

# 2013

May  
Revision

## Prince Frederick Traffic Study



# FINAL

## Table of Contents

Executive Summary .....	1
I. INTRODUCTION .....	2
II. EXISTING CONDITIONS .....	4
Existing Peak Hour Traffic Volumes .....	9
Existing Intersection Capacity Analysis .....	12
III. PROPOSED CONDITIONS .....	15
IV. YEAR 2035 PROJECTIONS .....	16
Year 2035 No Build Intersection Capacity Analysis .....	18
V. YEAR 2035 BUILD PROJECTIONS .....	24
Year 2035 Alternative 2 Volumes and Intersection Capacity Analysis .....	31
Year 2035 Alternative 3 Volumes and Intersection Capacity Analysis .....	35
VI. CONCLUSION .....	38

## List of Figures

Figure 1. Vicinity Map .....	3
Figure 2. Existing Lane Configurations .....	8
Figure 3. Existing AM/PM Peak Hour Traffic Volumes .....	10
Figure 4. Existing AM/PM Peak Hour Traffic Volumes (Continued) .....	11
Figure 5. Year 2035 No Build Lane Configurations .....	19
Figure 6. Year 2035 No Build Volumes .....	20
Figure 7. Year 2035 No Build Volumes (Continued) .....	21
Figure 8. Year 2035 Alternative 2 Lane Configurations .....	25
Figure 9. Year 2035 Alternative 2 Volumes .....	26
Figure 10. Year 2035 Alternative 2 Volumes (Continued) .....	27
Figure 11. Year 2035 Alternative 3 Lane Configurations .....	28
Figure 12. Year 2035 Alternative 3 Volumes .....	29
Figure 13. Year 2035 Alternative 3 Volumes (Continued) .....	30

## List of Tables

Table 1. HCM 2000 Signalized and Unsignalized Intersection Levels of Service .....	12
Table 2. MD SHA Levels of Service .....	13
Table 3. Existing Intersection Capacity Analysis via CLV .....	13
Table 4. Existing Intersection Capacity Analysis via SimTraffic .....	14
Table 5. Approved Developments* .....	17
Table 6. Year 2035 No Build Intersection Capacity Analysis via CLV .....	22
Table 7. Year 2035 No-Build Intersection Capacity Analysis via SimTraffic .....	23
Table 8. Year 2035 Alternative 2 Intersection Capacity Analysis via CLV .....	32
Table 9. Year 2035 Alternative 2 Intersection Capacity Analysis via SimTraffic .....	32
Table 10. Year 2035 Alternative 3 Intersection Capacity Analysis via CLV .....	36
Table 11. Year 2035 Alternative 3 Intersection Capacity Analysis via SimTraffic .....	36

Appendix A – Turning Movement Counts

Appendix B – Critical Lane Volume Analysis Worksheets

Appendix C – Trip Generation for Future Developments

Appendix D – Synchro/SimTraffic and Sidra Intersection Worksheets

Appendix E – Origin Destination Study

## Executive Summary

The Prince Frederick Traffic Study was completed in June 2011 for the Maryland State Highway Administration (MD SHA). This study was updated to include 35 additional intersections and reports SimTraffic results in lieu of HCM analysis results.

The original study included the majority of the existing intersections along MD 2/4 (Solomon's Island Road) between Calvert Memorial Hospital North and MD 765A South (Main Street) and Prince Frederick Boulevard between Stoakley Road and MD 231 and Armory Road. Additional intersections were added along the future Chesapeake Boulevard providing continuity from Calvert Memorial Hospital North to MD 765A South east of MD 2/4. Intersections were also included along Prince Frederick Boulevard between south of MD 231 to MD 2/4.

The 2011 Study included existing conditions analysis, and two future build and no-build conditions in 2015 and 2035 along with three alternatives. The CLV and HCM delays were reported using Synchro/SimTraffic. This revision to the 2011 Study includes update to the following AM/PM peak hour scenarios including the planned future intersections and several other existing intersections:

- 2010 Existing Conditions
- 2035 No-Build Alternative
- 2035 Alternative 2
- 2035 Alternative 3

The Alternative 1 from the 2011 study was dropped from further consideration due to underutilization of the proposed underpass.

The study is based on the assumptions that both Prince Frederick Boulevard south of MD 231 and Chesapeake Boulevard north of MD 402 will be constructed to provide continuity and alternative route to motorists. Because of higher volume of traffic, several intersections were assumed to be signalized when analyzed for future condition scenarios.

Although the results indicate that Alternative 3 offers better operations along the corridor, however, this is only because Alternative 2 experiences heavy congestion along the local roadways. The left turn and through traffic restrictions from side streets displaces the traffic from MD 2/4 to the local roadways thus creating bottleneck conditions. It is to be noted that the left turn and through movements restrictions from side streets at certain intersections along MD 2/4 corridor in Alternative 2 will result in additional travel time and also create longer queues and additional delays at intersections where these movements are still provided.

Both Alternatives 2 and 3 will require several improvements to major intersection along the MD 2/4 corridor as well as local roadways including widening, signalization, and constructing grade separated intersections e.g., at the proposed connector roadway to provide connection between Chesapeake Boulevard and Prince Frederick Boulevard.

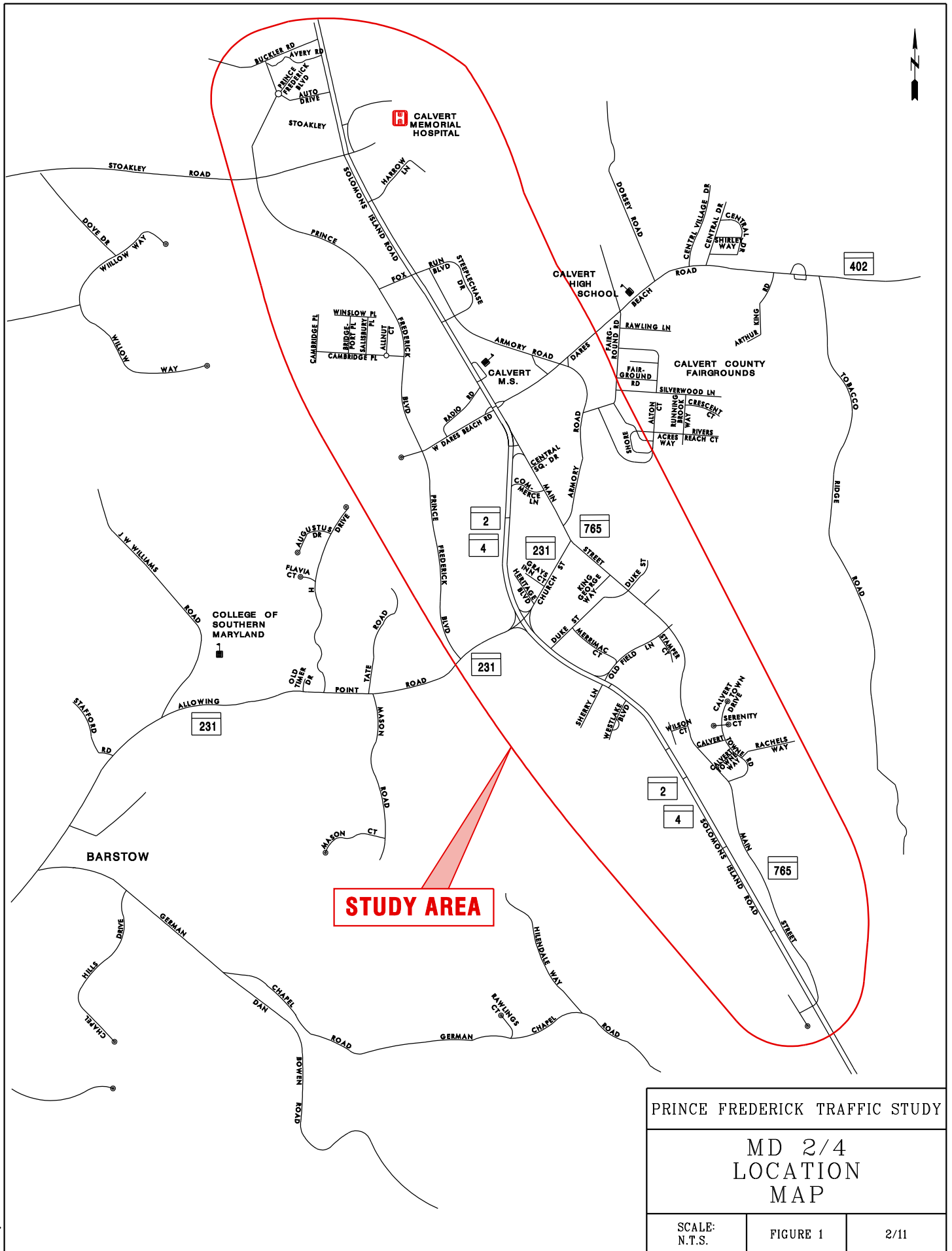
## I. INTRODUCTION

This traffic study evaluates potential traffic schemes to improve operations along the MD 2/4 (Solomon's Island Road) corridor between Calvert Memorial Hospital North and MD 765A South (Main Street) including the entire extent of Prince Frederick Boulevard and Chesapeake Boulevard. The study area is shown on Figure 1. The study area is bounded by north of Calvert Memorial Hospital North and MD 765A South/Industry Lane along MD 2/4. Along Prince Frederick Boulevard, the study area continues from Auto Drive to MD 765A South to the west of MD 2/4. On the east of MD 2/4, the study area begins from north of Calvert Memorial Hospital North to MD 765A South.

The Maryland State Highway Administration is upgrading MD 2/4 through Prince Frederick located in Calvert County, Maryland. The upgrade will consist of converting MD 2/4 from a four-lane highway to a six lane highway with a continuous auxiliary lane in each direction. The planned capacity improvements are based on the 1997 Finding of No Significant Impacts environmental document and Calvert County Master Plan. There is a proposed redevelopment in the site of the Calvert County Middle School, which will affect the roadway requirements in the vicinity of MD 2/4 and MD 402. It is, therefore, necessary to perform a traffic study to determine the traffic impacts of the new development plan.

Although the 2011 Study included capacity analysis for existing, 2015 and 2035 no-build and several build alternatives including a proposed underpass north of MD 402; the revised report includes only the 2010 existing and 2035 no-build and build conditions. The following scenarios are considered as part of the revision:

- 2010 Existing Conditions
- 2035 No-Build
- 2035 Alternative 2 – Construct underpass north of MD 402 with connections between Armory Road and Prince Frederick Boulevard and prohibit side street left/thru movements and mainline MD 2/4 left turn movements at the following intersections:
  - i. MD 2/4 at Traskers Boulevard
  - ii. MD 2/4 at Fox Run Boulevard
  - iii. MD 2/4 at Steeple Chase Drive
  - iv. MD 2/4 at MD 402
- Alternative 3 – 2035 Build at grade intersection along MD 2/4 north of MD 402 and completely close the MD 2/4/Steeple Chase Drive intersection.



G:\SMD\070885-006\_Travel\_forecasting\_a\CADD\MD 2\_4\md2\_md4\_loc\_map.dgn  
Monday, March 25, 2013 AT 12:40 PM

PRINCE FREDERICK TRAFFIC STUDY		
MD 2/4 LOCATION MAP		
SCALE: N.T.S.	FIGURE 1	2/11

## II. EXISTING CONDITIONS

The following is a description of the primary study area roadways and intersections.

MD 2/4 (Solomon's Island Road) is classified as a divided rural other principal arterial and generally runs in a north-south direction and has two lanes in each direction except in the vicinity of MD 231 which has three lanes in each direction. This roadway is part of a coordinated signal system. The speed limit is 45 MPH between Stoakley Road and Old Field Lane. The posted speed limit is 55 MPH north of Stoakley Road and south of Old Field Lane.

MD 231 (Hallowing Point Road) has one lane in each direction and is oriented in the east-west direction and is classified as a rural other principal arterial. East of MD 2/4 this roadway has a posted speed limit of 30 MPH. West of MD 2/4 the posted speed limit is 40 MPH.

MD 402 is a two lane roadway with a center turn lane that runs in the east-west direction between MD 2/4 and Prince Frederick Boulevard and is classified as a rural major collector. The posted speed limit on this roadway is 40 MPH.

MD 765 (Main Street) is classified as a rural major collector that generally runs in a north-south direction. The speed limit varies between 30 MPH and 40 MPH.

Prince Frederick Boulevard runs parallel to MD 2/4 to the west and is a county roadway. Construction of this roadway began in the 1990's and has been completed between MD 231 and north of Stoakley Road to the roundabout at Auto Drive. The roadway is classified as a collector roadway and has one lane in each direction. The posted speed limit ranges between 30 and 35 MPH.

Armory Road is a county roadway that is one lane in each direction and is classified as a collector roadway.

Fox Run Boulevard is a county roadway that is two lanes in each direction and is classified as a collector roadway.

Chapline Place is a county roadway that is two lanes along westbound and one lane eastbound and is classified as a collector roadway.

Allnut Court is a county roadway that has one lane in each direction and is classified as a collector roadway.

## **Study Intersections**

The revision includes analysis of all signalized intersections and several major stop-controlled intersections within the study area including the planned future intersections and several minor existing intersections. A description of intersections within the study area is provided below. Figure 2 illustrates the existing lane configurations at the study intersections.

### **MD 2/4 and North Hospital Entrance**

This intersection is a three-legged unsignalized intersection. Stop signs are posted on the Hospital approach.

### **MD 2/4 at Auto Drive**

This intersection is a three-legged intersection to the right along southbound MD 2/4. The intersection provides right-in-right-out movements from Auto Drive with yield sign on the right-out movement.

### **MD 2/4 and Stoakley Road/South Hospital Entrance**

This intersection is a four-legged signalized intersection. The eastbound and westbound approaches have split phasing. There is exclusive left turn phasing for the north and southbound approaches.

### **MD 2/4 at Harrow Lane**

The Harrow Lane intersection is situated to the east along northbound MD 2/4 forming a three-legged intersection. A minor driveway is on the opposite side. Left turns are allowed along MD 2/4 at this intersection. The Harrow Lane has a yield sign.

### **MD 2/4 and Traskers Boulevard**

This intersection is a three-legged signalized intersection. The northbound left turn has permissive phasing. The eastbound right turn has a yield sign.

### **MD 2/4 and Chapline Place/Fox Run Boulevard**

This intersection is a four-legged signalized intersection. The eastbound approach is unsignalized and has a free flow right. The westbound approach allows for free-flow right turn movements. The northbound and southbound approaches have protective left turn phasing.

### **MD 2/4 and Braschers Boulevard**

This intersection is a three-legged unsignalized intersection and the eastbound Braschers Boulevard approach has a directional crossover that prevents eastbound left turns and the westbound right is free flow. Northbound lefts are prohibited. Northbound and southbound MD 2/4 approaches are free-flow.

### **MD 2/4 and Steeple Chase Drive**

This intersection is a three-legged unsignalized intersection and the westbound Steeple Chase Drive approach has a directional crossover that prevents westbound left turns and

the westbound right is free flow. Northbound and southbound MD 2/4 approaches are free-flow.

**MD 2/4 and MD 402/West Dares Beach Road**

This intersection is a four legged signalized intersection with exclusive left turn phasing for all approaches.

**MD 2/4 and MD 765A (North Intersection)**

This intersection is a three legged, unsignalized intersection. Only the westbound MD 765A approach is stop-controlled. The westbound right is free flow.

**MD 2/4 and Commerce Lane**

This intersection is a three-legged unsignalized intersection. Commerce Lane is right in/right out only and all movements are free-flow.

**MD 2/4 and Wal-Mart North**

This intersection is a three legged unsignalized intersection. The eastbound Wal-Mart approach has only a free flow right.

**MD 2/4 and Wal-Mart South**

This intersection is a three-legged unsignalized intersection and the eastbound leg is a right in/right out only. It should be noted that no left turn is permitted from Wal-Mart to MD 2/4 north.

**MD 2/4 at Traditional Way**

The Traditional Way forms a three-legged unsignalized intersection to the right along northbound MD 2/4. It allows for right-in and right-out with a yield sign.

**MD 2/4 and MD 231**

This intersection was recently reconstructed and is a four legged signalized intersection. The east and westbound approaches include free-flow right turn movements. The MD 2/4 left turns movement has exclusive phasing and the MD 231 approaches are split phased.

**MD 2/4 and Duke Street**

This intersection is a three-legged unsignalized intersection. The westbound approach has only a free flow right turn movement.

**MD 2/4 and Old Field Lane/Sherry Lane**

This intersection is a four legged signalized intersection and the eastbound Sherry Lane approach allows for free-flow right turn movements. The northbound and southbound approaches have exclusive left turn phasing while the east and west approaches have permissive left turn phasing.



### **MD 2/4 at Westlake Drive**

Westlake Drive forms a three-legged intersection with MD 2/4 on the right side along southbound MD 2/4 allowing only right turns in and out of the intersection. The westbound approach is yield-controlled.

### **MD 2/4 and MD 765/Industry Ln (South Intersection)**

This intersection is a three-legged unsignalized intersection. The westbound approach is stop-controlled.

Other intersections included in the revised study include Prince Frederick Boulevard at:

- Auto Drive (Roundabout)
- Stoakley Road
- Mattress Discounters Entrance
- Library Entrance
- Traskers Boulevard
- Chapline Place (Roundabout)
- Braschers Boulevard
- Allnut Court
- West Dares Beach Road
- MD 231
- Westlake Boulevard (Roundabout)

and Armory Road at

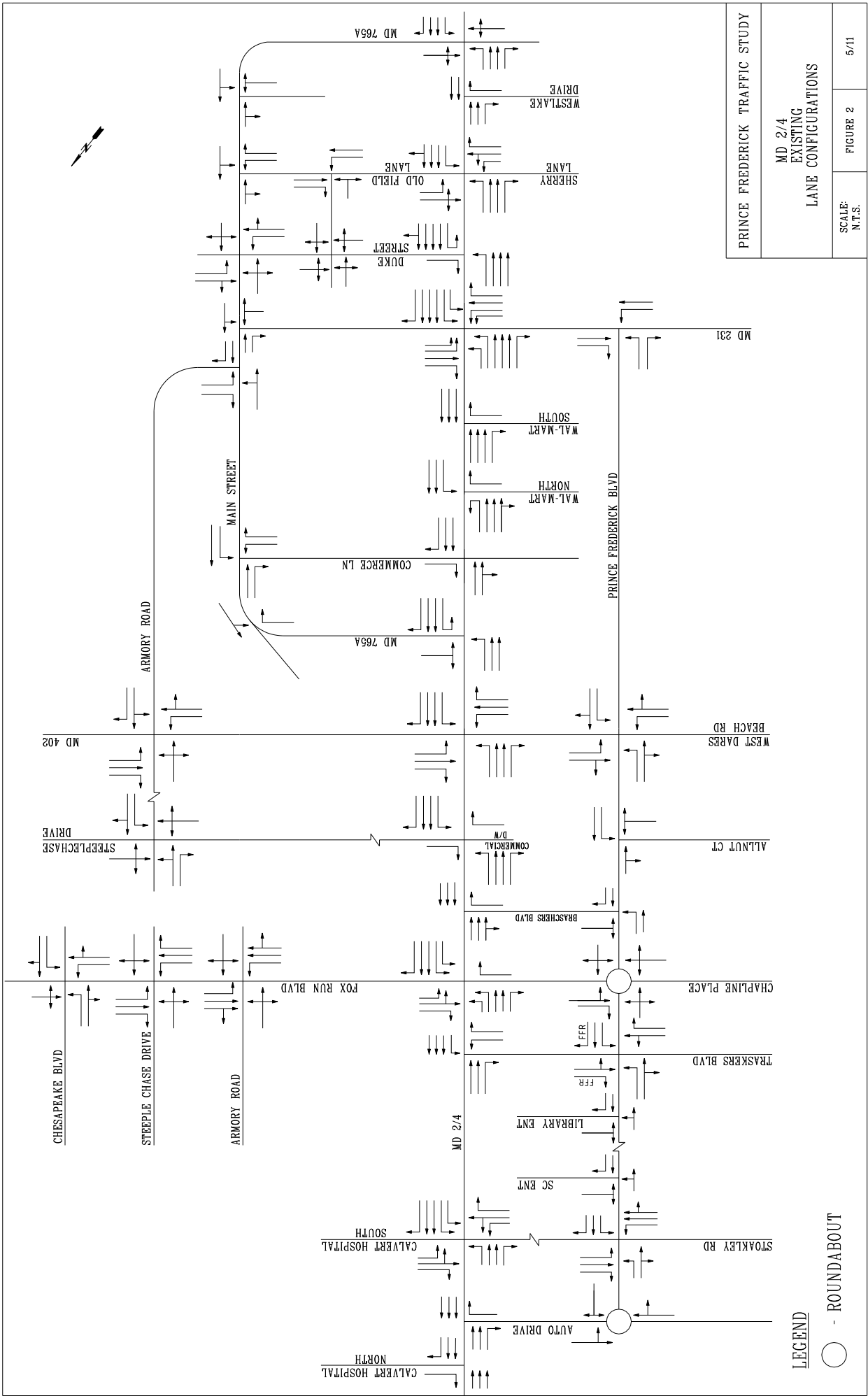
- Fox Run Blvd
- Steeple Chase Drive
- MD 402 (Roundabout)
- Fairground Road
- Main Street
- Duke Street
- Old Field Ln
- Community Entrance, and
- Chesapeake Blvd at Fox Run Blvd
- Commerce Ln at Main St (MD 765)
- Main St (MD 765) at Church St (MD 231)

and Fox Run Blvd at

- Steeple Chase Dr

and Merrimac Ct at

- Duke St
- Old Field Ln



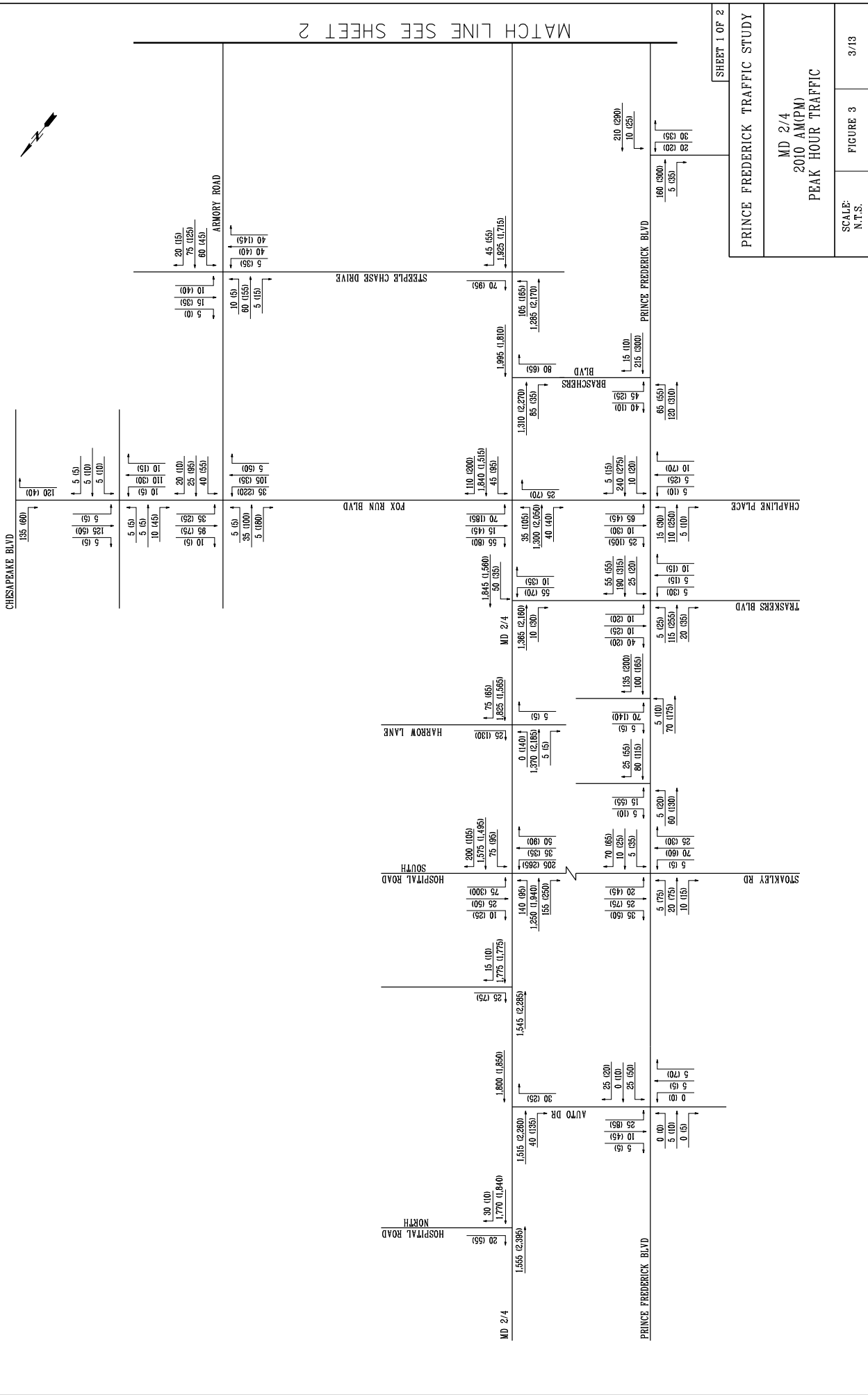
PRINCE FREDERICK TRAFFIC STUDY		
MD 2/4 EXISTING LANE CONFIGURATIONS		
SCALE: N.T.S.	FIGURE 2	5/11

LEGEND  
 ○ - ROUNDABOUT

© 2010 HNTB. All rights reserved. No part of this document may be reproduced without the prior written consent of HNTB.

## **Existing Peak Hour Traffic Volumes**

Traffic counts were conducted along MD 2/4, Prince Frederick Boulevard, MD 765 and Armory Road in September 2010. Existing traffic volumes were obtained at the study intersections through manual turning movement counts performed from 6 AM to 7 PM. Figures 3 and 4 show the existing AM and PM peak hour traffic volumes at the study intersections. The turning movement counts for the study intersections are located in Appendix A.



PRINCE FREDERICK TRAFFIC STUDY

MD 2/4  
2010 AM(PM)  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

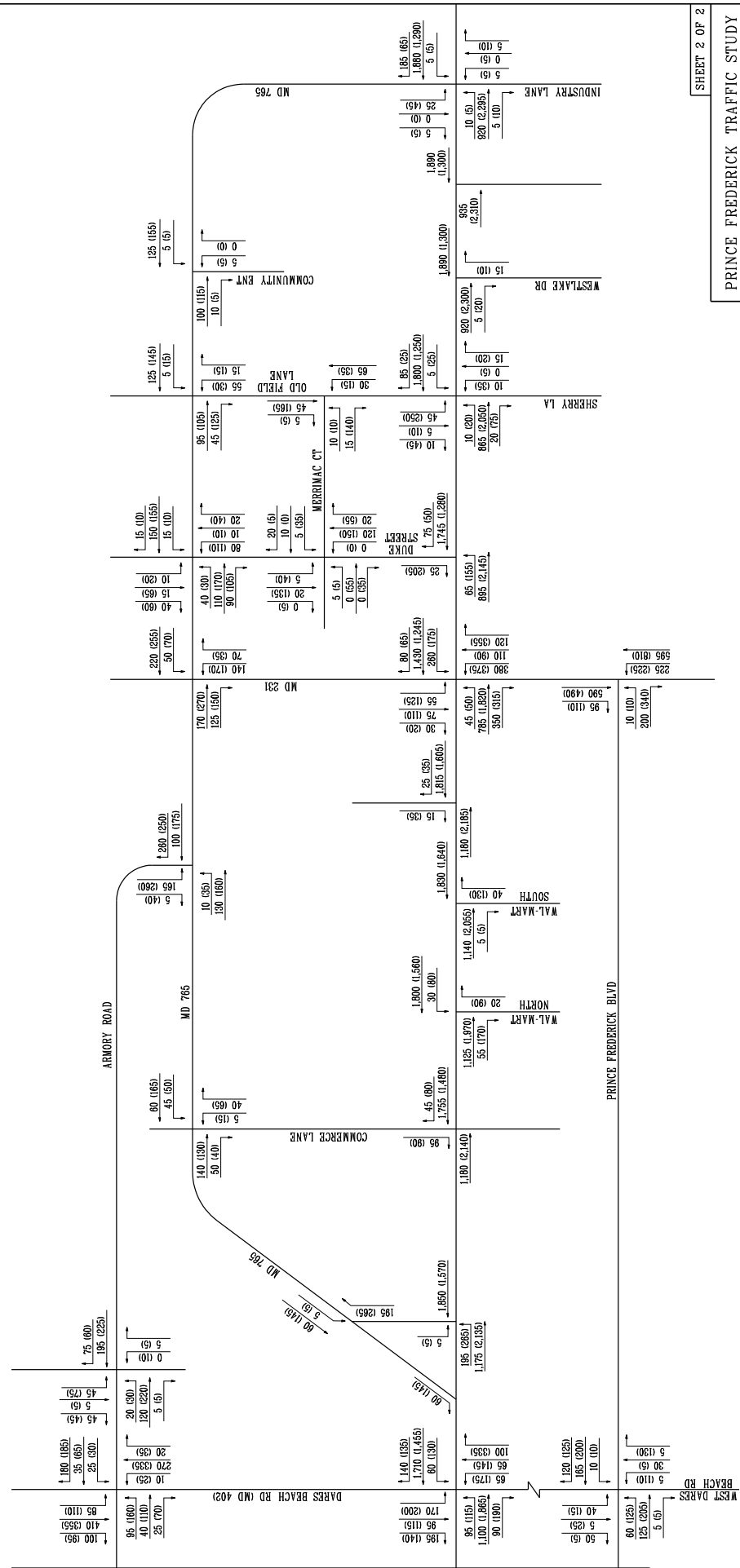
FIGURE 3

3/13

© 2010 by the Prince Georges County Department of Transportation, Prince Georges County, Virginia



MATCH LINE SEE SHEET 1



SHEET 2 OF 2

PRINCE FREDERICK TRAFFIC STUDY

MD 2/4  
2010 AM(PM)  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 4

3/13

© 2010-2013, J. David Greening, a CADWorx 2.1 user, cadworx.com, vantage  
 2013/03/13 10:40:11 AM

## Existing Intersection Capacity Analysis

The Level of Service (LOS) is defined in the Transportation Research Board's *Highway Capacity Manual (HCM)* as a "qualitative measure describing operational conditions within a traffic stream, and its perceptions by motorists and/or passengers." Six levels of service are defined to represent operating conditions, ranging from A to F. "A" represents optimum operating conditions and "F" represents the highest level of congestion.

Level of Service (LOS) calculations were performed for the study intersections using both the CLV Analysis Methodology and Synchro/SimTraffic software analysis tools. The delay/vehicle measure from SimTraffic was compared to the Highway Capacity Manual 2000 Exhibits ##-# and ##-# for the signalized and unsignalized intersections, respectively to assign levels of service at these locations. The levels of service thresholds for the signalized and unsignalized intersections are presented in Table 1. The CLV Methodology determines the overall operational LOS of an intersection and is primarily used to analyze signalized intersections. This procedure examines the interaction between conflicting movements during a peak period where the maximum number of conflicts is termed to be the Critical Lane Volume or CLV. The CLV is then compared to a range of values to determine the LOS at an intersection. Unsignalized intersections for this study were not analyzed using this methodology since CLV does not accurately represent conditions at an unsignalized intersection. CLV does not consider that some movements are free flow and there is no associated level of service to these movements since there is no conflict. The stop controlled approaches must always yield to these movements.

**Table 1. HCM 2000 Signalized and Unsignalized Intersection Levels of Service**

LOS	Signalized Intersection LOS Threshold	Unsignalized Intersection LOS Threshold
A	≤ 10	≤ 10
B	≥ 10-20	≥ 10-15
C	≥ 20-35	≥ 15-25
D	≥ 35-55	≥ 25-35
E	≥ 55-80	≥ 35-50
F	> 80	> 50

The CLV methodology also predicts the volume-to-capacity, or v/c ratio. The v/c ratio is the degree of saturation of an intersection. When the v/c ratio is greater than 1.00, it means that the demand exceeds the capacity and an improvement may be required. The CLV, v/c ratio and LOS values from the CLV analysis for the study intersections are summarized in Table 2.

**Table 2. MD SHA Levels of Service**

LOS	Critical Lane Volume (CLV)
A	0 to 1,000
B	1,001 to 1,150
C	1,151 to 1,300
D	1,301 to 1,450
E	1,451 to 1,600
F	> 1600

The existing conditions were analyzed using the lane configuration information and the existing AM/PM peak hour volumes using both CLV and Synchro/SimTraffic methodology as explained before. The Table 3 shows the CLV at the signalized intersections.

**Table 3. Existing Intersection Capacity Analysis via CLV**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	V/C	LOS	V/C
1	MD 2/4	Stoakley Rd	C	0.75	E	0.93
2	MD 2/4	Traskers Blvd	A	0.54	C	0.81
3	MD 2/4	Chapline Pl/Fox Run Blvd	B	0.68	D	0.82
4	MD 2/4	MD 402	C	0.79	E	0.94
5	MD 2/4	MD 231	A	0.58	C	0.74
6	MD 2/4	Old Field Ln	B	0.66	D	0.88
7	MD 402	Armory Rd	A	0.44	B	0.63
8	Prince Frederick Blvd	Stoakley Rd	A	0.09	A	0.17
9	Prince Frederick Blvd	West Dares Beach Rd	A	0.26	A	0.38

The results of the CLV analysis indicate that all intersections operate at an acceptable level of service with the exception of the Stoakley Road and MD 402 along MD 2/4 intersection which operates at LOS E during the PM peak. The critical lane volume analysis worksheets are located in Appendix B.

Synchro models representing operations at both signalized and unsignalized intersections using the methodology from the 2000 HCM were developed for this study. Roundabout analysis was conducted using SIDRA Intersection.

The overall intersection delay, v/c ratio and LOS values from the Synchro/SimTraffic analysis and roundabout analysis for the study intersections for existing conditions are summarized in Table 4.

**Table 4. Existing Intersection Capacity Analysis via SimTraffic**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
1	MD 2/4	Stoakley Rd	C	22.4	D	38.0
2	MD 2/4	Traskers Blvd	B	11.4	A	7.9
3	MD 2/4	Chapline Pl/Fox Run Blvd	B	18.4	C	28.9
4	MD 2/4	Steeple Chase Dr WB *	A	4.0	A	5.2
5	Armory Rd	Fox Run Blvd NB *	C	23.0	D	28.9
6	Armory Rd	Steeple Chase Dr WB *	B	13.6	B	13.7
7	MD 2/4	MD 402	C	26.2	<b>F</b>	<b>85.6</b>
8	Armory Rd	Fairground Rd WB *	C	21.0	D	28.0
9	Main St (MD 765)	Commerce Ln EB *	A	8.6	<b>F</b>	<b>79.5</b>
10	Main St (MD 765)	Armory Rd WB *	B	12.2	<b>F</b>	<b>82.1</b>
11	Main St (MD 765)	Church St (MD 231) EB *	C	19.4	<b>F</b>	<b>75.0</b>
12	MD 2/4	MD 231	C	22.1	C	31.5
13	MD 2/4	Old Field Ln	A	6.8	B	18.4
14	MD 2/4	Westlake Dr EB *	A	1.2	A	1.3
15	MD 2/4	MD 765/Industry Ln EB *	<b>F</b>	<b>179.6</b>	<b>F</b>	<b>&gt; 200</b>
16	MD 402	Armory Rd	A	8.8	B	13.6
17	Prince Frederick Blvd <sup>1</sup>	Auto Dr	A	0.04	A	0.13
18	Prince Frederick Blvd	Stoakley Rd	B	14.8	A	5.2
19	Prince Frederick Blvd	Mattress Discounters WB *	A	7.0	A	9.1
20	Prince Frederick Blvd	Library Entrance WB *	A	8.2	B	12.6
21	Prince Frederick Blvd	Traskers Blvd WB *	B	12.2	C	19.7
22	Prince Frederick Blvd <sup>1</sup>	Chapline Pl	A	0.21	A	0.28
23	Prince Frederick Blvd	Braschers Blvd WB *	B	14.9	C	16.5
24	Prince Frederick Blvd	Allnut Ct EB *	A	8.5	B	11.7
25	Prince Frederick Blvd	West Dares Beach Rd	A	7.2	A	8.1
26	Prince Frederick Blvd	MD 231 SB *	E	43.6	<b>F</b>	<b>59.5</b>
27	Chesapeake Blvd	Fox Run Blvd EB *	A	4.4	A	4.1
28	Armory Rd	Duke St WB *	C	17.1	C	23.7
29	Main St	Old Field Ln EB *	A	8.8	A	9.4
30	Armory Rd	Community Entrance	A	5.4	A	4.9
31	Fox Run Blvd	Steeple Chase Dr NB (AM)/SB (PM) *	C	15.5	B	12.4
32	Merrimac Ct	Duke St NB (AM)/SB (PM) *	B	14.3	C	17.8
33	Merrimac Ct	Old Field Ln SB *	A	7.4	B	11.7

<sup>1</sup>Roundabout analyzed using Sidra Intersection. Degree of Saturation reported.

\*Unsignalized approach level of service.

The results from the Synchro/SimTraffic analysis indicate that during the AM peak, no signalized intersections are expected to fail. During the AM peak hour, the unsignalized intersections of MD 2/4 at MD 765 and Prince Frederick Boulevard at MD 231 are both expected



to operate at levels of service 'E' or worse. During the PM peak hour, all signalized intersections are expected to operate at an acceptable level of service with the exception of MD 2/4 at MD 402, MD 765A at Commerce Lane, MD 765A at Armory Road, MD 765 A at Church Street, MD 2/4 at MD 765, and Prince Fredrick Boulevard at MD 231 are all expected to operate at LOS 'E' or worse.

### **III. PROPOSED CONDITIONS**

In order to determine the future traffic operations in the study area, traffic volumes were projected for two time frames: year 2015 and year 2035. Future traffic volumes were projected by identifying approved developments as well as applying a regional growth rate. The approved developments included in the study are expected to be built by the year 2015, however the underpass will not be in place. Year 2035 is being used as the future year in most of the regional travel demand models.

This revision to the 2011 Study only includes updates to the 2010 existing conditions and the 2035 No-Build and Build Alternatives.

For the purpose of revising the 2035 scenarios, the roadway network changes expected to occur leading up to analysis year were assumed to be in place. These changes to the roadway network are summarized below:

- Prince Frederick Boulevard will be constructed between MD 231 and south of Old Field Lane. This will complete the fourth and south leg of the MD 231/Prince Frederick Boulevard intersection. It was assumed that the MD 231/Prince Frederick Boulevard intersection would be signalized.
- MD 402 intersections will be realigned at Armory Road and the east collector roadway with the construction of a roundabout.
- At the intersection of Sherry Lane/Old Field Lane and with MD 2/4, the lane configurations will be as follows: Sherry Lane approach will have one left turn lane, one shared left turn/through lane, and one right turn lane and Old Field Lane will have one left turn lane and one shared left turn/through/right turn lane. This lane configuration will necessitate a split phased operation at this location.
- Only right turn will be allowed from MD 765A South at its intersection with MD 2/4 at the southern end of the project.

In order to reflect the future conditions correctly, some intersections were considered as signalized. It is to be noted that these locations may not necessarily require signalization, but may be considered potential location for signalization after warrant analysis. These locations are:

Prince Frederick Boulevard at Traskers Boulevard, Prince Frederick Boulevard at Braschers Boulevard, Prince Frederick Boulevard at MD 231, MD 2/4 at Commerce Lane, Armory Road at Church Street. The location of proposed Connector Road at Prince Frederick Road will be signalized under both alternatives 2 and 3. The at-grade

intersection of the proposed Connector Road and MD 2/4 will be signalized in Alternative 3.

The intersections of Traskers Boulevard and MD 402 both along MD 2/4 will be unsignalized in Alternative 2 due to the proposed elimination of the conflicting movements.

#### **IV. YEAR 2035 PROJECTIONS**

The year 2035 projections were developed using approved development traffic as well as historic growth rates building upon the assumptions considered to develop the 2015 traffic volumes. These traffic volume projections were developed based on the traffic expected to be generated by the approved developments and recently built developments as well as the historic growth rates of the roadways in the study area. For the no-build scenario, neither the underpass or the direct access to the middle school site development onto MD 2/4 will be provided.

##### Developments

Calvert County provided a list of the approved developments within the study area. There are 11 developments approved in the study area and proposed redevelopment of the 16-acre middle school site and surrounding parcels. It was assumed the site will have a mixed use development. For this study, it was assumed that the mixed use would consist of one-third each of retail, office, and residential development. In addition, 230 residential units are proposed south of West Dares Beach Road. A 36 acre site located east of the middle school will have a mixed use development as well. No plans for these sites have been approved.

The traffic generated by these developments was distributed to the study area network per the distribution used for the individual traffic reports. It is understood that additional developments have not yet been approved. The site trips from each of the approved developments are presented in Appendix C. The growth factor assumed for this study area based on historical/regional data was determined to be 2% per year.

The developments included in the projections are presented below in Table 5.

**Table 5. Approved Developments\***

Development Name	Location	AM Peak		PM Peak	
		In	Out	In	Out
Oak Tree Landing	Dares Beach Road to south on Fairground Road	13	62	61	30
Farms at Hunting Creek	Dares Beach Road to north on Clay Hammond Road	34	101	116	65
Simmons Ridge	Dares Beach Road at Double Oak Road	11	33	36	21
Magnolia Landing Residential	MD 2/4 at Fox Run Boulevard	23	68	78	44
Magnolia Landing Commercial	MD 2/4 at Fox Run Boulevard	110	21	34	121
Fairground Housing	Dares Beach Road at Arthur King Road	7	21	18	10
Brightwell Village	MD 2/4 at Dares Beach Road	4	13	6	3
Pendelton	Dares Beach Road	5	14	9	5
Jones Subdivision	Dares Beach Road to Wilson Road	4	10	3	2
Middle School Redevelopment Site*	MD 2/4 at Dares Beach Road	252	110	239	121
36 Acre Site	Dares Beach Road	456	194	466	653

\*There are no approved developments at the middle school site or the 36 acre site. It was assumed to have a mixed use development including one-third each of retail, residential and commercial development.

In addition to the year 2015 roadway improvements, the following roadway improvements were included for the year 2035 build condition:

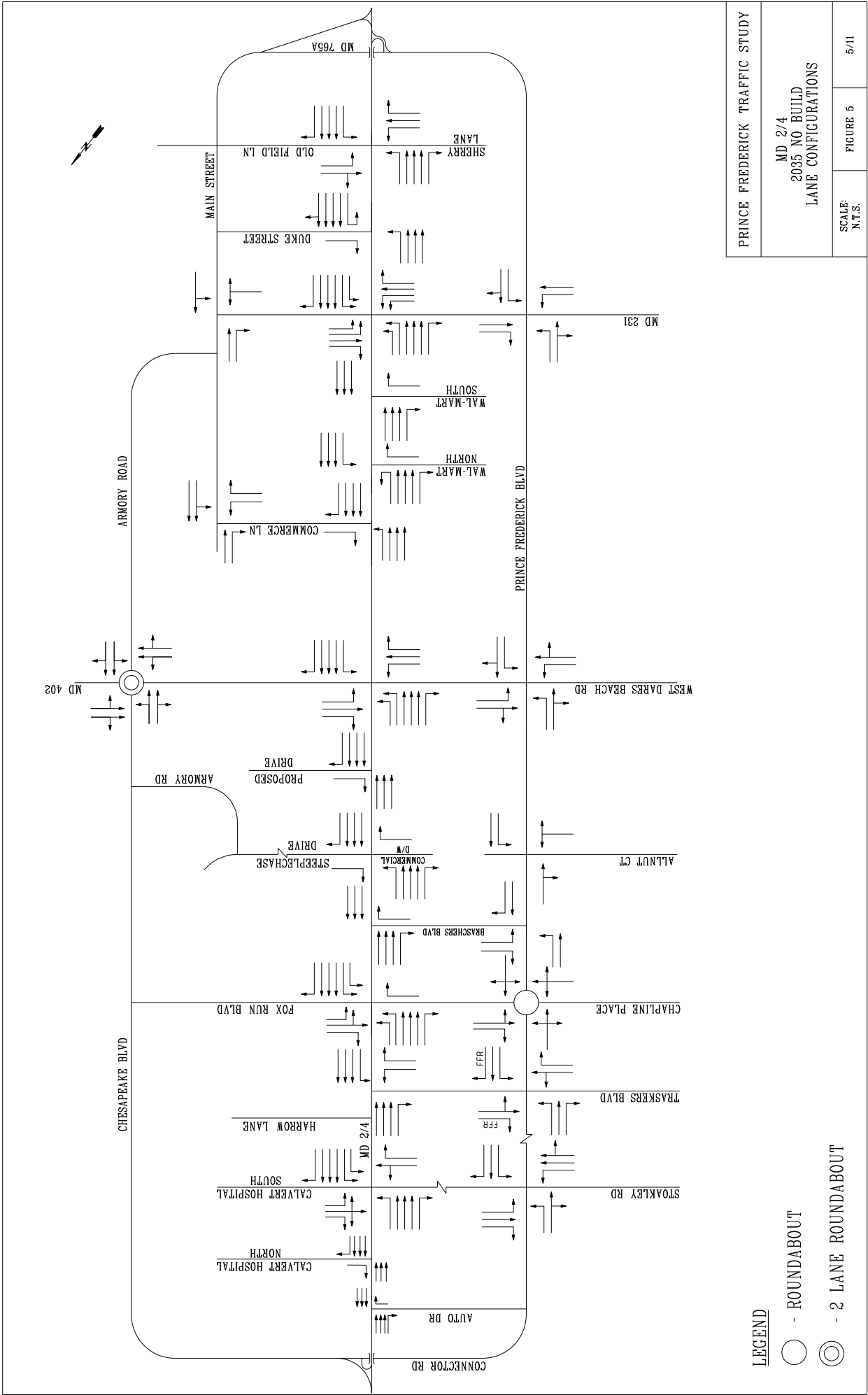
- MD 2/4 widened to six lanes within the study area, three lanes and an auxiliary lane in each direction.
- MD 2/4 southbound double left to MD 402 – currently this is a single left.
- Construct grade separated interchanges on MD 2/4 – north of the Calvert County Memorial Hospital and also to the south at the MD 765A/Industry Lane southern connection. This will connect the east and west loop roads.
- Prince Frederick Boulevard – construction will be completed for Prince Frederick Boulevard between the grade separated interchange to the north and south. By 2015, all segments will be in place with the exception of the segment approximately 1,000 feet south of MD 231.
- Chesapeake Boulevard – east loop will be completed between Fox Run Boulevard and the grade separated interchange to the north of Calvert County Memorial Hospital.

Proposed lane configurations for the 2035 no build condition are shown on Figure 5. Year 2035 no build volumes are shown on Figures 6-7.

### **Year 2035 No Build Intersection Capacity Analysis**

For the capacity analysis for projected year 2035 traffic, it was assumed that several currently unsignalized intersections may be signalized by the year 2035, however a signal warrant analysis would need to be conducted to determine if signalization should be implemented. Further detailed discussion and list of intersection locations being considered to be signalized is provided in the section “Proposed Conditions.”

