/ln	7.0	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor M1 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		410	vph	840	vph
Peak-hour factor, PHF		0.93		0.88	
Peak 15-minute volume, v15		110		239	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		222	pcphpl	482	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		222	pcphp1	482	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		4.7	pc/mi/ln	10.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor M1 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		840	vph	670	vph
Peak-hour factor, PHF		0.88		0.93	
Peak 15-minute volume, v15		239		180	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		482	pcphpl	363	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		482	pcphp1	363	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		10.2	pc/mi/ln	7.7	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: Black Dog Aly to Lewistown Rd
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor M2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		170	vph	510	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		48		145	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		97	pcphpl	292	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		97	pcphp1	292	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		2.1	pc/mi/ln	6.2	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: Black Dog Aly to Lewistown Rd
 Jurisdiction: Talbot County
 Analysis Year: 2015
 Project ID: Corridor M2 - Future Proposed Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		540	vph	290	vph
Peak-hour factor, PHF		0.93		0.86	
Peak 15-minute volume, v15		145		84	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		293	pcphpl	170	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		293	pcphp1	170	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		6.2	pc/mi/ln	3.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor M1 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		410	vph	730	vph
Peak-hour factor, PHF		0.93		0.88	
Peak 15-minute volume, v15		110		207	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		222	pcphpl	418	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		222	pcphp1	418	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		4.7	pc/mi/ln	8.9	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: US 50 to Black Dog Alley
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor M1 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		47.2	mph	47.2	mph

VOLUME

	Direction	1		2	
Volume, V		850	vph	680	vph
Peak-hour factor, PHF		0.88		0.93	
Peak 15-minute volume, v15		241		183	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		487	pcphpl	369	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		487	pcphp1	369	pcphp1
Free-flow speed, FFS		47.2	mph	47.2	mph
Avg. passenger-car travel speed, S		47.2	mph	47.2	mph
Level of service, LOS		A		A	
Density, D		10.3	pc/mi/ln	7.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: Black Dog Aly to Lewistown Rd
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor M2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		52.2	mph	52.2	mph

VOLUME

	Direction	1		2	
Volume, V		210	vph	580	vph
Peak-hour factor, PHF		0.88		0.88	
Peak 15-minute volume, v15		60		165	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		120	pcphpl	332	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		120	pcphp1	332	pcphp1
Free-flow speed, FFS		52.2	mph	52.2	mph
Avg. passenger-car travel speed, S		52.2	mph	52.2	mph
Level of service, LOS		A		A	
Density, D		2.3	pc/mi/ln	6.4	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 08/11/2005
 Analysis Period: PM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: Black Dog Aly to Lewistown Rd
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor M2 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		6.0	ft	6.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		12.0	ft	12.0	ft
Access points per mile		25		25	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		60.0	mph	60.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		0.0	mph	0.0	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		6.3	mph	6.3	mph
Free-flow speed		52.2	mph	52.2	mph

VOLUME

	Direction	1		2	
Volume, V		590	vph	320	vph
Peak-hour factor, PHF		0.93		0.86	
Peak 15-minute volume, v15		159		93	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		320	pcphpl	187	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		320	pcphp1	187	pcphp1
Free-flow speed, FFS		52.2	mph	52.2	mph
Avg. passenger-car travel speed, S		52.2	mph	52.2	mph
Level of service, LOS		A		A	
Density, D		6.1	pc/mi/ln	3.6	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: John Rectanus
 Agency/Co: Wallace Montgomery & Assoc.
 Date: 11/29/2005
 Analysis Period: AM Peak
 Highway: MD 328 (Matthewtown Rd.)
 From/To: Park Street to US 50
 Jurisdiction: Talbot County
 Analysis Year: 2030
 Project ID: Corridor M3 - Proposed Future Conditions Corridor Analysis

FREE-FLOW SPEED

	Direction	1		2	
Lane width		12.0	ft	12.0	ft
Lateral clearance:					
Right edge		0.0	ft	0.0	ft
Left edge		6.0	ft	6.0	ft
Total lateral clearance		6.0	ft	6.0	ft
Access points per mile		28		28	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		7.0	mph	7.0	mph
Free-flow speed		45.1	mph	45.1	mph

VOLUME

	Direction	1		2	
Volume, V		310	vph	510	vph
Peak-hour factor, PHF		0.93		0.93	
Peak 15-minute volume, v15		83		137	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		168	pcphpl	276	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		168	pcphp1	276	pcphp1
Free-flow speed, FFS		45.1	mph	45.1	mph
Avg. passenger-car travel speed, S		45.1	mph	45.1	mph
Level of service, LOS		A		A	
Density, D		3.7	pc/mi/ln	6.1	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.

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Access points per mile		28		28	
Median type		Undivided		Undivided	
Free-flow speed:		Base		Base	
FFS or BFFS		55.0	mph	55.0	mph
Lane width adjustment, FLW		0.0	mph	0.0	mph
Lateral clearance adjustment, FLC		1.3	mph	1.3	mph
Median type adjustment, FM		1.6	mph	1.6	mph
Access points adjustment, FA		7.0	mph	7.0	mph
Free-flow speed		45.1	mph	45.1	mph

VOLUME

	Direction	1		2	
Volume, V		730	vph	410	vph
Peak-hour factor, PHF		0.96		0.96	
Peak 15-minute volume, v15		190		107	
Trucks and buses		2	%	2	%
Recreational vehicles		0	%	0	%
Terrain type		Level		Level	
Grade		0.00	%	0.00	%
Segment length		0.00	mi	0.00	mi
Number of lanes		2		2	
Driver population adjustment, fP		1.00		1.00	
Trucks and buses PCE, ET		1.5		1.5	
Recreational vehicles PCE, ER		1.2		1.2	
Heavy vehicle adjustment, fHV		0.990		0.990	
Flow rate, vp		384	pcphpl	215	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		384	pcphp1	215	pcphp1
Free-flow speed, FFS		45.1	mph	45.1	mph
Avg. passenger-car travel speed, S		45.1	mph	45.1	mph
Level of service, LOS		A		A	
Density, D		8.5	pc/mi/ln	4.8	pc/mi/ln

Overall results are not computed when free-flow speed is less than 45 mph.