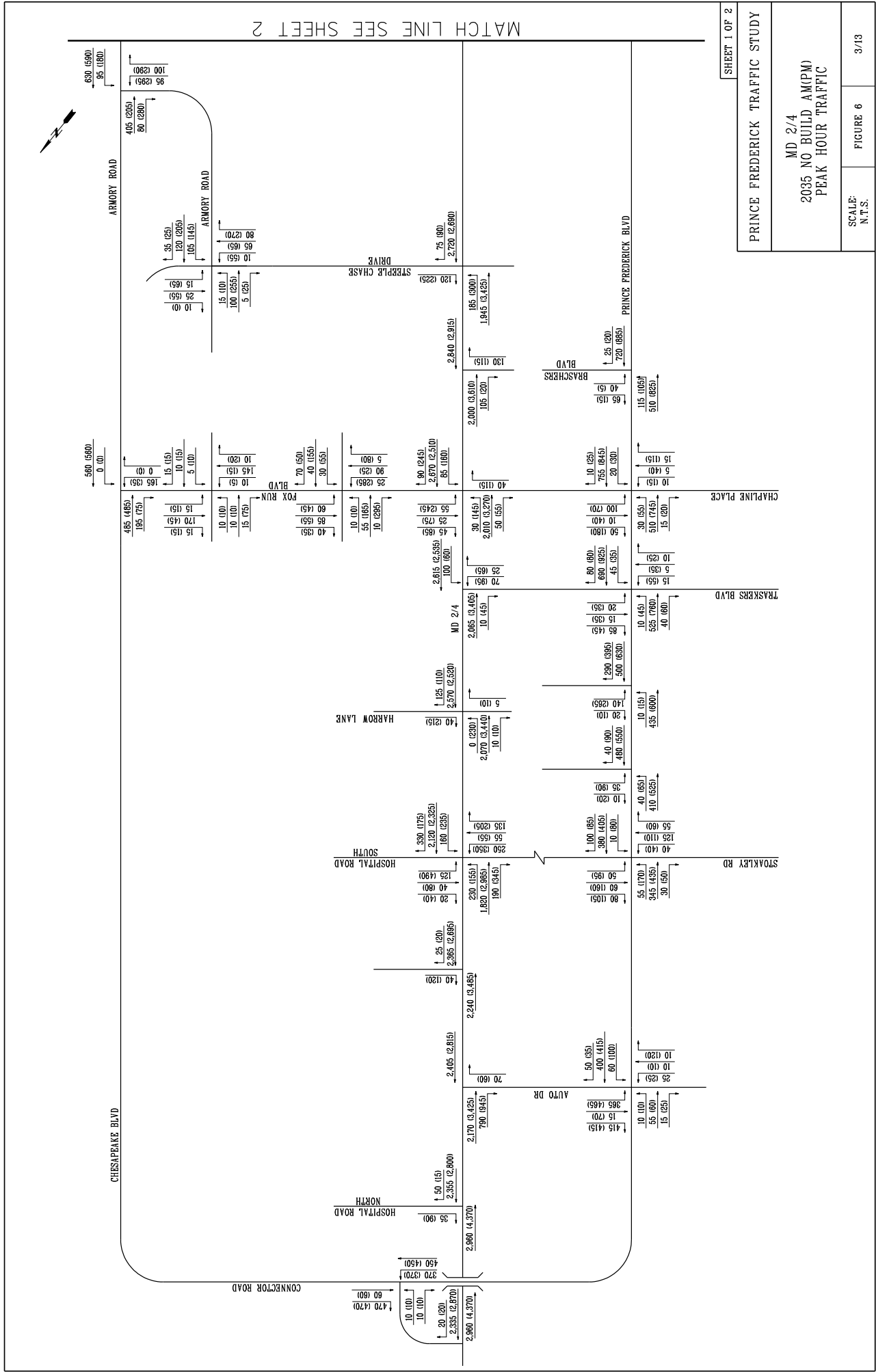
Table 6 summarizes the year 2035 No-Build intersection capacity analysis results via the CLV procedure. The CLV worksheets for year 2035 are located in Appendix B.



PRINCE FREDERICK TRAFFIC STUDY		
MD 2/4 2035 NO BUILD LANE CONFIGURATIONS		
SCALE: N.T.S.	FIGURE 5	5/11

**LEGEND**  
 ○ - ROUNDABOUT  
 ⊙ - 2 LANE ROUNDABOUT

© 2011 by Parsons Brinckerhoff, Inc. All rights reserved. No part of this document may be reproduced without the prior written permission of Parsons Brinckerhoff, Inc.



SHEET 1 OF 2

PRINCE FREDERICK TRAFFIC STUDY

MD 2/4  
2035 NO BUILD AM/PM  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 6

3/13

© 2013 by Parsons Brinckerhoff, Inc. All rights reserved. Project: Prince Frederick, Maryland. Date: 03/13/13. File: 2035 No Build AM/PM Peak Hour Traffic - Figure 6.dwg



**Table 6. Year 2035 No Build Intersection Capacity Analysis via CLV**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	V/C	LOS	V/C
1	MD 2/4	Stoakley Rd	D	0.84	<b>F</b>	<b>1.17</b>
2	MD 2/4	Traskers Blvd	A	0.62	E	0.93
3	MD 2/4	Chapline PI /Fox Run Blvd	B	0.71	E	0.99
4	MD 2/4	MD 402	<b>F</b>	<b>1.25</b>	<b>F</b>	<b>1.55</b>
5	MD 2/4	Commerce Ln	E	0.95	<b>F</b>	<b>1.03</b>
6	MD 2/4	MD 231	E	0.91	<b>F</b>	<b>1.19</b>
7	MD 2/4	Old Field Ln	B	0.71	<b>F</b>	<b>1.16</b>
8	MD 2/4	Steeple Chase Dr	B	0.72	D	0.85
9	MD 765A (Main St)	Community Entrance	A	0.29	A	0.32
10	Prince Frederick Blvd	Stoakley Rd	A	0.37	A	0.48
11	Prince Frederick Blvd	West Dares Beach Rd	C	0.77	E	0.96
12	Prince Frederick Blvd	MD 231	<b>F</b>	<b>1.23</b>	<b>F</b>	<b>1.59</b>
13	MD 231 (Church St)	Armory Rd	D	0.85	<b>F</b>	<b>1.05</b>

As shown in Table 6, during the AM peak hour, along MD 2/4, the MD 402 and the MD 231 intersections are expected to operate at LOS ‘E’ or worse. Also, the Prince Frederick Boulevard at MD 231 and MD 2/4 at Commerce Lane is expected to operate at levels of service E or worse during the AM peak. During the PM peak, ten intersections are expected to operate at LOS ‘E’ or worse.

The operational conditions at the study intersections were further evaluated using Synchro/SimTraffic. The results of the Synchro/SimTraffic analysis are presented in Table 7.



**Table 7. Year 2035 No-Build Intersection Capacity Analysis via SimTraffic**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
1	MD 2/4	Stoakley Rd	C	21.8	E	74.0
2	MD 2/4	Traskers Blvd	A	8.9	D	45.4
3	MD 2/4	Chapline Pl/Fox Run Blvd	B	13.2	<b>F</b>	<b>83.6</b>
4	MD 2/4	Steeple Chase Dr	A	9.2	D	44.2
5	Armory Rd	Fox Run Blvd NB *	C	23.8	E	45.5
6	Armory Rd	Steeple Chase Dr NB (AM)/SB (PM) *	C	20.1	D	28.6
7	Armory Rd	Chesapeake Blvd WB *	<b>F</b>	<b>&gt; 200</b>	<b>F</b>	<b>&gt; 200</b>
8	MD 2/4	MD 402	<b>F</b>	<b>85.6</b>	<b>F</b>	<b>&gt; 200</b>
9	MD 2/4	Commerce Ln	B	16.8	D	38.3
10	Armory Rd	Fairground Rd WB *	<b>F</b>	<b>&gt; 200</b>	<b>F</b>	<b>&gt; 200</b>
11	Main St (MD 765)	Commerce Ln EB *	B	13.2	B	11.8
12	Main St (MD 765)	Armory Rd WB *	<b>F</b>	<b>&gt; 200</b>	<b>F</b>	<b>&gt; 200</b>
13	Main St (MD 765)	Church St (MD 231)	C	27.7	E	77.6
14	MD 2/4	MD 231	E	67.9	E	56.9
15	MD 2/4	Old Field Ln	A	7.7	B	19.3
16	MD 2/4	Westlake Dr EB *	A	1.2	A	1.3
17	MD 2/4	MD 765/Industry Ln WB *	A	0.5	A	0.4
18	MD 402 <sup>1</sup>	Armory Rd	<b>F</b>	<b>1.73</b>	<b>F</b>	<b>2.49</b>
19	Prince Frederick Blvd <sup>1</sup>	Auto Dr	E	1.19	<b>F</b>	<b>1.50</b>
20	Prince Frederick Blvd	Stoakley Rd	A	9.6	A	9.5
21	Prince Frederick Blvd	Mattress Discounters WB *	C	17.4	D	25.9
22	Prince Frederick Blvd	Library Entrance WB *	D	33.5	<b>F</b>	<b>&gt; 200</b>
23	Prince Frederick Blvd **	Traskers Blvd	A	4.3	A	8.2
24	Prince Frederick Blvd <sup>1</sup>	Chapline Pl	B	0.63	B	0.82
25	Prince Frederick Blvd **	Braschers Blvd	A	5.6	<b>F</b>	<b>86.2</b>
26	Prince Frederick Blvd	West Dares Beach Rd	C	21.1	C	28.3
27	Prince Frederick Blvd **	MD 231	<b>F</b>	<b>103.0</b>	<b>F</b>	<b>91.9</b>
28	Chesapeake Blvd	Fox Run Blvd EB *	C	15.2	A	7.3
29	Armory Rd	Duke St WB *	E	40.2	<b>F</b>	<b>&gt; 200</b>
30	Main St	Old Field Ln EB *	B	13.1	B	13.8
31	MD 765A South	Overpass SB *	C	24.1	C	23.2
32	Armory Rd	Community Entrance	A	2.7	A	2.4
33	Fox Run Blvd	Steeple Chase Dr NB *	C	15.2	B	13.2
34	Merrimac Ct	Duke St NB (AM)/SB (PM) *	C	18.7	C	21.3
35	Merrimac Ct	Old Field Ln SB *	A	8.0	B	12.5

**Table 7: Continued**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
36	Chesapeake Blvd	MD 2/4 North Loop SB *	C	16.0	D	32.8
37	Prince Frederick Blvd	MD 2/4 South Loop NB *	A	2.4	B	10.9

<sup>1</sup>Roundabout analyzed using Sidra Intersection. Degree of Saturation reported.

\*Unsignalized approach level of service.

\*\*Assumes future signalization at MD 231/Prince Frederick Boulevard, MD 231/MD 765A (Main Street), and along Prince Frederick Boulevard at Traskers Blvd, Braschers Blvd, and Allnut Ct intersections.

The results show that during the AM peak hour, nine intersections are expected to operate at LOS ‘E’ or worse. During the PM peak period a total of eleven intersections are expected to fail including the one-lane roundabout at MD 402 and Armory Road. There are three signalized intersections and one unsignalized intersections that are expected to operate at LOS ‘E’ during the PM peak hour.

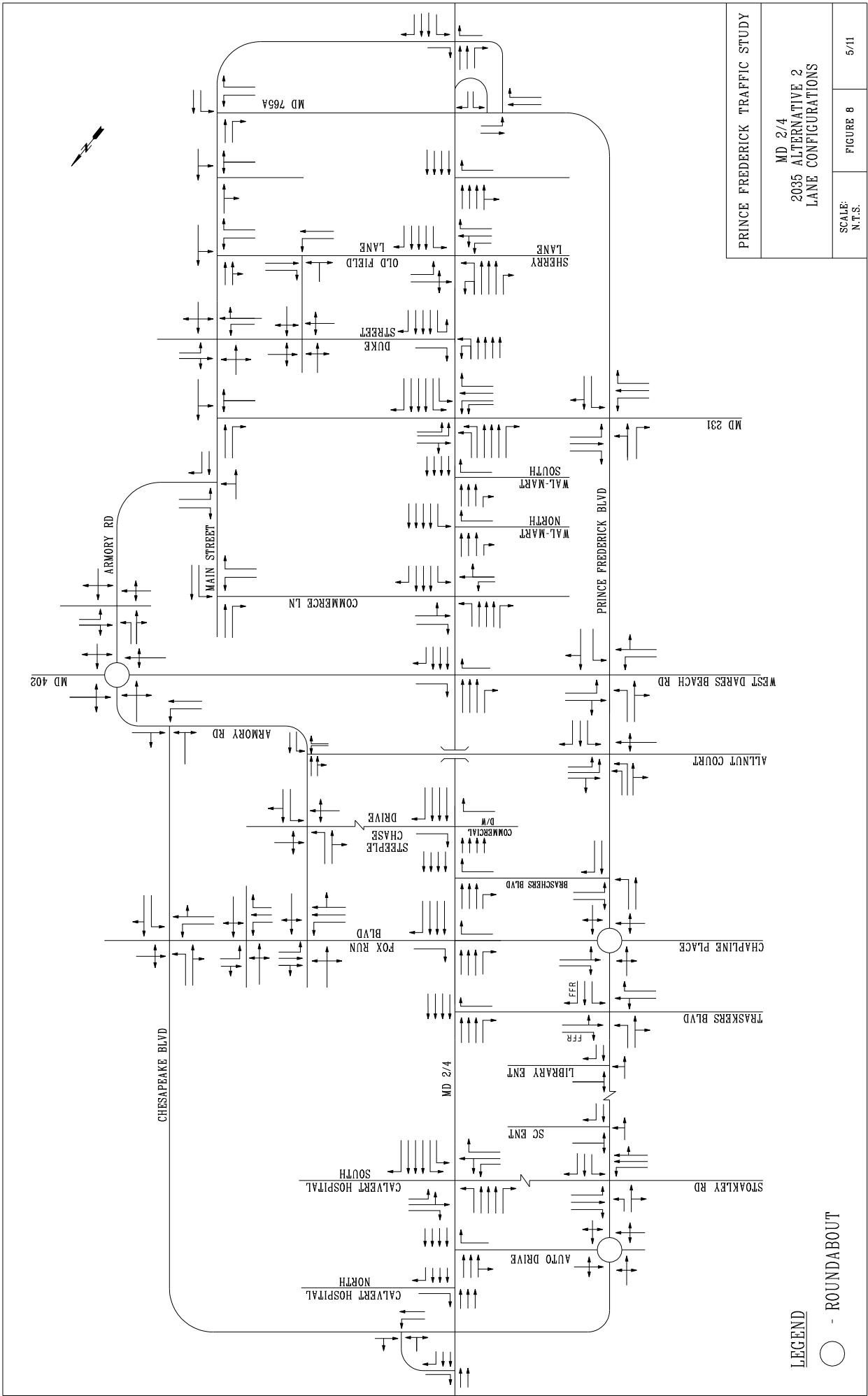
The Synchro/SimTraffic analysis worksheets for the year 2035 are located in Appendix D.

## V. YEAR 2035 BUILD PROJECTIONS

The two Alternatives being considered for further evaluation and updated as part of the revision to the 2011 study are:

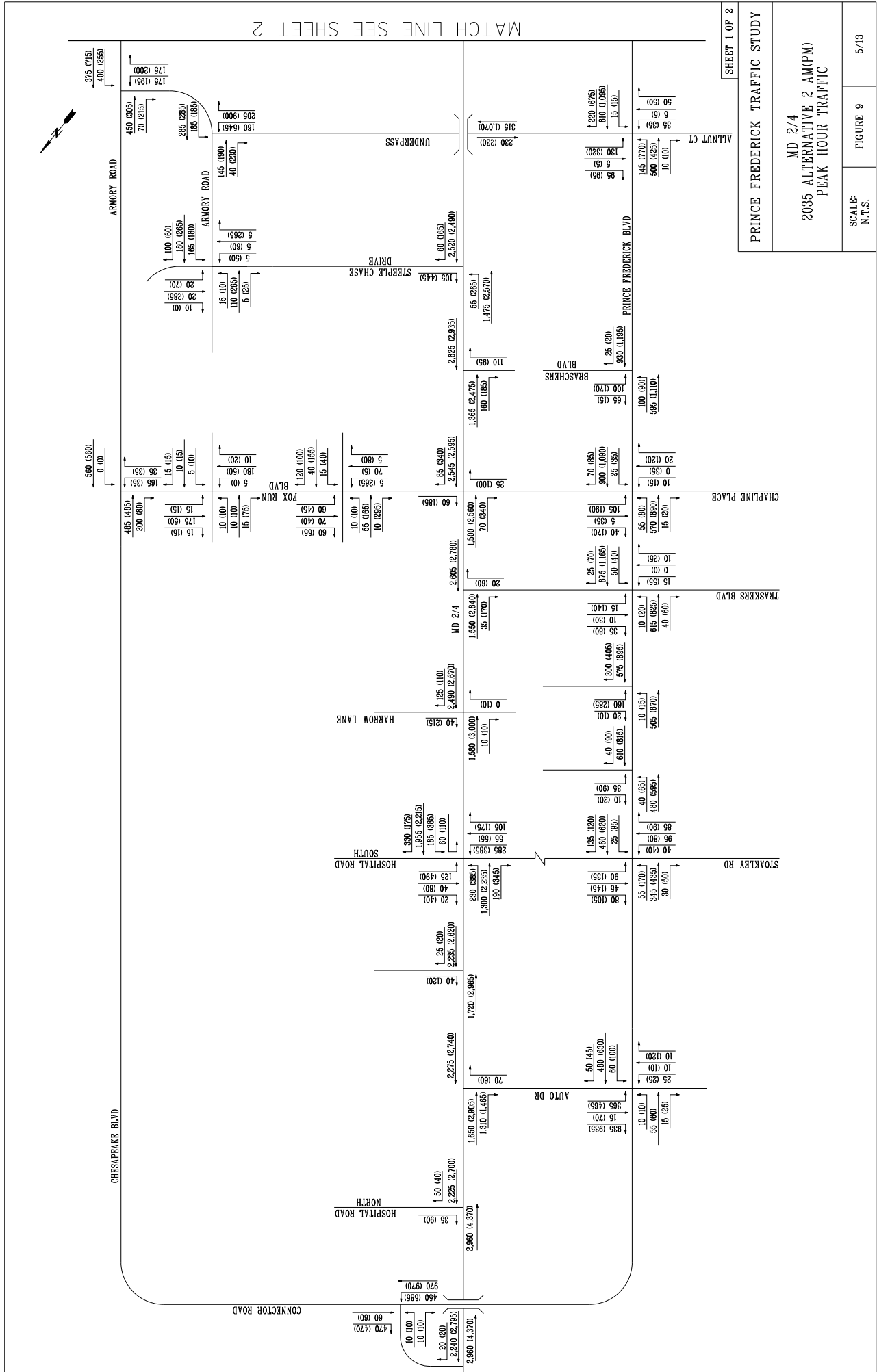
- 2035 Alternative 2 – Construct underpass north of MD 402 with connections between Armory Road and Prince Frederick Boulevard and prohibit side street left/thru movements and mainline MD 2/4 left turn movements at the following intersections:
  - i. MD 2/4 at Traskers Boulevard
  - ii. MD 2/4 at Fox Run Boulevard
  - iii. MD 2/4 at Steeple Chase Drive
  - iv. MD 2/4 at MD 402
- 2035 Alternative 3 – Construct full at grade intersection along MD 2/4 north of MD 402 with access between MD 2/4 and Prince Frederick Boulevard and completely close Steeple Chase Drive.

Lane configurations for Alternative 2 are shown on Figure 8 and volumes are displayed on Figures 9-10. Lane configurations for Alternative 3 are shown on Figure 11 and volumes are shown on Figures 12-13.



PRINCE FREDERICK TRAFFIC STUDY		
MD 2/4 2035 ALTERNATIVE 2 LANE CONFIGURATIONS		
SCALE: N.T.S.	FIGURE 8	5/11

**LEGEND**  
 ○ - ROUNDABOUT



SHEET 1 OF 2

PRINCE FREDERICK TRAFFIC STUDY

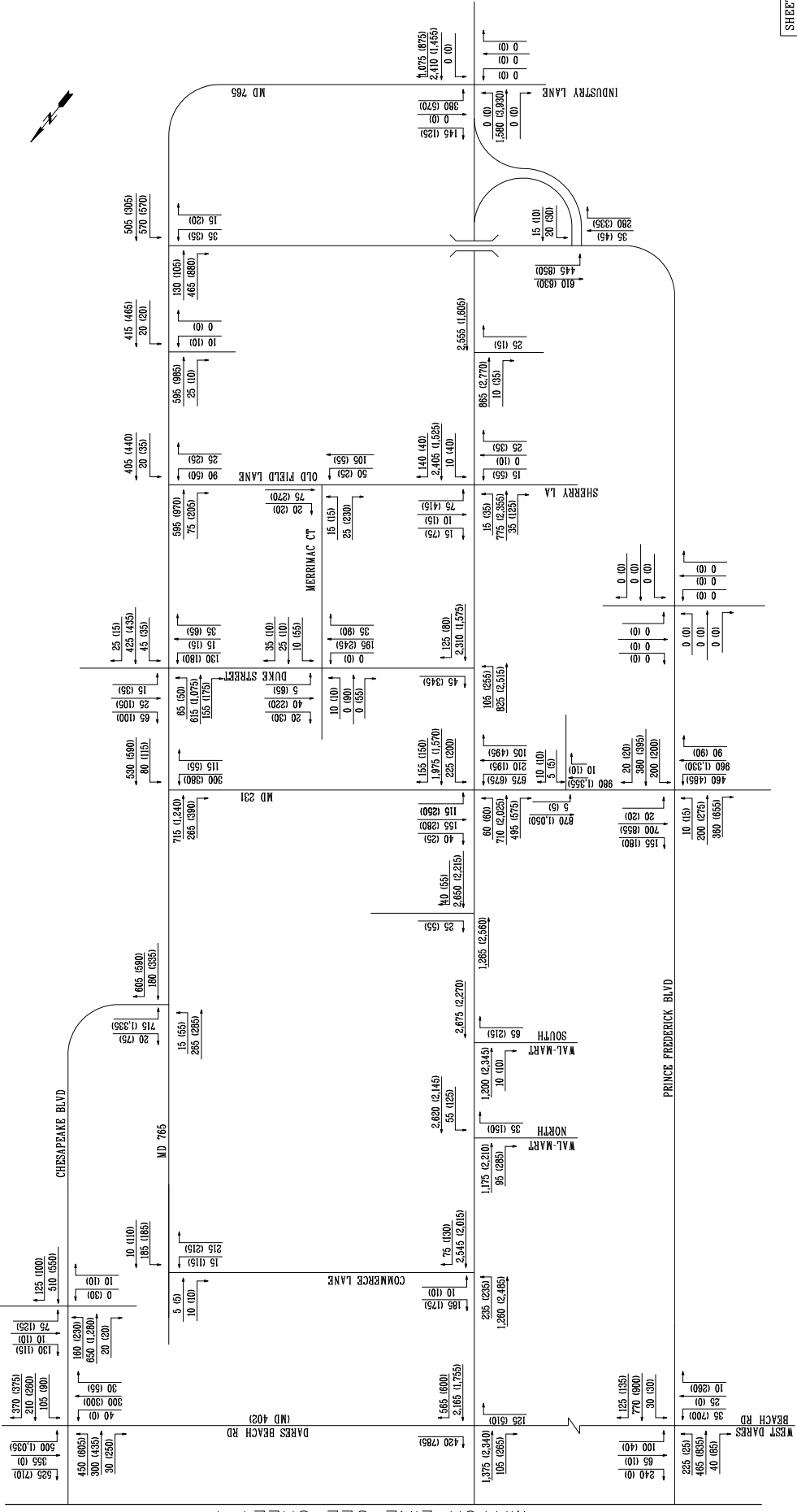
MD 2/4  
2035 ALTERNATIVE 2 AM(PM)  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 9

5/13

© 2013 by Parsons Brinckerhoff, Inc. All rights reserved. No part of this document may be reproduced without the prior written permission of Parsons Brinckerhoff, Inc.



MATCH LINE SEE SHEET 1

SHEET 2 OF 2

PRINCE FREDERICK TRAFFIC STUDY

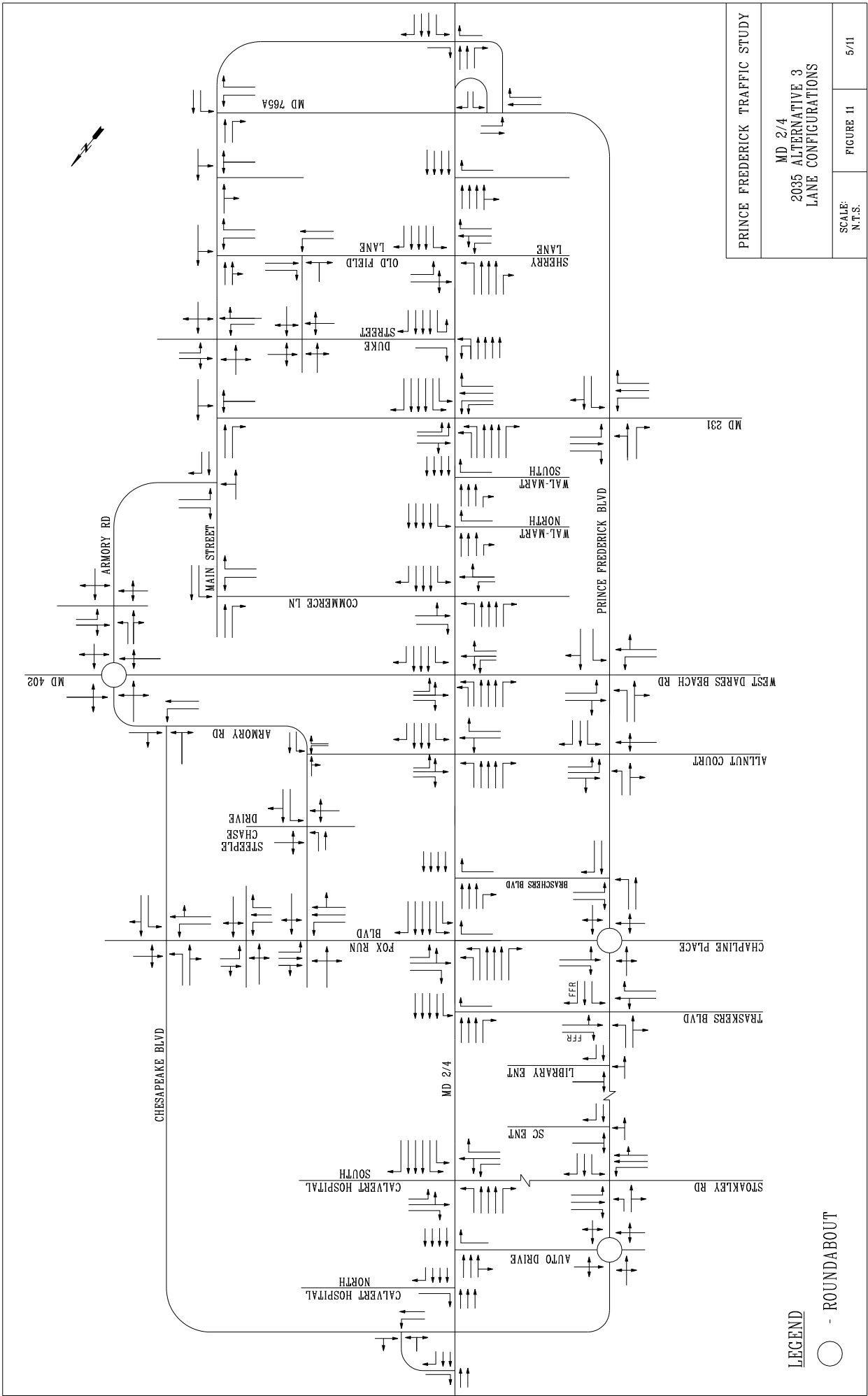
MD 2/4  
2035 ALTERNATIVE 2 AM/PM  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 10

5/13

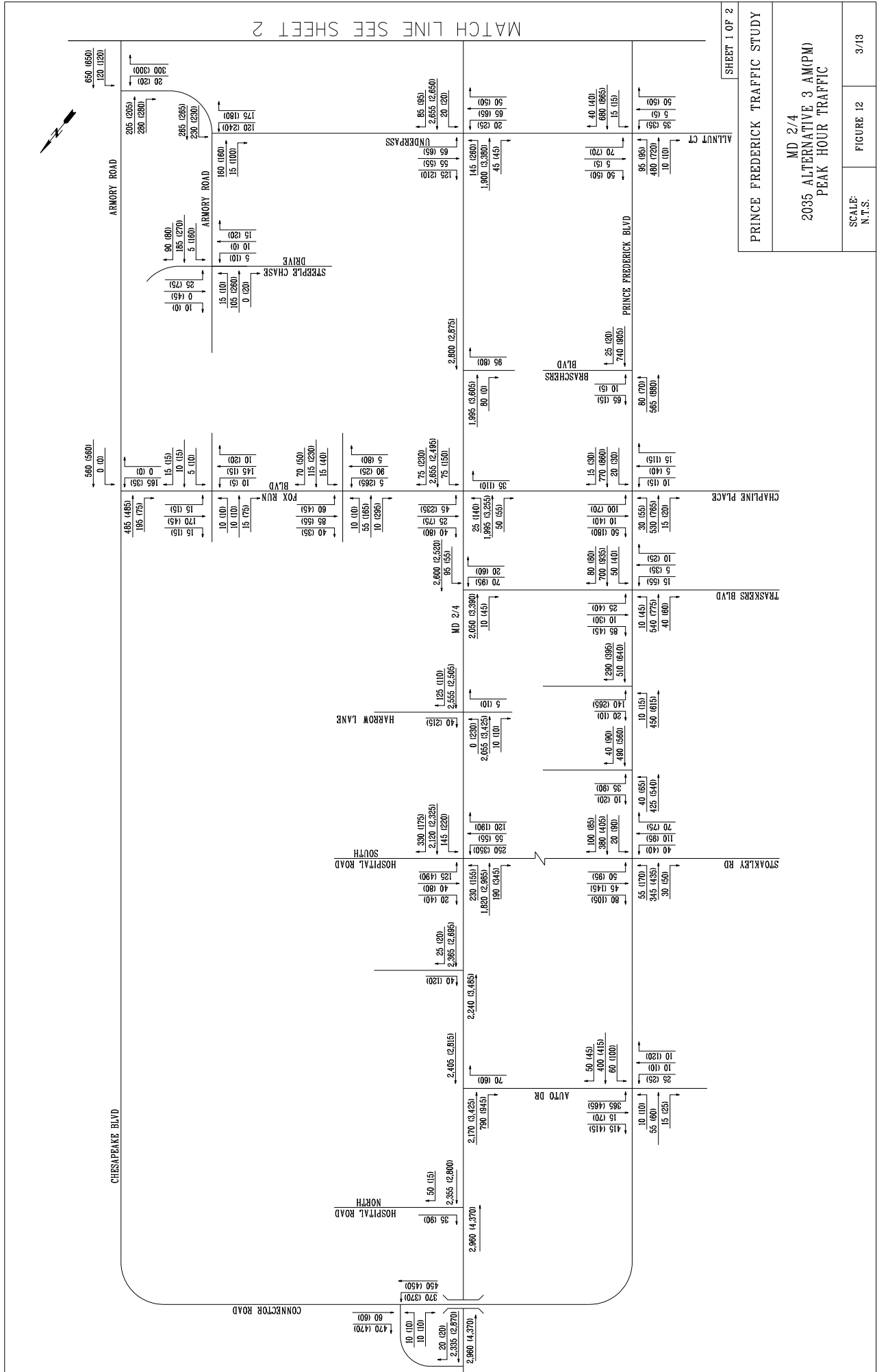
© 2010 PRINCE GEORGE TRAVEL PLANNING & CONSULTING, INC. ALL RIGHTS RESERVED.



PRINCE FREDERICK TRAFFIC STUDY		
MD 2/4 2035 ALTERNATIVE 3 LANE CONFIGURATIONS		
SCALE: N.T.S.	FIGURE 11	5/11

**LEGEND**  
○ - ROUNDABOUT

© 2011 by Parsons Brinckerhoff, Inc. All rights reserved. 4/10/2011 2:11:46 PM mtd\_james.dgp



SHEET 1 OF 2

PRINCE FREDERICK TRAFFIC STUDY

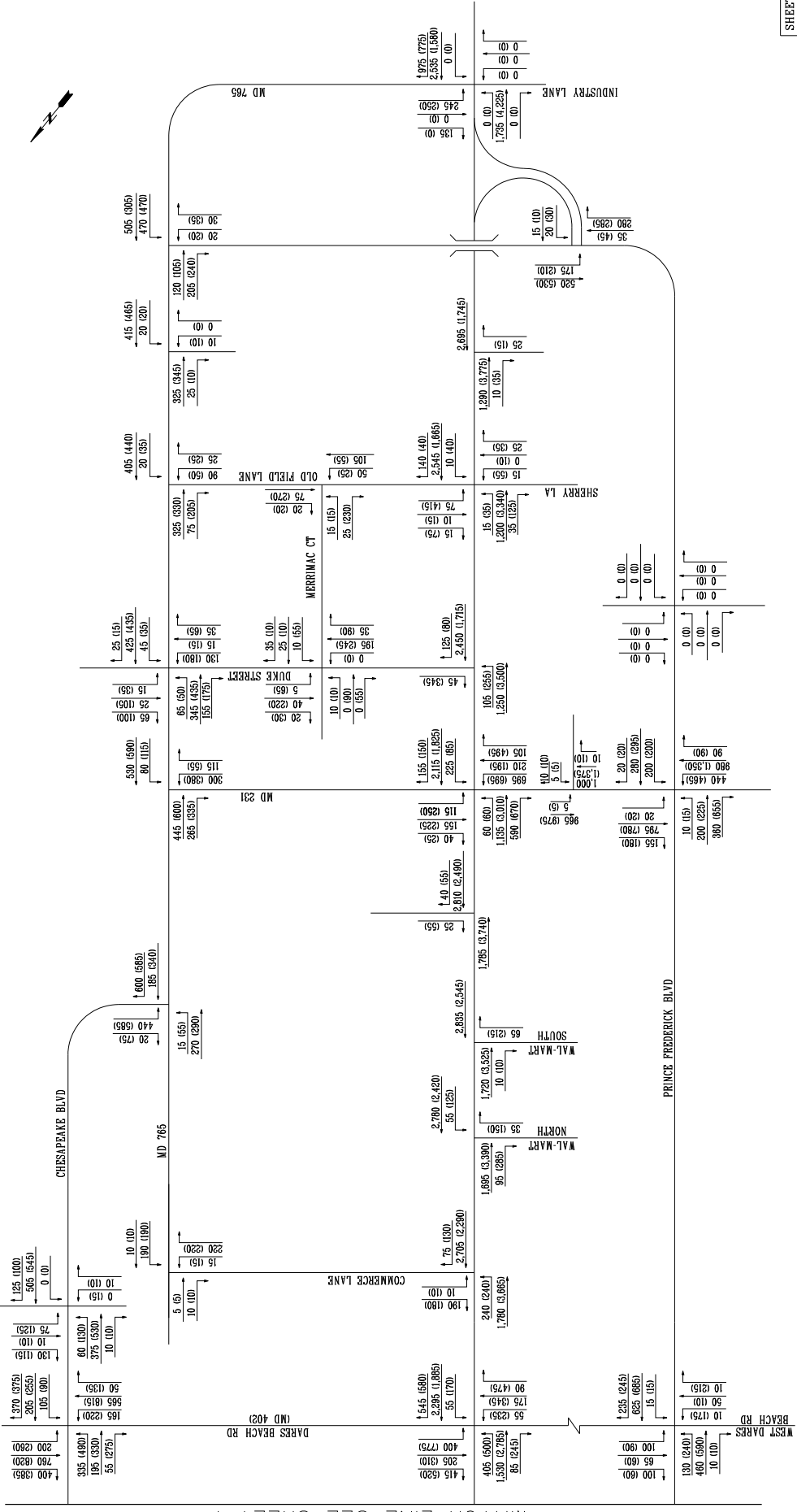
MD 2/4  
2035 ALTERNATIVE 3 AM/PM  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 12

3/13

© 2013 by Parsons Brinckerhoff, Inc. All rights reserved. This document is the property of Parsons Brinckerhoff, Inc. and is not to be distributed, copied, or reproduced without the written consent of Parsons Brinckerhoff, Inc.



MATCH LINE SEE SHEET 1

SHEET 2 OF 2

PRINCE FREDERICK TRAFFIC STUDY

MD 2/4  
2035 ALTERNATIVE 3 AM(PM)  
PEAK HOUR TRAFFIC

SCALE:  
N.T.S.

FIGURE 13

3/13

© 2013 by Parsons Brinckerhoff, Inc. All rights reserved. No part of this document may be reproduced without the prior written consent of Parsons Brinckerhoff, Inc.



## **Origin Destination Study**

An Origin Destination Study was conducted in January 2011 to help understand the traffic patterns throughout the study area, especially from the west side of MD 2/4 to the east side and vice versa. The results of the study are located in the Appendix E. The data from the study was used to distribute volumes throughout the network.

## **Year 2035 Alternative 2 Volumes and Intersection Capacity Analysis**

Under this alternative, the underpass will be constructed north of MD 402 with connections between Armory Road and Prince Frederick Boulevard and prohibit side street left/thru movements and mainline MD 2/4 movements within the following intersections:

- i. MD 2/4 at Traskers Boulevard
- ii. MD 2/4 at Fox Run Boulevard
- iii. MD 2/4 at Steeple Chase Drive
- iv. MD 2/4 at MD 402

It was assumed that U-turns would be permitted at the MD 2/4 and MD 402 intersections. The total volume expected to use the underpass is approximately 590 during the AM peak and 1,680 during the PM peak. The completion of Chesapeake Boulevard and Prince Frederick Boulevard along with the grade separated interchanges to the north and south along MD 2/4 and the access limitations along MD 2/4 are expected to divert trips away from MD 2/4.

Intersection capacity analyses were performed for the AM and PM peak hours at all of the study intersections utilizing the procedures identified in the Existing Conditions section of this report described above. Table 8 summarizes the year 2035 Alternative 2 intersection capacity analysis results via the CLV procedure. The CLV worksheets for year 2035 Alternative 2 are located in Appendix C.

**Table 8. Year 2035 Alternative 2 Intersection Capacity Analysis via CLV**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	V/C	LOS	V/C
1	MD 2/4	Stoakley Rd	D	0.82	F	1.17
2	MD 2/4	Chapline Pl/Fox Run Blvd	B	0.67	D	0.83
3	MD 2/4	Commerce Ln	C	0.79	C	0.76
4	MD 2/4	MD 231	D	0.87	F	1.06
5	MD 2/4	Old Field Ln	B	0.67	E	0.95
6	Prince Frederick Blvd	Stoakley Rd	A	0.44	B	0.64
7	Prince Frederick Blvd	Traskers Blvd	A	0.57	D	0.84
8	Prince Frederick Blvd	Braschers Blvd	B	0.71	E	0.91
9	Prince Frederick Blvd	Allnut Ct	B	0.67	F	1.08
10	Prince Frederick Blvd	West Dares Beach Rd	E	0.91	F	1.11
11	Prince Frederick Blvd	MD 231	D	0.87	F	1.15
12	MD 765A (Main St)	Community Entrance	A	0.41	B	0.64
13	MD 231 (Church St)	Armory Rd	F	1.02	F	1.45

As shown in Table 8, all intersections are expected to operate at LOS D or better with the exception of the Prince Frederick Boulevard intersection at West Dares Beach Road, which will operate at LOS E and the failing intersection of MD 231 at Armory Road. During the PM peak, eight intersections are expected to operate at LOS E or worse with 2 of these along MD 2/4.

The operational conditions at the study intersections were further evaluated using Synchro. The results of the Synchro/SimTraffic analysis are presented in Table 9 below.

**Table 9. Year 2035 Alternative 2 Intersection Capacity Analysis via SimTraffic**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
1	MD 2/4	Stoakley Rd	C	25.5	E	60.4
2	MD 2/4	Traskers Blvd EB *	A	5.9	A	8.0
3	MD 2/4	Chapline Pl/Fox Run Blvd	A	1.0	A	2.3
4	MD 2/4	Steeple Chase Dr WB *	A	5.7	F	73.3
5	Armory Rd	Fox Run Blvd NB *	C	15.6	E	45.2
6	Armory Rd	Steeple Chase Dr WB *	C	19.0	F	> 200
7	Armory Rd	Chesapeake Blvd WB *	F	> 200	F	187.9
8	MD 2/4	MD 402 WB *	C	22.2	F	119.4
9	MD 2/4	Commerce Ln	A	8.1	A	8.3
10	Armory Rd	Fairground Rd WB *	F	> 200	F	> 200
11	Main St (MD 765)	Commerce Ln EB *	B	14.8	A	9.7
12	Main St (MD 765)	Armory Rd WB *	F	> 200	F	> 200

Table 9: Continued

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
13	Main St (MD 765) **	Church St (MD 231)	D	54.2	F	<b>133.4</b>
14	MD 2/4	MD 231	C	27.5	C	29.8
15	MD 2/4	Old Field Lane	A	6.4	B	17.9
16	MD 2/4	Westlake Dr EB *	A	1.3	A	1.2
17	MD 2/4	MD 765/Industry Ln WB *	A	0.4	A	0.3
18	MD 402 <sup>1</sup>	Armory Rd	F	<b>1.58</b>	F	<b>2.29</b>
19	Prince Frederick Blvd <sup>1</sup>	Auto Dr	F	<b>2.09</b>	F	<b>3.0</b>
20	Prince Frederick Blvd	Stoakley Rd	A	8.6	C	23.6
21	Prince Frederick Blvd	Mattress Discounters WB *	C	16.7	F	<b>74.7</b>
22	Prince Frederick Blvd	Library Entrance WB *	E	37.1	F	<b>&gt; 200</b>
23	Prince Frederick Blvd **	Traskers Blvd	A	3.7	B	15.5
24	Prince Frederick Blvd <sup>1</sup>	Chapline Pl	B	0.83	F	<b>1.13</b>
25	Prince Frederick Blvd **	Braschers Blvd	A	6.5	C	26.3
26	Prince Frederick Blvd	West Dares Beach Rd	C	25.3	D	50.3
27	Prince Frederick Blvd **	MD 231	E	68.1	E	67.8
28	Chesapeake Blvd	Fox Run Blvd EB *	E	44.6	F	<b>&gt; 200</b>
29	Armory Rd **	Duke St	B	11.4	F	<b>123.5</b>
30	Main St	Old Field Ln EB *	B	14.8	F	<b>&gt; 200</b>
31	MD 765A South	Overpass SB *	E	40.4	F	<b>105.3</b>
32	Armory Rd	Community Entrance	A	2.6	A	3.2
33	Fox Run Blvd	Steeple Chase Dr NB *	C	15.6	F	<b>60.2</b>
34	Merrimac Ct	Duke St NB (AM)/ SB (PM) *	C	15.2	C	20.7
35	Merrimac Ct	Old Field Ln SB *	A	8.0	E	40.6
36	Chesapeake Blvd	MD 2/4 North Loop SB *	E	36.5	F	<b>&gt; 200</b>
37	Prince Frederick Blvd	MD 2/4 South Loop NB *	A	2.2	F	<b>69.2</b>
38	Armory Rd	Allnut Ct/Connector Rd EB *	C	23.1	F	<b>90.7</b>
39	Prince Frederick Blvd **	Allnut Ct	D	36.0	F	<b>94.2</b>

<sup>1</sup>Roundabout analyzed using Sidra Intersection. Degree of Saturation reported.

\*Unsignalized approach level of service.

\*\*Assumes future signalization at MD 231/Prince Frederick Boulevard, MD 231/MD 765A (Main Street), Armory Road/Duke Street and along Prince Frederick Boulevard at Traskers Blvd, Braschers Blvd, and Allnut Ct intersections.

Conflict points are eliminated from restricting left turns originating from the side streets and trips are diverted from MD 2/4 to Prince Frederick Boulevard and Armory Road/Chesapeake Boulevard under Alternative 2; however operations at the intersections along the outer loops are degraded. The results from the Synchro/SimTraffic analysis indicate that during the morning peak hour, the unsignalized intersections of MD 765, Chesapeake Boulevard, and Fairground Road along Armory Road will operate at LOS F. Also, the roundabouts at Armory at MD 402 and Auto Drive at Prince Frederick Boulevard are expected to fail. During the evening peak hour, twenty-one intersections are expected to operate at LOS F and the intersection of Stoakley Road at MD 2/4 and

Armory Road at Fox Run Boulevard, as well as both MD 402 and MD 231 along Prince Frederick Boulevard are expected to operate at LOS E. There are two failing intersections along MD 2/4 during the evening peak hour. These intersections are at Steeple Chase Drive and MD 402 along MD 2/4. There are twenty-three intersections operating at level of service E or worse along the local roadways during the PM peak hour.

The following capacity improvements would provide LOS D or better at the failing intersections along MD 2/4 and therefore, under this alternative all intersections would operate at LOS D or better. It was assumed for intersections with a high volume of diverted traffic, that the peak hour factor would be increased to 0.92 during both peak periods.

MD 2/4 at Stoakley Road – Provide an additional southbound left turn lane. The outermost lanes along northbound and southbound MD 2/4 should be allowed to be utilized as shared through/right turn lane.

MD 402/Armory Road – standard intersection with two through lanes in each direction and double left turn lanes and exclusive right turn lanes.

MD 765/MD 231 – provide two through lanes and an exclusive left turn lane along northbound. This intersection should also be realigned with the Armory Road/MD 765 intersection in order to eliminate the dog leg movement here.

Prince Frederick Boulevard/West Dares Beach Road – Provide an additional eastbound left turn lane and an exclusive northbound right and through lane on Prince Frederick Boulevard.

Prince Frederick Boulevard/MD 231 - Provide an additional through lane along both directions of MD 231 up to the first intersection on both sides of Prince Fredrick Boulevard. Provide an additional eastbound left turn lane along MD 231. Provide an exclusive southbound left turn lane and right turn lane and eliminate split phasing.

This alternative also adds over 1,000 vph during the PM peak hour in the southbound direction along Main Street along which majority of the failing intersections are located. Since motorists will not be able to access MD 2/4 southbound from MD 402, they will use other intersections such as MD 2/4/Commerce Lane, MD 2/4/Duke Street or continue south along Main Street at the grade separated interchange. Consideration should be given to providing an eastern outer loop to Main Street, which would help alleviate some traffic congestion along Armory Road/Main Street, improving operations at some of the intersections. This roadway is currently a two lane, low speed roadway with multiple driveways that functionally may not be able to facilitate the additional demand.

Other locations to the north of MD 402 such as Steeple Chase Drive and the proposed connector road forming intersection along Armory Road just south of Steeple Chase Drive may be considered for signalization due to its proximity. It is to be noted that due to the heavy burden of traffic at some of the minor intersections, eliminating poor operating conditions would prove be a costly.

The Synchro/SimTraffic analysis worksheets for the year 2035 Alternative 2 are located in Appendix D.

### **Year 2035 Alternative 3 Volumes and Intersection Capacity Analysis**

For this alternative, a full at grade intersection will be constructed along MD 2/4 north of MD 402 with access between MD 2/4 and Prince Frederick Boulevard and the intersection of MD 2/4 with Steeple Chase Drive will be closed. The distribution assumptions for this alternative are located in the Appendix E.

Intersection capacity analyses were performed for the AM and PM peak hours at all of the study intersections utilizing the procedures identified in the Existing Conditions section of this report. Table 10 summarizes the year 2035 Alternative 3 intersection capacity analysis results via the CLV procedure. The CLV worksheets for year 2035 Alternative 3 are located in Appendix C.

**Table 10. Year 2035 Alternative 3 Intersection Capacity Analysis via CLV**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	V/C	LOS	V/C
1	MD 2/4	Stoakley Rd	D	0.85	F	1.19
2	MD 2/4	Traskers Blvd	A	0.53	E	0.93
3	MD 2/4	Chapline Pl/Fox Run Blvd	C	0.72	F	1.06
4	MD 2/4	MD 402	F	1.18	F	1.43
5	MD 2/4	Commerce Ln	D	0.83	E	0.92
6	MD 2/4	MD 231	E	0.91	F	1.19
7	MD 2/4	Allnut Ct/Connector Rd	D	0.83	E	0.94
8	MD 2/4	Old Field Ln	B	0.71	F	1.15
9	Prince Frederick Blvd	Stoakley Rd	A	0.37	A	0.48
10	Prince Frederick Blvd	Traskers Blvd	A	0.57	B	0.65
11	Prince Frederick Blvd	Braschers Blvd	A	0.52	A	0.61
12	Prince Frederick Blvd	Allnut Ct	A	0.57	B	0.69
13	Prince Frederick Blvd	West Dares Beach Rd	C	0.73	E	0.93
14	Prince Frederick Blvd	MD 231	E	0.92	F	1.13
15	MD 765A	Community Entrance	A	0.29	A	0.32
16	MD 231 (Church St)	Armory Rd	D	0.85	F	1.05

As shown in Table 10, three intersections are expected to operate at LOS E or worse during the AM peak hour and seven intersections are expected to operate at LOS F during the PM peak hour.

The operational conditions at the study intersections were further evaluated using Synchro/SimTraffic. The results of the Synchro/SimTraffic analysis are presented in Table 11 below.

**Table 11. Year 2035 Alternative 3 Intersection Capacity Analysis via SimTraffic**

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
1	MD 2/4	Stoakley Rd	C	25.5	E	61.5
2	MD 2/4	Traskers Blvd	A	9.0	A	7.2
3	MD 2/4	Chapline Pl/Fox Run Blvd	B	14.1	C	27.3
4	Armory Rd	Fox Run Blvd NB *	C	21.5	F	50.6
5	Armory Rd	Steeple Chase Dr EB (AM)/WB (PM) *	B	14.5	D	26.8
6	Armory Rd	Chesapeake Blvd WB *	F	97.7	F	64.9
7	MD 2/4	MD 402 WB *	F	67.4	F	129.3
8	MD 2/4	Commerce Ln	B	14.8	B	14.3
9	Armory Rd	Fairground Rd WB *	F	> 200	F	> 200

Table 11: Continued

S. No.	Major Road	Minor Road	AM		PM	
			LOS	Delay	LOS	Delay
10	Main St (MD 765)	Commerce Ln EB *	B	11.7	B	12.1
11	Main St (MD 765)	Armory Rd WB *	F	> 200	F	> 200
12	Main St (MD 765) **	Church St (MD 231)	D	42.1	E	67.9
13	MD 2/4	MD 231	E	71.8	E	63.3
14	MD 2/4	Old Field Lane	A	8.5	C	21.3
15	MD 2/4	Westlake Dr EB *	A	1.3	A	1.2
16	MD 2/4	MD 765/Industry Ln (South) WB *	A	3.0	A	2.6
17	MD 402 <sup>1</sup>	Armory Rd	F	1.66	F	2.33
18	Prince Frederick Blvd <sup>1</sup>	Auto Dr	E	1.19	F	1.50
19	Prince Frederick Blvd	Stoakley Rd	A	9.5	A	9.9
20	Prince Frederick Blvd	Mattress Discounters WB *	C	18.5	E	40.3
21	Prince Frederick Blvd	Library Entrance WB *	D	34.9	F	> 200
22	Prince Frederick Blvd **	Traskers Blvd	A	4.3	A	8.5
23	Prince Frederick Blvd <sup>1</sup>	Chapline Pl	B	0.64	C	0.84
24	Prince Frederick Blvd **	Braschers Blvd	A	2.5	B	19.7
25	Prince Frederick Blvd	West Dares Beach Rd	B	13.9	E	60.8
26	Prince Frederick Blvd **	MD 231 SB *	F	133.2	F	162.7
27	Chesapeake Blvd	Fox Run Blvd EB *	F	66.6	C	20.1
28	Armory Rd **	Duke St	B	12.1	B	20.9
29	Main St	Old Field Ln EB *	B	12.6	B	13.5
30	MD 765A South	Overpass SB *	C	22.4	D	26.6
31	Armory Rd	Community Entrance	A	2.6	A	2.4
32	Fox Run Blvd	Steeple Chase Dr NB *	C	15.7	B	13.0
33	Merrimac Ct	Duke St NB (AM)/SB (PM) *	C	17.0	C	24.2
34	Merrimac Ct	Old Field Ln SB *	A	7.7	B	11.9
35	Chesapeake Blvd	MD 2/4 North Loop SB *	E	40.0	C	23.8
36	Prince Frederick Blvd	MD 2/4 South Loop NB *	B	11.0	B	11.5
37	Armory Rd	Allnut Ct/Connector Rd EB *	C	31.5	E	42.8
38	Prince Frederick Blvd **	Allnut Ct	B	16.9	B	19.9
39	MD 2/4	Allnut Ct/Connector Rd	B	16.9	D	37.2

<sup>1</sup>Roundabout analyzed using Sidra Intersection. Degree of Saturation reported.

\*Unsignalized approach level of service.

\*\*Assumes future signalization at MD 231/Prince Frederick Boulevard, MD 231/MD 765A (Main Street), Armory Road/Duke Street and along Prince Frederick Boulevard at Traskers Blvd, Braschers Blvd, and Allnut Ct intersections.

The results from the Synchro/SimTraffic analysis indicate that nine intersections are expected to operate at LOS E or worse during the AM peak hour. Nine intersections including the roundabout at MD 402 and Auto Drive are expected to operate at LOS F during the PM peak period. There are four intersections that are reported to be operating at levels of service E.

In order to improve the levels of service at the failing intersections along MD 2/4, a grade separated interchange would be needed at MD 231 and MD 402. A double westbound left turn lane at the MD 231/Prince Frederick Boulevard intersection would be needed to improve intersection operations to LOS D or better. The Synchro/SimTraffic analysis worksheets for the year 2035 Alternative 3 are located in Appendix D.

## VI. CONCLUSION

The Prince Frederick Traffic Study was conducted in 2011 for the MD 2/4 (Solomon's Island Road) corridor from north Calvert Memorial Hospital North Entrance to MD 765A South (Main Street) including the entire extent of existing Prince Frederick Boulevard and Chesapeake Boulevard/Armory Road. It is assumed that both Prince Frederick Boulevard and Chesapeake Boulevard will be extended to provide continuity and alternative route to MD 2/4. This report presents the finding from a revision to the 2011 Study, updating the 2010 existing conditions and 2035 no-build and two build alternatives in 2035. The revision to the 2011 Study includes the intersections formed from the extension of Chesapeake Boulevard and Prince Frederick Boulevard along with the several other minor existing intersections within the study area.

Future developments along the MD 2/4 corridor, especially at the former middle school site and a 36-acre site along MD 402 will have significant impacts on operations throughout the study area. In order to mitigate impacts, the following alternatives were considered:

- 2035 No Build.
- 2035 Alternative 2 – Construct underpass north of MD 402 with connections between Armory Road and Prince Frederick Boulevard and prohibit side street left/thru movements and mainline MD 2/4 left turn movements at the following intersections:
  - i. MD 2/4 at Traskers Boulevard
  - ii. MD 2/4 at Fox Run Boulevard
  - iii. MD 2/4 at Steeple Chase Drive
  - iv. MD 2/4 at MD 402
- 2035 Alternative 3 – Construct full at grade intersection along MD 2/4 north of MD 402 with access between MD 2/4 and Prince Frederick Boulevard and completely close Steeple Chase Drive.

Based on the revisions to the analysis of existing, year 2035 no build and the two alternatives for future year 2035 the following findings and conclusions can be made:

- The majority of the intersections operate at an acceptable LOS under existing conditions.



- The MD 402/Armory Road roundabout is expected to operate at an unacceptable level of service for both year 2035 alternatives. A standard, 4-legged intersection with 2-lane approach would provide acceptable operations.
- Based on the SimTraffic results, the following is a summary of the number of signalized intersections or roundabouts operating at LOS E or worse in the year 2035 for the no-build and build conditions:

	<u>No Build</u>	<u>Alt 2</u>	<u>Alt 3</u>
AM Peak	6	5	7
PM Peak	11	21	9

The results of the analysis show that the underpass does help reduce the volume and cross street traffic on MD 2/4. The peak hour volume along the underpass for Alternative 2, the volume over the underpass expected to be 535-1,005 vph during the peak periods. It is important to note that although Alternative 3 provides overall better corridor-wide levels of service with less number of locations operating at ‘E’ or worse, however, this is only possible when Alternative 2 experiences restrictions to traffic movements at several intersections.

Restricting left turns and through movements from the side streets and left turn from the mainline MD 2/4 at several intersections as suggested in Alternative 2 will result in long queues and movement delays at location where these movements are still available. Further, the displaced motorists will be forced to travel additional distance to make indirect turns to get to their destinations.

In order to improve the operations along the failing intersections for the Alternative 2, and Alternative 3, major improvements would be needed to several major intersections along MD 2/4 including possible grade separation. For Alternative 2, two intersections along MD 2/4 operate at LOS F since a significant number of motorists are re-routed to Prince Frederick Boulevard and Chesapeake Boulevard. Intersections along these roadways will require additional capacity and possible signalization in order to operate at an acceptable level of service. The MD 765 intersections with Armory Road and MD 231 should be realigned to eliminate the dog leg movement.

## **Appendix A – Turning Movement Counts**

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Movement Count Study - Field Sheet

Station ID: S2008040024

County: Calvert

Comments: LOS AM:A PM:A

Date: Wednesday 09/22/2010

Town: none

Location: ARMORY RD at Steeple Chase Rd

Weather:

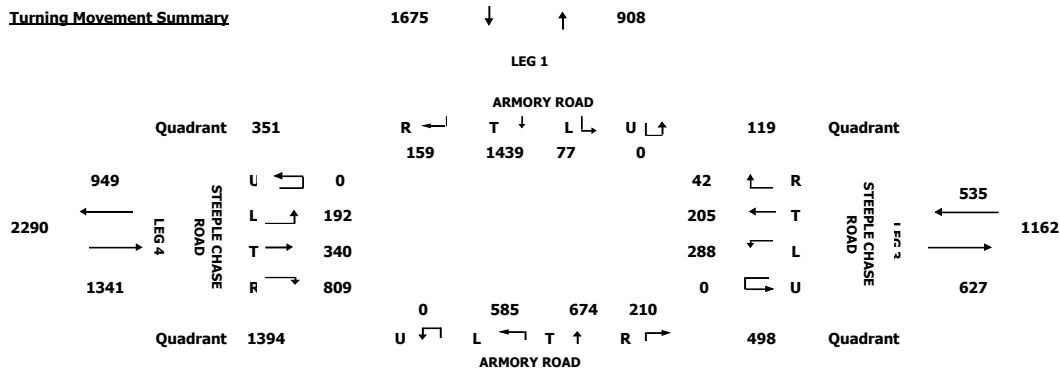
Recorder:

Interval (dd): 15 min  
 PEAK HOURS: 6:00AM-12:00PM  
 AM PERIOD: 6:00AM-12:00PM  
 Begin: 07:30  
 End: 08:30  
 Volume: 384  
 PM PERIOD: 12:00PM-7:00PM  
 Begin: 17:00  
 End: 18:00  
 Volume: 596

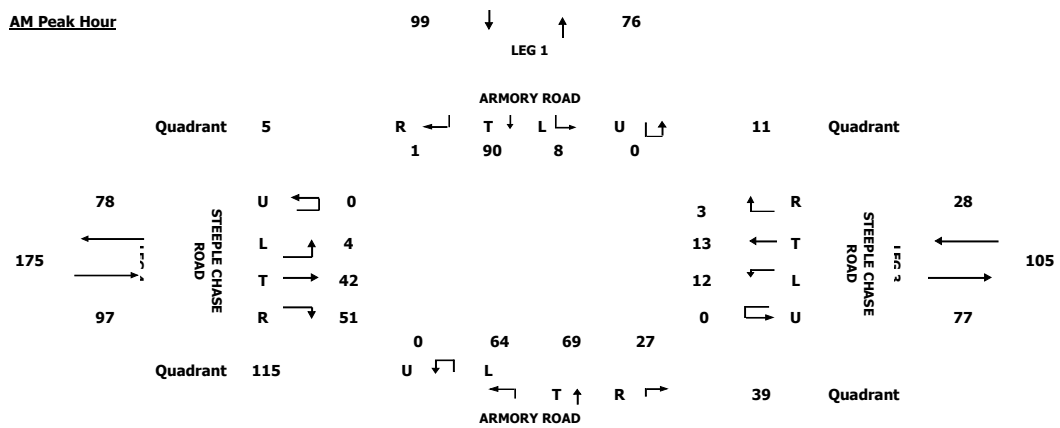
Hour	ARMORY ROAD From North				ARMORY ROAD From South				STEEPLE CHASE ROAD From East				STEEPLE CHASE ROAD From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	2	3	0	5	9	8	2	19	0	0	0	0	0	7	2	9	33
6:15	2	2	0	4	6	4	0	10	0	0	0	0	0	5	9	14	28
6:30	2	6	1	9	9	5	2	16	0	3	0	3	0	6	4	10	38
6:45	0	7	0	7	7	4	2	13	0	2	0	2	0	4	8	12	34
7:00	2	12	2	16	6	12	4	22	0	2	1	3	1	9	12	22	63
7:15	1	19	0	20	20	25	5	50	3	4	0	7	0	8	8	16	93
<b>7:30</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>20</b>	<b>6</b>	<b>47</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>12</b>	<b>27</b>	<b>110</b>
<b>7:45</b>	<b>4</b>	<b>23</b>	<b>1</b>	<b>28</b>	<b>12</b>	<b>18</b>	<b>4</b>	<b>34</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>8</b>	<b>15</b>	<b>82</b>
<b>8:00</b>	<b>1</b>	<b>22</b>	<b>0</b>	<b>23</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>41</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>9</b>	<b>13</b>	<b>23</b>	<b>93</b>
<b>8:15</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>22</b>	<b>13</b>	<b>16</b>	<b>9</b>	<b>38</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>13</b>	<b>18</b>	<b>32</b>	<b>99</b>
8:30	0	22	0	22	11	2	4	17	4	3	1	8	3	8	16	27	74
8:45	3	26	1	30	8	5	4	17	2	3	1	6	0	13	13	26	79
9:00	0	16	1	17	10	9	3	22	5	6	0	11	0	12	6	18	68
9:15	0	16	0	16	10	12	4	26	7	6	0	13	0	8	8	16	71
9:30	2	11	3	16	16	15	4	35	1	7	1	9	3	9	6	18	78
9:45	0	10	1	11	7	9	5	21	2	4	0	6	3	14	6	23	61
10:00	3	13	2	18	10	9	6	25	4	5	2	11	3	11	8	22	76
10:15	3	19	4	26	10	8	2	20	6	7	4	17	3	5	2	10	73
10:30	2	20	1	23	9	5	4	18	5	1	2	8	6	9	14	29	78
10:45	0	18	2	20	7	7	5	19	5	9	1	15	5	10	18	33	87
11:00	0	19	2	21	6	10	4	20	4	7	0	11	3	14	12	29	81
11:15	1	13	2	16	10	4	3	17	4	6	2	12	4	3	7	14	59
11:30	0	16	5	21	9	13	2	24	3	2	1	6	9	7	10	26	77
11:45	0	29	7	36	10	14	10	34	7	5	4	16	10	3	16	29	115
12:00	1	34	9	44	8	9	2	19	6	8	1	15	3	5	14	22	100
12:15	4	37	8	49	19	15	4	38	8	4	4	16	6	10	13	29	132
12:30	3	35	6	44	8	12	5	25	8	2	0	10	7	6	12	25	104
12:45	7	43	8	58	17	13	8	38	4	8	2	14	7	7	14	28	138
13:00	3	38	5	46	11	12	5	28	3	5	2	10	2	5	14	21	105
13:15	0	26	1	27	13	11	3	27	2	3	1	6	8	2	17	27	87
13:30	4	30	3	37	10	17	7	34	9	6	2	17	6	6	9	21	109
13:45	1	35	8	44	6	5	5	16	7	6	2	15	3	7	19	29	104
14:00	3	50	2	55	16	21	5	42	12	3	0	15	3	2	10	15	127
14:15	1	26	3	30	10	13	3	26	10	5	0	15	3	5	18	26	97
14:30	0	39	6	45	15	30	4	49	5	2	0	7	3	4	17	24	125
14:45	3	24	2	29	9	13	6	28	7	7	0	14	2	4	15	21	92
15:00	3	22	4	29	12	10	2	24	15	5	0	20	4	8	16	28	101
15:15	2	36	5	43	7	16	4	27	6	1	0	7	1	6	16	23	100
15:30	1	29	7	37	13	8	3	24	5	4	0	9	8	6	25	39	109
15:45	2	37	4	43	13	28	5	46	4	2	0	6	2	8	18	28	123
16:00	2	37	5	44	17	16	4	37	13	2	0	15	11	2	20	33	129
16:15	0	41	3	44	12	14	5	31	13	4	0	17	4	3	29	36	128
16:30	0	43	7	50	7	21	2	30	7	3	0	10	10	5	22	37	127
16:45	1	34	2	37	8	20	5	33	8	3	0	11	10	2	21	33	114
<b>17:00</b>	<b>3</b>	<b>35</b>	<b>3</b>	<b>41</b>	<b>11</b>	<b>19</b>	<b>5</b>	<b>35</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>37</b>	<b>45</b>	<b>143</b>
<b>17:15</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>18</b>	<b>3</b>	<b>34</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>30</b>	<b>43</b>	<b>140</b>
<b>17:30</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>62</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>29</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>25</b>	<b>4</b>	<b>6</b>	<b>36</b>	<b>46</b>	<b>162</b>
<b>17:45</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>53</b>	<b>21</b>	<b>21</b>	<b>2</b>	<b>44</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>3</b>	<b>7</b>	<b>29</b>	<b>39</b>	<b>151</b>
18:00	1	41	2	44	13	18	1	32	4	0	0	4	2	3	24	29	109
18:15	0	45	2	47	12	15	2	29	2	2	0	4	3	1	35	39	119
18:30	0	36	3	39	10	10	0	20	5	0	0	5	5	2	24	31	95
18:45	0	46	4	50	10	6	3	19	6	1	0	7	3	2	19	24	100
<b>TOTAL</b>	<b>77</b>	<b>1439</b>	<b>159</b>	<b>1675</b>	<b>585</b>	<b>674</b>	<b>210</b>	<b>1469</b>	<b>288</b>	<b>205</b>	<b>42</b>	<b>535</b>	<b>192</b>	<b>340</b>	<b>809</b>	<b>1341</b>	<b>5020</b>
<b>AM Peak</b>	<b>8</b>	<b>90</b>	<b>1</b>	<b>99</b>	<b>64</b>	<b>69</b>	<b>27</b>	<b>160</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>28</b>	<b>4</b>	<b>42</b>	<b>51</b>	<b>97</b>	<b>384</b>
<b>PM Peak</b>	<b>4</b>	<b>188</b>	<b>15</b>	<b>207</b>	<b>55</b>	<b>72</b>	<b>15</b>	<b>142</b>	<b>45</b>	<b>24</b>	<b>5</b>	<b>74</b>	<b>19</b>	<b>22</b>	<b>132</b>	<b>173</b>	<b>596</b>

Hour	ARMORY ROAD North Leg			ARMORY ROAD South Leg			STEEPLE CHASE ROAD East Leg			STEEPLE CHASE ROAD West Leg			
	Ending	S.C.	PED	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	0	0	1	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	1	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>8:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
8:30	0	0	0	0	1	0	0	0	1	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	3	0
9:00	0	0	0	0	2	0	0	0	1	0	0	0	0
9:15	0	0	0	0	0	0	0	0	2	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	1	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	0	0	0	0	1	1
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	1	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0
11:30	0	0	0	0	0	0	0	0	2	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	1	0	0	0	0	0	0	1	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	0	0	0	0	1	0	0	0	1	0	0	1	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	1	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	1	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	1	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	2	0	0	0	0	0	0	1	0	0	1	0
16:00	0	0	0	0	0	0	0	0	0	0	0	4	0
16:15	0	0	0	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	1	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>2</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>

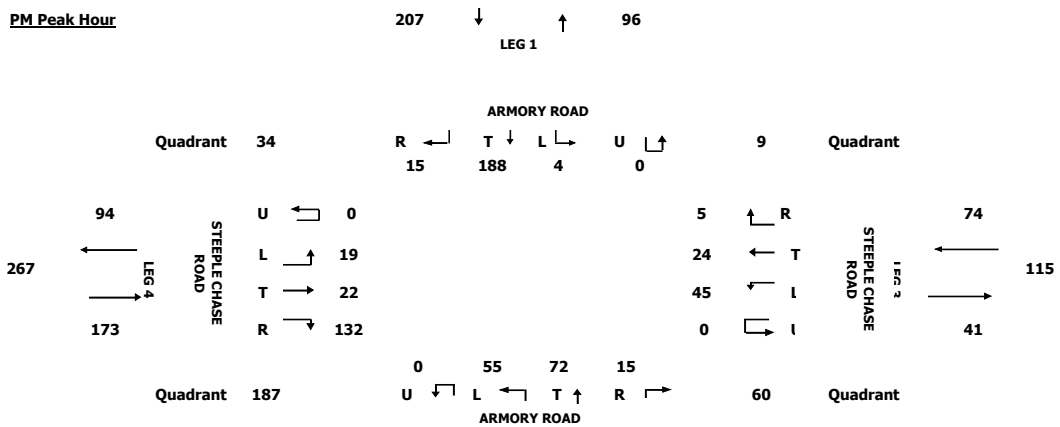
**Turning Movement Summary**



**AM Peak Hour**

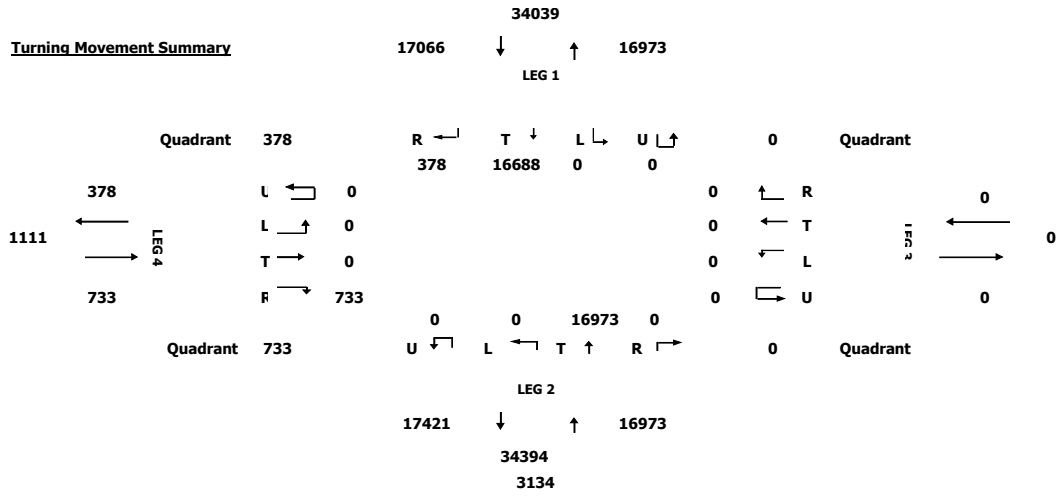


**PM Peak Hour**

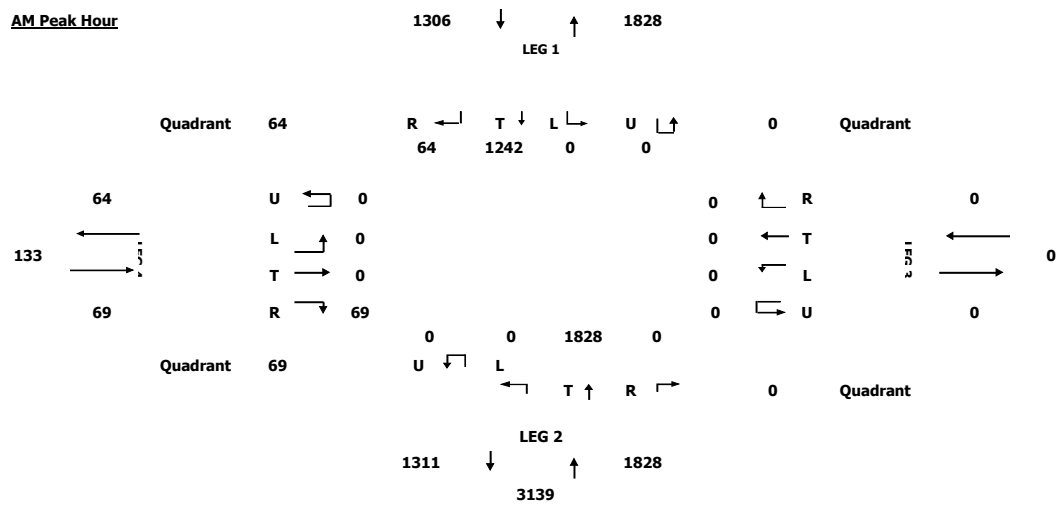




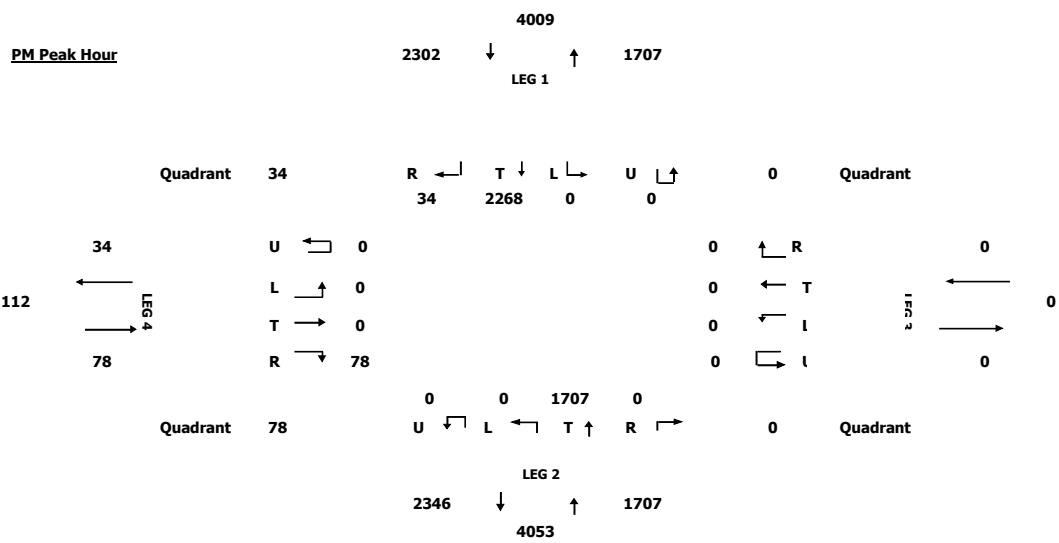
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2000040014  
Date: Wednesday 09/15/2010

County: Calvert  
Town: none

Comments: LOS AM:A PM:A (no pedestrians)

Location: MD 2 at Duke St

Weather:  
Recorder:

Interval: 15 min  
PEAK HOURS: 6:00AM-12:00PM  
Begin: 07:15 End: 08:15 Volume: 2808  
PM PERIOD: 12:00PM-16:15 17:15 3539

Hour	MD 2 From North				MD 2 From South				DUKE STREET From East				From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	9	123	0	132	0	343	10	353	0	0	4	4	0	0	0	0	489
6:15	3	150	0	153	0	370	7	377	0	0	4	4	0	0	0	0	534
6:30	4	151	0	155	0	404	14	418	0	0	6	6	0	0	0	0	579
6:45	8	152	0	160	0	502	10	512	0	0	9	9	0	0	0	0	681
7:00	11	177	0	188	0	464	15	479	0	0	7	7	0	0	0	0	674
<b>7:15</b>	<b>10</b>	<b>254</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>439</b>	<b>9</b>	<b>448</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>727</b>
<b>7:30</b>	<b>14</b>	<b>230</b>	<b>0</b>	<b>244</b>	<b>0</b>	<b>439</b>	<b>19</b>	<b>458</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>706</b>
<b>7:45</b>	<b>18</b>	<b>184</b>	<b>0</b>	<b>202</b>	<b>0</b>	<b>469</b>	<b>17</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>700</b>
<b>8:00</b>	<b>26</b>	<b>189</b>	<b>0</b>	<b>215</b>	<b>0</b>	<b>425</b>	<b>15</b>	<b>440</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>675</b>
8:15	27	201	0	228	0	392	24	416	0	0	12	12	0	0	0	0	656
8:30	19	190	0	209	0	342	26	368	0	0	13	13	0	0	0	0	590
8:45	33	175	0	208	0	322	29	351	0	0	14	14	0	0	0	0	573
9:00	27	175	0	202	0	281	19	300	0	0	22	22	0	0	0	0	524
9:15	22	189	0	211	0	272	18	290	0	0	32	32	0	0	0	0	533
9:30	24	220	0	244	0	277	23	300	0	0	31	31	0	0	0	0	575
9:45	28	214	0	242	0	260	18	278	0	0	28	28	0	0	0	0	548
10:00	27	183	0	210	0	237	10	247	0	0	27	27	0	0	0	0	484
10:15	26	182	0	208	0	220	18	238	0	0	31	31	0	0	0	0	477
10:30	27	189	0	216	0	201	17	218	0	0	25	25	0	0	0	0	459
10:45	30	195	0	225	0	217	11	228	0	0	33	33	0	0	0	0	486
11:00	36	204	0	240	0	268	25	293	0	0	36	36	0	0	0	0	569
11:15	31	218	0	249	0	205	23	228	0	0	50	50	0	0	0	0	527
11:30	51	214	0	265	0	202	18	220	0	0	40	40	0	0	0	0	525
11:45	38	190	0	228	0	210	23	233	0	0	38	38	0	0	0	0	499
12:00	33	230	0	263	0	195	17	212	0	0	42	42	0	0	0	0	517
12:15	26	228	0	254	0	213	12	225	0	0	34	34	0	0	0	0	513
12:30	27	246	0	273	0	242	24	266	0	0	45	45	0	0	0	0	584
12:45	41	228	0	269	0	218	22	240	0	0	48	48	0	0	0	0	557
13:00	24	220	0	244	0	236	16	252	0	0	46	46	0	0	0	0	542
13:15	29	220	0	249	0	191	11	202	0	0	31	31	0	0	0	0	482
13:30	40	259	0	299	0	241	8	249	0	0	50	50	0	0	0	0	598
13:45	27	239	0	266	0	227	12	239	0	0	50	50	0	0	0	0	555
14:00	25	251	0	276	0	277	11	288	0	0	33	33	0	0	0	0	597
14:15	37	311	0	348	0	222	7	229	0	0	38	38	0	0	0	0	615
14:30	26	353	0	379	0	217	13	230	0	0	47	47	0	0	0	0	656
14:45	21	337	0	358	0	246	12	258	0	0	38	38	0	0	0	0	654
15:00	23	390	0	413	0	238	16	254	0	0	26	26	0	0	0	0	693
15:15	41	375	0	416	0	261	16	277	0	0	31	31	0	0	0	0	724
15:30	26	416	0	442	0	282	10	292	0	0	41	41	0	0	0	0	775
15:45	25	515	0	540	0	280	6	286	0	0	33	33	0	0	0	0	859
16:00	25	528	0	553	0	257	17	274	0	0	40	40	0	0	0	0	867
<b>16:15</b>	<b>30</b>	<b>518</b>	<b>0</b>	<b>548</b>	<b>0</b>	<b>272</b>	<b>18</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>
<b>16:30</b>	<b>20</b>	<b>491</b>	<b>0</b>	<b>511</b>	<b>0</b>	<b>316</b>	<b>13</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>900</b>
<b>16:45</b>	<b>23</b>	<b>487</b>	<b>0</b>	<b>510</b>	<b>0</b>	<b>327</b>	<b>14</b>	<b>341</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>878</b>
<b>17:00</b>	<b>13</b>	<b>513</b>	<b>0</b>	<b>526</b>	<b>0</b>	<b>320</b>	<b>9</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>894</b>
17:15	19	503	0	522	0	296	13	309	0	0	27	27	0	0	0	0	858
17:30	20	474	0	494	0	295	8	303	0	0	34	34	0	0	0	0	831
17:45	34	485	0	519	0	293	12	305	0	0	16	16	0	0	0	0	840
18:00	16	459	0	475	0	264	7	271	0	0	25	25	0	0	0	0	771
18:15	15	436	0	451	0	273	8	281	0	0	16	16	0	0	0	0	748
18:30	8	350	0	358	0	297	8	305	0	0	9	9	0	0	0	0	672
18:45	20	375	0	395	0	234	9	243	0	0	16	16	0	0	0	0	654
<b>TOTAL</b>	<b>1263</b>	<b>14986</b>	<b>0</b>	<b>16249</b>	<b>0</b>	<b>14991</b>	<b>767</b>	<b>15758</b>	<b>0</b>	<b>0</b>	<b>1484</b>	<b>1484</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33491</b>
<b>AM Peak</b>	<b>68</b>	<b>857</b>	<b>0</b>	<b>925</b>	<b>0</b>	<b>1772</b>	<b>60</b>	<b>1832</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2808</b>
<b>PM Peak</b>	<b>86</b>	<b>2009</b>	<b>0</b>	<b>2095</b>	<b>0</b>	<b>1235</b>	<b>54</b>	<b>1289</b>	<b>0</b>	<b>0</b>	<b>155</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3539</b>

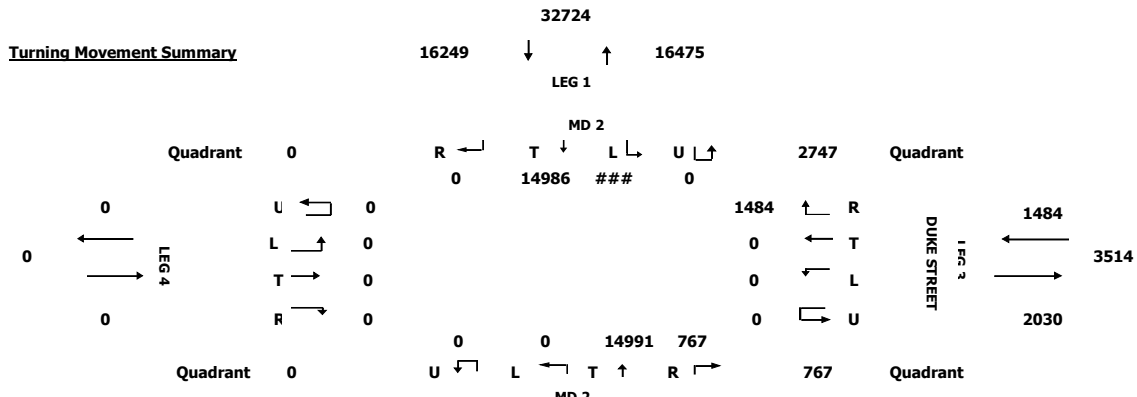
0.876 0.9424 0.6375 #DIV/0!

0.956 0.945 0.6458 #DIV/0!

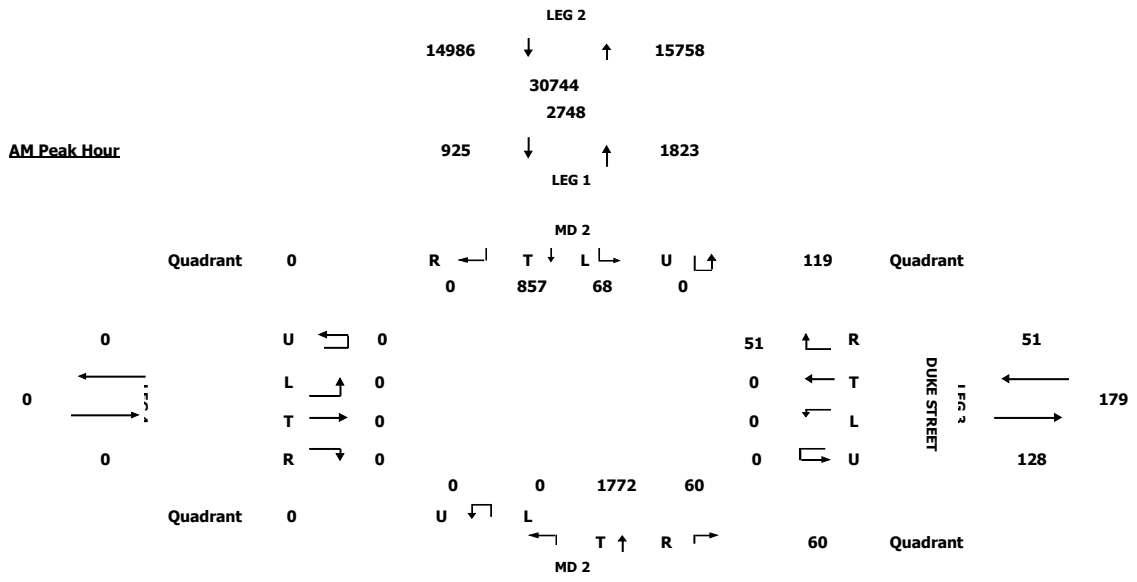




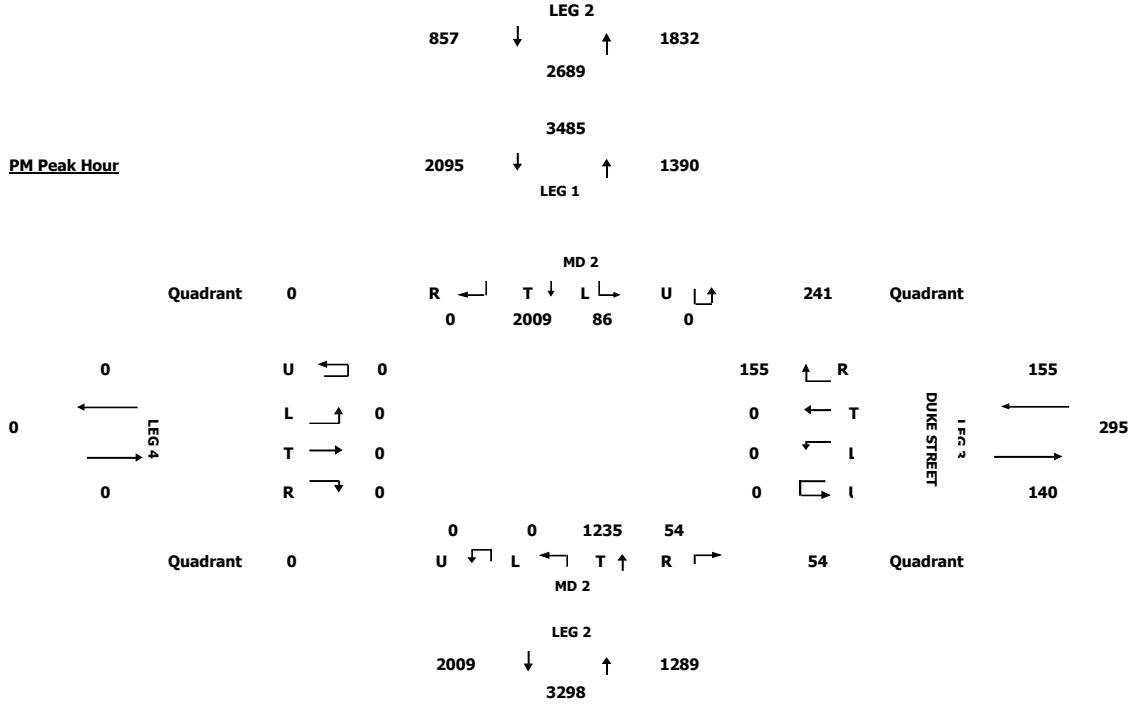
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040002  
Date: Wednesday 09/22/2010

County: Calvert  
Town: none

Comments: LOS AM:A PM:D

Location: MD 2 at ENT TO CALVERT MEMORIAL HOSPIT  
Weather:  
Recorder:

Interval (dd): 15 min  
PEAK HOURS: 6:00AM-12:00PM  
Begin: 07:30 End: 08:30 Volume: 3426  
PM PERIOD: 12:00PM-16:30 End: 17:30 Volume: 4120

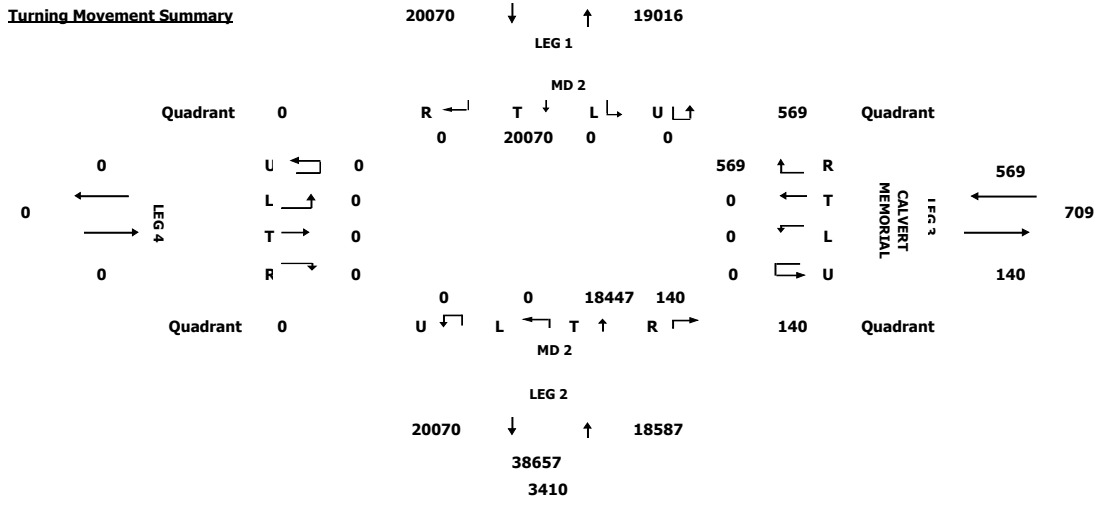
Hour	MD 2 From North				MD 2 From South				CALVERT MEMORIAL HOSPITAL From East				From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	0	132	0	132	0	355	0	355	0	0	4	4	0	0	0	0	491
6:15	0	229	0	229	0	416	1	417	0	0	1	1	0	0	0	0	647
6:30	0	255	0	255	0	479	1	480	0	0	0	0	0	0	0	0	735
6:45	0	302	0	302	0	494	5	499	0	0	3	3	0	0	0	0	804
7:00	0	300	0	300	0	461	4	465	0	0	9	9	0	0	0	0	774
7:15	0	343	0	343	0	458	1	459	0	0	5	5	0	0	0	0	807
<b>7:30</b>	<b>0</b>	<b>369</b>	<b>0</b>	<b>369</b>	<b>0</b>	<b>446</b>	<b>6</b>	<b>452</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>830</b>
<b>7:45</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>421</b>	<b>0</b>	<b>423</b>	<b>6</b>	<b>429</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>855</b>
<b>8:00</b>	<b>0</b>	<b>472</b>	<b>0</b>	<b>472</b>	<b>0</b>	<b>445</b>	<b>2</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>923</b>
<b>8:15</b>	<b>0</b>	<b>423</b>	<b>0</b>	<b>423</b>	<b>0</b>	<b>388</b>	<b>2</b>	<b>390</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>818</b>
8:30	0	336	0	336	0	337	3	340	0	0	8	8	0	0	0	0	684
8:45	0	373	0	373	0	367	4	371	0	0	5	5	0	0	0	0	749
9:00	0	360	0	360	0	292	4	296	0	0	6	6	0	0	0	0	662
9:15	0	343	0	343	0	282	5	287	0	0	6	6	0	0	0	0	636
9:30	0	324	0	324	0	325	1	326	0	0	11	11	0	0	0	0	661
9:45	0	342	0	342	0	281	7	288	0	0	11	11	0	0	0	0	641
10:00	0	310	0	310	0	278	4	282	0	0	12	12	0	0	0	0	604
10:15	0	297	0	297	0	251	9	260	0	0	16	16	0	0	0	0	573
10:30	0	275	0	275	0	260	4	264	0	0	18	18	0	0	0	0	557
10:45	0	317	0	317	0	314	1	315	0	0	11	11	0	0	0	0	643
11:00	0	314	0	314	0	294	1	295	0	0	17	17	0	0	0	0	626
11:15	0	317	0	317	0	307	2	309	0	0	16	16	0	0	0	0	642
11:30	0	282	0	282	0	309	1	310	0	0	15	15	0	0	0	0	607
11:45	0	284	0	284	0	298	2	300	0	0	17	17	0	0	0	0	601
12:00	0	314	0	314	0	282	2	284	0	0	16	16	0	0	0	0	614
12:15	0	278	0	278	0	308	3	311	0	0	4	4	0	0	0	0	593
12:30	0	318	0	318	0	258	0	258	0	0	6	6	0	0	0	0	582
12:45	0	327	0	327	0	335	4	339	0	0	4	4	0	0	0	0	670
13:00	0	311	0	311	0	348	2	350	0	0	14	14	0	0	0	0	675
13:15	0	291	0	291	0	311	1	312	0	0	5	5	0	0	0	0	608
13:30	0	299	0	299	0	271	6	277	0	0	5	5	0	0	0	0	581
13:45	0	341	0	341	0	289	2	291	0	0	6	6	0	0	0	0	638
14:00	0	348	0	348	0	310	7	317	0	0	8	8	0	0	0	0	673
14:15	0	369	0	369	0	352	3	355	0	0	11	11	0	0	0	0	735
14:30	0	390	0	390	0	387	2	389	0	0	10	10	0	0	0	0	789
14:45	0	410	0	410	0	382	4	386	0	0	5	5	0	0	0	0	801
15:00	0	415	0	415	0	417	2	419	0	0	13	13	0	0	0	0	847
15:15	0	494	0	494	0	337	4	341	0	0	23	23	0	0	0	0	858
15:30	0	531	0	531	0	322	2	324	0	0	8	8	0	0	0	0	863
15:45	0	469	0	469	0	361	1	362	0	0	19	19	0	0	0	0	850
16:00	0	488	0	488	0	399	0	399	0	0	30	30	0	0	0	0	917
16:15	0	548	0	548	0	411	4	415	0	0	33	33	0	0	0	0	996
<b>16:30</b>	<b>0</b>	<b>552</b>	<b>0</b>	<b>552</b>	<b>0</b>	<b>440</b>	<b>3</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1017</b>
<b>16:45</b>	<b>0</b>	<b>555</b>	<b>0</b>	<b>555</b>	<b>0</b>	<b>461</b>	<b>1</b>	<b>462</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1027</b>
<b>17:00</b>	<b>0</b>	<b>559</b>	<b>0</b>	<b>559</b>	<b>0</b>	<b>425</b>	<b>2</b>	<b>427</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1012</b>
<b>17:15</b>	<b>0</b>	<b>609</b>	<b>0</b>	<b>609</b>	<b>0</b>	<b>432</b>	<b>1</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1064</b>
17:30	0	559	0	559	0	402	2	404	0	0	19	19	0	0	0	0	982
17:45	0	592	0	592	0	372	1	373	0	0	7	7	0	0	0	0	972
18:00	0	553	0	553	0	362	0	362	0	0	10	10	0	0	0	0	925
18:15	0	532	0	532	0	301	2	303	0	0	5	5	0	0	0	0	840
18:30	0	465	0	465	0	291	1	292	0	0	7	7	0	0	0	0	764
18:45	0	433	0	433	0	321	2	323	0	0	7	7	0	0	0	0	763
<b>TOTAL</b>	<b>0</b>	<b>20070</b>	<b>0</b>	<b>20070</b>	<b>0</b>	<b>18447</b>	<b>140</b>	<b>18587</b>	<b>0</b>	<b>0</b>	<b>569</b>	<b>569</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39226</b>
<b>AM Peak</b>	<b>0</b>	<b>1685</b>	<b>0</b>	<b>1685</b>	<b>0</b>	<b>1702</b>	<b>16</b>	<b>1718</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3426</b>
<b>PM Peak</b>	<b>0</b>	<b>2275</b>	<b>0</b>	<b>2275</b>	<b>0</b>	<b>1758</b>	<b>7</b>	<b>1765</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4120</b>

0.89 0.9502 0.6389 #DIV/0!

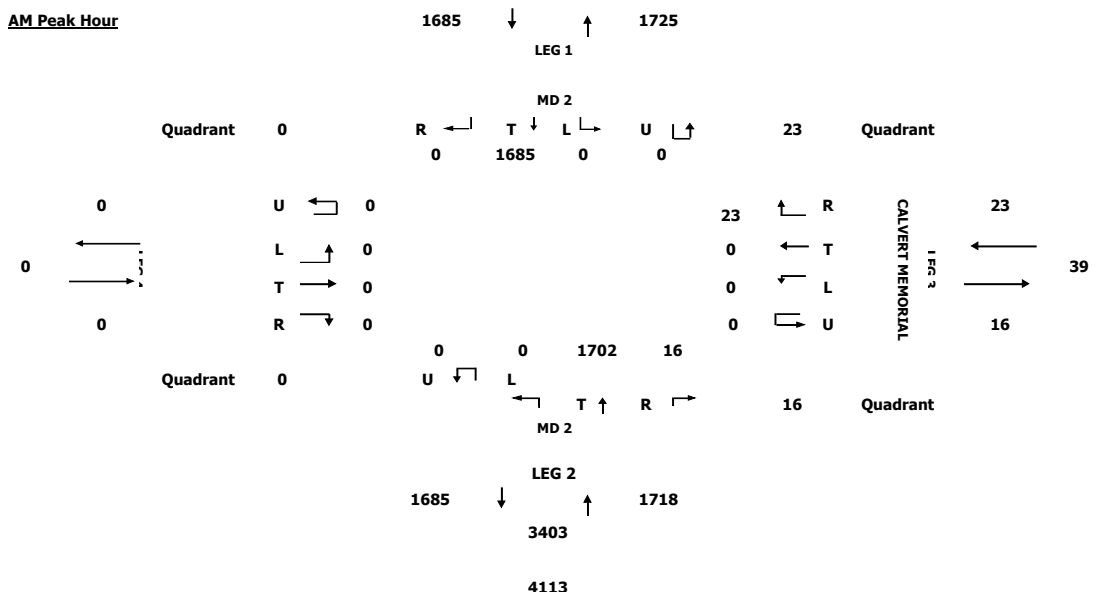
0.93 0.9551 0.7692 #DIV/0!

Hour	MD 2 North Leg			MD 2 South Leg			CALVERT MEMORIAL HOSPITAL East Leg			West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	1	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	1	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	1	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

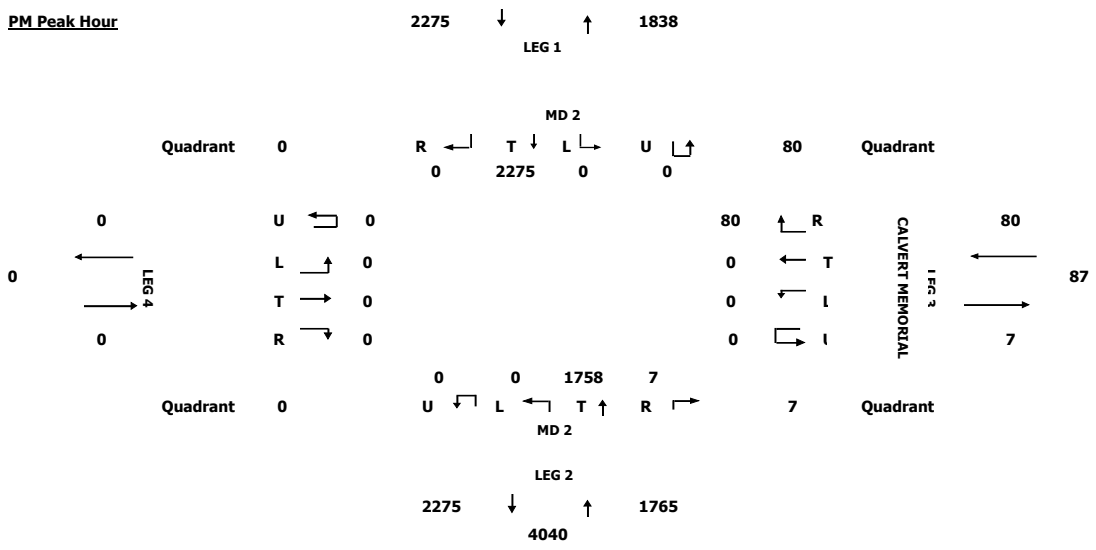
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2000040059  
**Date:** Tuesday 09/21/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:B PM:D

**Location:** MD 2 at Fox Run Blvd/Chapline Place Blvd

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

<b>PEAK HOURS</b>	<b>AM PERIOD 6:00AM-12:00PM</b>	<b>Begin 07:00</b>	<b>End 03:00</b>	<b>Volume 8230</b>	<b>PM PERIOD 12:00PM-</b>	<b>Begin 16:80</b>	<b>End 17:80</b>	<b>Volume 4288</b>
-------------------	-------------------------------------	------------------------	----------------------	------------------------	-------------------------------	------------------------	----------------------	------------------------

Hour	MD 2 From North				MD 2 From South				Fox Run Boulevard From East				Chapline Place Boulevard From West				Grand Total	0.94	0.947	0.5	0.8
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R					
6:00	2	152	1	155	3	342	7	352	3	0	1	4	0	0	2	2	513				
6:15	2	162	2	166	5	406	10	421	1	0	3	4	0	0	1	1	592				
6:30	6	201	4	211	1	440	8	449	1	0	3	4	0	0	4	4	668				
6:45	7	228	7	242	4	441	13	458	4	1	3	8	0	0	4	4	712				
<b>7:00</b>	<b>11</b>	<b>264</b>	<b>3</b>	<b>278</b>	<b>9</b>	<b>416</b>	<b>44</b>	<b>469</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>764</b>				
<b>7:15</b>	<b>9</b>	<b>314</b>	<b>8</b>	<b>331</b>	<b>11</b>	<b>424</b>	<b>41</b>	<b>476</b>	<b>35</b>	<b>10</b>	<b>19</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>876</b>				
<b>7:30</b>	<b>6</b>	<b>309</b>	<b>6</b>	<b>321</b>	<b>8</b>	<b>434</b>	<b>7</b>	<b>449</b>	<b>15</b>	<b>1</b>	<b>9</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>800</b>				
<b>7:45</b>	<b>6</b>	<b>296</b>	<b>10</b>	<b>312</b>	<b>15</b>	<b>468</b>	<b>17</b>	<b>500</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>840</b>				
8:00	7	333	11	351	6	359	16	381	8	3	8	19	0	0	12	12	763				
8:15	11	330	11	352	9	388	11	408	2	1	4	7	0	0	7	7	774				
8:30	5	285	8	298	11	344	16	371	3	2	4	9	0	0	8	8	686				
8:45	15	260	9	284	10	368	28	406	10	5	6	21	0	0	6	6	717				
9:00	10	291	7	308	17	313	24	354	15	4	14	33	0	0	8	8	703				
9:15	23	267	7	297	11	361	30	402	17	4	17	38	0	0	9	9	746				
9:30	15	215	8	238	18	302	16	336	20	3	12	35	0	0	6	6	615				
9:45	19	299	5	323	14	328	31	373	17	6	14	37	0	0	8	8	741				
10:00	20	216	6	242	18	270	32	320	15	3	12	30	0	0	15	15	607				
10:15	23	248	2	273	9	252	23	284	21	1	14	36	0	0	13	13	606				
10:30	15	244	4	263	13	308	27	348	25	7	16	48	0	0	10	10	669				
10:45	28	285	8	321	20	275	30	325	28	4	9	41	0	0	16	16	703				
11:00	12	301	10	323	15	254	27	296	18	12	16	46	0	0	15	15	680				
11:15	22	252	9	283	17	255	51	323	27	8	15	50	0	0	15	15	671				
11:30	17	263	12	292	24	282	37	343	24	14	13	51	0	0	10	10	696				
11:45	19	262	2	283	18	250	28	296	30	10	16	56	0	0	11	11	646				
12:00	31	270	11	312	15	304	51	370	33	9	15	57	1	0	15	16	755				
12:15	26	270	5	301	30	254	46	330	41	10	24	75	0	0	18	18	724				
12:30	27	276	14	317	26	283	44	353	31	12	22	65	0	0	22	22	757				
12:45	21	290	8	319	16	275	37	328	39	8	27	74	0	0	16	16	737				
13:00	21	288	6	315	13	322	52	387	32	16	16	64	0	0	15	15	781				
13:15	29	271	6	306	13	311	45	369	31	10	35	76	0	0	20	20	771				
13:30	23	275	4	302	17	321	34	372	41	6	21	68	0	0	15	15	757				
13:45	27	292	9	328	20	334	38	392	37	6	21	64	0	0	13	13	797				
14:00	27	335	10	372	18	270	43	331	31	7	22	60	0	0	10	10	773				
14:15	27	356	7	390	15	331	39	385	31	7	19	57	0	0	12	12	844				
14:30	19	331	3	353	25	349	36	410	50	5	18	73	0	0	20	20	856				
14:45	31	367	6	404	17	326	35	378	48	18	29	95	0	0	14	14	891				
15:00	30	451	5	486	20	324	38	382	44	9	24	77	0	0	22	22	967				
15:15	21	470	12	503	18	325	34	377	41	7	22	70	0	0	17	17	967				
15:30	32	462	9	503	19	297	37	353	32	8	19	59	0	0	18	18	933				
15:45	19	461	10	490	22	279	58	359	32	8	20	60	0	0	8	8	917				
16:00	24	449	9	482	21	371	61	453	65	12	21	98	0	0	16	16	1049				
16:15	29	496	15	540	29	320	56	405	53	10	14	77	0	0	16	16	1038				
<b>16:30</b>	<b>32</b>	<b>515</b>	<b>7</b>	<b>554</b>	<b>25</b>	<b>390</b>	<b>45</b>	<b>460</b>	<b>33</b>	<b>12</b>	<b>24</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>1108</b>				
<b>16:45</b>	<b>21</b>	<b>498</b>	<b>9</b>	<b>528</b>	<b>19</b>	<b>357</b>	<b>37</b>	<b>413</b>	<b>35</b>	<b>13</b>	<b>20</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>1022</b>				
<b>17:00</b>	<b>34</b>	<b>519</b>	<b>11</b>	<b>564</b>	<b>18</b>	<b>324</b>	<b>41</b>	<b>383</b>	<b>28</b>	<b>13</b>	<b>16</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>15</b>	<b>1019</b>				
<b>17:15</b>	<b>26</b>	<b>523</b>	<b>7</b>	<b>556</b>	<b>21</b>	<b>389</b>	<b>38</b>	<b>448</b>	<b>43</b>	<b>9</b>	<b>14</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>1084</b>				
17:30	27	524	7	558	16	318	39	373	43	12	26	81	0	0	17	17	1029				
17:45	20	503	6	529	24	303	38	365	25	7	13	45	0	0	22	22	961				
18:00	27	463	8	498	19	285	35	339	38	4	24	66	0	0	17	17	920				
18:15	25	424	8	457	23	253	42	318	48	9	33	90	0	0	19	19	884				
18:30	17	382	9	408	18	259	28	305	33	5	32	70	0	0	18	18	801				
18:45	20	366	14	400	24	236	16	276	40	1	16	57	0	0	17	17	750				
<b>TOTAL</b>	<b>1023</b>	<b>17404</b>	<b>395</b>	<b>18822</b>	<b>847</b>	<b>16990</b>	<b>1717</b>	<b>19554</b>	<b>1434</b>	<b>355</b>	<b>854</b>	<b>2643</b>	<b>1</b>	<b>0</b>	<b>660</b>	<b>661</b>	<b>41680</b>				
<b>AM Peak</b>	<b>32</b>	<b>1183</b>	<b>27</b>	<b>1242</b>	<b>43</b>	<b>1742</b>	<b>109</b>	<b>1894</b>	<b>67</b>	<b>14</b>	<b>47</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>3280</b>				
<b>PM Peak</b>	<b>113</b>	<b>2055</b>	<b>34</b>	<b>2202</b>	<b>83</b>	<b>1460</b>	<b>161</b>	<b>1704</b>	<b>139</b>	<b>47</b>	<b>74</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>67</b>	<b>4233</b>				



**Turning Movement Summary**

		<b>86667</b>					
		13322	↓	↑	17345		
		LEG 1					
		MD 2					
Quadrant	396	R ←	T ↓	L ↘	U ↗	1877	
		395	17404	###	0		
1597	←	U ↖				854	
2258	→	L ↗				355	
		T →				1434	
661	→	R ↘				0	
Quadrant	1507	U ↖	L ↗	T ↑	R →	3151	
		0	847	16990	1717		
		MD 2					
		LEG 2					
		19498	↓	↑	19554		
		39052					
		3031					

**AM Peak Hour**

		<b>1242</b>		<b>1789</b>			
		↓	↑				
		LEG 1					
		MD 2					
Quadrant	27	R ←	T ↓	L ↘	U ↗	79	
		27	1183	32	0		
84	←	U ↖				47	
100	→	L ↗				14	
		T →				67	
16	→	R ↘				0	
Quadrant	59	U ↖	L ↗	T ↑	R →	176	
		0	43	1742	109		
		MD 2					
		LEG 2					
		1266	↓	↑	1894		
		3160					
		3736					

**PM Peak Hour**

		<b>2202</b>		<b>1534</b>			
		↓	↑				
		LEG 1					
		MD 2					
Quadrant	34	R ←	T ↓	L ↘	U ↗	187	
		34	2055	113	0		
164	←	U ↖				74	
231	→	L ↗				47	
		T →				139	
67	→	R ↘				0	
Quadrant	150	U ↖	L ↗	T ↑	R →	300	
		0	83	1460	161		
		MD 2					
		LEG 2					
		2261	↓	↑	1704		
		3965					



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2000040013  
Date: Wednesday 09/15/2010

County: Calvert  
Town: none

Comments: LOS AM:A PM:C

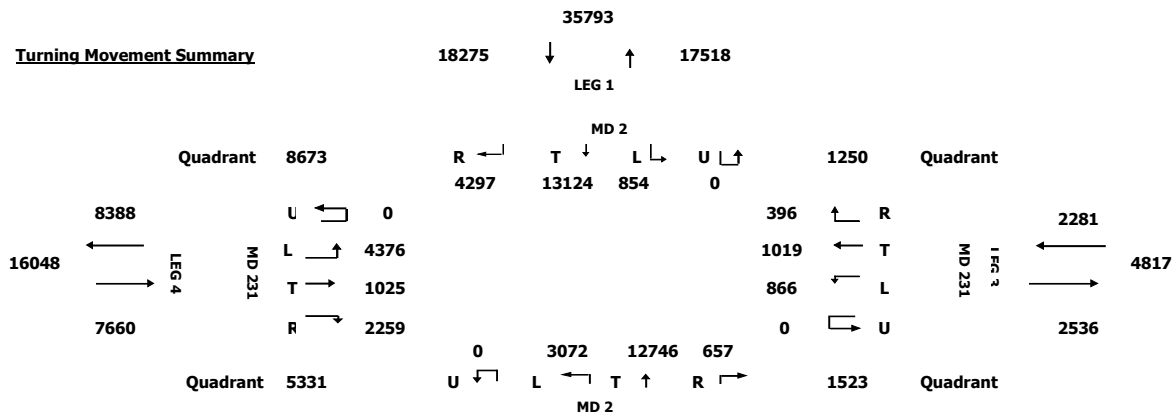
Location: MD 2 at MD 231

Weather:  
Recorder:

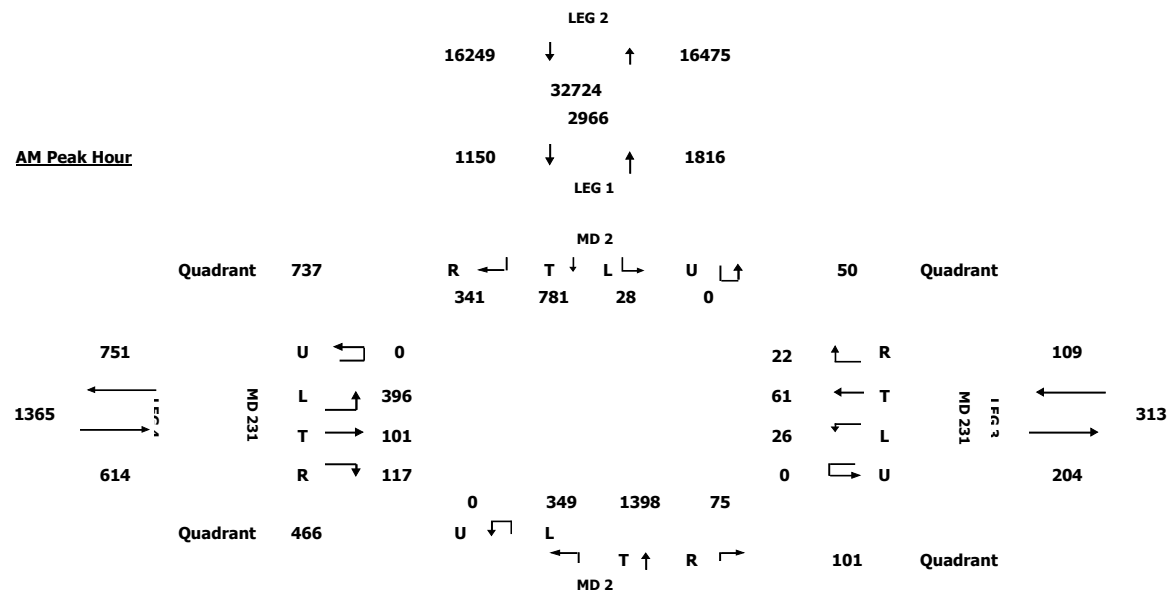
Interval (dd):	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:15	End 08:15	Volume 3695	PM PERIOD 12:00PM-16:30				Begin 17:30	End 17:30	Volume 4672				
Hour	MD 2 From North				MD 2 From South				MD 231 From East				MD 231 From West				Grand Total					
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT						
6:00	1	108	43	152	48	290	10	348	6	2	4	12	50	6	19	75						
6:15	4	126	56	186	47	313	14	374	7	6	4	17	60	6	20	86						
6:30	2	130	51	183	33	369	9	411	4	6	5	15	63	17	22	102						
6:45	4	131	45	180	75	413	23	511	8	19	8	35	82	13	21	116						
7:00	10	153	66	229	69	369	33	471	6	16	4	26	80	19	29	128						
<b>7:15</b>	<b>6</b>	<b>231</b>	<b>78</b>	<b>315</b>	<b>88</b>	<b>345</b>	<b>21</b>	<b>454</b>	<b>7</b>	<b>22</b>	<b>5</b>	<b>34</b>	<b>108</b>	<b>20</b>	<b>26</b>	<b>154</b>						
<b>7:30</b>	<b>7</b>	<b>204</b>	<b>86</b>	<b>297</b>	<b>76</b>	<b>354</b>	<b>12</b>	<b>442</b>	<b>6</b>	<b>10</b>	<b>6</b>	<b>22</b>	<b>106</b>	<b>32</b>	<b>33</b>	<b>171</b>						
<b>7:45</b>	<b>8</b>	<b>170</b>	<b>101</b>	<b>279</b>	<b>99</b>	<b>365</b>	<b>18</b>	<b>482</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>25</b>	<b>99</b>	<b>22</b>	<b>26</b>	<b>147</b>						
<b>8:00</b>	<b>7</b>	<b>176</b>	<b>76</b>	<b>259</b>	<b>86</b>	<b>334</b>	<b>24</b>	<b>444</b>	<b>6</b>	<b>19</b>	<b>3</b>	<b>28</b>	<b>83</b>	<b>27</b>	<b>32</b>	<b>142</b>	<b>0.91</b>	<b>0.945</b>	<b>0.8015</b>	<b>0.8977</b>		
8:15	10	175	100	285	106	283	14	403	21	26	7	54	75	30	31	136						
8:30	11	160	74	245	70	268	17	355	22	13	6	41	87	30	27	144						
8:45	18	161	79	258	61	262	14	337	11	17	5	33	104	26	37	167						
9:00	15	165	69	249	79	205	18	302	13	14	9	36	77	14	23	114						
9:15	15	174	78	267	56	243	5	304	14	11	6	31	79	15	23	117						
9:30	11	190	75	276	70	227	9	306	16	15	6	37	68	14	36	118						
9:45	15	190	82	287	69	207	10	286	15	18	6	39	64	16	35	115						
10:00	14	156	71	241	40	212	13	265	14	17	5	36	55	10	41	106						
10:15	13	153	86	252	37	206	9	252	14	16	6	36	52	8	42	102						
10:30	15	161	75	251	32	185	6	223	12	10	7	29	56	8	40	104						
10:45	24	171	72	267	28	214	8	250	14	21	11	46	69	19	40	128						
11:00	22	192	79	293	59	238	9	306	13	11	2	26	46	12	37	95						
11:15	28	200	74	302	50	199	6	255	16	17	6	39	79	35	33	147						
11:30	23	206	78	307	39	198	4	241	17	20	5	42	78	15	41	134						
11:45	26	182	69	277	47	182	19	248	16	21	9	46	68	28	30	126						
12:00	28	215	64	307	40	187	11	238	16	20	8	44	81	10	33	124						
12:15	29	206	83	318	43	196	8	247	16	26	10	52	73	16	32	121						
12:30	17	214	84	315	61	210	16	287	17	29	12	58	81	14	42	137						
12:45	25	213	54	292	58	201	9	268	17	18	7	42	92	24	41	157						
13:00	27	204	76	307	48	227	7	282	9	19	10	38	97	16	31	144						
13:15	12	209	72	293	32	180	9	221	11	15	9	35	89	15	28	132						
13:30	25	229	78	332	56	229	6	291	25	19	15	59	57	20	45	122						
13:45	23	213	74	310	43	217	16	276	17	15	9	41	93	18	35	146						
14:00	22	228	90	340	41	255	14	310	12	20	6	38	70	21	36	127						
14:15	16	281	103	400	41	203	15	259	20	26	10	56	71	33	46	150						
14:30	21	306	91	418	51	194	20	265	25	31	8	64	77	16	49	142						
14:45	23	303	86	412	50	225	9	284	15	18	7	40	71	23	40	134						
15:00	18	346	65	429	48	208	7	263	14	25	8	47	85	23	52	160						
15:15	18	346	103	467	55	221	14	290	18	18	7	43	98	23	50	171						
15:30	14	370	116	500	60	252	11	323	17	24	14	55	118	26	55	199						
15:45	25	440	130	595	66	235	12	313	22	17	10	49	120	14	78	212						
16:00	20	440	92	552	49	235	14	298	26	32	5	63	118	25	88	231						
16:15	12	433	80	525	71	224	6	301	26	26	10	62	104	22	89	215						
<b>16:30</b>	<b>12</b>	<b>423</b>	<b>114</b>	<b>549</b>	<b>67</b>	<b>298</b>	<b>13</b>	<b>378</b>	<b>16</b>	<b>32</b>	<b>13</b>	<b>61</b>	<b>113</b>	<b>25</b>	<b>74</b>	<b>212</b>						
<b>16:45</b>	<b>22</b>	<b>421</b>	<b>91</b>	<b>534</b>	<b>72</b>	<b>272</b>	<b>10</b>	<b>354</b>	<b>24</b>	<b>30</b>	<b>16</b>	<b>70</b>	<b>111</b>	<b>15</b>	<b>65</b>	<b>191</b>						
<b>17:00</b>	<b>16</b>	<b>417</b>	<b>90</b>	<b>523</b>	<b>74</b>	<b>275</b>	<b>10</b>	<b>359</b>	<b>32</b>	<b>22</b>	<b>5</b>	<b>59</b>	<b>104</b>	<b>19</b>	<b>77</b>	<b>200</b>						
<b>17:15</b>	<b>18</b>	<b>418</b>	<b>118</b>	<b>554</b>	<b>73</b>	<b>241</b>	<b>9</b>	<b>323</b>	<b>25</b>	<b>49</b>	<b>12</b>	<b>86</b>	<b>114</b>	<b>26</b>	<b>79</b>	<b>219</b>	<b>0.97</b>	<b>0.9352</b>	<b>0.8023</b>	<b>0.9384</b>		
17:30	17	400	108	525	70	245	15	330	31	23	13	67	114	19	64	197						
17:45	22	411	86	519	68	225	16	309	33	28	14	75	102	21	75	198						
18:00	15	377	102	494	68	214	8	290	27	19	5	51	94	22	72	188						
18:15	10	378	99	487	63	207	18	288	29	23	2	54	94	26	43	163						
18:30	15	302	87	404	79	211	17	307	16	23	3	42	76	22	41	139						
18:45	23	316	98	437	61	178	12	251	25	15	5	45	71	29	55	155						
<b>TOTAL</b>	<b>854</b>	<b>13124</b>	<b>4297</b>	<b>18275</b>	<b>3072</b>	<b>12746</b>	<b>657</b>	<b>16475</b>	<b>866</b>	<b>1019</b>	<b>396</b>	<b>2281</b>	<b>4376</b>	<b>1025</b>	<b>2259</b>	<b>7660</b>				<b>44691</b>		
<b>AM Peak</b>	<b>28</b>	<b>781</b>	<b>341</b>	<b>1150</b>	<b>349</b>	<b>1398</b>	<b>75</b>	<b>1822</b>	<b>26</b>	<b>61</b>	<b>22</b>	<b>109</b>	<b>396</b>	<b>101</b>	<b>117</b>	<b>614</b>				<b>3695</b>		
<b>PM Peak</b>	<b>68</b>	<b>1679</b>	<b>413</b>	<b>2160</b>	<b>286</b>	<b>1086</b>	<b>42</b>	<b>1414</b>	<b>97</b>	<b>133</b>	<b>46</b>	<b>276</b>	<b>442</b>	<b>85</b>	<b>295</b>	<b>822</b>				<b>4672</b>		

Hour	MD 2 North Leg			MD 2 South Leg			MD 231 East Leg			MD 231 West Leg		
Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	2	0	0	0	0	0	0	0	0	0
6:15	0	0	1	0	0	0	0	0	0	0	0	0
6:30	0	0	3	0	0	0	0	0	0	0	0	0
6:45	0	0	8	0	0	0	0	0	0	0	0	0
7:00	0	0	4	0	0	0	0	0	0	0	0	0
<b>7:15</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:00</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>
8:15	0	0	9	0	0	1	0	0	0	0	0	1
8:30	0	0	7	0	0	0	0	0	0	0	0	1
8:45	0	0	7	0	0	0	0	0	0	0	0	1
9:00	0	0	14	0	0	1	0	0	0	0	1	1
9:15	0	1	13	0	0	1	0	0	0	0	0	0
9:30	0	0	18	0	0	2	0	0	2	0	1	0
9:45	0	1	21	0	0	2	0	1	0	0	0	0
10:00	0	0	19	0	0	0	0	0	2	0	0	0
10:15	0	0	7	0	0	0	0	0	1	0	0	0
10:30	0	0	11	0	0	3	0	0	3	0	0	0
10:45	0	0	11	0	0	0	0	0	0	0	0	0
11:00	0	0	29	0	0	0	0	0	0	0	0	0
11:15	0	0	16	0	0	0	0	0	0	0	0	0
11:30	0	0	30	0	0	1	0	0	0	0	0	0
11:45	0	1	17	0	0	0	0	0	0	0	0	0
12:00	0	6	22	0	0	0	0	0	0	0	0	1
12:15	0	0	25	0	0	0	0	0	0	0	0	0
12:30	0	0	19	0	0	1	0	0	1	0	0	0
12:45	0	0	13	0	0	0	0	0	0	0	0	1
13:00	0	0	20	0	0	0	0	0	0	0	0	0
13:15	0	0	19	0	0	1	0	0	1	0	0	0
13:30	0	0	32	0	0	0	0	0	0	0	0	0
13:45	0	0	18	0	0	3	0	0	0	0	1	0
14:00	0	9	27	0	0	0	0	0	0	0	0	0
14:15	0	0	22	0	0	2	0	0	2	0	0	0
14:30	0	0	9	0	0	0	0	0	0	0	0	1
14:45	0	0	11	0	0	2	0	0	0	0	0	0
15:00	0	0	23	0	0	1	0	0	0	0	0	0
15:15	0	0	24	0	0	3	0	0	0	0	0	0
15:30	0	0	24	0	0	1	0	0	0	0	0	1
15:45	0	0	13	0	0	0	0	0	2	0	0	0
16:00	0	0	13	0	0	0	0	0	0	0	0	0
16:15	0	0	25	0	0	2	0	0	0	0	0	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>
17:30	0	0	20	0	0	0	0	0	0	0	0	0
17:45	0	0	23	0	0	0	0	0	0	0	0	0
18:00	0	0	10	0	0	0	0	0	0	0	0	2
18:15	0	0	17	0	0	1	0	4	0	0	0	0
18:30	0	0	18	0	0	0	0	0	0	0	0	0
18:45	0	0	21	0	0	0	0	0	2	0	1	0
<b>Total</b>	<b>0</b>	<b>18</b>	<b>825</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>17</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

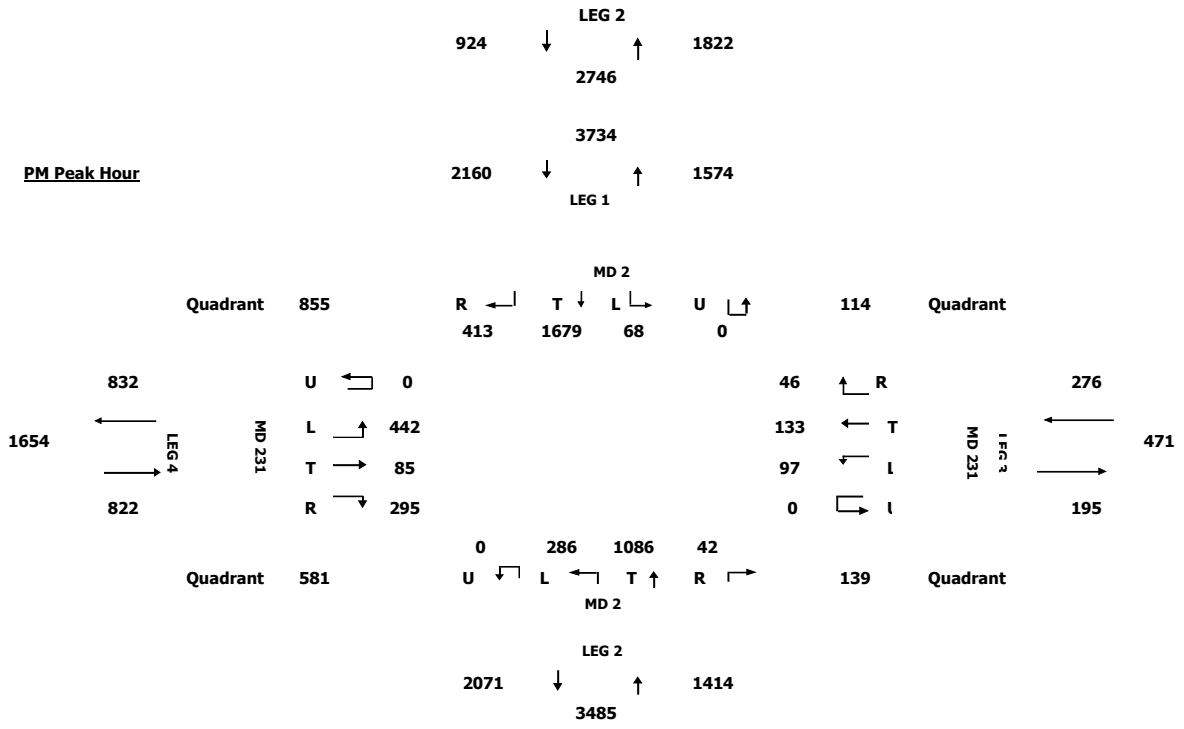
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2000040009  
**Date:** Tuesday 09/21/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:C PM:E

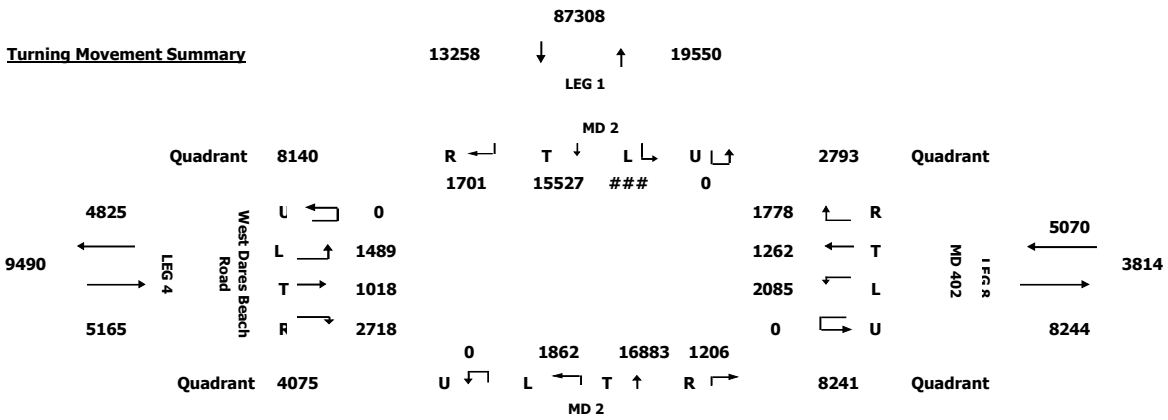
**Location:** MD 2 at MD 402/West Dares Beach Rd

**Weather:**  
**Recorder:**

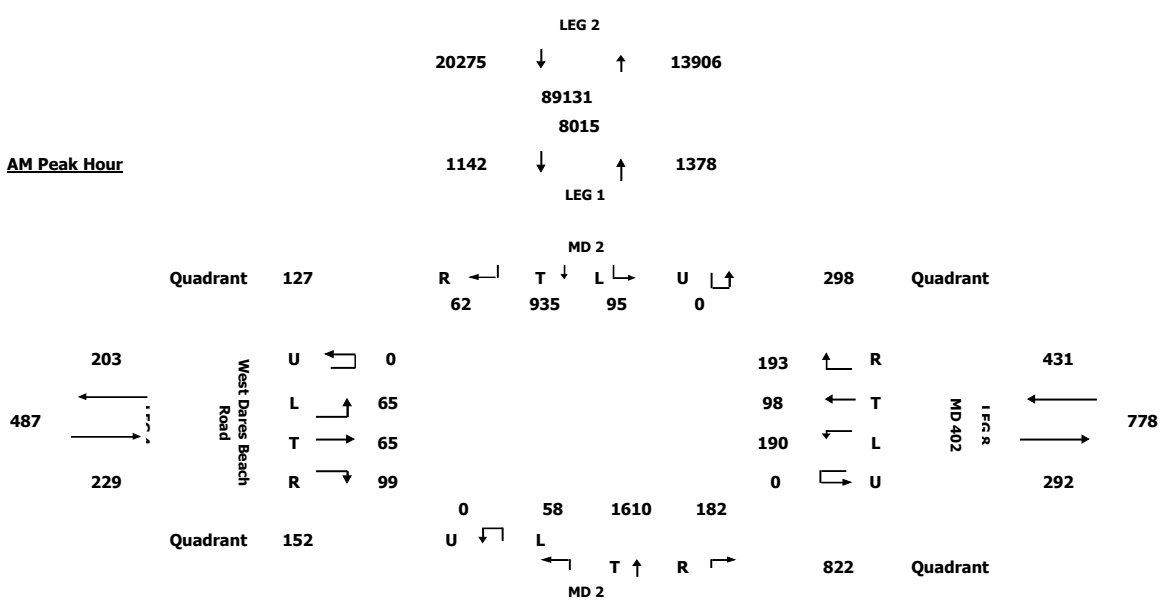
Interval (dd):	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:00	End 03:00	Volume 8647	PM PERIOD 12:00PM-				Begin 16:80	End 17:80	Volume 4343				
Hour	MD 2 From North				MD 2 From South				MD 402 From East				West Dares Beach Road From West				Grand Total					
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT						
6:00	4	141	5	150	4	335	8	347	15	2	40	57	8	2	8	18	572					
6:15	13	130	4	147	9	333	12	354	31	12	48	91	8	7	12	27	619					
6:30	13	172	10	195	12	398	18	428	22	14	54	90	10	1	5	16	729					
6:45	30	180	10	220	8	369	45	422	37	14	57	108	19	17	14	50	800					
<b>7:00</b>	<b>23</b>	<b>207</b>	<b>12</b>	<b>247</b>	<b>9</b>	<b>402</b>	<b>98</b>	<b>504</b>	<b>41</b>	<b>21</b>	<b>46</b>	<b>103</b>	<b>7</b>	<b>28</b>	<b>19</b>	<b>49</b>	<b>903</b>					
<b>7:15</b>	<b>23</b>	<b>259</b>	<b>14</b>	<b>801</b>	<b>15</b>	<b>896</b>	<b>19</b>	<b>480</b>	<b>70</b>	<b>25</b>	<b>55</b>	<b>150</b>	<b>22</b>	<b>16</b>	<b>21</b>	<b>59</b>	<b>940</b>					
<b>7:80</b>	<b>25</b>	<b>258</b>	<b>20</b>	<b>293</b>	<b>19</b>	<b>400</b>	<b>5</b>	<b>424</b>	<b>85</b>	<b>28</b>	<b>89</b>	<b>97</b>	<b>21</b>	<b>10</b>	<b>24</b>	<b>55</b>	<b>374</b>					
<b>7:45</b>	<b>14</b>	<b>266</b>	<b>16</b>	<b>296</b>	<b>10</b>	<b>412</b>	<b>15</b>	<b>487</b>	<b>44</b>	<b>24</b>	<b>53</b>	<b>126</b>	<b>15</b>	<b>16</b>	<b>85</b>	<b>66</b>	<b>925</b>	0.9	0.8904	0.8017	0.8674	
8:00	17	280	19	316	16	376	36	428	35	20	53	108	13	8	23	44	896					
8:15	21	285	22	328	23	348	28	399	40	13	49	102	20	8	28	56	885					
8:30	19	242	21	282	23	344	25	392	33	28	33	94	14	7	24	45	813					
8:45	10	233	28	271	38	399	27	464	44	20	47	111	17	16	32	65	911					
9:00	11	236	20	267	26	309	22	357	38	26	39	103	20	8	36	64	791					
9:15	21	245	24	290	26	302	20	348	29	25	30	84	19	11	33	63	785					
9:30	10	210	29	249	22	291	18	331	17	15	34	66	23	11	32	66	712					
9:45	23	248	32	303	26	287	18	331	29	24	27	80	22	14	47	83	797					
10:00	12	208	23	243	21	275	13	309	31	20	29	80	30	16	26	72	704					
10:15	15	217	32	264	19	251	11	281	29	14	24	67	27	6	38	71	683					
10:30	14	212	35	261	24	281	8	313	22	19	38	79	19	15	58	92	745					
10:45	15	255	36	306	30	268	8	306	26	24	28	78	32	8	54	94	784					
11:00	13	252	35	300	22	241	16	279	30	19	22	71	29	13	55	97	747					
11:15	19	234	34	287	40	275	18	333	40	23	26	89	34	9	46	89	798					
11:30	20	215	31	266	29	288	21	338	23	19	22	64	45	13	47	105	773					
11:45	18	246	40	304	24	265	20	309	28	13	23	64	41	14	63	118	795					
12:00	8	224	30	262	45	258	13	316	42	36	27	105	45	20	62	127	810					
12:15	14	232	56	302	35	282	21	338	36	33	29	98	31	20	64	115	853					
12:30	21	251	29	301	48	290	4	342	36	33	30	99	29	17	76	122	864					
12:45	18	265	50	333	52	260	16	328	29	26	32	87	35	22	72	129	877					
13:00	17	254	42	313	37	315	22	374	43	29	35	107	39	30	65	134	928					
13:15	26	264	36	326	27	333	22	382	33	17	26	76	36	24	59	119	903					
13:30	13	231	35	279	15	282	24	321	40	25	31	96	28	20	63	111	807					
13:45	18	284	25	327	34	318	24	376	37	13	35	85	24	11	55	90	878					
14:00	20	297	32	349	28	302	40	370	26	22	25	73	27	27	32	86	878					
14:15	31	300	38	369	27	305	29	361	43	21	23	87	36	24	56	116	933					
14:30	27	303	45	375	30	313	27	370	58	26	56	140	30	22	54	106	991					
14:45	21	344	42	407	16	311	18	345	43	28	33	104	32	17	65	114	970					
15:00	22	417	40	479	24	293	9	326	38	29	37	104	30	25	76	131	1040					
15:15	23	415	48	486	22	308	16	346	41	31	28	100	35	22	70	127	1059					
15:30	21	397	42	460	35	268	24	327	46	30	48	124	28	28	81	137	1048					
15:45	23	437	33	493	31	303	30	364	46	28	27	101	45	25	58	128	1086					
16:00	38	410	37	485	27	338	34	399	64	35	35	134	41	37	82	160	1178					
16:15	26	460	57	543	35	339	41	415	51	31	34	116	37	32	64	133	1207					
<b>16:80</b>	<b>23</b>	<b>472</b>	<b>48</b>	<b>548</b>	<b>87</b>	<b>830</b>	<b>81</b>	<b>443</b>	<b>45</b>	<b>23</b>	<b>25</b>	<b>93</b>	<b>86</b>	<b>86</b>	<b>106</b>	<b>173</b>	<b>1267</b>					
<b>16:45</b>	<b>21</b>	<b>461</b>	<b>52</b>	<b>584</b>	<b>81</b>	<b>889</b>	<b>29</b>	<b>899</b>	<b>89</b>	<b>21</b>	<b>83</b>	<b>93</b>	<b>89</b>	<b>40</b>	<b>38</b>	<b>162</b>	<b>1198</b>					
<b>17:00</b>	<b>19</b>	<b>451</b>	<b>42</b>	<b>512</b>	<b>83</b>	<b>888</b>	<b>15</b>	<b>836</b>	<b>56</b>	<b>23</b>	<b>15</b>	<b>99</b>	<b>41</b>	<b>85</b>	<b>70</b>	<b>146</b>	<b>1148</b>					
<b>17:15</b>	<b>84</b>	<b>473</b>	<b>43</b>	<b>560</b>	<b>83</b>	<b>860</b>	<b>26</b>	<b>424</b>	<b>49</b>	<b>80</b>	<b>27</b>	<b>106</b>	<b>83</b>	<b>42</b>	<b>75</b>	<b>155</b>	<b>1245</b>	1	0.9247	0.9458	0.9003	
17:30	23	478	51	552	36	313	27	376	49	37	26	112	23	26	79	128	1168					
17:45	20	450	52	522	28	330	31	389	59	40	31	130	28	30	76	134	1175					
18:00	23	411	42	476	30	304	39	373	42	40	19	101	28	30	74	132	1082					
18:15	20	394	38	452	28	261	34	323	39	34	30	103	29	31	68	128	1006					
18:30	15	360	30	405	18	218	19	255	65	34	28	127	29	26	85	140	927					
18:45	22	361	34	417	15	237	17	269	51	20	22	93	25	25	63	113	892					
<b>TOTAL</b>	<b>1025</b>	<b>15527</b>	<b>1701</b>	<b>18253</b>	<b>1362</b>	<b>16338</b>	<b>1206</b>	<b>18906</b>	<b>2035</b>	<b>1262</b>	<b>1773</b>	<b>5070</b>	<b>1439</b>	<b>1013</b>	<b>2713</b>	<b>5165</b>	<b>47394</b>					
<b>AM Peak</b>	<b>95</b>	<b>985</b>	<b>62</b>	<b>1142</b>	<b>53</b>	<b>1610</b>	<b>132</b>	<b>1795</b>	<b>190</b>	<b>93</b>	<b>198</b>	<b>481</b>	<b>65</b>	<b>65</b>	<b>99</b>	<b>229</b>	<b>3647</b>					
<b>PM Peak</b>	<b>102</b>	<b>1862</b>	<b>185</b>	<b>2149</b>	<b>144</b>	<b>1412</b>	<b>101</b>	<b>1657</b>	<b>189</b>	<b>107</b>	<b>105</b>	<b>401</b>	<b>154</b>	<b>153</b>	<b>334</b>	<b>641</b>	<b>4848</b>					



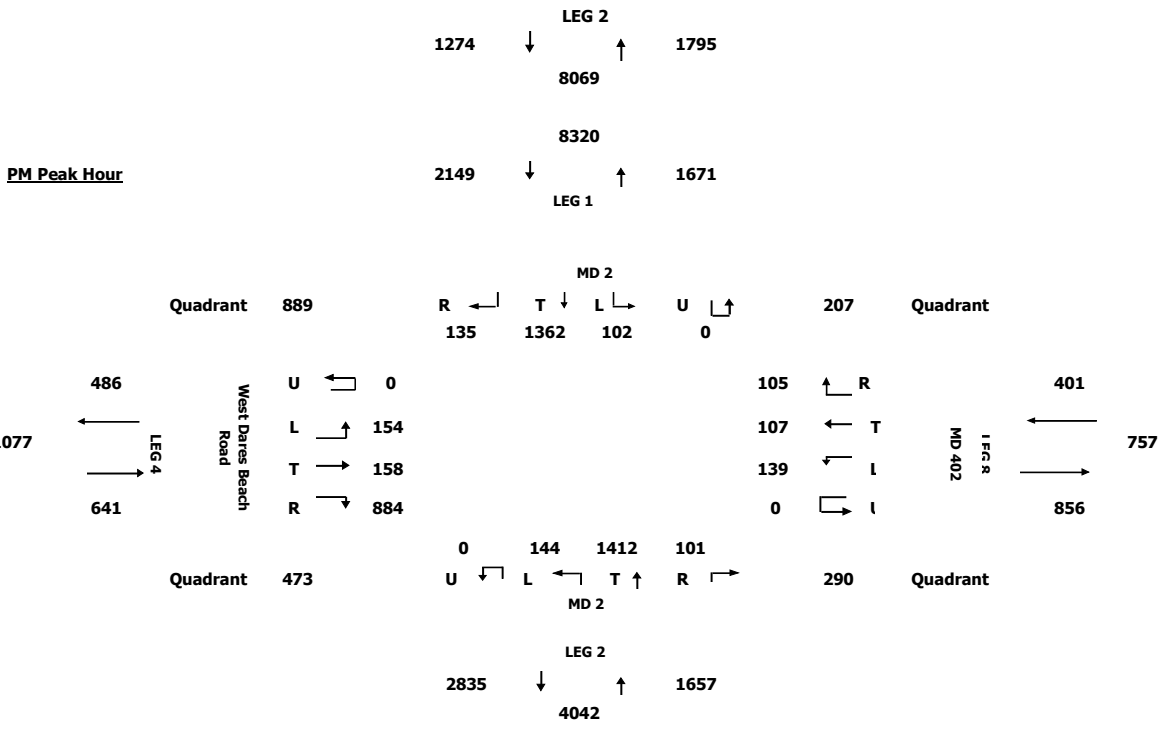
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2008040050  
**Date:** Wednesday 01/21/2009

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:D

**Location:** MD 2 at MD 765A (Southern Intersection)

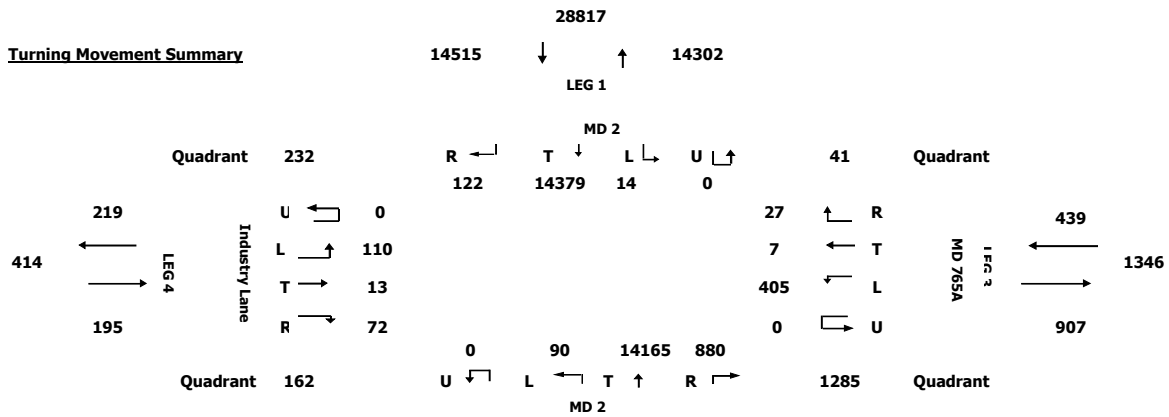
**Weather:**  
**Recorder:**

Interval (dd):	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:00	End 03:00	Volume 2719	PM PERIOD 12:00PM-				Begin 16:30	End 17:30	Volume 3431				
Hour	MD 2 From North				MD 2 From South				MD 765A From East				Industry Lane From West				Grand Total					
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT						
6:00	0	74	0	74	0	352	7	359	1	0	0	1	0	0	0	0	434					
6:15	0	142	0	142	0	368	11	379	4	0	0	4	0	0	0	0	525					
6:30	0	151	1	152	0	419	13	432	3	0	0	3	0	0	0	0	587					
6:45	0	145	1	146	0	427	47	474	1	0	1	2	0	0	0	0	622					
<b>7:00</b>	<b>0</b>	<b>193</b>	<b>1</b>	<b>194</b>	<b>0</b>	<b>435</b>	<b>88</b>	<b>523</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>720</b>					
<b>7:15</b>	<b>0</b>	<b>227</b>	<b>0</b>	<b>227</b>	<b>2</b>	<b>434</b>	<b>41</b>	<b>477</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>718</b>					
<b>7:30</b>	<b>0</b>	<b>214</b>	<b>2</b>	<b>216</b>	<b>1</b>	<b>347</b>	<b>14</b>	<b>362</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>581</b>					
<b>7:45</b>	<b>0</b>	<b>159</b>	<b>5</b>	<b>164</b>	<b>3</b>	<b>486</b>	<b>38</b>	<b>527</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>700</b>	0.88	0.8961	0.4231	0.35	
8:00	0	157	4	161	2	444	22	468	4	0	0	4	0	0	2	2	635					
8:15	0	110	2	112	1	293	15	309	3	0	0	3	2	0	0	2	426					
8:30	0	174	4	178	5	392	27	424	7	1	0	8	0	0	1	1	611					
8:45	0	196	4	200	0	406	24	430	1	0	0	1	2	0	1	3	634					
9:00	0	164	2	166	3	287	21	311	5	1	0	6	0	0	1	1	484					
9:15	0	141	1	142	1	238	11	250	4	0	1	5	4	0	0	4	401					
9:30	0	147	1	148	3	238	18	259	4	0	1	5	4	0	1	5	417					
9:45	0	167	2	169	3	223	16	242	10	0	0	10	1	0	1	2	423					
10:00	0	158	3	161	4	225	16	245	8	0	0	8	1	0	2	3	417					
10:15	1	187	1	189	2	226	8	236	5	0	0	5	3	0	1	4	434					
10:30	0	158	7	165	2	197	4	203	6	0	0	6	5	1	1	7	381					
10:45	1	178	2	181	2	223	11	236	5	0	1	6	4	0	2	6	429					
11:00	0	218	2	220	0	258	15	273	6	1	0	7	3	1	0	4	504					
11:15	1	186	3	190	2	253	9	264	8	0	0	8	2	1	1	4	466					
11:30	1	198	1	200	0	298	9	307	5	0	0	5	1	0	1	2	514					
11:45	2	225	2	229	3	225	10	238	11	0	2	13	1	1	1	3	483					
12:00	0	227	1	228	0	192	9	201	5	0	0	5	0	2	2	4	438					
12:15	0	194	1	195	4	200	14	218	13	0	0	13	1	0	1	2	428					
12:30	0	265	3	268	5	219	19	243	7	0	0	7	2	0	2	4	522					
12:45	0	192	2	194	2	214	16	232	10	0	1	11	7	0	2	9	446					
13:00	0	213	6	219	1	190	11	202	12	0	1	13	2	0	3	5	439					
13:15	1	196	3	200	1	228	6	235	5	1	1	7	2	0	1	3	445					
13:30	0	241	2	243	3	230	10	243	11	0	1	12	4	0	1	5	503					
13:45	0	231	1	232	5	242	14	261	8	0	3	11	6	0	4	10	514					
14:00	0	254	5	259	4	250	15	269	2	0	0	2	5	1	1	7	537					
14:15	0	242	5	247	2	260	14	276	7	2	1	10	4	0	4	8	541					
14:30	0	331	2	333	1	247	15	263	13	0	1	14	2	0	0	2	612					
14:45	0	339	2	341	4	277	15	296	9	0	5	14	1	1	0	2	653					
15:00	1	319	5	325	3	223	15	241	17	0	2	19	2	0	1	3	588					
15:15	0	361	4	365	0	259	17	276	9	0	0	9	2	0	3	5	655					
15:30	0	404	9	413	1	245	19	265	17	0	1	18	3	1	0	4	700					
15:45	2	448	1	451	1	265	25	291	14	0	0	14	2	1	4	7	763					
16:00	0	514	4	518	2	226	19	247	13	0	1	14	2	0	1	3	782					
16:15	1	525	1	527	0	253	18	271	8	0	1	9	1	1	3	5	812					
<b>16:30</b>	<b>0</b>	<b>561</b>	<b>3</b>	<b>564</b>	<b>3</b>	<b>272</b>	<b>13</b>	<b>288</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>874</b>					
<b>16:45</b>	<b>0</b>	<b>555</b>	<b>1</b>	<b>556</b>	<b>1</b>	<b>305</b>	<b>15</b>	<b>321</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>887</b>					
<b>17:00</b>	<b>1</b>	<b>591</b>	<b>0</b>	<b>592</b>	<b>0</b>	<b>198</b>	<b>13</b>	<b>211</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>823</b>					
<b>17:15</b>	<b>0</b>	<b>560</b>	<b>1</b>	<b>561</b>	<b>0</b>	<b>247</b>	<b>15</b>	<b>262</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>847</b>	0.96	0.8427	0.7917	0.5938	
17:30	0	566	1	567	2	214	10	226	8	0	0	8	5	0	2	7	808					
17:45	0	481	1	482	2	160	13	175	8	0	0	8	1	0	3	4	669					
18:00	0	428	3	431	1	231	6	238	7	0	0	7	0	0	5	5	681					
18:15	2	396	0	398	0	243	9	252	4	0	1	5	1	0	2	3	658					
18:30	0	348	2	350	1	178	10	189	11	0	0	11	2	1	1	4	554					
18:45	0	328	2	330	2	203	10	215	9	0	0	9	4	0	1	5	559					
<b>TOTAL</b>	<b>14</b>	<b>14379</b>	<b>122</b>	<b>14515</b>	<b>90</b>	<b>14165</b>	<b>880</b>	<b>15135</b>	<b>405</b>	<b>7</b>	<b>27</b>	<b>439</b>	<b>110</b>	<b>13</b>	<b>72</b>	<b>195</b>	<b>30284</b>					
<b>AM Peak</b>	<b>0</b>	<b>793</b>	<b>8</b>	<b>801</b>	<b>6</b>	<b>1702</b>	<b>181</b>	<b>1889</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>2719</b>					
<b>PM Peak</b>	<b>1</b>	<b>2267</b>	<b>5</b>	<b>2273</b>	<b>4</b>	<b>1022</b>	<b>56</b>	<b>1082</b>	<b>55</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>13</b>	<b>1</b>	<b>5</b>	<b>19</b>	<b>3431</b>					

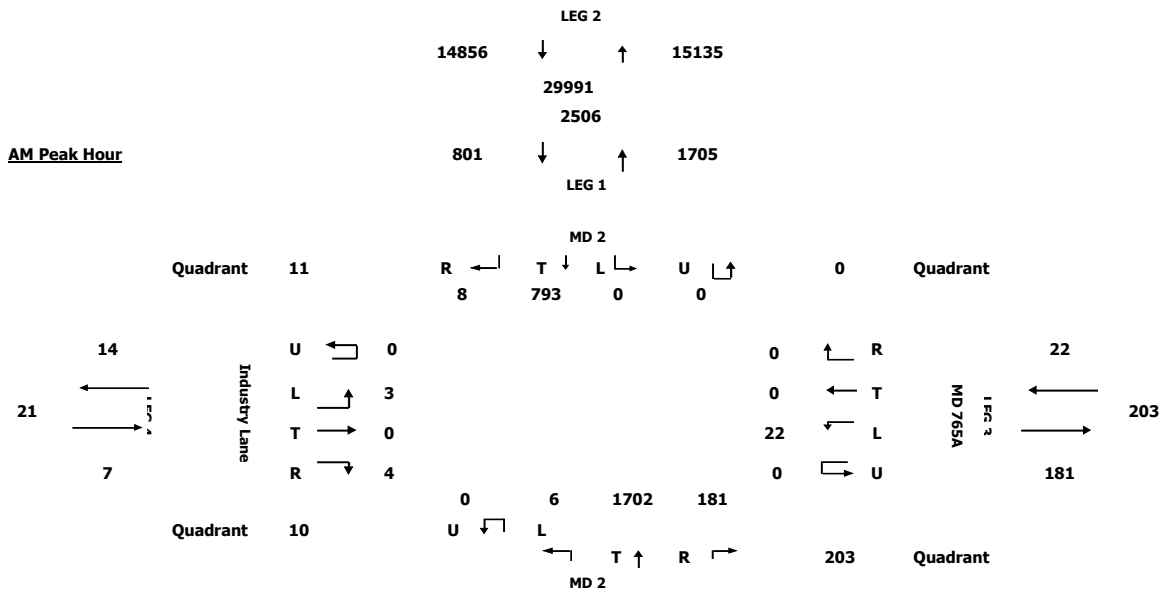




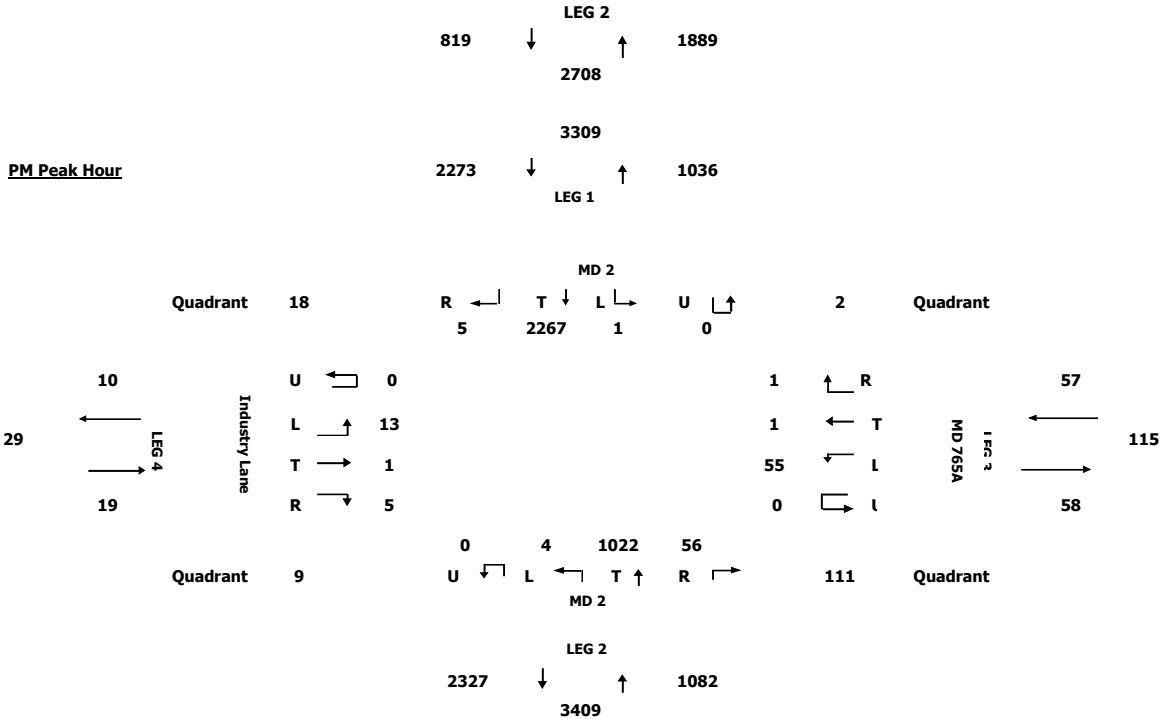
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2000040010  
**Date:** Thursday 09/23/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:C PM:C

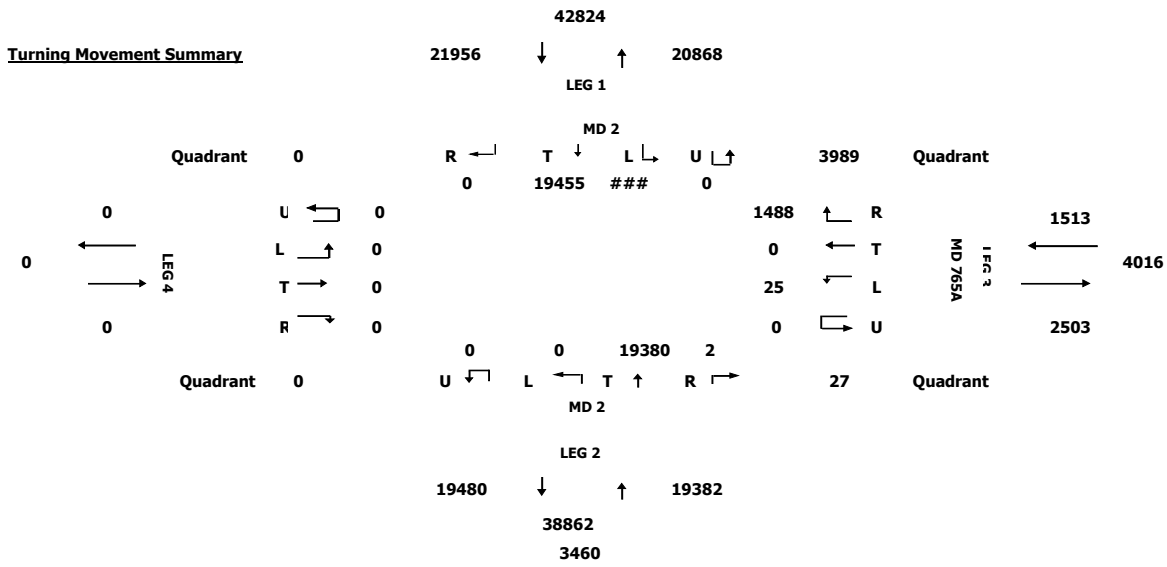
**Location:** MD 2 at MD 765A (North Intersection)

**Weather:**  
**Recorder:**

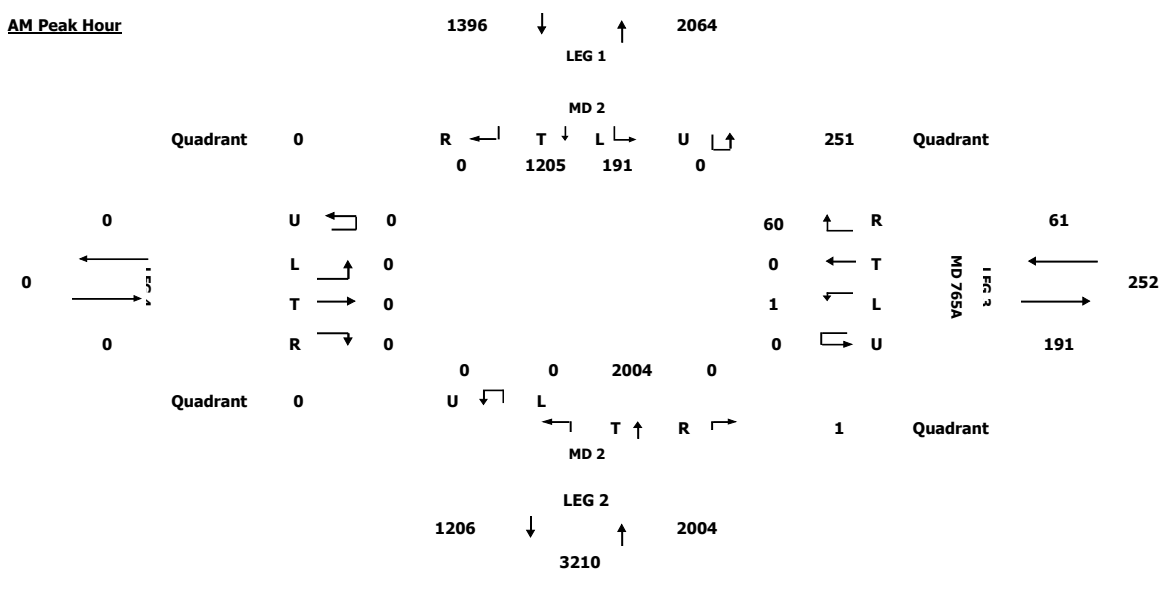
Interval (dd):	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:00	End 08:00	Volume 8461	PM PERIOD 12:00PM-16:15				Begin 17:15	End	Volume 4346			
Hour	MD 2 From North				MD 2 From South				MD 765A From East				From West				Grand Total				
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT					
6:00	11	142	0	153	0	384	0	384	0	0	9	9	0	0	0	0	546				
6:15	21	179	0	200	0	377	0	377	0	0	6	6	0	0	0	0	583				
6:30	25	210	0	235	0	417	2	419	1	0	13	14	0	0	0	0	668				
6:45	31	196	0	227	0	525	0	525	0	0	16	16	0	0	0	0	768				
<b>7:00</b>	<b>45</b>	<b>270</b>	<b>0</b>	<b>315</b>	<b>0</b>	<b>559</b>	<b>0</b>	<b>559</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>894</b>				
<b>7:15</b>	<b>54</b>	<b>320</b>	<b>0</b>	<b>374</b>	<b>0</b>	<b>499</b>	<b>0</b>	<b>499</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>890</b>				
<b>7:30</b>	<b>44</b>	<b>320</b>	<b>0</b>	<b>364</b>	<b>0</b>	<b>529</b>	<b>0</b>	<b>529</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>907</b>				
<b>7:45</b>	<b>48</b>	<b>295</b>	<b>0</b>	<b>343</b>	<b>0</b>	<b>417</b>	<b>0</b>	<b>417</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>770</b>	0.93	0.8962	0.7625	
8:00	65	351	0	416	0	447	0	447	0	0	12	12	0	0	0	0	875				
8:15	35	345	0	380	0	356	0	356	1	0	12	13	0	0	0	0	749				
8:30	37	309	0	346	0	344	0	344	0	0	11	11	0	0	0	0	701				
8:45	49	292	0	341	0	408	0	408	0	0	15	15	0	0	0	0	764				
9:00	43	264	0	307	0	301	0	301	0	0	22	22	0	0	0	0	630				
9:15	38	317	0	355	0	381	0	381	0	0	18	18	0	0	0	0	754				
9:30	48	287	0	335	0	360	0	360	0	0	15	15	0	0	0	0	710				
9:45	34	355	0	389	0	321	0	321	1	0	20	21	0	0	0	0	731				
10:00	52	247	0	299	0	321	0	321	0	0	24	24	0	0	0	0	644				
10:15	50	321	0	371	0	334	0	334	0	0	29	29	0	0	0	0	734				
10:30	43	267	0	310	0	271	0	271	0	0	28	28	0	0	0	0	609				
10:45	48	336	0	384	0	346	0	346	1	0	37	38	0	0	0	0	768				
11:00	44	295	0	339	0	305	0	305	0	0	23	23	0	0	0	0	667				
11:15	59	287	0	346	0	335	0	335	1	0	23	24	0	0	0	0	705				
11:30	61	295	0	356	0	287	0	287	0	0	29	29	0	0	0	0	672				
11:45	62	285	0	347	0	320	0	320	1	0	32	33	0	0	0	0	700				
12:00	55	353	0	408	0	348	0	348	0	0	31	31	0	0	0	0	787				
12:15	49	310	0	359	0	331	0	331	2	0	29	31	0	0	0	0	721				
12:30	53	332	0	385	0	359	0	359	1	0	35	36	0	0	0	0	780				
12:45	47	375	0	422	0	316	0	316	0	0	24	24	0	0	0	0	762				
13:00	55	330	0	385	0	377	0	377	0	0	33	33	0	0	0	0	795				
13:15	41	321	0	362	0	381	0	381	1	0	41	42	0	0	0	0	785				
13:30	48	356	0	404	0	350	0	350	1	0	35	36	0	0	0	0	790				
13:45	42	325	0	367	0	385	0	385	0	0	40	40	0	0	0	0	792				
14:00	55	359	0	414	0	378	0	378	1	0	42	43	0	0	0	0	835				
14:15	47	363	0	410	0	373	0	373	0	0	43	43	0	0	0	0	826				
14:30	40	402	0	442	0	365	0	365	0	0	42	42	0	0	0	0	849				
14:45	51	468	0	519	0	331	0	331	0	0	27	27	0	0	0	0	877				
15:00	55	440	0	495	0	369	0	369	1	0	33	34	0	0	0	0	898				
15:15	58	506	0	564	0	358	0	358	0	0	32	32	0	0	0	0	954				
15:30	71	500	0	571	0	329	0	329	0	0	48	48	0	0	0	0	948				
15:45	75	536	0	611	0	374	0	374	1	0	38	39	0	0	0	0	1024				
16:00	64	557	0	621	0	417	0	417	1	0	46	47	0	0	0	0	1085				
<b>16:15</b>	<b>71</b>	<b>586</b>	<b>0</b>	<b>657</b>	<b>0</b>	<b>411</b>	<b>0</b>	<b>411</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1102</b>				
<b>16:30</b>	<b>66</b>	<b>561</b>	<b>0</b>	<b>627</b>	<b>0</b>	<b>403</b>	<b>0</b>	<b>403</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1068</b>				
<b>16:45</b>	<b>62</b>	<b>512</b>	<b>0</b>	<b>574</b>	<b>0</b>	<b>428</b>	<b>0</b>	<b>428</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1048</b>				
<b>17:00</b>	<b>60</b>	<b>597</b>	<b>0</b>	<b>657</b>	<b>0</b>	<b>440</b>	<b>0</b>	<b>440</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1128</b>	0.96	0.9557	0.8098	
17:15	55	555	0	610	0	424	0	424	0	0	31	31	0	0	0	0	1065				
17:30	47	552	0	599	0	422	0	422	1	0	38	39	0	0	0	0	1060				
17:45	41	520	0	561	0	412	0	412	0	0	33	33	0	0	0	0	1006				
18:00	38	564	0	602	0	342	0	342	2	0	34	36	0	0	0	0	980				
18:15	33	507	0	540	0	274	0	274	2	0	39	41	0	0	0	0	855				
18:30	40	449	0	489	0	268	0	268	0	0	55	55	0	0	0	0	812				
18:45	35	434	0	469	0	271	0	271	1	0	39	40	0	0	0	0	780				
<b>TOTAL</b>	<b>2501</b>	<b>19455</b>	<b>0</b>	<b>21956</b>	<b>0</b>	<b>19380</b>	<b>2</b>	<b>19382</b>	<b>25</b>	<b>0</b>	<b>1488</b>	<b>1513</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42851</b>				
<b>AM Peak</b>	<b>191</b>	<b>1205</b>	<b>0</b>	<b>1396</b>	<b>0</b>	<b>2004</b>	<b>0</b>	<b>2004</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3461</b>				
<b>PM Peak</b>	<b>259</b>	<b>2256</b>	<b>0</b>	<b>2515</b>	<b>0</b>	<b>1682</b>	<b>0</b>	<b>1682</b>	<b>3</b>	<b>0</b>	<b>146</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4346</b>				

Hour	MD 2 North Leg			MD 2 South Leg			MD 765A East Leg			West Leg			
	Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	2	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	1	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	1	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	1	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	1	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>16:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

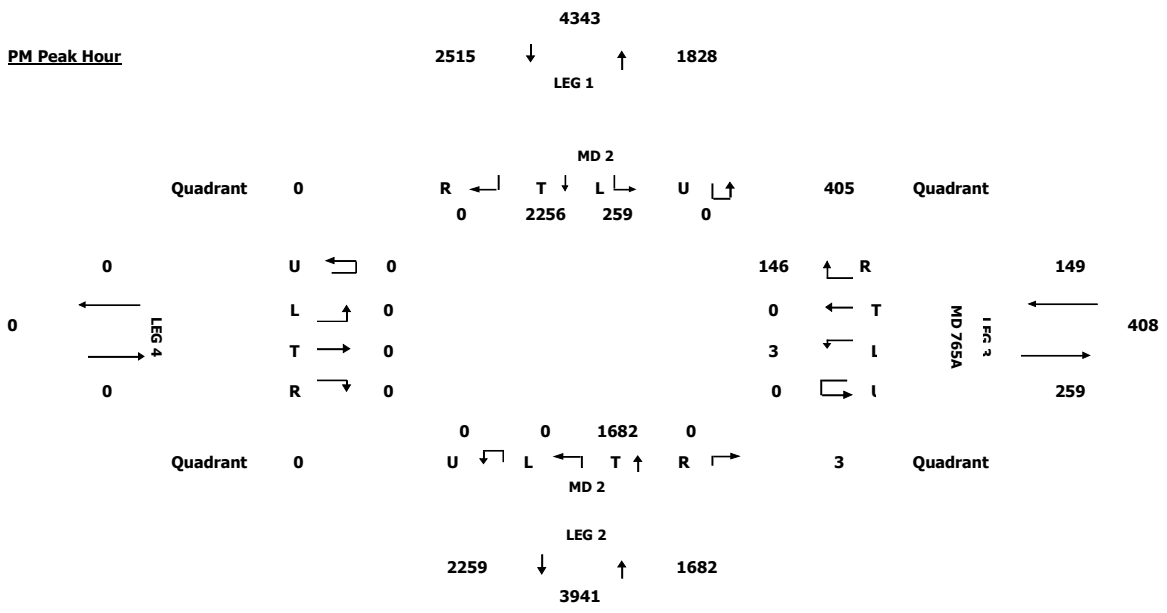
Turning Movement Summary



AM Peak Hour



PM Peak Hour



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2001040006  
**Date:** Thursday 09/23/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:B PM:E

**Location:** MD 2 at OLD FIELD LA/SHERRY LA

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

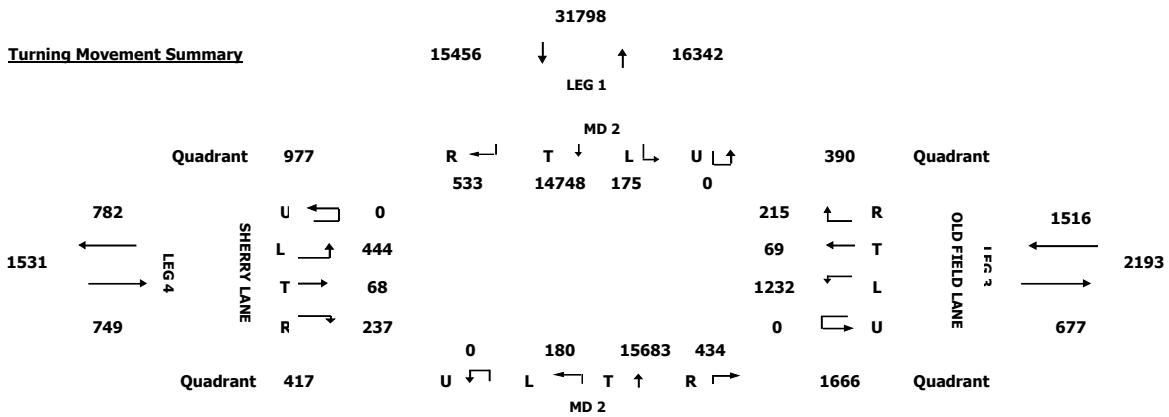
Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:00	End 08:00	Volume 2698	PM PERIOD 12:00PM-				Begin 16:30	End 17:30	Volume 4236	Grand Total
		L	T	R	TOT	L	T	R	TOT				L	T	R	TOT				
<b>Hour</b>		<b>MD 2 From North</b>				<b>MD 2 From South</b>				<b>OLD FIELD LANE From East</b>				<b>SHERRY LANE From West</b>						
<b>Begin</b>		L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT			
6:00		0	115	2	117	1	365	1	367	6	0	4	10	0	0	0	0	494		
6:15		1	148	3	152	0	394	0	394	8	0	2	10	3	0	3	6	562		
6:30		1	159	3	163	0	436	5	441	2	0	0	2	0	0	5	5	611		
6:45		0	131	2	133	1	463	10	474	9	0	3	12	2	0	2	4	623		
<b>7:00</b>		<b>0</b>	<b>179</b>	<b>1</b>	<b>180</b>	<b>3</b>	<b>509</b>	<b>17</b>	<b>529</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>717</b>		
<b>7:15</b>		<b>0</b>	<b>209</b>	<b>2</b>	<b>211</b>	<b>1</b>	<b>486</b>	<b>8</b>	<b>495</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>735</b>		
<b>7:30</b>		<b>1</b>	<b>168</b>	<b>0</b>	<b>169</b>	<b>2</b>	<b>421</b>	<b>9</b>	<b>432</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>615</b>		
<b>7:45</b>		<b>3</b>	<b>155</b>	<b>1</b>	<b>159</b>	<b>1</b>	<b>438</b>	<b>16</b>	<b>455</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>631</b>		
8:00		2	173	6	181	5	411	22	438	12	1	7	20	2	0	0	2	641		
8:15		0	120	6	126	7	356	24	387	9	1	5	15	4	0	0	4	532		
8:30		3	122	11	136	3	366	10	379	10	1	2	13	6	0	1	7	535		
8:45		6	132	6	144	5	363	15	383	14	1	6	21	5	1	0	6	554		
9:00		2	134	2	138	2	296	6	304	13	1	5	19	7	1	1	9	470		
9:15		3	191	4	198	0	303	16	319	16	0	4	20	7	0	2	9	546		
9:30		6	194	5	205	1	303	6	310	7	1	3	11	5	2	3	10	536		
9:45		0	172	6	178	0	274	9	283	8	2	5	15	5	1	1	7	483		
10:00		3	152	8	163	3	242	7	252	18	0	7	25	6	0	1	7	447		
10:15		5	182	4	191	7	239	8	254	26	0	4	30	2	0	4	6	481		
10:30		6	147	3	156	1	158	5	164	7	1	1	9	4	0	1	5	334		
10:45		2	173	6	181	0	213	8	221	24	1	6	31	1	1	3	5	438		
11:00		3	159	11	173	3	251	6	260	17	1	1	19	6	0	1	7	459		
11:15		3	168	12	183	0	197	6	203	10	1	2	13	2	1	5	8	407		
11:30		1	188	6	195	2	228	3	233	22	2	2	26	6	1	1	8	462		
11:45		3	183	4	190	6	236	5	247	18	1	7	26	9	1	4	14	477		
12:00		7	212	6	225	0	213	4	217	16	3	10	29	10	1	0	11	482		
12:15		0	177	13	190	3	222	3	228	8	3	9	20	7	0	0	7	445		
12:30		1	169	3	173	6	238	11	255	11	1	8	20	7	0	1	8	456		
12:45		3	181	6	190	3	227	7	237	30	1	5	36	9	2	0	11	474		
13:00		3	246	10	259	2	203	8	213	20	1	4	25	16	2	0	18	515		
13:15		2	238	7	247	2	214	9	225	15	0	1	16	9	1	3	13	501		
13:30		9	250	9	268	0	244	3	247	18	1	3	22	4	2	4	10	547		
13:45		4	293	10	307	1	266	6	273	24	0	6	30	7	7	6	20	630		
14:00		8	374	14	396	2	222	10	234	22	0	3	25	19	0	5	24	679		
14:15		2	333	9	344	2	281	5	288	30	1	6	37	12	0	4	16	685		
14:30		6	356	13	375	2	255	8	265	35	2	4	41	16	1	0	17	698		
14:45		5	287	4	296	2	276	3	281	20	0	8	28	7	1	2	10	615		
15:00		6	402	9	417	0	283	3	286	35	1	4	40	45	4	9	58	801		
15:15		5	430	13	448	3	225	4	232	32	1	4	37	11	0	2	13	730		
15:30		6	452	17	475	4	241	6	251	33	0	0	33	12	3	9	24	783		
15:45		11	534	11	556	1	341	10	352	29	0	4	33	2	2	8	12	953		
16:00		6	521	11	538	5	256	7	268	69	1	8	78	11	0	5	16	900		
16:15		5	553	10	568	1	383	9	393	59	4	5	68	7	3	6	16	1045		
<b>16:30</b>		<b>2</b>	<b>524</b>	<b>7</b>	<b>533</b>	<b>3</b>	<b>341</b>	<b>5</b>	<b>349</b>	<b>70</b>	<b>3</b>	<b>4</b>	<b>77</b>	<b>8</b>	<b>3</b>	<b>17</b>	<b>28</b>	<b>987</b>		
<b>16:45</b>		<b>2</b>	<b>478</b>	<b>17</b>	<b>497</b>	<b>3</b>	<b>367</b>	<b>12</b>	<b>382</b>	<b>34</b>	<b>3</b>	<b>4</b>	<b>41</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>21</b>	<b>941</b>		
<b>17:00</b>		<b>2</b>	<b>560</b>	<b>24</b>	<b>586</b>	<b>5</b>	<b>468</b>	<b>20</b>	<b>493</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>97</b>	<b>8</b>	<b>4</b>	<b>26</b>	<b>38</b>	<b>1214</b>		
<b>17:15</b>		<b>6</b>	<b>602</b>	<b>30</b>	<b>638</b>	<b>6</b>	<b>356</b>	<b>6</b>	<b>368</b>	<b>49</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>25</b>	<b>3</b>	<b>8</b>	<b>36</b>	<b>1094</b>		
17:30		2	498	43	543	10	333	4	347	49	2	2	53	14	2	7	23	966		
17:45		1	430	23	454	4	295	9	308	31	4	2	37	13	0	7	20	819		
18:00		2	457	16	475	11	285	7	303	23	0	3	26	10	7	7	24	828		
18:15		5	461	34	500	5	237	8	250	20	2	6	28	12	2	6	20	798		
18:30		3	358	16	377	29	213	3	245	20	0	0	20	30	3	8	41	683		
18:45		7	518	34	559	11	250	22	283	45	11	9	65	18	3	31	52	959		
<b>TOTAL</b>		<b>175</b>	<b>14748</b>	<b>533</b>	<b>15456</b>	<b>180</b>	<b>15683</b>	<b>434</b>	<b>16297</b>	<b>1232</b>	<b>69</b>	<b>215</b>	<b>1516</b>	<b>444</b>	<b>68</b>	<b>237</b>	<b>749</b>	<b>34018</b>		
<b>AM Peak</b>		<b>4</b>	<b>711</b>	<b>4</b>	<b>719</b>	<b>7</b>	<b>1854</b>	<b>50</b>	<b>1911</b>	<b>44</b>	<b>2</b>	<b>9</b>	<b>55</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>13</b>	<b>2698</b>		
<b>PM Peak</b>		<b>12</b>	<b>2164</b>	<b>78</b>	<b>2254</b>	<b>17</b>	<b>1532</b>	<b>43</b>	<b>1592</b>	<b>238</b>	<b>13</b>	<b>16</b>	<b>267</b>	<b>52</b>	<b>12</b>	<b>59</b>	<b>123</b>	<b>4236</b>		

0.85 0.9031 0.5729 0.65

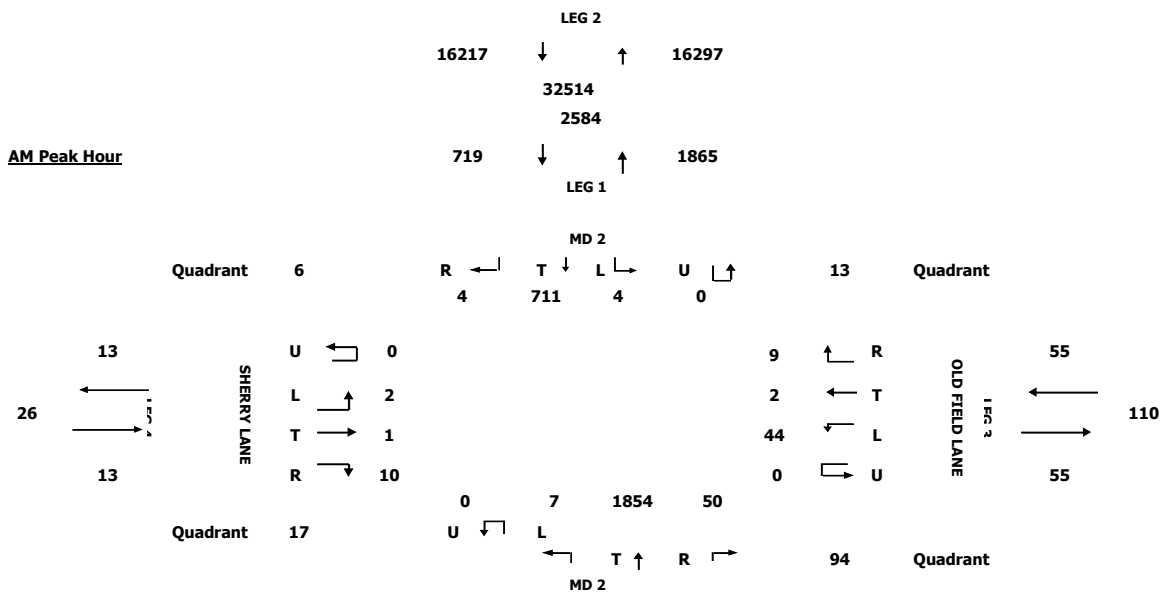
0.88 0.8073 0.6881 0.8092

Hour	MD 2 North Leg			MD 2 South Leg			OLD FIELD LANE East Leg			SHERRY LANE West Leg		
Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>7:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:15</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00	0	1	0	0	2	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	1	4	0	0	0	0	0	0	0	1	0
9:00	0	0	1	0	0	0	0	0	0	0	0	0
9:15	0	0	3	0	0	0	0	0	0	0	0	0
9:30	0	0	2	0	0	0	0	0	0	0	0	0
9:45	0	0	1	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	0	0	0	0	0
10:15	0	0	2	0	0	1	0	0	0	0	0	0
10:30	0	0	2	0	0	0	0	0	0	0	0	0
10:45	0	0	5	0	0	0	0	0	0	0	0	0
11:00	0	0	5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	1	0	0	0	0	0	0
11:30	0	0	3	0	0	0	0	0	0	0	0	0
11:45	0	0	1	0	0	0	0	0	0	0	0	0
12:00	0	0	6	0	0	2	0	0	0	0	0	0
12:15	0	0	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	8	0	0	0	0	0	0	0	0	0
13:00	0	0	6	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	0	0	0	2	0
13:30	0	0	3	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	2	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	0	0	0	0	0	0
14:45	0	2	1	0	0	0	0	0	0	0	0	0
15:00	0	0	2	0	0	1	0	0	0	0	0	0
15:15	0	0	4	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	1	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	0	0	0	0	0
16:00	0	0	3	0	0	1	0	0	0	0	0	0
16:15	0	0	4	0	0	0	0	0	0	0	2	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:30	0	0	1	0	0	1	0	0	0	0	0	0
17:45	0	0	3	0	0	0	0	0	0	0	1	0
18:00	0	0	4	0	0	1	0	0	0	0	0	0
18:15	0	0	9	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	2	0	0	0	0	0	0
18:45	0	0	3	0	1	2	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>115</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

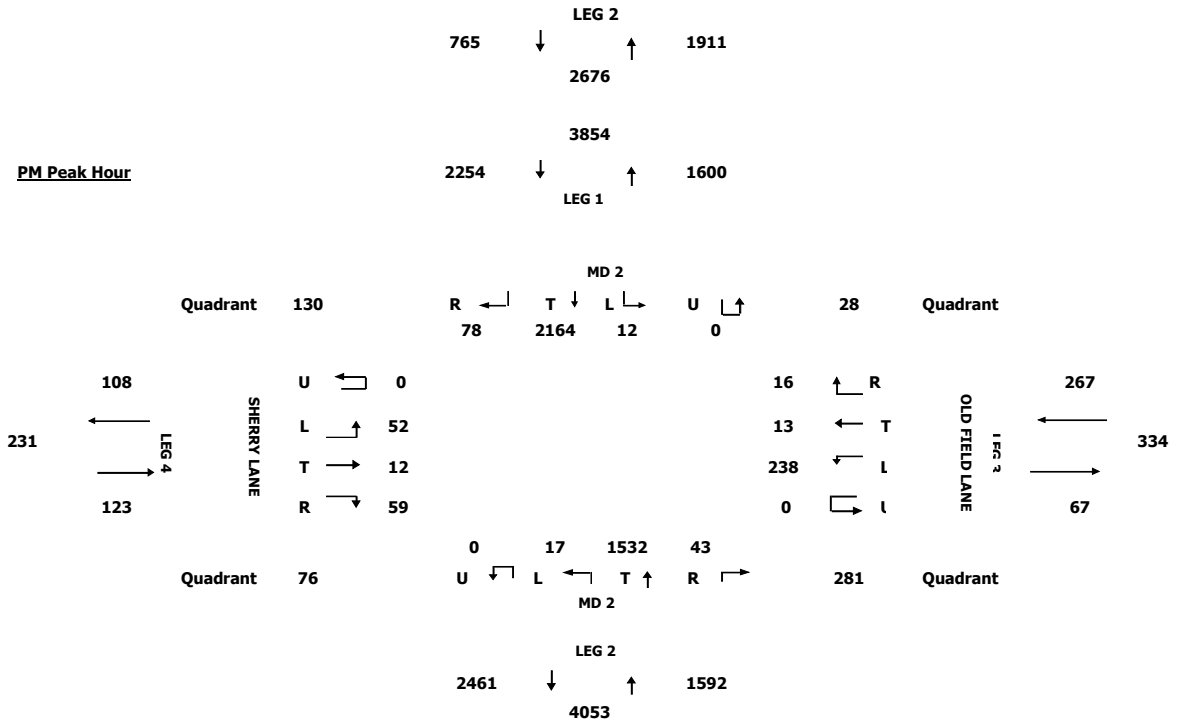
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2000040008  
Date: Tuesday 09/21/2010

County: Calvert  
Town: none  
Comments: LOS AM:B PM:C

Location: MD 2 at Steeple Chase Rd

Weather Recorder

Interval (dd): 15 min  
PEAK HOURS: 6:00AM-12:00PM  
Begin: 07:15 End: 08:15 Volume: 3214  
PM PERIOD: 12:00PM-16:30  
Begin: 16:30 End: 17:30 Volume: 4034

Hour	MD 2 From North				MD 2 From South				Steeple Chase Road From East				From West				Grand Total	
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R		TOT
6:00	3	151	0	0	154	0	357	6	363	0	0	5	5	0	0	0	0	522
6:15	10	161	0	0	171	0	381	6	387	0	0	6	6	0	0	0	0	564
6:30	10	210	0	0	220	0	459	6	465	0	0	8	8	0	0	0	0	693
6:45	23	196	0	0	219	0	464	4	468	0	0	11	11	0	0	0	0	698
7:00	14	260	0	0	274	0	435	7	442	0	0	17	17	0	0	0	0	733
<b>7:15</b>	<b>25</b>	<b>336</b>	<b>0</b>	<b>0</b>	<b>361</b>	<b>0</b>	<b>458</b>	<b>10</b>	<b>468</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>850</b>
<b>7:30</b>	<b>26</b>	<b>295</b>	<b>0</b>	<b>0</b>	<b>321</b>	<b>0</b>	<b>437</b>	<b>17</b>	<b>454</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>792</b>
<b>7:45</b>	<b>19</b>	<b>298</b>	<b>0</b>	<b>0</b>	<b>317</b>	<b>0</b>	<b>475</b>	<b>11</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>819</b>
<b>8:00</b>	<b>32</b>	<b>318</b>	<b>0</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>372</b>	<b>15</b>	<b>387</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>753</b>
8:15	28	334	0	0	362	0	390	18	408	0	0	12	12	0	0	0	0	782
8:30	29	265	0	0	294	0	365	9	374	0	0	13	13	0	0	0	0	681
8:45	18	269	0	0	287	0	378	18	396	0	0	13	13	0	0	0	0	696
9:00	20	268	0	0	288	0	363	12	375	0	0	12	12	0	0	0	0	675
9:15	15	270	0	0	285	0	345	10	355	0	0	8	8	0	0	0	0	648
9:30	10	253	0	0	263	0	334	10	344	0	0	11	11	0	0	0	0	618
9:45	18	281	0	0	299	0	337	6	343	0	0	10	10	0	0	0	0	652
10:00	18	238	0	0	256	0	317	13	330	0	0	14	14	0	0	0	0	600
10:15	22	263	0	0	285	0	275	18	293	0	0	13	13	0	0	0	0	591
10:30	15	282	0	0	297	0	321	16	337	0	0	19	19	0	0	0	0	653
10:45	21	317	0	0	338	0	318	15	333	0	0	11	11	0	0	0	0	682
11:00	29	292	0	0	321	0	275	19	294	0	0	15	15	0	0	0	0	630
11:15	18	289	0	0	307	0	293	26	319	0	0	13	13	0	0	0	0	639
11:30	15	284	0	0	299	0	318	18	336	0	0	22	22	0	0	0	0	657
11:45	17	292	0	0	309	0	289	26	315	0	0	18	18	0	0	0	0	642
12:00	34	287	0	0	321	0	332	30	362	0	0	32	32	0	0	0	0	715
12:15	35	311	0	0	346	0	297	24	321	0	0	22	22	0	0	0	0	689
12:30	31	328	0	0	359	0	343	29	372	0	0	24	24	0	0	0	0	755
12:45	23	347	0	0	370	0	304	23	327	0	0	24	24	0	0	0	0	721
13:00	29	301	0	0	330	0	347	24	371	0	0	21	21	0	0	0	0	722
13:15	27	296	0	0	323	0	336	17	353	0	0	21	21	0	0	0	0	697
13:30	31	309	0	0	340	0	337	19	356	0	0	15	15	0	0	0	0	711
13:45	27	301	0	0	328	0	348	9	357	0	0	26	26	0	0	0	0	711
14:00	33	363	0	0	396	0	332	22	354	0	0	18	18	0	0	0	0	768
14:15	35	362	0	0	397	0	341	21	362	0	0	25	25	0	0	0	0	784
14:30	41	341	0	0	382	0	400	22	422	0	0	29	29	0	0	0	0	833
14:45	26	424	0	0	450	0	346	21	367	0	0	26	26	0	0	0	0	843
15:00	44	476	0	0	520	0	354	21	375	0	0	26	26	0	0	0	0	921
15:15	44	482	0	0	526	0	350	11	361	0	0	29	29	0	0	0	0	916
15:30	28	474	0	0	502	0	341	20	361	0	0	24	24	0	0	0	0	887
15:45	39	483	0	0	522	0	337	17	354	0	0	9	9	0	0	0	0	885
16:00	39	492	0	0	531	0	439	13	452	0	0	24	24	0	0	0	0	1007
16:15	40	534	0	0	574	0	369	13	382	0	0	25	25	0	0	0	0	981
<b>16:30</b>	<b>44</b>	<b>516</b>	<b>0</b>	<b>0</b>	<b>560</b>	<b>0</b>	<b>433</b>	<b>17</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1033</b>
<b>16:45</b>	<b>42</b>	<b>515</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>0</b>	<b>390</b>	<b>10</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>979</b>
<b>17:00</b>	<b>48</b>	<b>514</b>	<b>0</b>	<b>0</b>	<b>562</b>	<b>0</b>	<b>378</b>	<b>14</b>	<b>392</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>971</b>
<b>17:15</b>	<b>32</b>	<b>552</b>	<b>0</b>	<b>0</b>	<b>584</b>	<b>0</b>	<b>433</b>	<b>14</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1051</b>
17:30	44	533	0	0	577	0	351	15	366	0	0	15	15	0	0	0	0	958
17:45	47	493	0	0	540	0	357	16	373	0	0	24	24	0	0	0	0	937
18:00	44	472	0	0	516	0	324	12	336	0	0	23	23	0	0	0	0	875
18:15	45	410	0	0	455	0	311	11	322	0	0	12	12	0	0	0	0	789
18:30	38	374	0	0	412	0	273	5	278	0	0	26	26	0	0	0	0	716
18:45	24	353	0	0	377	0	269	8	277	0	0	10	10	0	0	0	0	664
<b>TOTAL</b>	<b>1469</b>	<b>18065</b>	<b>0</b>	<b>0</b>	<b>19534</b>	<b>0</b>	<b>18528</b>	<b>794</b>	<b>19322</b>	<b>0</b>	<b>0</b>	<b>933</b>	<b>933</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39789</b>
<b>AM Peak</b>	<b>102</b>	<b>1247</b>	<b>0</b>	<b>0</b>	<b>1349</b>	<b>0</b>	<b>1742</b>	<b>53</b>	<b>1795</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3214</b>
<b>PM Peak</b>	<b>166</b>	<b>2097</b>	<b>0</b>	<b>0</b>	<b>2263</b>	<b>0</b>	<b>1634</b>	<b>55</b>	<b>1689</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4034</b>

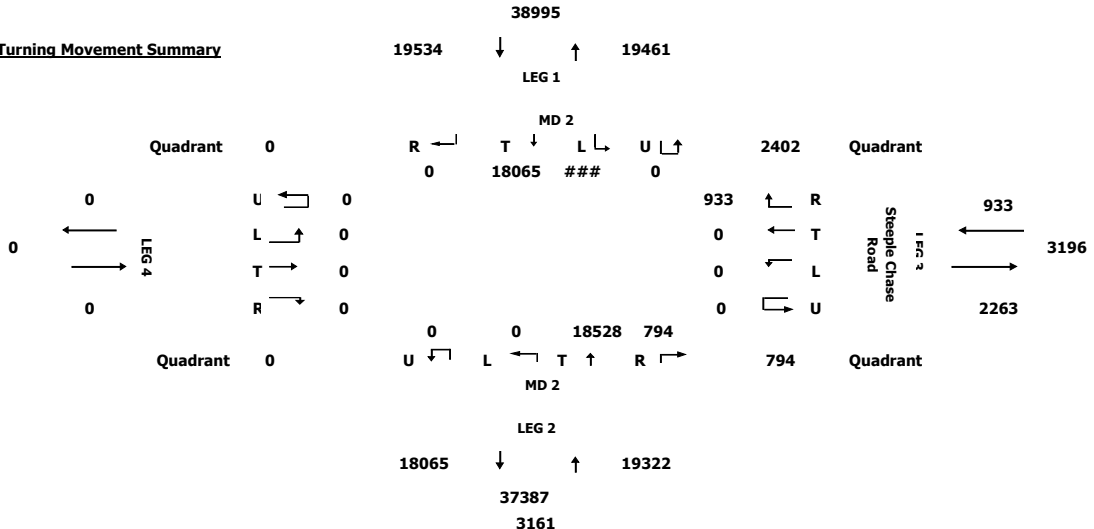
0.934210526 0.9234 0.8333 #DIV/0!

0.96875 0.9383 0.8913 #DIV/0!

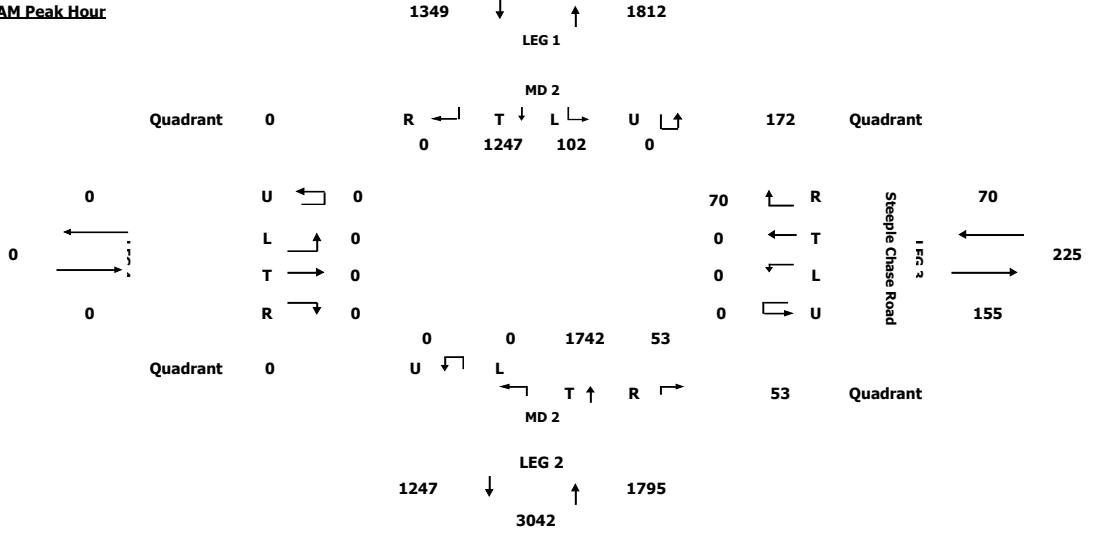




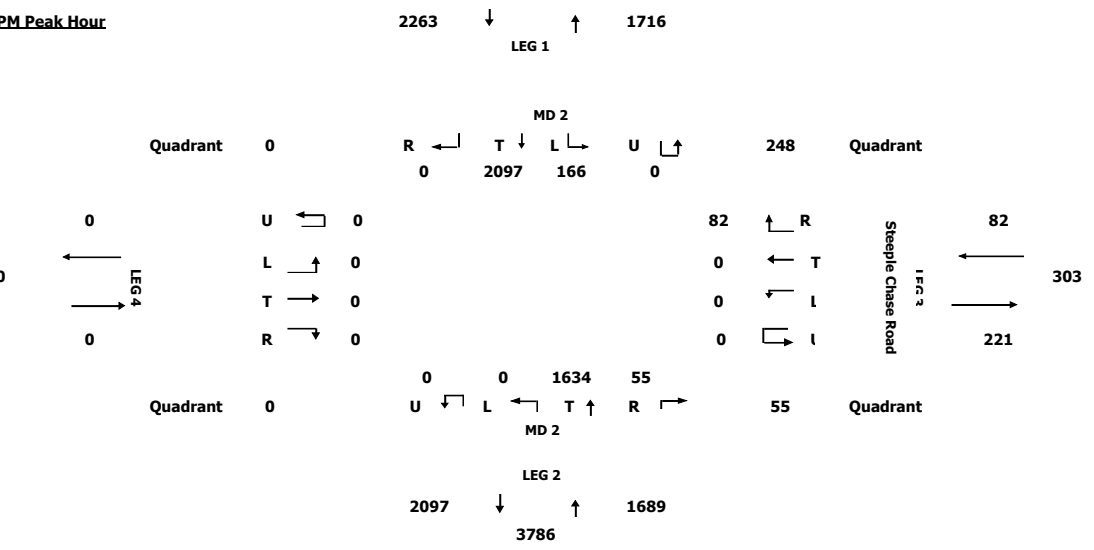
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2000040005  
**Date:** Thursday 09/23/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:B PM:B (no pedestrians)

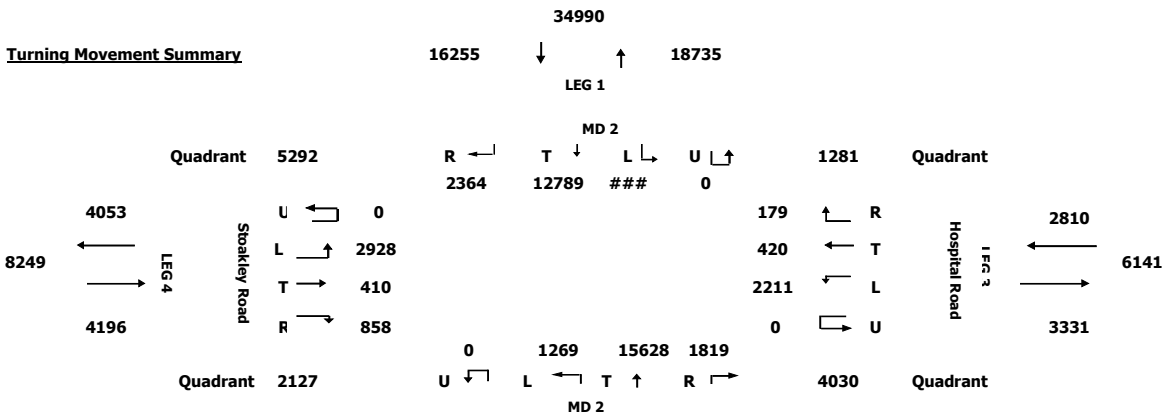
**Location:** MD 2 at Stoakley Rd/Hospital Rd

**Weather:**  
**Recorder:**

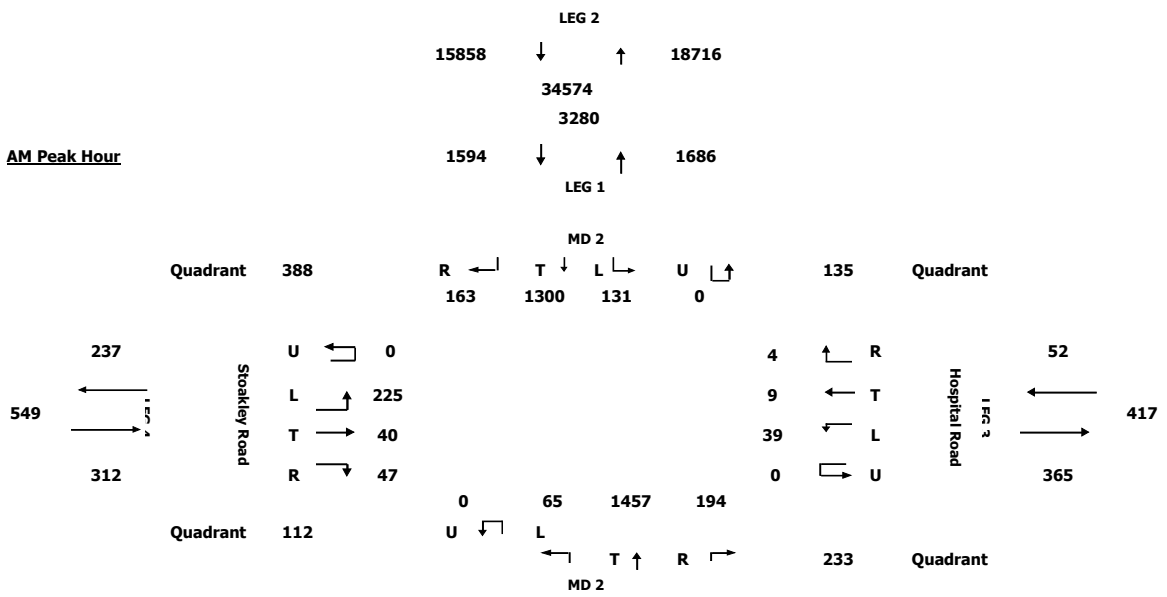
Interval (dd):	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:30	End 08:30	Volume 8674	PM PERIOD 12:00PM-14:15				End 15:15	Volume 8737				
Hour	MD 2 From North				MD 2 From South				Hospital Road From East				Stoakley Road From West				Grand Total				
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT					
6:00	6	135	3	144	8	308	12	328	10	3	0	13	41	2	3	46					
6:15	5	171	10	186	9	362	15	386	2	0	2	4	50	6	3	59					
6:30	15	201	19	235	6	356	21	383	6	0	1	7	65	3	4	72					
6:45	26	243	17	286	5	406	23	434	3	2	3	8	50	7	6	63					
7:00	24	242	18	284	10	408	17	435	16	1	0	17	45	4	5	54					
7:15	30	278	24	332	14	361	20	395	11	6	2	19	47	5	6	58					
<b>7:30</b>	<b>24</b>	<b>292</b>	<b>37</b>	<b>353</b>	<b>10</b>	<b>423</b>	<b>44</b>	<b>477</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>10</b>	<b>61</b>	<b>8</b>	<b>10</b>	<b>79</b>	<b>919</b>				
<b>7:45</b>	<b>44</b>	<b>304</b>	<b>33</b>	<b>381</b>	<b>15</b>	<b>347</b>	<b>52</b>	<b>414</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>65</b>	<b>19</b>	<b>14</b>	<b>98</b>	<b>900</b>				
<b>8:00</b>	<b>29</b>	<b>368</b>	<b>41</b>	<b>438</b>	<b>20</b>	<b>368</b>	<b>46</b>	<b>434</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>9</b>	<b>13</b>	<b>70</b>	<b>964</b>				
<b>8:15</b>	<b>34</b>	<b>336</b>	<b>52</b>	<b>422</b>	<b>20</b>	<b>319</b>	<b>52</b>	<b>391</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>51</b>	<b>4</b>	<b>10</b>	<b>65</b>	<b>891</b>	0.91	0.8994	0.5909	0.7959
8:30	33	312	34	379	16	316	42	374	22	5	7	34	54	6	13	73					
8:45	45	251	29	325	22	273	57	352	23	11	2	36	49	15	13	77					
9:00	37	288	38	363	21	303	62	386	28	8	0	36	39	8	11	58					
9:15	24	276	38	338	26	252	32	310	30	5	0	35	41	10	16	67					
9:30	29	281	45	355	18	270	38	326	16	3	0	19	39	5	13	57					
9:45	24	298	38	360	25	250	45	320	32	6	0	38	35	13	14	62					
10:00	27	250	41	318	27	215	46	288	48	7	0	55	46	3	15	64					
10:15	32	248	26	306	30	221	43	294	33	13	0	46	59	4	23	86					
10:30	29	232	22	283	22	249	45	316	34	14	2	50	53	7	10	70					
10:45	31	254	41	326	26	232	25	283	20	9	1	30	47	7	10	64					
11:00	26	225	32	283	18	260	30	308	41	5	1	47	47	9	13	69					
11:15	18	281	27	326	36	229	30	295	42	12	3	57	51	7	17	75					
11:30	25	220	33	278	22	234	39	295	43	11	4	58	53	9	18	80					
11:45	20	245	41	306	27	253	39	319	56	13	4	73	65	11	15	91					
12:00	21	231	50	302	40	271	33	344	65	21	3	89	32	11	18	61					
12:15	16	215	41	272	35	246	22	303	78	13	3	94	56	10	27	93					
12:30	18	219	60	297	35	246	39	320	47	9	3	59	51	4	25	80					
12:45	21	252	55	328	37	214	64	315	53	8	4	65	70	16	23	109					
13:00	15	230	51	296	31	256	45	332	48	17	3	68	53	6	20	79					
13:15	9	199	54	262	28	299	43	370	53	13	2	68	47	4	14	65					
13:30	14	246	52	312	32	268	47	347	51	8	4	63	52	11	19	82					
13:45	17	275	49	341	25	274	40	339	56	11	2	69	59	9	23	91					
14:00	28	277	46	351	32	290	41	363	59	9	6	74	53	7	22	82					
<b>14:15</b>	<b>24</b>	<b>295</b>	<b>51</b>	<b>370</b>	<b>26</b>	<b>264</b>	<b>44</b>	<b>334</b>	<b>55</b>	<b>10</b>	<b>10</b>	<b>75</b>	<b>63</b>	<b>9</b>	<b>14</b>	<b>86</b>	<b>865</b>				
<b>14:30</b>	<b>20</b>	<b>291</b>	<b>65</b>	<b>376</b>	<b>44</b>	<b>293</b>	<b>53</b>	<b>390</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>87</b>	<b>67</b>	<b>9</b>	<b>30</b>	<b>106</b>	<b>959</b>				
<b>14:45</b>	<b>22</b>	<b>336</b>	<b>49</b>	<b>407</b>	<b>33</b>	<b>318</b>	<b>59</b>	<b>410</b>	<b>69</b>	<b>7</b>	<b>9</b>	<b>85</b>	<b>53</b>	<b>13</b>	<b>20</b>	<b>86</b>	<b>988</b>				
<b>15:00</b>	<b>19</b>	<b>363</b>	<b>45</b>	<b>427</b>	<b>29</b>	<b>299</b>	<b>60</b>	<b>388</b>	<b>67</b>	<b>1</b>	<b>12</b>	<b>80</b>	<b>55</b>	<b>7</b>	<b>18</b>	<b>80</b>	<b>975</b>	0.93	0.928	0.9397	0.8443
15:15	25	193	42	260	31	312	51	394	58	7	7	72	49	13	22	84					
15:30	22	198	53	273	24	263	44	331	52	9	6	67	52	11	20	83					
15:45	27	160	65	252	27	304	36	367	55	8	2	65	53	9	21	83					
16:00	21	180	59	260	25	335	33	393	83	17	4	104	67	4	22	93					
16:15	17	203	63	283	27	359	30	416	77	9	6	92	70	10	20	100					
16:30	22	198	65	285	23	358	24	405	69	12	8	89	65	14	22	101					
16:45	16	203	66	285	22	381	19	422	67	11	5	83	66	7	26	99					
17:00	12	225	69	306	26	378	18	422	66	16	4	86	64	5	27	96					
17:15	9	216	79	304	34	372	19	425	54	7	6	67	80	3	26	109					
17:30	6	231	80	317	37	334	16	387	57	9	7	73	86	7	27	120					
17:45	8	232	78	318	27	338	18	383	53	5	9	67	82	9	22	113					
18:00	11	239	59	309	20	336	12	368	47	8	2	57	70	6	14	90					
18:15	13	216	61	290	23	277	15	315	50	11	5	66	77	4	18	99					
18:30	7	244	63	314	21	276	11	308	48	8	3	59	69	6	11	86					
18:45	5	191	55	251	22	252	8	282	44	5	4	53	66	5	12	83					
<b>TOTAL</b>	<b>1102</b>	<b>12789</b>	<b>2364</b>	<b>16255</b>	<b>1269</b>	<b>15628</b>	<b>1819</b>	<b>18716</b>	<b>2211</b>	<b>420</b>	<b>179</b>	<b>2810</b>	<b>2928</b>	<b>410</b>	<b>858</b>	<b>4196</b>	<b>41977</b>				
<b>AM Peak</b>	<b>131</b>	<b>1300</b>	<b>163</b>	<b>1594</b>	<b>65</b>	<b>1457</b>	<b>194</b>	<b>1716</b>	<b>39</b>	<b>9</b>	<b>4</b>	<b>52</b>	<b>225</b>	<b>40</b>	<b>47</b>	<b>312</b>	<b>3674</b>				
<b>PM Peak</b>	<b>85</b>	<b>1285</b>	<b>210</b>	<b>1580</b>	<b>132</b>	<b>1174</b>	<b>216</b>	<b>1522</b>	<b>266</b>	<b>26</b>	<b>35</b>	<b>327</b>	<b>238</b>	<b>38</b>	<b>82</b>	<b>358</b>	<b>3787</b>				



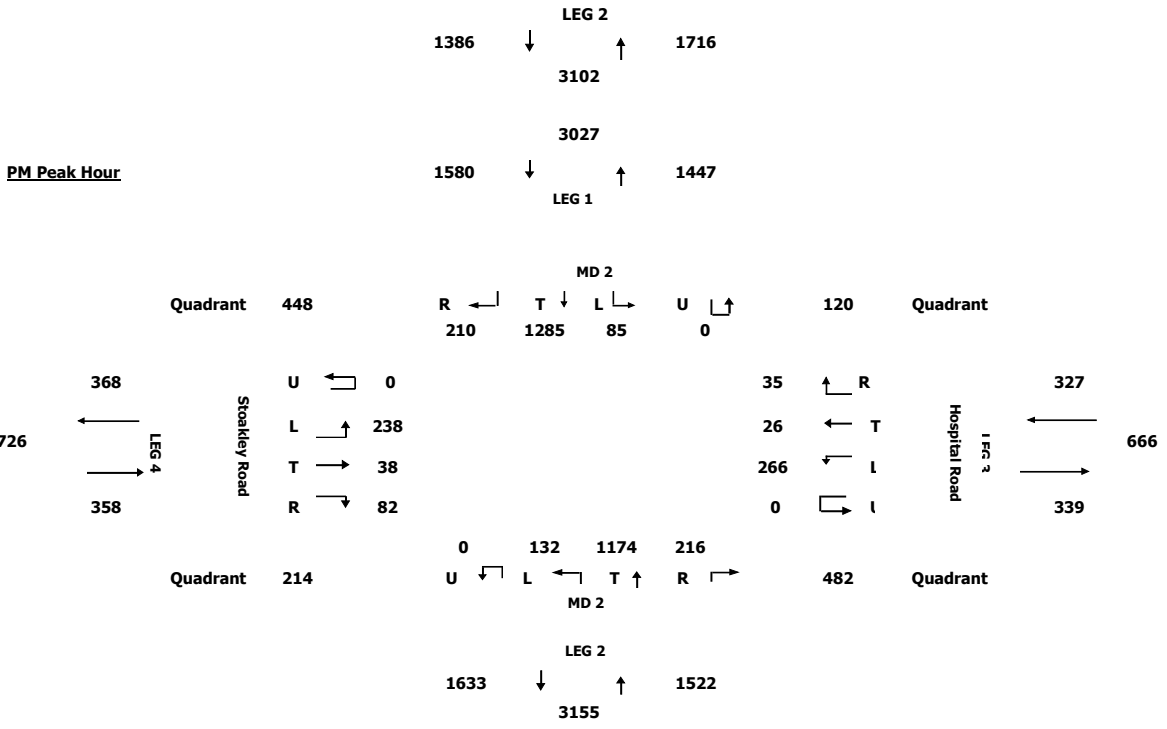
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2000040060  
**Date:** Wednesday 09/22/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:C (no pedestrians)

**Location:** MD 2 at Traskers Blvd

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

**PEAK HOURS**

**AM PERIOD  
6:00AM-12:00PM**

**Begin  
07:15**

**End  
08:15**

**Volume  
3249**

**PM PERIOD  
12:00PM-**

**Begin  
16:30**

**End  
17:30**

**Volume  
4040**

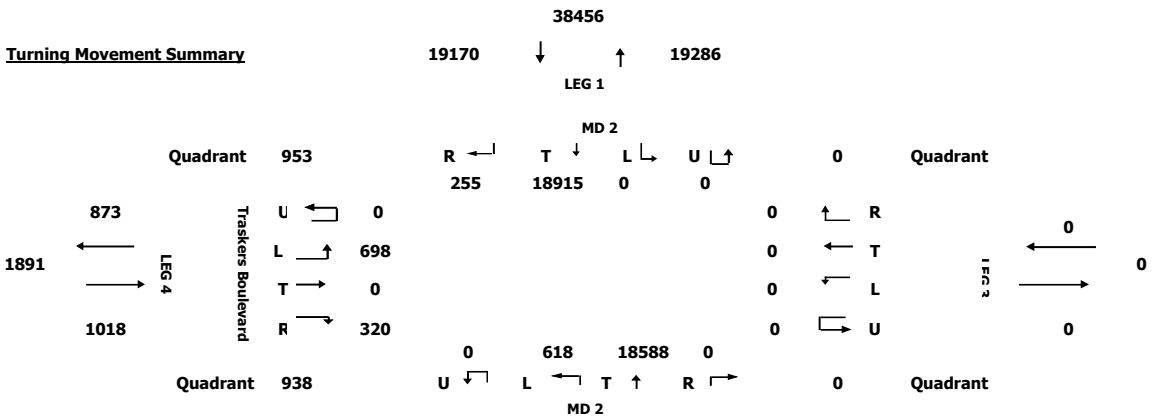
Hour	MD 2 From North				MD 2 From South				From East				Traskers Boulevard From West				Grand Total
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	
6:00	0	160	1	161	18	314	0	332	0	0	0	0	6	0	0	6	499
6:15	0	206	2	208	26	379	0	405	0	0	0	0	7	0	0	7	620
6:30	0	213	2	215	13	366	0	379	0	0	0	0	11	0	0	11	605
6:45	0	264	3	267	19	469	0	488	0	0	0	0	20	0	0	20	775
7:00	0	303	2	305	11	441	0	452	0	0	0	0	9	0	1	10	767
<b>7:15</b>	<b>0</b>	<b>311</b>	<b>1</b>	<b>312</b>	<b>11</b>	<b>439</b>	<b>0</b>	<b>450</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>779</b>
<b>7:30</b>	<b>0</b>	<b>319</b>	<b>3</b>	<b>322</b>	<b>15</b>	<b>448</b>	<b>0</b>	<b>463</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>797</b>
<b>7:45</b>	<b>0</b>	<b>339</b>	<b>2</b>	<b>341</b>	<b>10</b>	<b>430</b>	<b>0</b>	<b>440</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>803</b>
<b>8:00</b>	<b>0</b>	<b>384</b>	<b>1</b>	<b>385</b>	<b>16</b>	<b>449</b>	<b>0</b>	<b>465</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>870</b>
8:15	0	321	0	321	21	387	0	408	0	0	0	0	12	0	2	14	743
8:30	0	307	2	309	15	336	0	351	0	0	0	0	11	0	2	13	673
8:45	0	315	1	316	13	370	0	383	0	0	0	0	16	0	3	19	718
9:00	0	312	4	316	12	356	0	368	0	0	0	0	13	0	2	15	699
9:15	0	300	1	301	16	292	0	308	0	0	0	0	17	0	8	25	634
9:30	0	312	2	314	10	307	0	317	0	0	0	0	10	0	0	10	641
9:45	0	299	4	303	16	285	0	301	0	0	0	0	15	0	4	19	623
10:00	0	280	5	285	11	280	0	291	0	0	0	0	14	0	8	22	598
10:15	0	258	2	260	9	271	0	280	0	0	0	0	12	0	7	19	559
10:30	0	294	6	300	10	260	0	270	0	0	0	0	13	0	4	17	587
10:45	0	315	6	321	17	275	0	292	0	0	0	0	12	0	10	22	635
11:00	0	296	3	299	14	279	0	293	0	0	0	0	17	0	16	33	625
11:15	0	301	5	306	11	282	0	293	0	0	0	0	10	0	7	17	616
11:30	0	289	7	296	9	276	0	285	0	0	0	0	10	0	6	16	597
11:45	0	296	13	309	8	304	0	312	0	0	0	0	22	0	5	27	648
12:00	0	328	11	339	12	284	0	296	0	0	0	0	17	0	7	24	659
12:15	0	311	6	317	13	306	0	319	0	0	0	0	13	0	7	20	656
12:30	0	300	6	306	17	266	0	283	0	0	0	0	17	0	9	26	615
12:45	0	339	4	343	13	292	0	305	0	0	0	0	19	0	6	25	673
13:00	0	298	5	303	15	334	0	349	0	0	0	0	13	0	15	28	680
13:15	0	293	6	299	13	340	0	353	0	0	0	0	14	0	16	30	682
13:30	0	291	5	296	10	310	0	320	0	0	0	0	15	0	9	24	640
13:45	0	344	5	349	9	311	0	320	0	0	0	0	5	0	5	10	679
14:00	0	359	10	369	7	322	0	329	0	0	0	0	16	0	9	25	723
14:15	0	382	4	386	10	341	0	351	0	0	0	0	5	0	9	14	751
14:30	0	400	3	403	7	441	0	448	0	0	0	0	8	0	9	17	868
14:45	0	408	6	414	10	426	0	436	0	0	0	0	10	0	4	14	864
15:00	0	403	8	411	11	427	0	438	0	0	0	0	20	0	7	27	876
15:15	0	487	14	501	14	447	0	461	0	0	0	0	13	0	3	16	978
15:30	0	480	7	487	5	429	0	434	0	0	0	0	17	0	12	29	950
15:45	0	437	6	443	4	431	0	435	0	0	0	0	13	0	6	19	897
16:00	0	527	6	533	14	441	0	455	0	0	0	0	9	0	5	14	1002
16:15	0	527	5	532	6	406	0	412	0	0	0	0	22	0	11	33	977
<b>16:30</b>	<b>0</b>	<b>494</b>	<b>9</b>	<b>503</b>	<b>6</b>	<b>424</b>	<b>0</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>7</b>	<b>26</b>	<b>959</b>
<b>16:45</b>	<b>0</b>	<b>514</b>	<b>7</b>	<b>521</b>	<b>10</b>	<b>455</b>	<b>0</b>	<b>465</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>31</b>	<b>1017</b>
<b>17:00</b>	<b>0</b>	<b>555</b>	<b>8</b>	<b>563</b>	<b>14</b>	<b>450</b>	<b>0</b>	<b>464</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>5</b>	<b>22</b>	<b>1049</b>
<b>17:15</b>	<b>0</b>	<b>577</b>	<b>4</b>	<b>581</b>	<b>7</b>	<b>407</b>	<b>0</b>	<b>414</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>20</b>	<b>1015</b>
17:30	0	542	7	549	7	351	0	358	0	0	0	0	13	0	8	21	928
17:45	0	501	5	506	16	359	0	375	0	0	0	0	18	0	11	29	910
18:00	0	516	6	522	9	330	0	339	0	0	0	0	11	0	7	18	879
18:15	0	458	5	463	9	338	0	347	0	0	0	0	9	0	9	18	828
18:30	0	433	3	436	12	308	0	320	0	0	0	0	7	0	7	14	770
18:45	0	417	6	423	7	317	0	324	0	0	0	0	5	0	6	11	758
<b>TOTAL</b>	<b>0</b>	<b>18915</b>	<b>255</b>	<b>19170</b>	<b>618</b>	<b>18588</b>	<b>0</b>	<b>19206</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>698</b>	<b>0</b>	<b>320</b>	<b>1018</b>	<b>39394</b>
<b>AM Peak</b>	<b>0</b>	<b>1353</b>	<b>7</b>	<b>1360</b>	<b>52</b>	<b>1766</b>	<b>0</b>	<b>1818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>3249</b>
<b>PM Peak</b>	<b>0</b>	<b>2140</b>	<b>28</b>	<b>2168</b>	<b>37</b>	<b>1736</b>	<b>0</b>	<b>1773</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>29</b>	<b>99</b>	<b>4040</b>

0.88 0.9774 #DIV/0! 0.8068

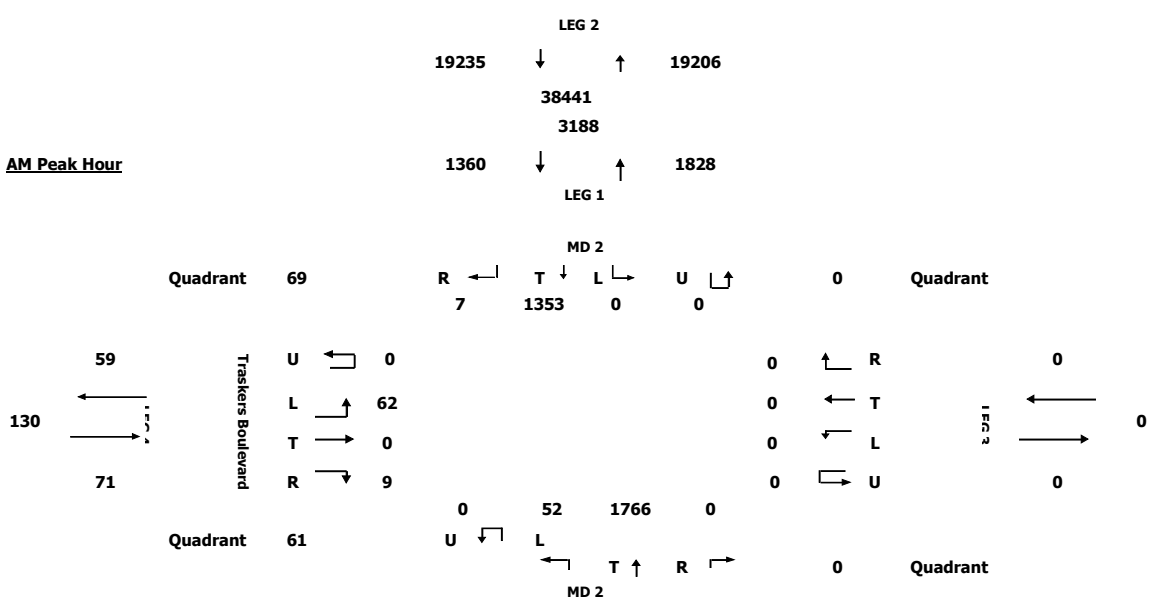
0.93 0.9532 #DIV/0! 0.7984



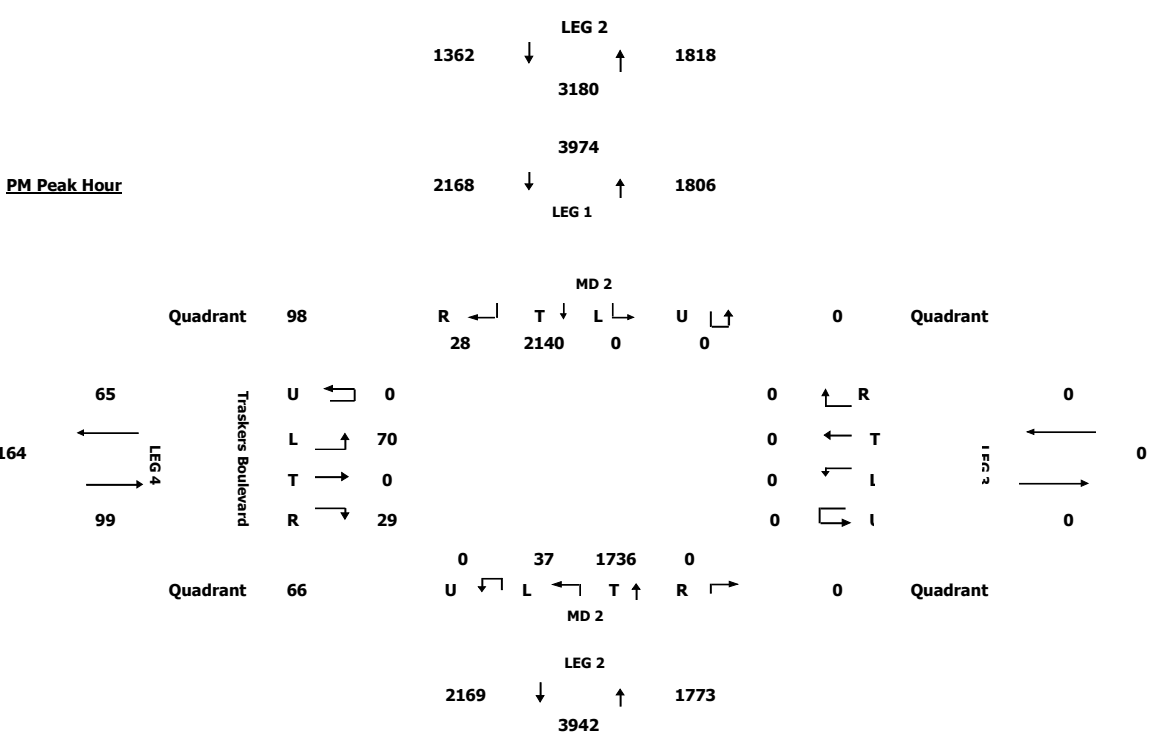
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**





**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040005

County: Calvert

Comments: LOS AM:A PM:A

Date: Tuesday 09/21/2010

Town: none

Location: MD 2 at Entrance to Wal-Mart (South)

Weather:

Recorder:

Interval (dd): 15 min

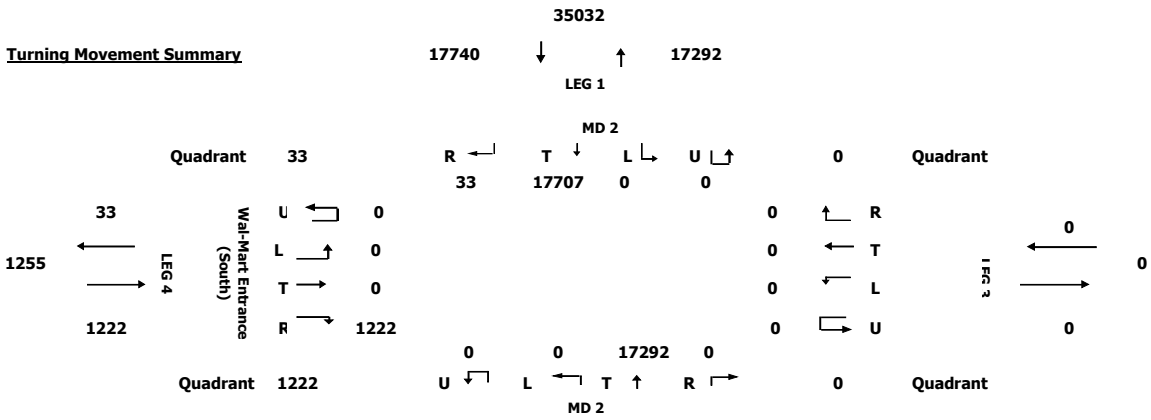
Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 06:45	End 07:45	Volume 3039	PM PERIOD 12:00PM-16:30				Begin 17:30	End 17:30	Volume 4044	Grand Total
		L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT			
Hour	MD 2 From North				MD 2 From South				From East				Wal-Mart Entrance (South) From West				Grand Total			
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT				
6:00	0	151	0	151	0	309	0	309	0	0	0	0	0	0	0	3	3	463		
6:15	0	172	0	172	0	353	0	353	0	0	0	0	0	0	0	4	4	529		
6:30	0	170	0	170	0	422	0	422	0	0	0	0	0	0	0	5	5	597		
6:45	0	212	0	212	0	515	0	515	0	0	0	0	0	0	0	5	5	732		
7:00	0	244	0	244	0	523	0	523	0	0	0	0	0	0	0	8	8	775		
7:15	0	292	1	293	0	450	0	450	0	0	0	0	0	0	0	12	12	755		
7:30	0	310	0	310	0	457	0	457	0	0	0	0	0	0	0	10	10	777		
7:45	0	303	0	303	0	412	0	412	0	0	0	0	0	0	0	13	13	728		
8:00	0	276	0	276	0	373	0	373	0	0	0	0	0	0	0	12	12	661		
8:15	0	281	0	281	0	333	0	333	0	0	0	0	0	0	0	10	10	624		
8:30	0	229	0	229	0	351	0	351	0	0	0	0	0	0	0	12	12	592		
8:45	0	236	0	236	0	331	0	331	0	0	0	0	0	0	0	14	14	581		
9:00	0	267	0	267	0	267	0	267	0	0	0	0	0	0	0	23	23	557		
9:15	0	212	0	212	0	324	0	324	0	0	0	0	0	0	0	11	11	547		
9:30	0	248	0	248	0	282	0	282	0	0	0	0	0	0	0	18	18	548		
9:45	0	261	0	261	0	331	0	331	0	0	0	0	0	0	0	17	17	609		
10:00	0	229	0	229	0	253	0	253	0	0	0	0	0	0	0	24	24	506		
10:15	0	212	0	212	0	259	0	259	0	0	0	0	0	0	0	18	18	489		
10:30	0	208	1	209	0	211	0	211	0	0	0	0	0	0	0	24	24	444		
10:45	0	276	2	278	0	269	0	269	0	0	0	0	0	0	0	16	16	563		
11:00	0	279	0	279	0	226	0	226	0	0	0	0	0	0	0	17	17	522		
11:15	0	284	1	285	0	294	0	294	0	0	0	0	0	0	0	18	18	597		
11:30	0	245	1	246	0	226	0	226	0	0	0	0	0	0	0	35	35	507		
11:45	0	261	2	263	0	227	0	227	0	0	0	0	0	0	0	30	30	520		
12:00	0	259	3	262	0	254	0	254	0	0	0	0	0	0	0	24	24	540		
12:15	0	305	2	307	0	303	0	303	0	0	0	0	0	0	0	25	25	635		
12:30	0	299	1	300	0	323	0	323	0	0	0	0	0	0	0	28	28	651		
12:45	0	301	0	301	0	296	0	296	0	0	0	0	0	0	0	37	37	634		
13:00	0	290	1	291	0	332	0	332	0	0	0	0	0	0	0	25	25	648		
13:15	0	282	1	283	0	345	0	345	0	0	0	0	0	0	0	28	28	656		
13:30	0	315	0	315	0	271	0	271	0	0	0	0	0	0	0	26	26	612		
13:45	0	277	0	277	0	366	0	366	0	0	0	0	0	0	0	26	26	669		
14:00	0	296	1	297	0	327	0	327	0	0	0	0	0	0	0	29	29	653		
14:15	0	309	2	311	0	342	0	342	0	0	0	0	0	0	0	29	29	682		
14:30	0	365	1	366	0	319	0	319	0	0	0	0	0	0	0	23	23	708		
14:45	0	403	0	403	0	354	0	354	0	0	0	0	0	0	0	29	29	786		
15:00	0	454	1	455	0	315	0	315	0	0	0	0	0	0	0	31	31	801		
15:15	0	451	0	451	0	329	0	329	0	0	0	0	0	0	0	28	28	808		
15:30	0	440	1	441	0	298	0	298	0	0	0	0	0	0	0	20	20	759		
15:45	0	505	0	505	0	320	0	320	0	0	0	0	0	0	0	40	40	865		
16:00	0	550	1	551	0	401	0	401	0	0	0	0	0	0	0	34	34	986		
16:15	0	532	1	533	0	421	0	421	0	0	0	0	0	0	0	32	32	986		
16:30	0	557	1	558	0	415	0	415	0	0	0	0	0	0	0	30	30	1003		
16:45	0	539	3	542	0	440	0	440	0	0	0	0	0	0	0	34	34	1016		
17:00	0	532	1	533	0	428	0	428	0	0	0	0	0	0	0	34	34	995		
17:15	0	576	1	577	0	414	0	414	0	0	0	0	0	0	0	39	39	1030		
17:30	0	541	1	542	0	362	0	362	0	0	0	0	0	0	0	39	39	943		
17:45	0	557	2	559	0	354	0	354	0	0	0	0	0	0	0	40	40	953		
18:00	0	501	0	501	0	319	0	319	0	0	0	0	0	0	0	25	25	845		
18:15	0	502	0	502	0	243	0	243	0	0	0	0	0	0	0	48	48	793		
18:30	0	482	0	482	0	203	0	203	0	0	0	0	0	0	0	30	30	715		
18:45	0	429	0	429	0	200	0	200	0	0	0	0	0	0	0	30	30	659		
<b>TOTAL</b>	<b>0</b>	<b>17707</b>	<b>33</b>	<b>17740</b>	<b>0</b>	<b>17292</b>	<b>0</b>	<b>17292</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1222</b>	<b>1222</b>	<b>36254</b>		
<b>AM Peak</b>	<b>0</b>	<b>1058</b>	<b>1</b>	<b>1059</b>	<b>0</b>	<b>1945</b>	<b>0</b>	<b>1945</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>35</b>	<b>3039</b>		
<b>PM Peak</b>	<b>0</b>	<b>2204</b>	<b>6</b>	<b>2210</b>	<b>0</b>	<b>1697</b>	<b>0</b>	<b>1697</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>137</b>	<b>137</b>	<b>4044</b>		

0.85 0.9297 #DIV/0! 0.7292

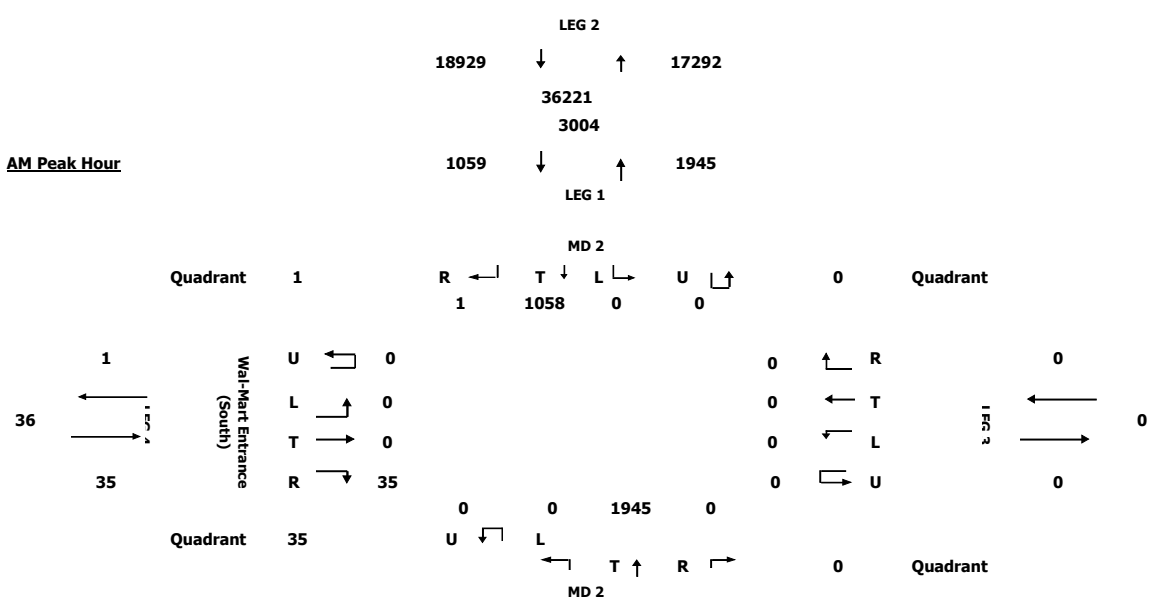
0.96 0.9642 #DIV/0! 0.8782



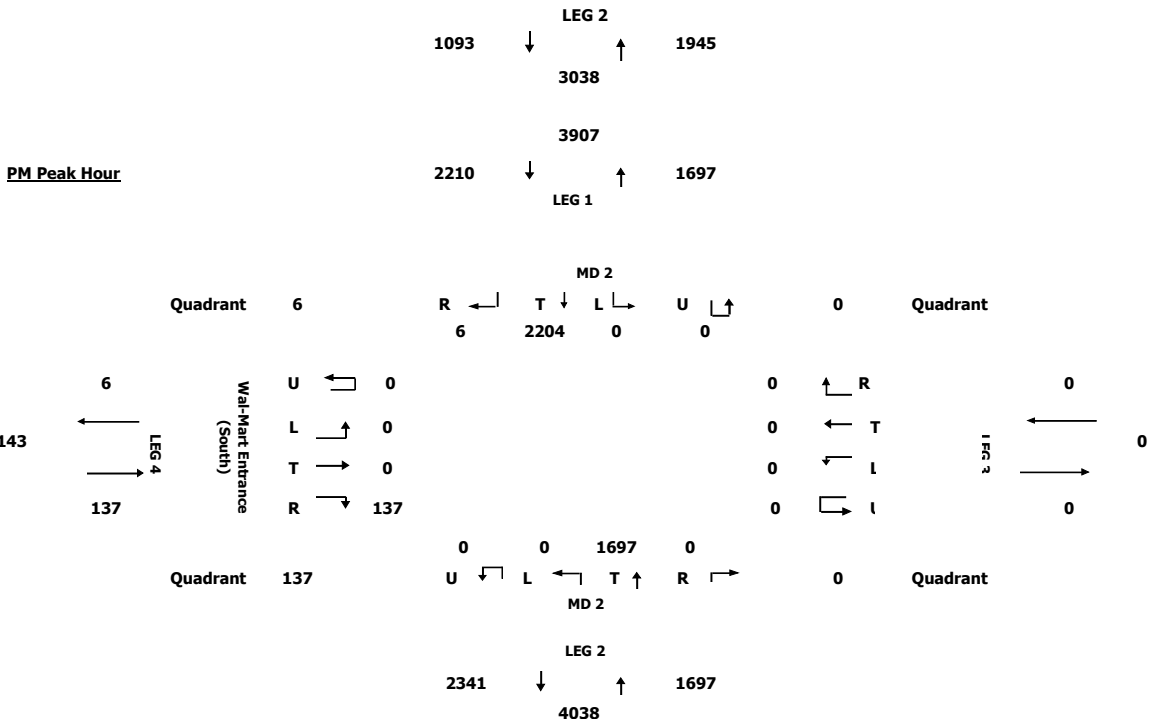
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2008040004  
**Date:** Wednesday 09/22/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:B PM:B

**Location:** MD 2 at Entrance to Wal-Mart (North)

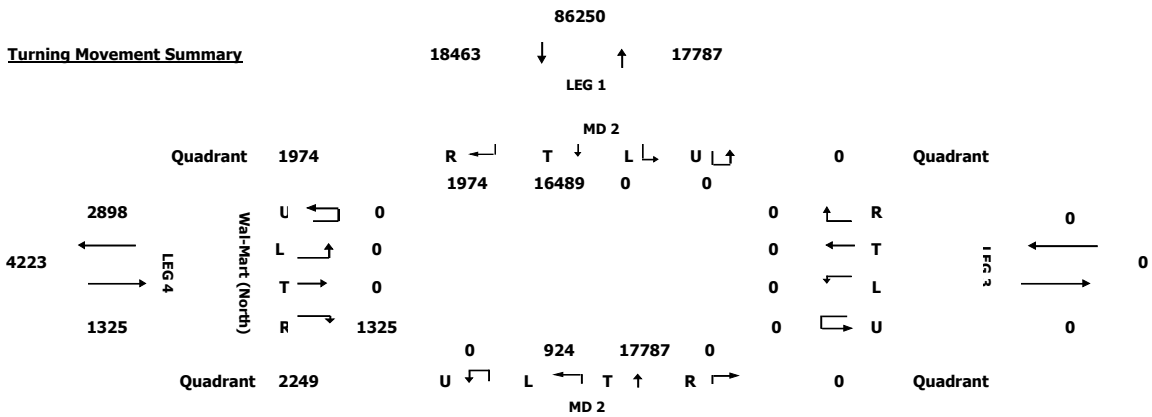
**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

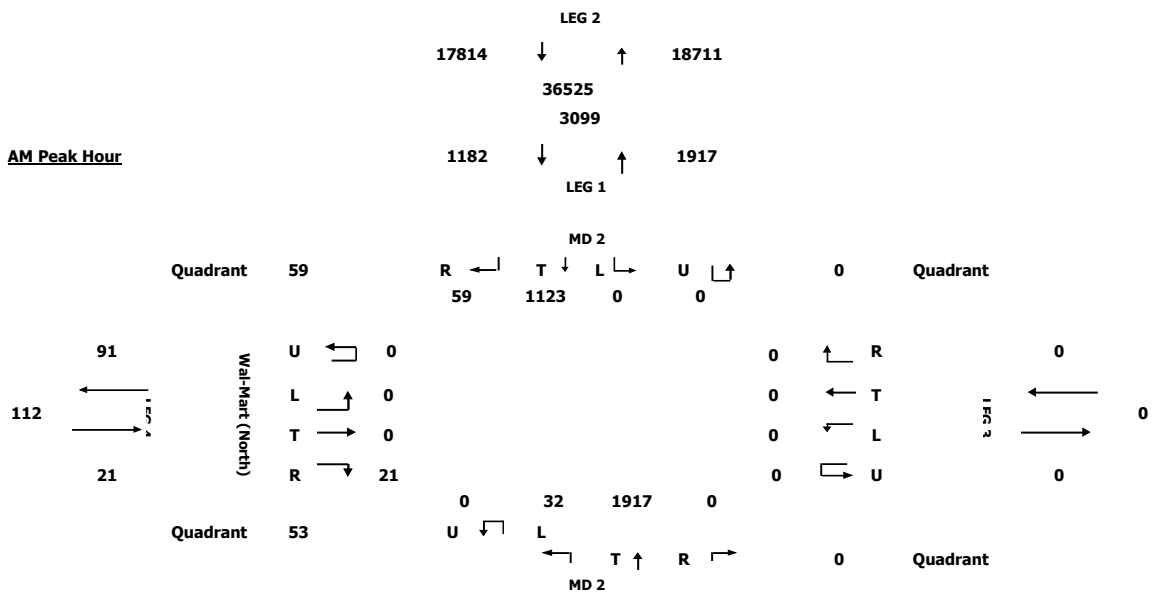
Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 07:00	End 03:00	Volume 8152	PM PERIOD 12:00PM-16:30				End 17:30	Volume 4174				
		L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT					
Hour	MD 2 From North				MD 2 From South				From East				Wal-Mart (North) From West				Grand Total					
Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT						
6:00	0	134	6	140	4	341	0	345	0	0	0	0	0	0	0	6	6	491				
6:15	0	186	5	191	6	381	0	387	0	0	0	0	0	0	0	5	5	583				
6:30	0	195	14	209	7	438	0	445	0	0	0	0	0	0	0	4	4	658				
6:45	0	201	16	217	9	504	0	513	0	0	0	0	0	0	0	3	3	733				
<b>7:00</b>	<b>0</b>	<b>256</b>	<b>12</b>	<b>268</b>	<b>9</b>	<b>536</b>	<b>0</b>	<b>545</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>818</b>				
<b>7:15</b>	<b>0</b>	<b>321</b>	<b>10</b>	<b>331</b>	<b>5</b>	<b>472</b>	<b>0</b>	<b>477</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>812</b>				
<b>7:30</b>	<b>0</b>	<b>262</b>	<b>14</b>	<b>276</b>	<b>8</b>	<b>472</b>	<b>0</b>	<b>480</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>761</b>				
<b>7:45</b>	<b>0</b>	<b>284</b>	<b>23</b>	<b>307</b>	<b>10</b>	<b>437</b>	<b>0</b>	<b>447</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>7</b>	<b>761</b>	0.89	0.894	#DIV/0!	0.75
8:00	0	301	15	316	7	387	0	394	0	0	0	0	0	0	0	8	8	718				
8:15	0	286	16	302	9	355	0	364	0	0	0	0	0	0	0	4	4	670				
8:30	0	211	18	229	14	365	0	379	0	0	0	0	0	0	0	6	6	614				
8:45	0	233	12	245	16	381	0	397	0	0	0	0	0	0	0	13	13	655				
9:00	0	214	25	239	19	287	0	306	0	0	0	0	0	0	0	14	14	559				
9:15	0	253	34	287	20	315	0	335	0	0	0	0	0	0	0	23	23	645				
9:30	0	232	21	253	16	291	0	307	0	0	0	0	0	0	0	21	21	581				
9:45	0	262	24	286	23	306	0	329	0	0	0	0	0	0	0	19	19	634				
10:00	0	245	32	277	21	257	0	278	0	0	0	0	0	0	0	15	15	570				
10:15	0	240	38	278	25	264	0	289	0	0	0	0	0	0	0	22	22	589				
10:30	0	235	40	275	20	268	0	288	0	0	0	0	0	0	0	25	25	588				
10:45	0	237	43	280	17	271	0	288	0	0	0	0	0	0	0	29	29	597				
11:00	0	256	39	295	20	274	0	294	0	0	0	0	0	0	0	29	29	618				
11:15	0	256	57	313	25	283	0	308	0	0	0	0	0	0	0	32	32	653				
11:30	0	225	60	285	24	278	0	302	0	0	0	0	0	0	0	33	33	620				
11:45	0	248	59	307	22	288	0	310	0	0	0	0	0	0	0	47	47	664				
12:00	0	225	67	292	22	296	0	318	0	0	0	0	0	0	0	49	49	659				
12:15	0	248	52	300	22	253	0	275	0	0	0	0	0	0	0	52	52	627				
12:30	0	239	62	301	16	329	0	345	0	0	0	0	0	0	0	46	46	692				
12:45	0	258	49	307	22	290	0	312	0	0	0	0	0	0	0	46	46	665				
13:00	0	266	69	335	28	319	0	347	0	0	0	0	0	0	0	43	43	725				
13:15	0	248	43	291	23	333	0	356	0	0	0	0	0	0	0	43	43	690				
13:30	0	246	39	285	13	294	0	307	0	0	0	0	0	0	0	40	40	632				
13:45	0	286	50	336	23	357	0	380	0	0	0	0	0	0	0	28	28	744				
14:00	0	291	62	353	21	335	0	356	0	0	0	0	0	0	0	30	30	739				
14:15	0	315	34	349	21	383	0	404	0	0	0	0	0	0	0	26	26	779				
14:30	0	345	38	383	24	351	0	375	0	0	0	0	0	0	0	29	29	787				
14:45	0	364	36	400	26	342	0	368	0	0	0	0	0	0	0	32	32	800				
15:00	0	388	41	429	30	332	0	362	0	0	0	0	0	0	0	37	37	828				
15:15	0	441	40	481	21	317	0	338	0	0	0	0	0	0	0	43	43	862				
15:30	0	389	47	436	15	324	0	339	0	0	0	0	0	0	0	28	28	803				
15:45	0	465	38	503	11	349	0	360	0	0	0	0	0	0	0	27	27	890				
16:00	0	490	34	524	20	324	0	344	0	0	0	0	0	0	0	27	27	895				
16:15	0	495	44	539	18	378	0	396	0	0	0	0	0	0	0	26	26	961				
<b>16:30</b>	<b>0</b>	<b>534</b>	<b>53</b>	<b>587</b>	<b>24</b>	<b>411</b>	<b>0</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>1043</b>					
<b>16:45</b>	<b>0</b>	<b>523</b>	<b>39</b>	<b>562</b>	<b>17</b>	<b>416</b>	<b>0</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>16</b>	<b>1011</b>					
<b>17:00</b>	<b>0</b>	<b>534</b>	<b>44</b>	<b>578</b>	<b>24</b>	<b>410</b>	<b>0</b>	<b>434</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>1042</b>					
<b>17:15</b>	<b>0</b>	<b>547</b>	<b>58</b>	<b>605</b>	<b>17</b>	<b>426</b>	<b>0</b>	<b>443</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>1078</b>	0.96	0.9848	#DIV/0!	0.8083	
17:30	0	495	52	547	16	375	0	391	0	0	0	0	0	0	0	26	26	964				
17:45	0	480	39	519	18	349	0	367	0	0	0	0	0	0	0	35	35	921				
18:00	0	451	39	490	11	287	0	298	0	0	0	0	0	0	0	39	39	827				
18:15	0	414	51	465	17	240	0	257	0	0	0	0	0	0	0	30	30	752				
18:30	0	394	56	450	17	241	0	258	0	0	0	0	0	0	0	30	30	738				
18:45	0	345	65	410	31	275	0	306	0	0	0	0	0	0	0	37	37	753				
<b>TOTAL</b>	<b>0</b>	<b>16489</b>	<b>1974</b>	<b>18463</b>	<b>924</b>	<b>17787</b>	<b>0</b>	<b>18711</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1325</b>	<b>1325</b>	<b>38499</b>				
<b>AM Peak</b>	<b>0</b>	<b>1123</b>	<b>59</b>	<b>1182</b>	<b>32</b>	<b>1917</b>	<b>0</b>	<b>1949</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>21</b>	<b>3152</b>				
<b>PM Peak</b>	<b>0</b>	<b>2138</b>	<b>194</b>	<b>2332</b>	<b>82</b>	<b>1663</b>	<b>0</b>	<b>1745</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>97</b>	<b>4174</b>				

Hour	MD 2 North Leg			MD 2 South Leg			East Leg			Wal-Mart (North) West Leg			
	Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	2	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	1	0	0	0	0	0	0	0
<b>7:00</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:45</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
8:00	0	0	2	0	0	1	0	0	0	0	0	0	0
8:15	0	0	1	0	0	0	0	0	0	0	0	0	0
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0
8:45	0	0	3	0	0	0	0	0	0	0	0	0	0
9:00	0	0	4	0	0	0	0	0	0	0	0	1	0
9:15	0	0	2	0	0	1	0	0	0	0	0	0	0
9:30	0	0	5	0	0	0	0	0	0	0	0	0	0
9:45	0	0	1	0	0	0	0	0	0	0	0	1	0
10:00	0	0	2	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	2	0	0	1	0	0	0	0	0	0	0
11:00	0	0	1	0	0	1	0	0	0	0	0	1	0
11:15	0	0	2	0	0	1	0	0	0	0	0	0	0
11:30	0	1	6	0	0	1	0	0	0	0	0	0	0
11:45	0	0	3	0	0	0	0	0	0	0	0	0	0
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	2	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	3	0	0	0	0	0	0	0	0	1	0
13:00	0	0	3	0	0	0	0	0	0	0	0	0	0
13:15	0	0	2	0	0	1	0	0	0	0	0	0	0
13:30	0	0	2	0	0	0	0	0	0	0	0	0	0
13:45	0	0	2	0	0	0	0	0	0	0	0	0	0
14:00	0	0	2	0	0	1	0	0	0	0	0	0	0
14:15	0	1	2	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	2	0	0	1	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	0	0	0
15:30	0	0	2	0	0	0	0	0	0	0	0	0	0
15:45	0	0	3	0	0	1	0	0	0	0	0	0	0
16:00	0	0	1	0	0	0	0	0	0	0	0	0	0
16:15	0	0	5	0	0	3	0	0	0	0	0	0	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0
17:45	0	0	2	0	0	1	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	0	0	0	0	0	0
18:15	0	1	5	0	0	0	0	0	0	0	0	0	0
18:30	0	0	2	0	0	0	0	0	0	0	0	0	0
18:45	0	0	2	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

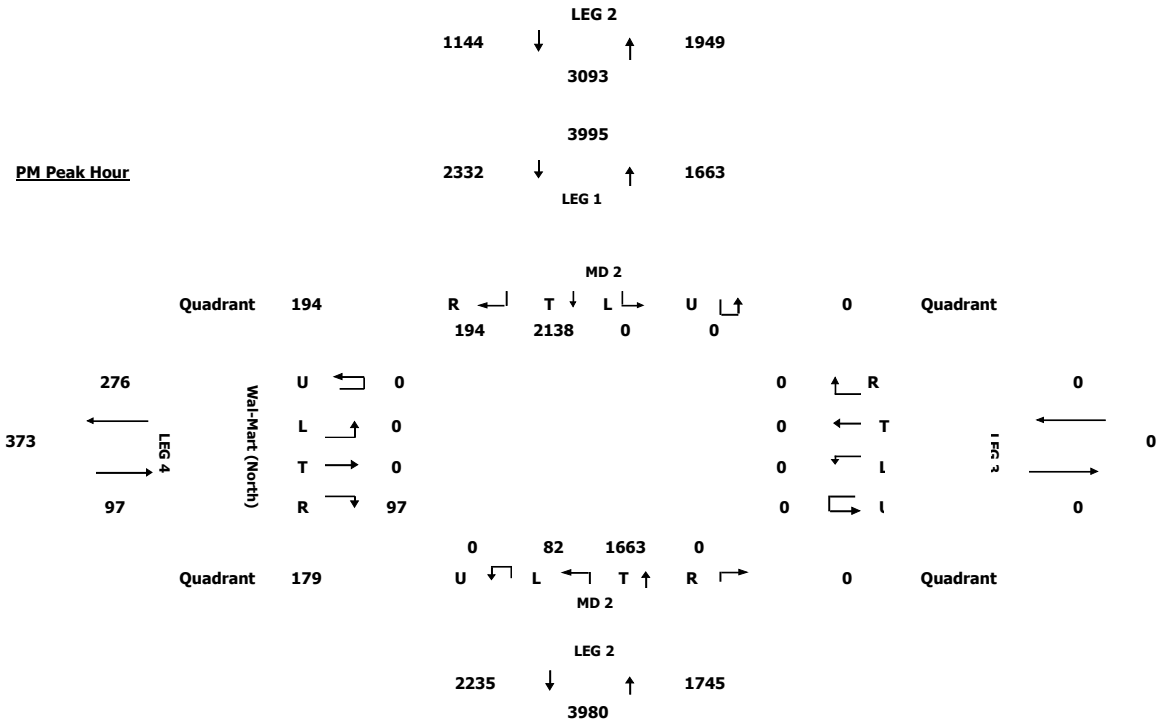
Turning Movement Summary



AM Peak Hour



PM Peak Hour



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S1994040003  
**Date:** Wednesday 06/04/2008

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:A (no pedestrians)

**Location:** MD 231 at MD 765A (Main St)

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 11:00	End 12:00	Volume 353	PM PERIOD 12:00PM-				Begin 12:15	End 13:15	Volume 1033	Grand Total
		L	T	R	TOT	L	T	R	TOT				L	T	R	TOT				
<b>Hour</b>		<b>MD 765A (Main St) From North</b>				<b>MD 765A (Main St) From South</b>				<b>From East</b>				<b>MD 231 From West</b>						
<b>Begin</b>		<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>			
6:00	0	6	9	15	2	7	0	9	0	0	0	0	16	0	2	18	42			
6:15	0	11	10	21	3	8	0	11	0	0	0	0	31	0	3	34	66			
6:30	0	14	12	26	4	21	0	25	0	0	0	0	29	0	4	33	84			
6:45	0	19	19	38	7	46	0	53	0	0	0	0	28	0	10	38	129			
7:00	0	27	19	46	4	68	0	72	0	0	0	0	38	0	15	53	171			
7:15	0	48	35	83	3	71	0	74	0	0	0	0	37	0	13	50	207			
7:30	0	38	25	63	7	35	0	42	0	0	0	0	25	0	17	42	147			
7:45	0	40	20	60	5	28	0	33	0	0	0	0	22	0	10	32	125			
8:00	0	54	18	72	3	35	0	38	0	0	0	0	20	0	19	39	149			
8:15	0	60	17	77	6	26	0	32	0	0	0	0	19	0	15	34	143			
8:30	0	73	21	94	10	41	0	51	0	0	0	0	20	0	22	42	187			
8:45	0	45	13	58	9	46	0	55	0	0	0	0	16	0	10	26	139			
9:00	0	45	23	68	13	39	0	52	0	0	0	0	15	0	18	33	153			
9:15	0	48	17	65	16	38	0	54	0	0	0	0	11	0	11	22	141			
9:30	0	55	16	71	12	33	0	45	0	0	0	0	19	0	10	29	145			
9:45	0	66	15	81	11	54	0	65	0	0	0	0	16	0	17	33	179			
10:00	0	38	21	59	13	43	0	56	0	0	0	0	14	0	15	29	144			
10:15	0	44	24	68	16	44	0	60	0	0	0	0	38	0	14	52	180			
10:30	0	48	32	80	18	49	0	67	0	0	0	0	30	0	14	44	191			
10:45	0	34	29	63	12	51	0	63	0	0	0	0	31	0	14	45	171			
<b>11:00</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>77</b>	<b>12</b>	<b>52</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>184</b>			
<b>11:15</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>69</b>	<b>24</b>	<b>60</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>15</b>	<b>37</b>	<b>190</b>			
<b>11:30</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>83</b>	<b>14</b>	<b>73</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>223</b>			
<b>11:45</b>	<b>0</b>	<b>66</b>	<b>36</b>	<b>102</b>	<b>17</b>	<b>86</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>261</b>	0.8 0.8204 #DIV/0! 0.8438		
12:00	0	54	37	91	15	78	0	93	0	0	0	0	34	0	13	47	231			
<b>12:15</b>	<b>0</b>	<b>50</b>	<b>45</b>	<b>95</b>	<b>19</b>	<b>68</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>237</b>			
<b>12:30</b>	<b>0</b>	<b>92</b>	<b>55</b>	<b>147</b>	<b>21</b>	<b>62</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>301</b>			
<b>12:45</b>	<b>0</b>	<b>95</b>	<b>36</b>	<b>131</b>	<b>18</b>	<b>63</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>266</b>			
<b>13:00</b>	<b>0</b>	<b>85</b>	<b>34</b>	<b>119</b>	<b>31</b>	<b>79</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>279</b>	0.8 0.8205 #DIV/0! 0.8099		
13:15	0	57	20	77	16	70	0	86	0	0	0	0	29	0	19	48	211			
13:30	0	63	40	103	18	52	0	70	0	0	0	0	34	0	24	58	231			
13:45	0	87	37	124	14	64	0	78	0	0	0	0	37	0	17	54	256			
14:00	0	72	33	105	12	54	0	66	0	0	0	0	27	0	15	42	213			
14:15	0	81	30	111	14	77	0	91	0	0	0	0	37	0	22	59	261			
14:30	0	46	26	72	20	46	0	66	0	0	0	0	30	0	16	46	184			
14:45	0	60	35	95	14	54	0	68	0	0	0	0	24	0	11	35	198			
15:00	0	59	35	94	15	45	0	60	0	0	0	0	20	0	9	29	183			
15:15	0	56	29	85	11	41	0	52	0	0	0	0	30	0	13	43	180			
15:30	0	72	41	113	24	61	0	85	0	0	0	0	32	0	16	48	246			
15:45	0	53	30	83	12	62	0	74	0	0	0	0	39	0	13	52	209			
16:00	0	33	21	54	16	44	0	60	0	0	0	0	37	0	10	47	161			
16:15	0	46	23	69	18	56	0	74	0	0	0	0	36	0	11	47	190			
16:30	0	40	29	69	22	59	0	81	0	0	0	0	29	0	5	34	184			
16:45	0	44	33	77	15	49	0	64	0	0	0	0	30	0	8	38	179			
17:00	0	55	37	92	21	65	0	86	0	0	0	0	36	0	6	42	220			
17:15	0	49	34	83	16	58	0	74	0	0	0	0	45	0	7	52	209			
17:30	0	54	48	102	19	36	0	55	0	0	0	0	44	0	7	51	208			
17:45	0	54	50	104	12	52	0	64	0	0	0	0	22	0	6	28	196			
18:00	0	61	45	106	17	43	0	60	0	0	0	0	34	0	10	44	210			
18:15	0	50	41	91	19	40	0	59	0	0	0	0	29	0	7	36	186			
18:30	0	45	31	76	11	36	0	47	0	0	0	0	22	0	6	28	151			
18:45	0	56	38	94	10	31	0	41	0	0	0	0	31	0	9	40	175			
<b>TOTAL</b>	<b>0</b>	<b>2680</b>	<b>1521</b>	<b>4201</b>	<b>711</b>	<b>2599</b>	<b>0</b>	<b>3310</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1495</b>	<b>0</b>	<b>700</b>	<b>2195</b>	<b>9706</b>			
<b>AM Peak</b>	<b>0</b>	<b>198</b>	<b>133</b>	<b>331</b>	<b>67</b>	<b>271</b>	<b>0</b>	<b>338</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>68</b>	<b>189</b>	<b>858</b>			
<b>PM Peak</b>	<b>0</b>	<b>322</b>	<b>170</b>	<b>492</b>	<b>89</b>	<b>272</b>	<b>0</b>	<b>361</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>99</b>	<b>230</b>	<b>1083</b>			







Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Movement Count Study - Field Sheet

Station ID: S2006040004

County: Calvert

Comments: LOS AM:B PM:E

Date: Thursday 09/23/2010

Town: none

Location: MD 231 at N. PRINCE FREDERICK BLVD

Weather:

Recorder:

Interval (min): 15 min

PEAK HOURS

AM PERIOD 6:00AM-12:00PM

Begin

End

Volume

PM PERIOD 12:00PM-

Begin

End

Volume

Hour N PRINCE FREDERICK BLVD From North MD 231 From East MD 231 From West Grand Total

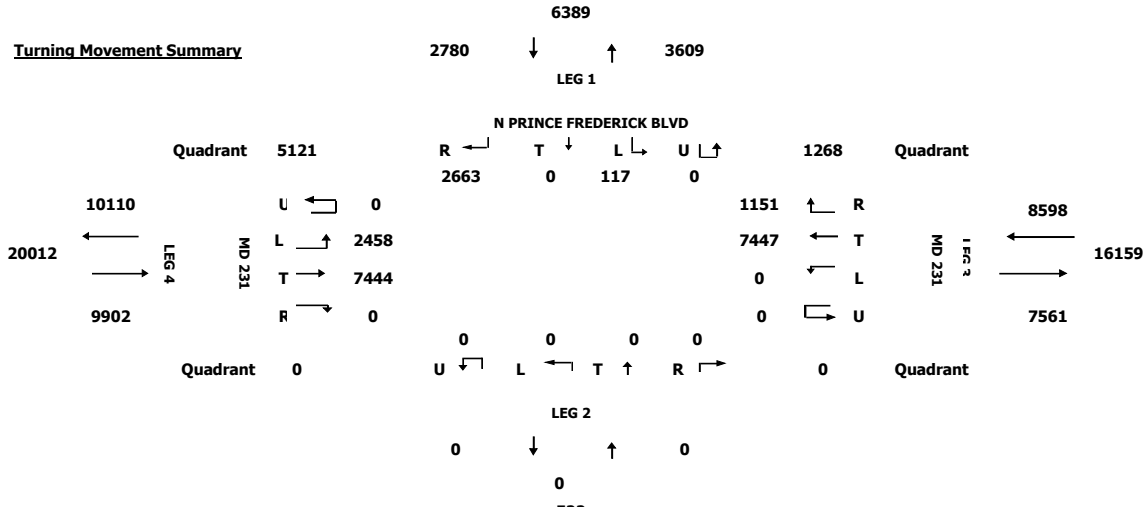
Begin	N PRINCE FREDERICK BLVD From North				MD 231 From East				MD 231 From West				Grand Total				
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT					
6:00	1	0	13	14	0	0	0	0	0	81	6	87	27	75	0	102	203
6:15	0	0	14	14	0	0	0	0	0	99	5	104	23	79	0	102	220
6:30	0	0	14	14	0	0	0	0	0	106	10	116	43	108	0	151	281
6:45	0	0	20	20	0	0	0	0	0	112	10	122	42	119	0	161	303
7:00	0	0	28	28	0	0	0	0	0	143	23	166	39	157	0	196	390
7:15	0	0	45	45	0	0	0	0	0	171	13	184	44	130	0	174	403
7:30	0	0	43	43	0	0	0	0	0	180	13	193	55	145	0	200	436
7:45	1	0	26	27	0	0	0	0	0	139	20	159	59	144	0	203	389
8:00	3	0	53	56	0	0	0	0	0	172	27	199	46	148	0	194	449
8:15	0	0	57	57	0	0	0	0	0	178	16	194	47	147	0	194	445
8:30	0	0	48	48	0	0	0	0	0	130	31	161	61	157	0	218	427
8:45	4	0	40	44	0	0	0	0	0	135	19	154	70	135	0	205	403
9:00	3	0	38	41	0	0	0	0	0	109	25	134	42	132	0	174	349
9:15	1	0	35	36	0	0	0	0	0	109	13	122	29	94	0	123	281
9:30	0	0	49	49	0	0	0	0	0	132	16	148	42	109	0	151	348
9:45	4	0	62	66	0	0	0	0	0	155	18	173	55	123	0	178	417
10:00	0	0	27	27	0	0	0	0	0	96	15	111	29	98	0	127	265
10:15	1	0	38	39	0	0	0	0	0	101	24	125	24	97	0	121	285
10:30	1	0	40	41	0	0	0	0	0	99	19	118	31	116	0	147	306
10:45	3	0	33	36	0	0	0	0	0	109	18	127	31	108	0	139	302
11:00	3	0	45	48	0	0	0	0	0	135	18	153	46	103	0	149	350
11:15	1	0	65	66	0	0	0	0	0	141	25	166	51	152	0	203	435
11:30	1	0	47	48	0	0	0	0	0	104	23	127	47	127	0	174	349
11:45	5	0	43	48	0	0	0	0	0	113	25	138	50	144	0	194	380
12:00	6	0	45	51	0	0	0	0	0	108	31	139	56	120	0	176	366
12:15	5	0	29	34	0	0	0	0	0	125	23	148	34	129	0	163	345
12:30	3	0	51	54	0	0	0	0	0	157	25	182	53	137	0	190	426
12:45	1	0	54	55	0	0	0	0	0	122	30	152	62	161	0	223	430
13:00	5	0	38	43	0	0	0	0	0	106	22	128	58	157	0	215	386
13:15	4	0	44	48	0	0	0	0	0	106	24	130	32	123	0	155	333
13:30	4	0	40	44	0	0	0	0	0	104	20	124	32	126	0	158	326
13:45	2	0	52	54	0	0	0	0	0	105	23	128	45	146	0	191	373
14:00	4	0	41	45	0	0	0	0	0	101	26	127	38	120	0	158	330
14:15	3	0	57	60	0	0	0	0	0	132	20	152	64	185	0	249	461
14:30	1	0	44	45	0	0	0	0	0	133	17	150	47	148	0	195	390
14:45	3	0	54	57	0	0	0	0	0	139	22	161	46	128	0	174	392
15:00	1	0	47	48	0	0	0	0	0	139	28	167	43	158	0	201	416
15:15	4	0	78	82	0	0	0	0	0	152	29	181	49	160	0	209	472
15:30	3	0	77	80	0	0	0	0	0	181	25	206	64	176	0	240	526
15:45	2	0	70	72	0	0	0	0	0	231	26	257	60	184	0	244	573
16:00	0	0	55	55	0	0	0	0	0	175	34	209	60	222	0	282	546
16:15	3	0	75	78	0	0	0	0	0	151	22	173	63	161	0	224	475
16:30	1	0	87	88	0	0	0	0	0	182	29	211	55	204	0	259	558
16:45	5	0	72	77	0	0	0	0	0	178	32	210	48	197	0	245	532
17:00	2	0	78	80	0	0	0	0	0	205	43	248	60	184	0	244	572
17:15	3	0	100	103	0	0	0	0	0	228	32	260	68	230	0	298	661
17:30	6	0	90	96	0	0	0	0	0	264	17	281	52	185	0	237	614
17:45	0	0	102	102	0	0	0	0	0	206	26	232	43	174	0	217	551
18:00	2	0	68	70	0	0	0	0	0	168	29	197	47	140	0	187	454
18:15	4	0	67	71	0	0	0	0	0	169	30	199	42	124	0	166	436
18:30	4	0	60	64	0	0	0	0	0	160	18	178	57	148	0	205	447
18:45	4	0	65	69	0	0	0	0	0	171	16	187	47	170	0	217	473
TOTAL	117	0	2663	2780	0	0	0	0	0	7447	1151	8598	2458	7444	0	9902	21280
AM Peak	7	0	198	205	0	0	0	0	0	615	93	708	224	587	0	811	1724
PM Peak	11	0	370	381	0	0	0	0	0	903	118	1021	223	773	0	996	2398

0.89912 ##### 0.8894 0.93

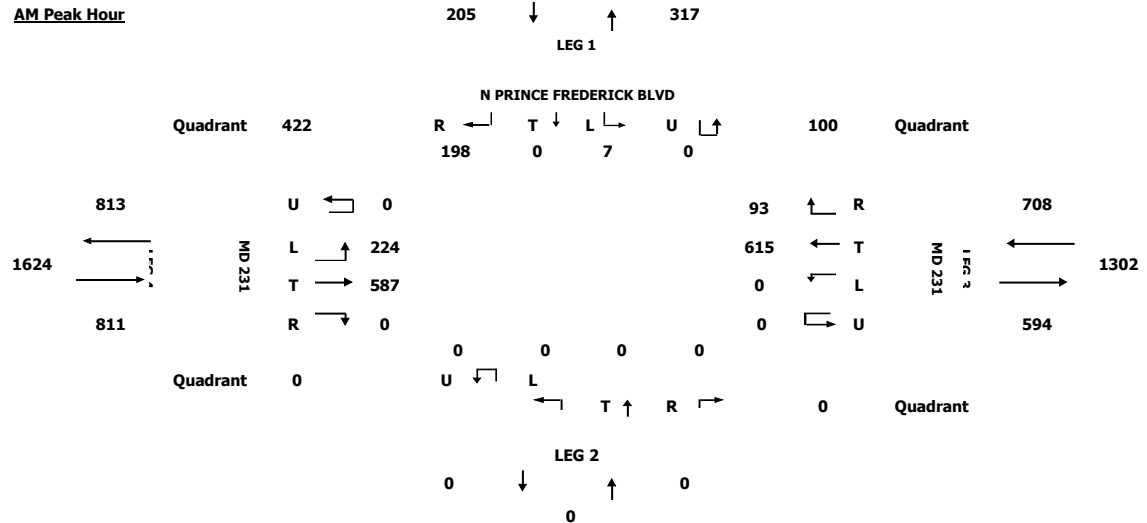
0.92476 ##### 0.9084 0.8356



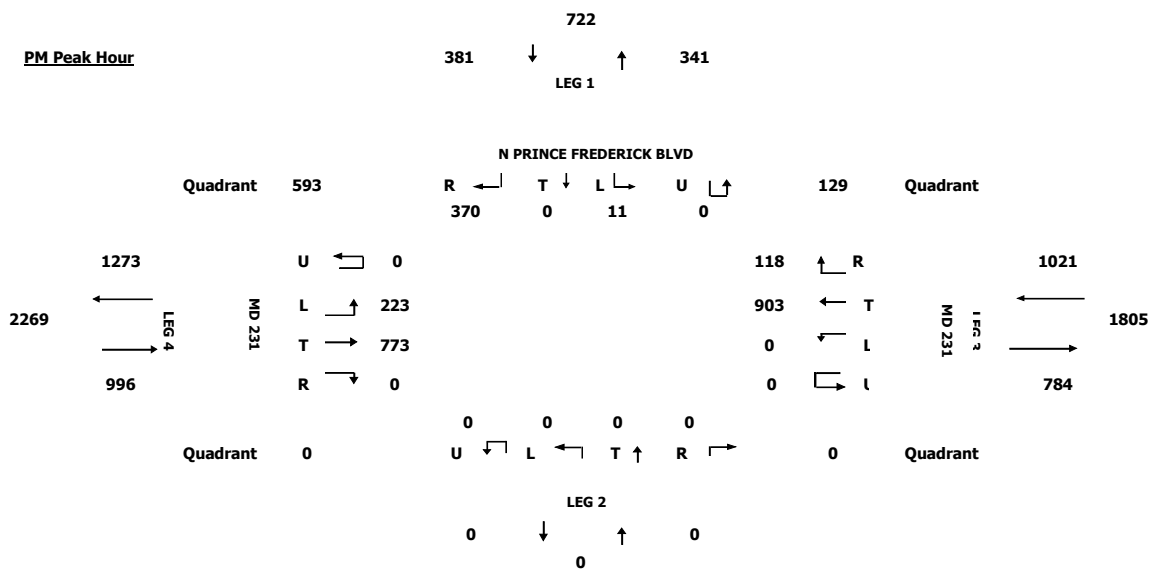
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2008040023  
**Date:** Wednesday 09/22/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:A

**Location:** MD 402 at ARMORY RD

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				PM PERIOD 12:00PM-				Begin End Volume				Begin	End	Volume	Grand Total
		6:00-6:15	6:15-6:30	6:30-6:45	6:45-7:00	6:00-6:15	6:15-6:30	6:30-6:45	6:45-7:00	12:00-12:15	12:15-12:30	12:30-12:45	12:45-1:00	15:45-16:00	16:00-16:15	16:15-16:30	16:30-16:45				
Hour	ARMORY ROAD From North				ARMORY ROAD From South				MD 402 From East				MD 402 From West				Grand Total				
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R		TOT			
6:00	2	1	4	7	2	7	10	19	5	52	13	70	0	15	0	15	111				
6:15	10	1	0	11	3	2	7	12	15	76	3	94	1	27	1	29	146				
6:30	9	3	1	13	3	1	23	27	4	92	17	113	1	37	0	38	191				
<b>6:45</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>49</b>	<b>75</b>	<b>9</b>	<b>93</b>	<b>10</b>	<b>112</b>	<b>1</b>	<b>89</b>	<b>6</b>	<b>96</b>	<b>300</b>				
<b>7:00</b>	<b>26</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>6</b>	<b>7</b>	<b>88</b>	<b>101</b>	<b>15</b>	<b>107</b>	<b>19</b>	<b>141</b>	<b>1</b>	<b>128</b>	<b>2</b>	<b>131</b>	<b>402</b>				
<b>7:15</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>41</b>	<b>6</b>	<b>7</b>	<b>59</b>	<b>72</b>	<b>27</b>	<b>127</b>	<b>42</b>	<b>196</b>	<b>4</b>	<b>76</b>	<b>3</b>	<b>83</b>	<b>392</b>				
<b>7:30</b>	<b>22</b>	<b>14</b>	<b>13</b>	<b>49</b>	<b>6</b>	<b>13</b>	<b>14</b>	<b>33</b>	<b>15</b>	<b>100</b>	<b>15</b>	<b>130</b>	<b>3</b>	<b>49</b>	<b>4</b>	<b>56</b>	<b>268</b>				
7:45	26	8	5	39	8	10	19	37	29	98	24	151	1	46	10	57	284				
8:00	18	7	6	31	7	8	34	49	22	87	18	127	3	37	3	43	250				
8:15	20	8	4	32	2	4	24	30	19	87	20	126	4	34	3	41	229				
8:30	20	12	4	36	3	3	23	29	18	85	15	118	0	26	5	31	214				
8:45	14	11	7	32	7	3	24	34	32	81	13	126	1	58	3	62	254				
9:00	11	10	5	26	5	7	17	29	14	87	19	120	3	30	3	36	211				
9:15	13	15	6	34	2	13	8	23	21	65	11	97	5	38	2	45	199				
9:30	12	9	7	28	5	8	16	29	11	64	23	98	1	35	6	42	197				
9:45	11	12	6	29	5	7	14	26	20	56	18	94	3	46	5	54	203				
10:00	10	12	12	34	7	12	16	35	21	55	13	89	5	30	8	43	201				
10:15	7	10	8	25	5	6	16	27	18	53	19	90	5	31	7	43	185				
10:30	17	19	7	43	6	5	14	25	14	56	14	84	0	37	5	42	194				
10:45	20	9	8	37	5	19	20	44	21	59	22	102	2	31	5	38	221				
11:00	22	11	11	44	3	9	19	31	11	71	16	98	1	38	7	46	219				
11:15	15	13	12	40	6	9	14	29	15	62	12	89	7	43	10	60	218				
11:30	18	17	14	49	3	6	15	24	11	65	21	97	3	34	6	43	213				
11:45	24	17	22	63	3	17	11	31	12	55	15	82	4	34	4	42	218				
12:00	26	21	12	59	6	19	17	42	12	54	14	80	3	47	3	53	234				
12:15	31	27	17	75	4	15	23	42	26	44	17	87	6	45	6	57	261				
12:30	20	19	18	57	6	15	23	44	17	76	22	115	1	48	8	57	273				
12:45	28	21	11	60	5	17	23	45	17	69	11	97	2	47	3	52	254				
13:00	27	19	23	69	4	12	34	50	16	60	11	87	5	41	9	55	261				
13:15	29	22	17	68	7	7	25	39	20	54	17	91	1	52	6	59	257				
13:30	23	17	15	55	1	10	23	34	19	60	18	97	3	38	3	44	230				
13:45	32	21	14	67	6	6	18	30	16	74	9	99	3	55	8	66	262				
14:00	27	25	19	71	4	15	22	41	9	56	17	82	6	85	6	97	291				
14:15	28	19	20	67	5	10	26	41	11	82	17	110	3	68	10	81	299				
14:30	32	24	20	76	1	14	21	36	43	112	39	194	1	62	10	73	379				
14:45	27	22	12	61	4	6	26	36	19	85	25	129	3	62	7	72	298				
15:00	34	17	15	66	6	10	20	36	27	82	14	123	4	62	8	74	299				
15:15	39	19	13	71	7	10	30	47	14	69	14	97	4	52	8	64	279				
15:30	33	21	11	65	7	9	27	43	30	103	29	162	2	64	7	73	343				
<b>15:45</b>	<b>35</b>	<b>22</b>	<b>11</b>	<b>68</b>	<b>8</b>	<b>13</b>	<b>44</b>	<b>65</b>	<b>36</b>	<b>87</b>	<b>38</b>	<b>161</b>	<b>4</b>	<b>60</b>	<b>1</b>	<b>65</b>	<b>359</b>				
<b>16:00</b>	<b>35</b>	<b>34</b>	<b>19</b>	<b>88</b>	<b>3</b>	<b>19</b>	<b>40</b>	<b>62</b>	<b>23</b>	<b>97</b>	<b>27</b>	<b>147</b>	<b>7</b>	<b>75</b>	<b>5</b>	<b>87</b>	<b>384</b>				
<b>16:15</b>	<b>49</b>	<b>31</b>	<b>22</b>	<b>102</b>	<b>9</b>	<b>12</b>	<b>44</b>	<b>65</b>	<b>25</b>	<b>94</b>	<b>15</b>	<b>134</b>	<b>7</b>	<b>66</b>	<b>13</b>	<b>86</b>	<b>387</b>				
<b>16:30</b>	<b>37</b>	<b>27</b>	<b>17</b>	<b>81</b>	<b>8</b>	<b>19</b>	<b>63</b>	<b>90</b>	<b>22</b>	<b>91</b>	<b>21</b>	<b>134</b>	<b>4</b>	<b>65</b>	<b>6</b>	<b>75</b>	<b>380</b>				
16:45	37	17	11	65	10	13	36	59	37	76	30	143	4	68	10	82	349				
17:00	50	30	18	98	4	9	41	54	21	83	23	127	1	72	13	86	365				
17:15	51	24	23	98	1	14	33	48	29	86	18	133	1	66	13	80	359				
17:30	52	30	20	102	5	11	40	56	24	65	17	106	1	65	9	75	339				
17:45	48	20	17	85	1	6	31	38	31	99	28	158	5	68	4	77	358				
18:00	36	24	17	77	2	11	33	46	35	80	27	142	3	81	6	90	355				
18:15	49	27	12	88	3	12	32	47	21	84	19	124	4	64	4	72	331				
18:30	40	22	21	83	3	12	25	40	20	76	13	109	2	61	9	72	304				
18:45	38	20	16	74	4	8	24	36	19	79	12	110	0	49	6	55	275				
<b>TOTAL</b>	<b>1374</b>	<b>879</b>	<b>632</b>	<b>2885</b>	<b>255</b>	<b>530</b>	<b>1398</b>	<b>2183</b>	<b>1038</b>	<b>4010</b>	<b>974</b>	<b>6022</b>	<b>149</b>	<b>2737</b>	<b>309</b>	<b>3195</b>	<b>14285</b>				
<b>AM Peak</b>	<b>82</b>	<b>32</b>	<b>22</b>	<b>136</b>	<b>31</b>	<b>40</b>	<b>210</b>	<b>281</b>	<b>66</b>	<b>427</b>	<b>86</b>	<b>579</b>	<b>9</b>	<b>342</b>	<b>15</b>	<b>366</b>	<b>1362</b>				
<b>PM Peak</b>	<b>156</b>	<b>114</b>	<b>69</b>	<b>339</b>	<b>28</b>	<b>63</b>	<b>191</b>	<b>282</b>	<b>106</b>	<b>369</b>	<b>101</b>	<b>576</b>	<b>22</b>	<b>266</b>	<b>25</b>	<b>313</b>	<b>1510</b>				

0.69 0.6955 0.7385 0.6985

0.83 0.7833 0.8944 0.8994

Hour	ARMORY ROAD North Leg			ARMORY ROAD South Leg			MD 402 East Leg			MD 402 West Leg			
	Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	1	0
6:30	0	1	0	0	0	0	0	0	0	0	0	0	0
<b>6:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:00</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>7:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>7:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
7:45	0	0	0	0	0	0	0	1	0	0	0	1	0
8:00	0	0	0	0	0	0	0	0	0	0	0	2	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	1	0	0	0	0	0
9:15	0	0	0	0	1	0	0	0	0	0	0	2	0
9:30	0	0	0	0	0	0	0	1	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	1	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	1	0	0	0	1	0
12:00	0	1	0	0	0	0	0	0	0	0	0	1	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	1	0	0	0	0	0	0	0	0	0	2	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	4	0	0	0	0	0	0	0	0	0	0	1	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	1	0	0	0	3	0
15:15	1	0	0	0	1	0	0	0	0	0	0	2	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>15:45</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>16:00</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
16:45	0	0	0	0	0	0	0	0	0	0	0	2	0
17:00	0	0	0	0	0	0	0	3	0	0	0	5	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	2	0
17:45	1	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	1	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	1	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	0	0
<b>Total</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
<b>PM Peak</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>

Turning Movement Summary

		4538			
		2885	↓	↑	1653
		LEG 1			
		ARMORY ROAD			
		R ←	T ↓	L →	U ↗
		632	879	###	0
4897	U ←			974	↑ R
8092	L ↗			4010	← T
←	MD 402			1038	← L
→	LEG 4			0	↗ U
3195	T →			2348	←
				6022	←
				11531	←
				5509	←
				2436	←
		ARMORY ROAD			
		U ↘	L ←	T ↑	R ↗
		0	255	530	1398
		LEG 2			
		2226	↓	↑	2183
		4409			
		271			
		136	↓	↑	135
		LEG 1			

AM Peak Hour

		4409			
		2226	↓	↑	2183
		LEG 2			
		ARMORY ROAD			
		R ←	T ↓	L →	U ↗
		22	32	82	0
480	U ←			86	↑ R
846	L ↗			427	← T
←	MD 402			66	← L
→	LEG 4			0	↗ U
366	T →			168	←
				579	←
				1213	←
				634	←
				276	←
		ARMORY ROAD			
		U ↘	L ←	T ↑	R ↗
		0	31	40	210
		LEG 2			
		113	↓	↑	281
		394			
		525			
		339	↓	↑	186
		LEG 1			

PM Peak Hour

		525			
		339	↓	↑	186
		LEG 1			
		ARMORY ROAD			
		R ←	T ↓	L →	U ↗
		69	114	156	0
466	U ←			101	↑ R
779	L ↗			369	← T
←	MD 402			106	← L
→	LEG 4			0	↗ U
313	T →			257	←
				576	←
				1189	←
				613	←
				297	←
		ARMORY ROAD			
		U ↘	L ←	T ↑	R ↗
		0	28	63	191
		LEG 2			
		245	↓	↑	282
		527			

**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2008040022  
**Date:** Thursday 09/23/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:A

**Location:** MD 765A at COMMERCE LA

**Weather:**  
**Recorder:**

**Interval (dd):** 15 min

Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 08:30	End 09:30	Volume 431	PM PERIOD 12:00PM-				Begin 16:00	End 17:00	Volume 446	Grand Total
		L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT			
<b>Hour</b>		<b>MD 765A From North</b>				<b>MD 765A From South</b>				<b>From East</b>				<b>COMMERCE LANE From West</b>						
<b>Begin</b>		L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT			
6:00	0	5	2	7	2	9	0	11	0	0	0	0	0	1	0	1	2	20		
6:15	0	8	1	9	2	7	0	9	0	0	0	0	0	0	0	1	1	19		
6:30	0	10	1	11	2	8	0	10	0	0	0	0	0	0	0	3	3	24		
6:45	0	9	1	10	2	11	0	13	0	0	0	0	0	0	0	0	0	23		
7:00	0	14	3	17	1	7	0	8	0	0	0	0	0	1	0	0	1	26		
7:15	0	13	5	18	0	3	0	3	0	0	0	0	0	0	0	0	0	21		
7:30	0	33	5	38	0	7	0	7	0	0	0	0	0	0	0	0	0	45		
7:45	0	50	3	53	1	8	0	9	0	0	0	0	0	0	0	1	1	63		
8:00	0	45	3	48	0	15	0	15	0	0	0	0	0	0	0	0	0	63		
8:15	0	48	5	53	1	20	0	21	0	0	0	0	0	0	0	1	1	75		
<b>8:30</b>	<b>0</b>	<b>48</b>	<b>12</b>	<b>60</b>	<b>9</b>	<b>22</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>94</b>		
<b>8:45</b>	<b>0</b>	<b>47</b>	<b>11</b>	<b>58</b>	<b>10</b>	<b>36</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>112</b>		
<b>9:00</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>60</b>	<b>13</b>	<b>35</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>13</b>	<b>121</b>		
<b>9:15</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>48</b>	<b>11</b>	<b>35</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>104</b>		
9:30	0	33	14	47	8	22	0	30	0	0	0	0	0	1	0	11	12	89		
9:45	0	28	7	35	10	20	0	30	0	0	0	0	0	1	0	8	9	74		
10:00	0	31	4	35	8	19	0	27	0	0	0	0	0	1	0	8	9	71		
10:15	0	27	9	36	7	36	0	43	0	0	0	0	0	1	0	6	7	86		
10:30	0	28	10	38	5	37	0	42	0	0	0	0	0	1	0	8	9	89		
10:45	0	32	6	38	7	33	0	40	0	0	0	0	0	4	0	8	12	90		
11:00	0	22	11	33	2	27	0	29	0	0	0	0	0	4	0	9	13	75		
11:15	0	25	10	35	3	28	0	31	0	0	0	0	0	1	0	13	14	80		
11:30	0	20	16	36	4	39	1	44	0	0	0	0	0	3	0	8	11	91		
11:45	0	26	11	37	5	43	0	48	0	0	0	0	0	6	0	13	19	104		
12:00	0	33	8	41	20	44	0	64	0	0	0	0	0	4	0	9	13	118		
12:15	0	37	10	47	10	47	0	57	0	0	0	0	0	0	0	8	8	112		
12:30	0	36	10	46	9	32	0	41	0	0	0	0	0	1	0	10	11	98		
12:45	0	39	11	50	5	29	1	35	0	0	0	0	0	1	0	8	9	94		
13:00	0	27	13	40	12	34	0	46	0	0	0	0	0	2	0	13	15	101		
13:15	0	36	16	52	13	37	0	50	0	0	0	0	0	2	0	23	25	127		
13:30	0	34	8	42	9	32	0	41	0	0	0	0	0	1	0	9	10	93		
13:45	0	34	10	44	12	32	0	44	0	0	0	0	0	3	0	11	14	102		
14:00	0	37	7	44	6	36	0	42	0	0	0	0	0	1	0	12	13	99		
14:15	0	33	6	39	10	37	0	47	0	0	0	0	0	3	0	14	17	103		
14:30	0	38	5	43	9	36	0	45	0	0	0	0	0	0	0	7	7	95		
14:45	0	25	10	35	9	35	0	44	0	0	0	0	0	3	0	8	11	90		
15:00	0	27	7	34	9	44	0	53	0	0	0	0	0	3	0	9	12	99		
15:15	0	37	8	45	4	30	0	34	0	0	0	0	0	3	0	8	11	90		
15:30	0	34	5	39	7	38	0	45	0	0	0	0	0	4	0	6	10	94		
15:45	0	23	9	32	11	44	0	55	0	0	0	0	0	4	0	15	19	106		
<b>16:00</b>	<b>0</b>	<b>31</b>	<b>9</b>	<b>40</b>	<b>10</b>	<b>46</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>20</b>	<b>116</b>		
<b>16:15</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>43</b>	<b>15</b>	<b>39</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>22</b>	<b>119</b>		
<b>16:30</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>33</b>	<b>12</b>	<b>42</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>8</b>	<b>14</b>	<b>101</b>		
<b>16:45</b>	<b>0</b>	<b>28</b>	<b>11</b>	<b>39</b>	<b>16</b>	<b>37</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>18</b>	<b>110</b>		
17:00	0	31	8	39	13	38	0	51	0	0	0	0	0	3	0	17	20	110		
17:15	0	20	9	29	11	28	0	39	0	0	0	0	0	7	0	14	21	89		
17:30	0	31	13	44	8	34	0	42	0	0	0	0	0	6	0	8	14	100		
17:45	0	29	12	41	12	44	0	56	0	0	0	0	0	5	0	14	19	116		
18:00	0	44	7	51	3	32	0	35	0	0	0	0	0	9	0	10	19	105		
18:15	0	35	8	43	5	29	0	34	0	0	0	0	0	3	0	5	8	85		
18:30	0	27	6	33	2	21	1	24	0	0	0	0	0	2	0	6	8	65		
18:45	0	33	3	36	6	12	0	18	0	0	0	0	0	5	0	6	11	65		
<b>TOTAL</b>	<b>0</b>	<b>1576</b>	<b>428</b>	<b>2004</b>	<b>381</b>	<b>1516</b>	<b>3</b>	<b>1900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>436</b>	<b>557</b>	<b>4461</b>		
<b>AM Peak</b>	<b>0</b>	<b>172</b>	<b>54</b>	<b>226</b>	<b>43</b>	<b>128</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>34</b>	<b>431</b>		
<b>PM Peak</b>	<b>0</b>	<b>117</b>	<b>38</b>	<b>155</b>	<b>53</b>	<b>164</b>	<b>0</b>	<b>217</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>55</b>	<b>74</b>	<b>446</b>		

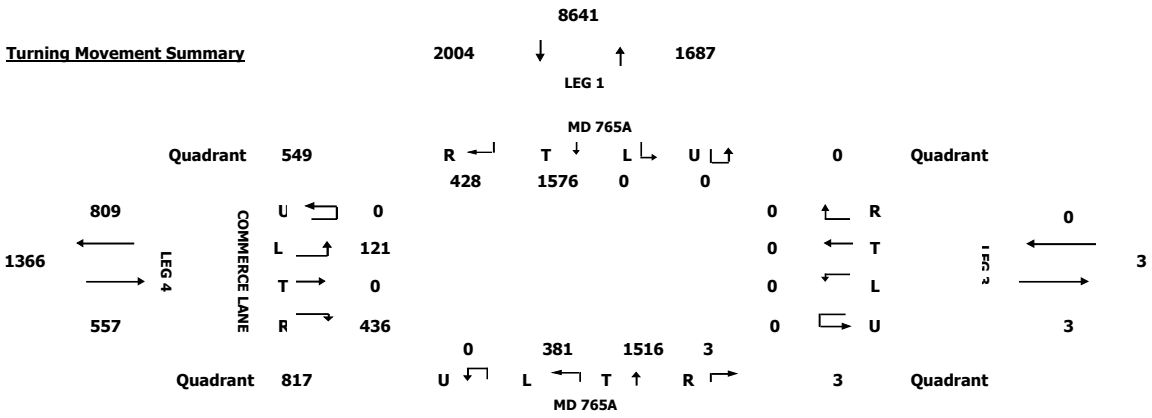
0.94 0.8906 #DIV/0! 0.6538

0.9 0.9688 #DIV/0! 0.8409

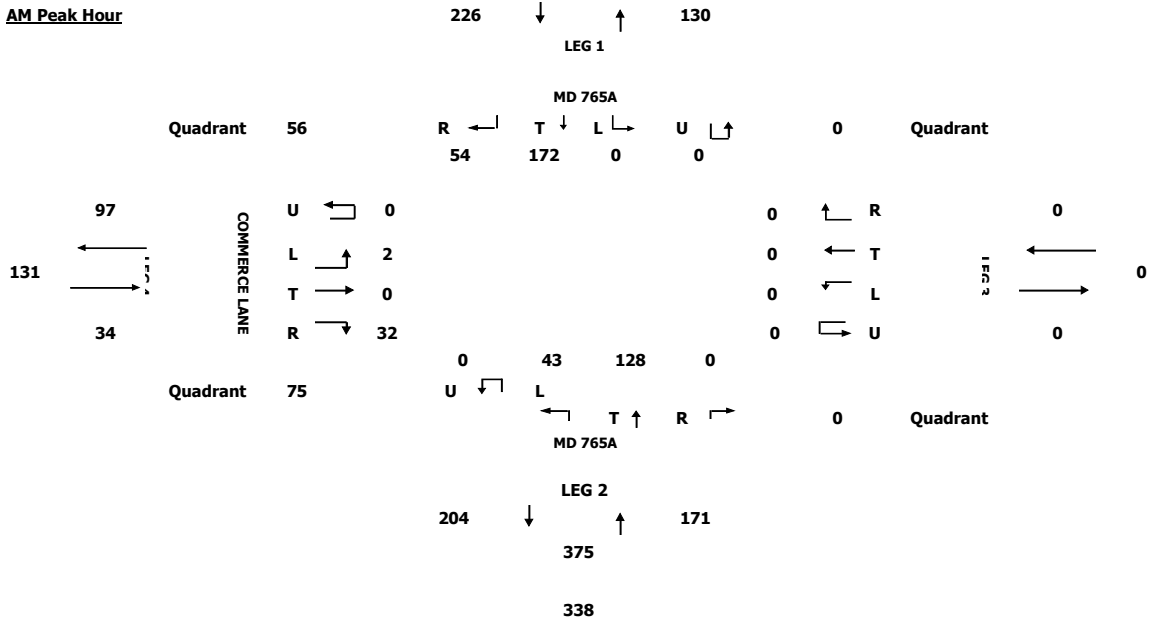




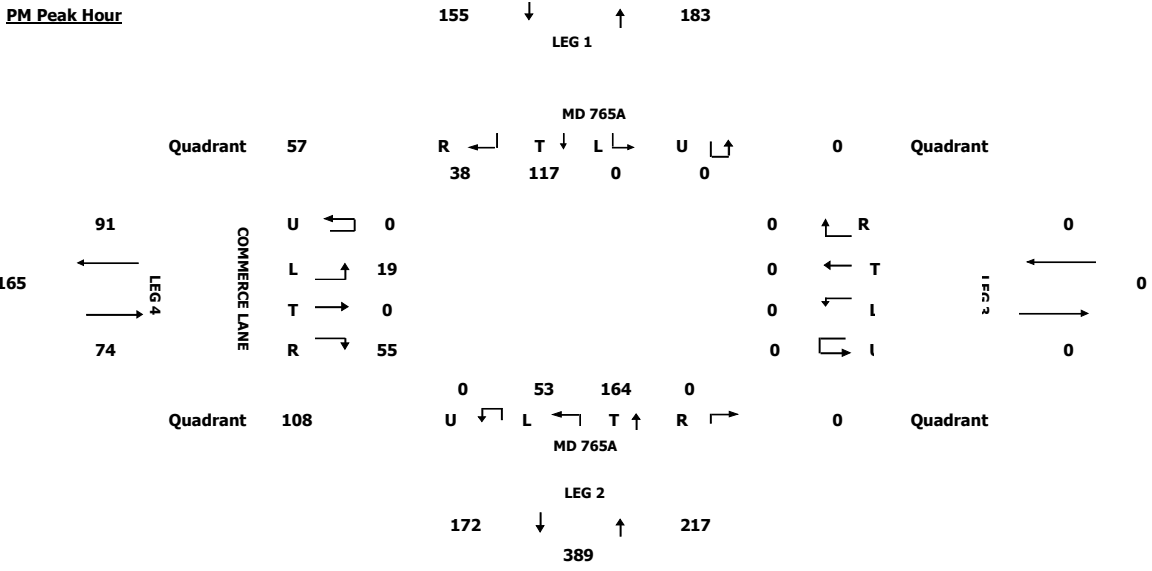
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040026  
Date: Thursday 09/23/2010

County: Calvert  
Town: none

Comments: LOS AM:A PM:A

Location: N. PRINCE FREDERICK BLVD at Allnut Ct

Weather:  
Recorder:

Interval (dd): 15 min

<b>PEAK HOURS</b>	<b>AM PERIOD</b> 6:00AM-12:00PM	<b>Begin</b> 11:00	<b>End</b> 12:00	<b>Volume</b> 526	<b>PM PERIOD</b> 12:00PM-	<b>Begin</b> 17:00	<b>End</b> 18:00	<b>Volume</b> 810
-------------------	------------------------------------	-----------------------	---------------------	----------------------	------------------------------	-----------------------	---------------------	----------------------

<b>Hour</b>	<b>N PRINCE FREDERICK BLVD</b> From North				<b>N PRINCE FREDERICK BLVD</b> From South				<b>From East</b>				<b>ALLNUT COURT</b> From West				<b>Grand Total</b>
<b>Begin</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	<b>L</b>	<b>T</b>	<b>R</b>	<b>TOT</b>	

6:00	0	10	0	10	0	23	0	23	0	0	0	0	0	0	0	0	0	33
6:15	0	12	0	12	2	23	0	25	0	0	0	0	0	8	0	3	11	48
6:30	0	15	3	18	0	36	0	36	0	0	0	0	0	8	0	3	11	65
6:45	0	21	0	21	2	46	0	48	0	0	0	0	0	8	0	8	16	85
7:00	0	23	1	24	1	44	0	45	0	0	0	0	0	6	0	8	14	83
7:15	0	42	5	47	2	50	0	52	0	0	0	0	0	7	0	9	16	115
7:30	0	38	2	40	0	63	0	63	0	0	0	0	0	4	0	4	8	111
7:45	0	31	1	32	5	67	0	72	0	0	0	0	0	4	0	7	11	115
8:00	0	51	2	53	3	60	0	63	0	0	0	0	0	9	0	10	19	135
8:15	0	60	3	63	3	43	0	46	0	0	0	0	0	3	0	6	9	118
8:30	0	50	2	52	6	75	0	81	0	0	0	0	0	5	0	4	9	142
8:45	0	34	1	35	2	71	0	73	0	0	0	0	0	6	0	5	11	119
9:00	0	58	2	60	6	50	0	56	0	0	0	0	0	3	0	2	5	121
9:15	0	50	2	52	2	48	0	50	0	0	0	0	0	4	0	5	9	111
9:30	0	62	3	65	3	45	0	48	0	0	0	0	0	5	0	4	9	122
9:45	0	60	4	64	4	61	0	65	0	0	0	0	0	7	0	6	13	142
10:00	0	49	3	52	3	52	0	55	0	0	0	0	0	5	0	0	5	112
10:15	0	45	7	52	1	44	0	45	0	0	0	0	0	1	0	7	8	105
10:30	0	50	6	56	5	52	0	57	0	0	0	0	0	4	0	3	7	120
10:45	0	48	3	51	5	55	0	60	0	0	0	0	0	4	0	2	6	117

<b>11:00</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>55</b>	<b>2</b>	<b>57</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>120</b>
<b>11:15</b>	<b>0</b>	<b>71</b>	<b>2</b>	<b>73</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>9</b>	<b>145</b>
<b>11:30</b>	<b>0</b>	<b>46</b>	<b>5</b>	<b>51</b>	<b>3</b>	<b>83</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>144</b>
<b>11:45</b>	<b>0</b>	<b>45</b>	<b>1</b>	<b>46</b>	<b>2</b>	<b>60</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>9</b>	<b>117</b>

0.77 0.7849 #DIV/0! 0.8611

12:00	0	50	10	60	0	87	0	87	0	0	0	0	0	2	0	4	6	153
12:15	0	47	4	51	3	67	0	70	0	0	0	0	0	3	0	0	3	124
12:30	0	71	5	76	4	66	0	70	0	0	0	0	0	6	0	3	9	155
12:45	0	66	4	70	4	81	0	85	0	0	0	0	0	2	0	5	7	162
13:00	0	58	6	64	4	76	0	80	0	0	0	0	0	3	0	4	7	151
13:15	0	60	5	65	5	72	0	77	0	0	0	0	0	4	0	3	7	149
13:30	0	55	2	57	3	66	0	69	0	0	0	0	0	8	0	2	10	136
13:45	0	63	1	64	4	75	0	79	0	0	0	0	0	4	0	1	5	148
14:00	0	66	5	71	4	58	0	62	0	0	0	0	0	4	0	8	12	145
14:15	0	69	9	78	1	78	0	79	0	0	0	0	0	4	0	7	11	168
14:30	0	49	9	58	7	69	0	76	0	0	0	0	0	4	0	2	6	140
14:45	0	67	10	77	5	64	0	69	0	0	0	0	0	3	0	3	6	152
15:00	0	56	5	61	0	70	0	70	0	0	0	0	0	5	0	3	8	139
15:15	0	72	8	80	2	77	0	79	0	0	0	0	0	6	0	6	12	171
15:30	0	83	2	85	4	77	0	81	0	0	0	0	0	5	0	1	6	172
15:45	0	87	5	92	5	92	0	97	0	0	0	0	0	7	0	4	11	200
16:00	0	72	10	82	8	74	0	82	0	0	0	0	0	1	0	5	6	170
16:15	0	78	4	82	8	67	0	75	0	0	0	0	0	7	0	3	10	167
16:30	0	79	9	88	6	74	0	80	0	0	0	0	0	2	0	5	7	175
16:45	0	71	10	81	3	76	0	79	0	0	0	0	0	7	0	6	13	173

<b>17:00</b>	<b>0</b>	<b>94</b>	<b>12</b>	<b>106</b>	<b>7</b>	<b>87</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>206</b>
<b>17:15</b>	<b>0</b>	<b>112</b>	<b>5</b>	<b>117</b>	<b>10</b>	<b>87</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>11</b>	<b>225</b>
<b>17:30</b>	<b>0</b>	<b>91</b>	<b>10</b>	<b>101</b>	<b>7</b>	<b>75</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>13</b>	<b>196</b>
<b>17:45</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>88</b>	<b>8</b>	<b>68</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>19</b>	<b>183</b>

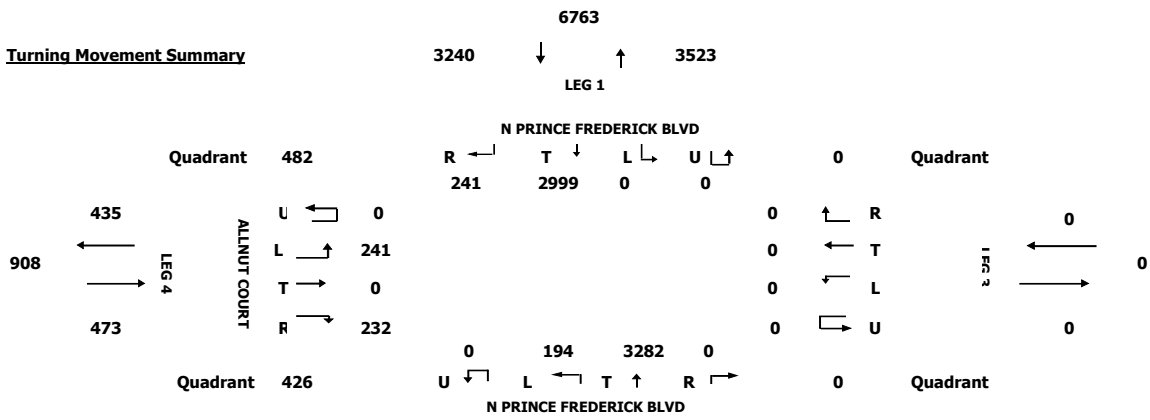
0.88 0.8995 #DIV/0! 0.6447

18:00	0	71	6	77	7	68	0	75	0	0	0	0	0	7	0	5	12	164
18:15	0	71	4	75	7	58	0	65	0	0	0	0	0	2	0	7	9	149
18:30	0	63	10	73	2	53	0	55	0	0	0	0	0	3	0	4	7	135
18:45	0	70	7	77	4	49	0	53	0	0	0	0	0	3	0	3	6	136

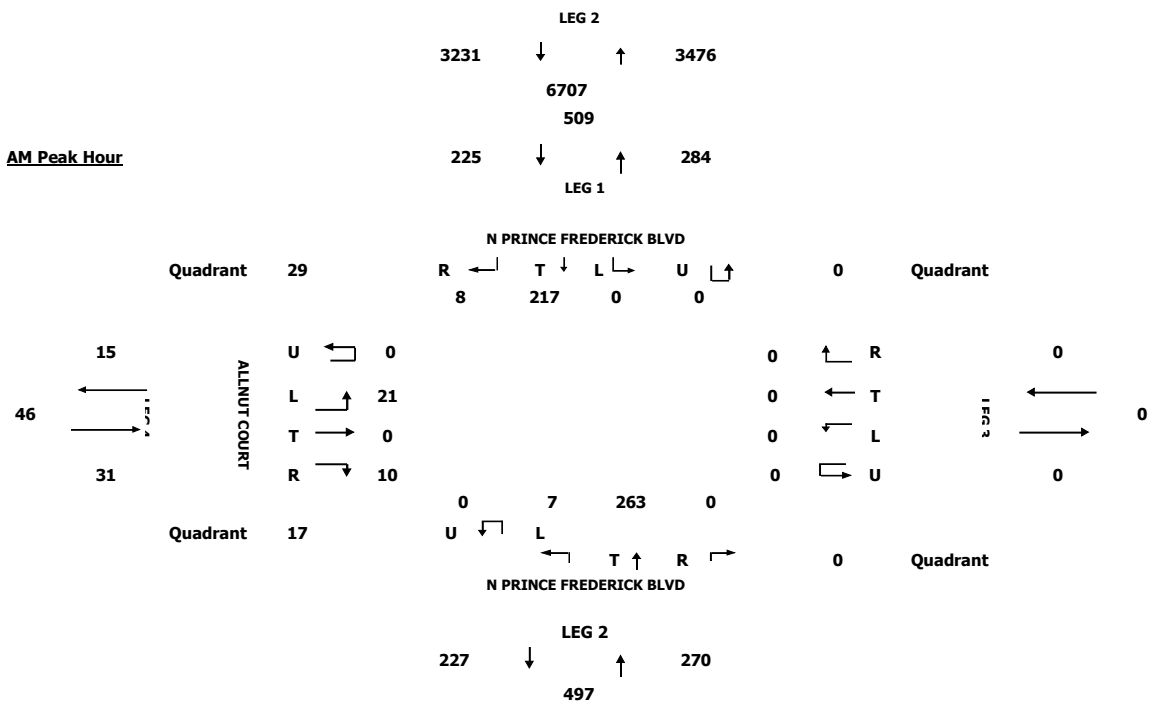
<b>TOTAL</b>	<b>0</b>	<b>2999</b>	<b>241</b>	<b>3240</b>	<b>194</b>	<b>3282</b>	<b>0</b>	<b>3476</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>241</b>	<b>0</b>	<b>232</b>	<b>473</b>	<b>7189</b>
<b>AM Peak</b>	<b>0</b>	<b>217</b>	<b>8</b>	<b>225</b>	<b>7</b>	<b>263</b>	<b>0</b>	<b>270</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>10</b>	<b>31</b>	<b>526</b>
<b>PM Peak</b>	<b>0</b>	<b>379</b>	<b>33</b>	<b>412</b>	<b>32</b>	<b>317</b>	<b>0</b>	<b>349</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>32</b>	<b>49</b>	<b>810</b>

Hour	N PRINCE FREDERICK BLVD North Leg			N PRINCE FREDERICK BLVD South Leg			East Leg			ALLNUT COURT West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	2	0
7:00	0	0	0	0	0	0	0	0	0	0	2	0
7:15	0	0	0	0	0	0	0	0	0	0	2	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	2	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>11:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	2	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	2	0
15:15	0	0	0	0	0	0	0	0	0	0	3	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	1	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

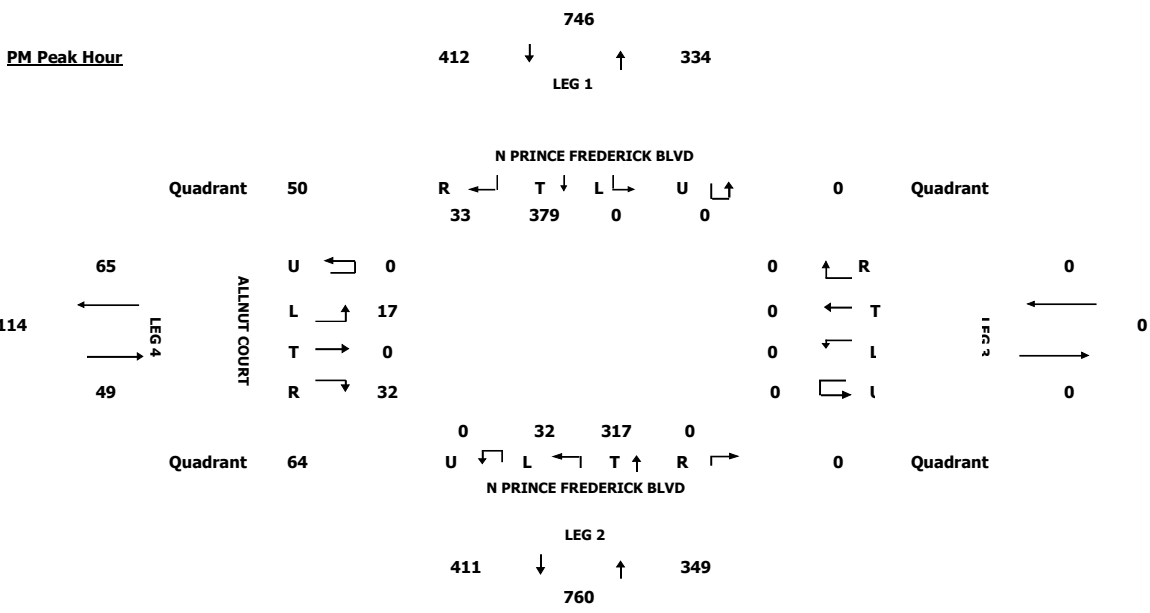
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040019

County: Calvert

Comments: Roundabout

Date: Tuesday 09/21/2010

Town: none

Location: N. PRINCE FREDERICK BLVD at Chapline Place

Weather:

Recorder:

Interval (dd): 15 min

**PEAK HOURS**

**AM PERIOD  
6:00AM-12:00PM**

Begin

End

Volume

**PM PERIOD  
12:00PM-**

Begin

End

Volume

**Hour**      **N PRINCE FREDERICK BLVD From North**      **N PRINCE FREDERICK BLVD From South**      **CHAPLINE PLACE BOULEVARD From East**      **CHAPLINE PLACE BOULEVARD From West**      **Grand Total**

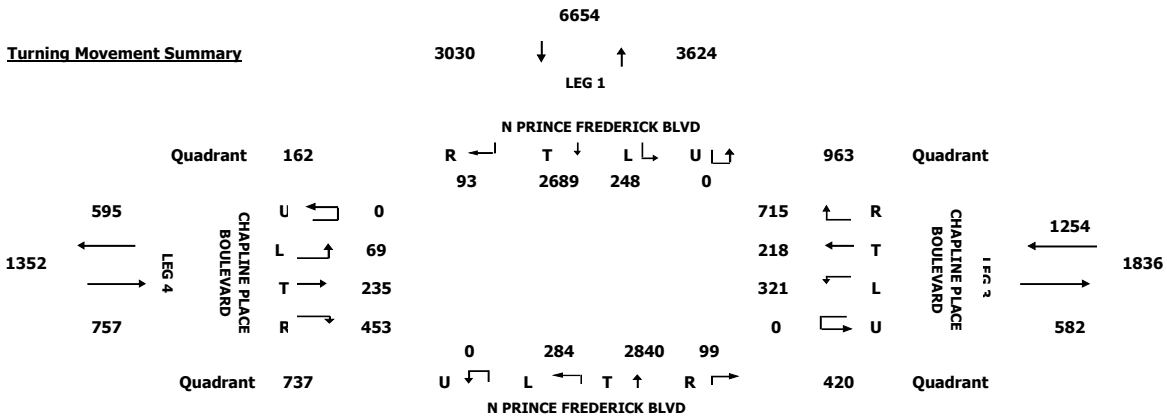
Begin	N PRINCE FREDERICK BLVD From North				N PRINCE FREDERICK BLVD From South				CHAPLINE PLACE BOULEVARD From East				CHAPLINE PLACE BOULEVARD From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	0	10	2	12	0	14	1	15	0	1	2	3	0	1	0	1	31
6:15	0	10	0	10	1	24	1	26	1	1	3	5	0	0	0	0	41
6:30	1	16	1	18	1	33	1	35	1	2	2	5	0	1	0	1	59
6:45	2	21	0	23	2	36	0	38	0	3	1	4	0	1	2	3	68
7:00	2	16	0	18	1	51	1	53	3	1	1	5	0	0	2	2	78
7:15	8	31	1	40	1	48	0	49	7	2	8	17	1	0	0	1	107
7:30	3	28	1	32	5	50	1	56	1	0	9	10	0	0	1	1	99
7:45	3	33	1	37	2	57	1	60	5	0	10	15	1	1	5	7	119
<b>8:00</b>	<b>5</b>	<b>60</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>56</b>	<b>1</b>	<b>62</b>	<b>4</b>	<b>1</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>6</b>	<b>148</b>
<b>8:15</b>	<b>4</b>	<b>60</b>	<b>0</b>	<b>64</b>	<b>2</b>	<b>65</b>	<b>3</b>	<b>70</b>	<b>7</b>	<b>2</b>	<b>9</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>6</b>	<b>158</b>
<b>8:30</b>	<b>7</b>	<b>57</b>	<b>1</b>	<b>65</b>	<b>2</b>	<b>59</b>	<b>3</b>	<b>64</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>5</b>	<b>146</b>
<b>8:45</b>	<b>3</b>	<b>55</b>	<b>1</b>	<b>59</b>	<b>4</b>	<b>72</b>	<b>2</b>	<b>78</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>153</b>
9:00	8	50	0	58	2	67	0	69	2	2	6	10	0	0	2	2	139
9:15	5	44	1	50	4	53	3	60	3	4	7	14	0	1	4	5	129
9:30	2	36	0	38	10	54	3	67	6	1	8	15	1	2	3	6	126
9:45	2	43	0	45	6	52	6	64	5	4	5	14	1	0	5	6	129
10:00	1	45	0	46	7	58	3	68	4	7	8	19	1	5	4	10	143
10:15	4	38	5	47	4	50	1	55	2	8	9	19	0	4	8	12	133
10:30	4	29	0	33	6	36	3	45	4	3	10	17	1	4	6	11	106
10:45	7	39	0	46	8	33	6	47	6	4	17	27	0	3	8	11	131
11:00	6	42	2	50	3	40	3	46	7	3	19	29	0	4	11	15	140
11:15	6	48	2	56	9	41	2	52	4	4	18	26	3	5	8	16	150
11:30	8	46	5	59	7	43	2	52	8	9	21	38	0	1	7	8	157
11:45	5	52	5	62	6	48	1	55	4	4	16	24	2	3	11	16	157
12:00	5	62	2	69	8	50	1	59	7	4	14	25	0	1	6	7	160
12:15	10	68	3	81	6	61	2	69	6	7	20	33	0	1	4	5	188
12:30	11	64	0	75	8	56	0	64	13	8	20	41	1	5	6	12	192
12:45	6	81	6	93	5	58	1	64	7	5	14	26	3	3	10	16	199
13:00	4	65	2	71	11	79	1	91	5	7	12	24	3	9	10	22	208
13:15	6	42	1	49	6	68	1	75	5	4	11	20	2	11	14	27	171
13:30	7	33	1	41	8	67	4	79	8	6	12	26	2	7	15	24	170
13:45	5	39	0	44	8	50	0	58	8	6	20	34	3	4	14	21	157
14:00	4	38	1	43	4	50	1	55	7	7	18	32	2	8	12	22	152
14:15	3	46	3	52	3	73	1	77	9	3	17	29	2	6	9	17	175
14:30	7	50	3	60	5	68	3	76	8	5	14	27	1	9	11	21	184
14:45	7	54	4	65	6	37	2	45	7	4	16	27	2	7	11	20	157
15:00	9	68	5	82	3	46	2	51	9	1	18	28	4	9	14	27	188
15:15	4	61	2	67	6	58	2	66	9	1	17	27	4	8	14	26	186
15:30	3	75	1	79	10	63	2	75	6	4	18	28	5	10	16	31	213
15:45	4	76	4	84	6	55	0	61	8	3	26	37	1	5	10	16	198
16:00	5	76	2	83	8	70	1	79	9	4	24	37	2	4	18	24	223
16:15	4	56	3	63	5	71	1	77	14	14	29	57	5	8	16	29	226
<b>16:30</b>	<b>7</b>	<b>75</b>	<b>4</b>	<b>86</b>	<b>8</b>	<b>66</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>2</b>	<b>26</b>	<b>39</b>	<b>3</b>	<b>7</b>	<b>20</b>	<b>30</b>	<b>231</b>
<b>16:45</b>	<b>7</b>	<b>71</b>	<b>2</b>	<b>80</b>	<b>4</b>	<b>71</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>27</b>	<b>47</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>19</b>	<b>223</b>
<b>17:00</b>	<b>6</b>	<b>78</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>75</b>	<b>1</b>	<b>80</b>	<b>15</b>	<b>3</b>	<b>20</b>	<b>38</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>23</b>	<b>225</b>
<b>17:15</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>102</b>	<b>2</b>	<b>75</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>17</b>	<b>34</b>	<b>2</b>	<b>10</b>	<b>19</b>	<b>31</b>	<b>246</b>
17:30	3	98	2	103	5	53	3	61	11	8	16	35	0	7	18	25	224
17:45	10	71	1	82	8	50	4	62	8	4	17	29	2	6	14	22	195
18:00	2	66	1	69	16	65	2	83	6	3	19	28	0	10	12	22	202
18:15	4	63	3	70	5	57	6	68	3	4	17	24	2	7	10	19	181
18:30	5	56	4	65	8	58	3	69	4	5	16	25	1	8	9	18	177
18:45	0	53	2	55	10	50	1	61	2	10	12	24	3	14	9	26	166
<b>TOTAL</b>	<b>248</b>	<b>2689</b>	<b>93</b>	<b>3030</b>	<b>284</b>	<b>2840</b>	<b>99</b>	<b>3223</b>	<b>321</b>	<b>218</b>	<b>715</b>	<b>1254</b>	<b>69</b>	<b>235</b>	<b>453</b>	<b>757</b>	<b>8264</b>
<b>AM Peak</b>	<b>19</b>	<b>232</b>	<b>2</b>	<b>253</b>	<b>13</b>	<b>252</b>	<b>9</b>	<b>274</b>	<b>21</b>	<b>8</b>	<b>28</b>	<b>57</b>	<b>3</b>	<b>6</b>	<b>12</b>	<b>21</b>	<b>605</b>
<b>PM Peak</b>	<b>24</b>	<b>319</b>	<b>9</b>	<b>352</b>	<b>18</b>	<b>287</b>	<b>7</b>	<b>312</b>	<b>48</b>	<b>20</b>	<b>90</b>	<b>158</b>	<b>5</b>	<b>26</b>	<b>72</b>	<b>103</b>	<b>925</b>

1 0.8782 0.7917 0.875

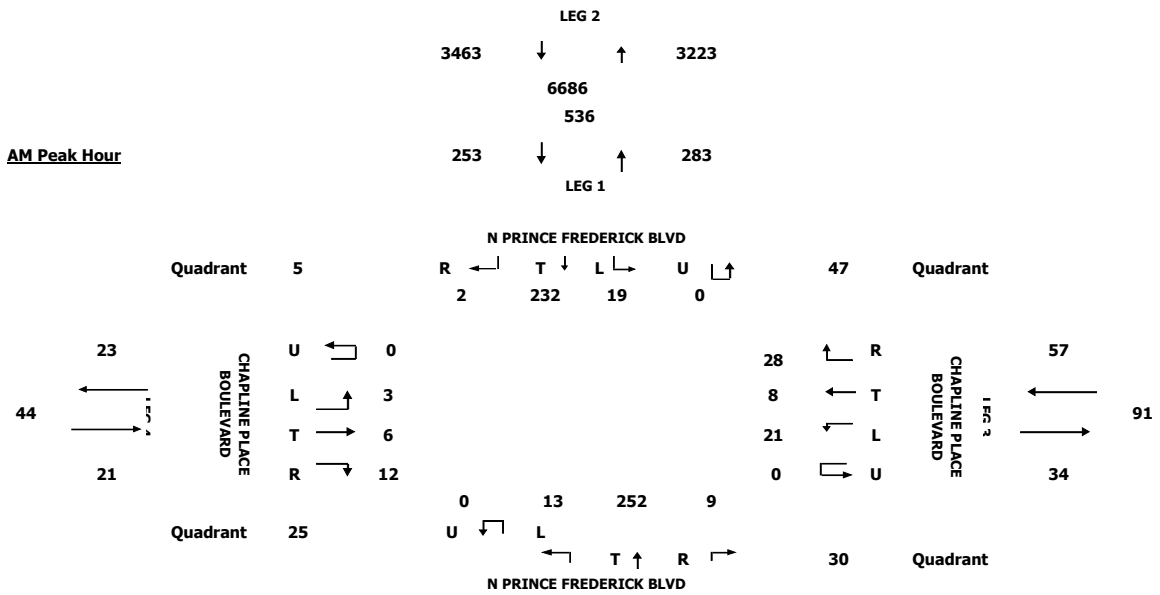
0.9 0.975 0.8404 0.8306

Hour	N PRINCE FREDERICK BLVD North Leg			N PRINCE FREDERICK BLVD South Leg			CHAPLINE PLACE BOULEVARD East Leg			CHAPLINE PLACE BOULEVARD West Leg			
	Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	1	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	1	0	2	1	0	0	0	0	0	2	0
<b>8:00</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>8:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
9:00	0	0	0	0	0	2	0	1	0	0	2	0	0
9:15	0	0	0	0	0	0	0	0	0	0	2	0	0
9:30	0	0	1	0	0	0	0	0	0	0	2	0	0
9:45	0	0	0	0	0	0	0	0	0	0	2	0	0
10:00	0	0	3	0	0	1	0	0	1	0	2	0	0
10:15	0	0	1	0	0	0	0	0	0	0	2	0	0
10:30	0	0	1	0	0	1	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	0	0	0	0	0	0	1	0	0
12:45	0	0	1	0	0	1	0	0	0	1	1	0	0
13:00	0	0	1	0	0	1	0	0	0	0	2	0	0
13:15	0	0	1	0	0	1	0	0	0	0	1	0	0
13:30	0	0	0	0	0	0	0	0	0	0	2	0	0
13:45	0	0	0	0	0	0	0	0	1	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	3	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	1	1	0	0	0	0	0
14:45	0	0	1	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	0	0	0	0	0	0	1	0	0
15:30	0	0	0	0	0	1	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	1	0	0	1	0	0	0	0
16:15	0	0	1	0	0	0	0	0	0	0	0	0	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
17:30	0	1	0	0	0	1	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	2	0	0
18:00	0	0	0	0	0	1	0	0	0	0	2	0	0
18:15	0	0	0	0	0	0	0	0	1	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>32</b>	<b>0</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

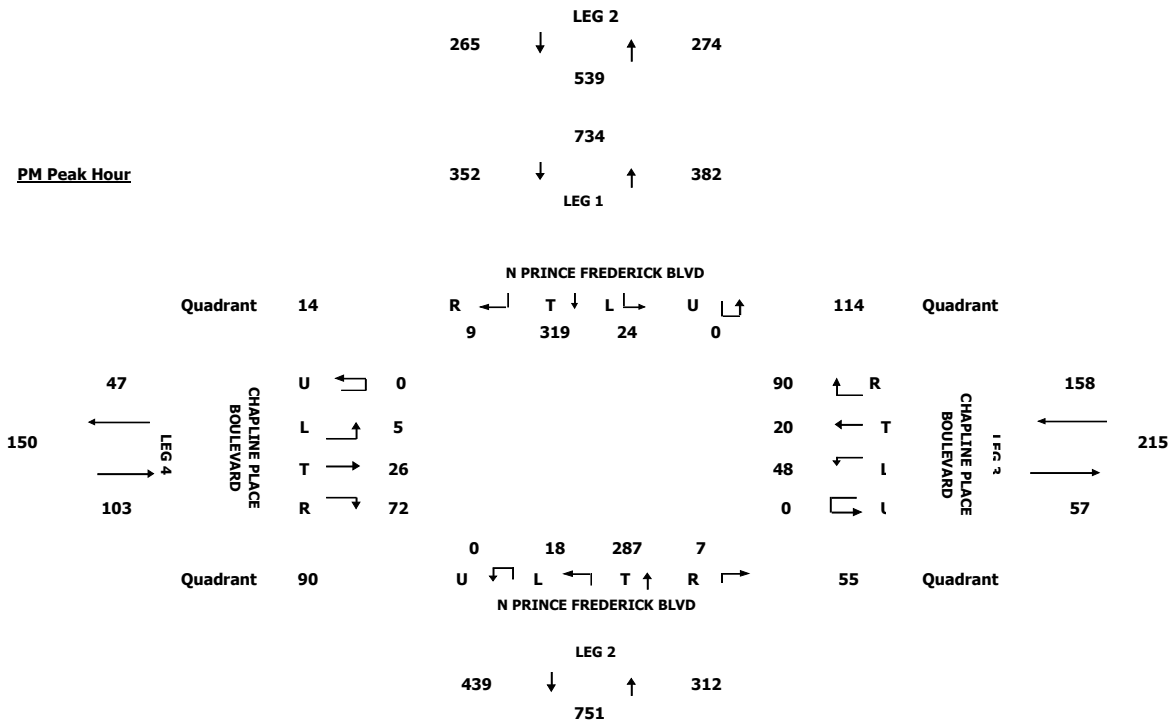
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**





**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040016

County: Calvert

Comments: LOS AM:A PM:A

Date: Thursday 09/23/2010

Town: none

Location: STOAKLEY RD at N. Prince Frederick Blvd/Thea

Weather:

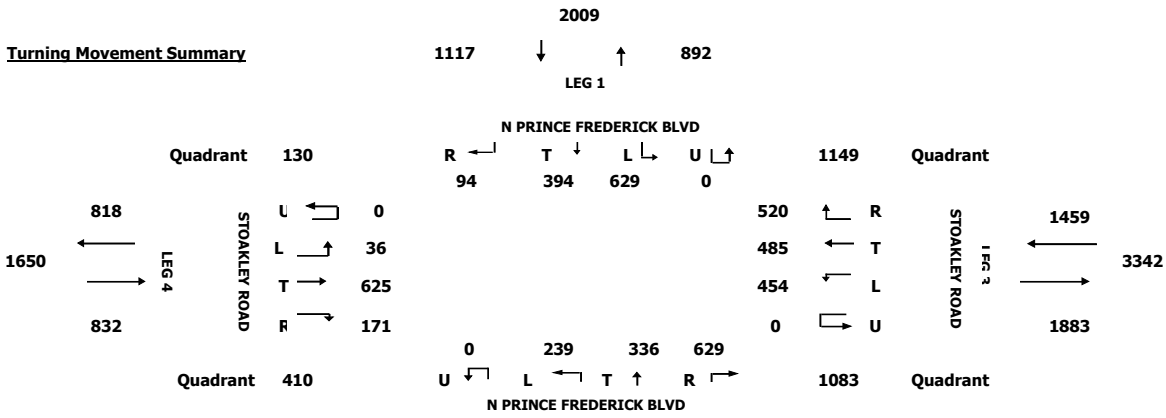
Recorder:

Interval (dd): 15 min

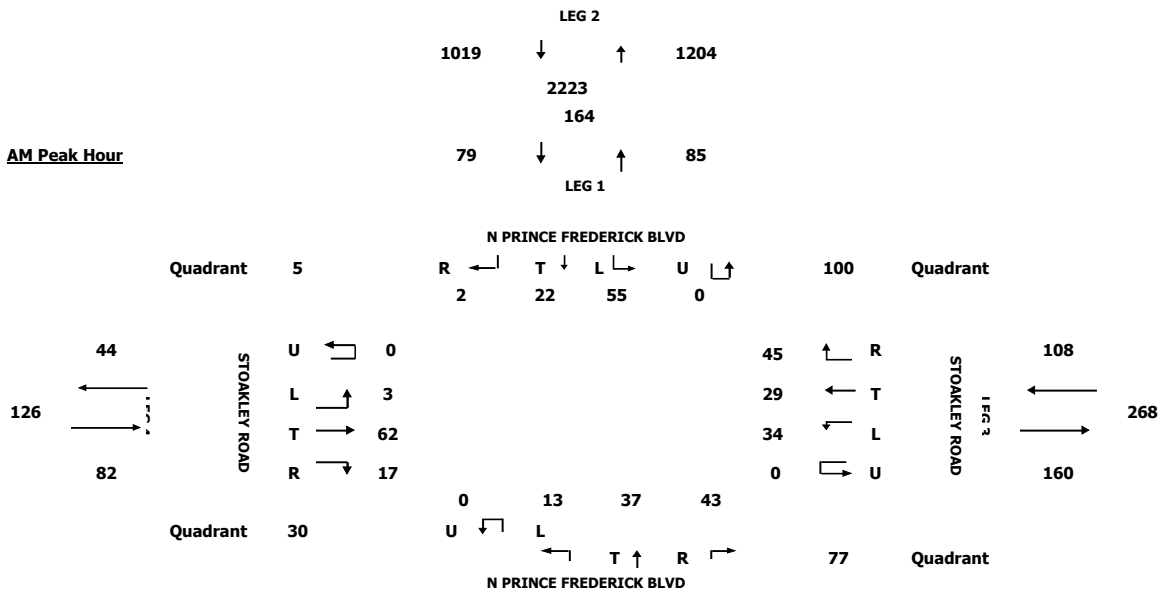
Interval (dd):	15 min	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 08:15	End 09:15	Volume 362	PM PERIOD 12:00PM-				Begin 16:45	End 17:45	Volume 547	Grand Total
		L	T	R	TOT	L	T	R	TOT				L	T	R	TOT				
Hour	N PRINCE FREDERICK BLVD From North				N PRINCE FREDERICK BLVD From South				STOAKLEY ROAD From East				STOAKLEY ROAD From West				Grand Total			
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT				
6:00	1	2	0	3	0	1	1	2	0	2	5	7	0	13	2	15	27			
6:15	0	1	0	1	1	10	4	15	2	3	3	8	0	10	2	12	36			
6:30	1	0	0	1	0	1	9	10	5	3	0	8	0	24	2	26	45			
6:45	4	2	1	7	2	2	13	17	5	3	1	9	1	24	5	30	63			
7:00	4	1	1	6	2	2	5	9	2	0	1	3	0	18	3	21	39			
7:15	4	1	1	6	1	9	9	19	7	7	4	18	1	13	2	16	59			
7:30	5	1	0	6	3	1	13	17	8	9	6	23	0	27	3	30	76			
7:45	2	1	0	3	3	14	6	23	5	4	6	15	1	30	4	35	76			
8:00	4	3	3	10	1	12	8	21	6	5	9	20	1	19	8	28	79			
<b>8:15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>2</b>	<b>10</b>	<b>14</b>	<b>26</b>	<b>18</b>	<b>8</b>	<b>11</b>	<b>37</b>	<b>0</b>	<b>17</b>	<b>4</b>	<b>21</b>	<b>100</b>			
<b>8:30</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>2</b>	<b>9</b>	<b>8</b>	<b>29</b>	<b>5</b>	<b>6</b>	<b>13</b>	<b>24</b>	<b>1</b>	<b>18</b>	<b>6</b>	<b>25</b>	<b>91</b>			
<b>8:45</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>26</b>	<b>7</b>	<b>11</b>	<b>11</b>	<b>29</b>	<b>3</b>	<b>7</b>	<b>8</b>	<b>18</b>	<b>1</b>	<b>14</b>	<b>4</b>	<b>19</b>	<b>92</b>			
<b>9:00</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>2</b>	<b>7</b>	<b>10</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>29</b>	<b>1</b>	<b>13</b>	<b>3</b>	<b>17</b>	<b>79</b>	0.76 0.8017 0.7297 0.82		
9:15	9	6	1	16	3	5	9	17	5	5	16	26	0	8	3	11	70			
9:30	10	5	0	15	1	6	10	17	7	8	7	22	0	9	3	12	66			
9:45	17	6	1	24	2	6	7	15	9	7	11	27	1	6	0	7	73			
10:00	14	9	1	24	1	8	10	19	6	4	12	22	0	10	4	14	79			
10:15	18	3	1	22	4	3	7	14	11	8	12	31	4	9	4	17	84			
10:30	17	4	3	24	6	3	11	20	8	7	8	23	3	11	4	18	85			
10:45	17	2	4	23	6	2	11	19	7	7	14	28	2	8	7	17	87			
11:00	21	3	2	26	6	5	12	23	7	6	11	24	1	9	3	13	86			
11:15	13	5	0	18	5	5	12	22	16	9	11	36	1	7	4	12	88			
11:30	12	6	2	20	1	5	12	18	6	6	6	18	0	9	1	10	66			
11:45	8	4	0	12	5	9	10	24	8	10	8	26	1	11	4	16	78			
12:00	14	7	0	21	3	4	11	18	6	4	12	22	0	10	1	11	72			
12:15	11	9	2	22	1	7	15	23	6	10	18	34	0	9	0	9	88			
12:30	17	5	1	23	7	2	14	23	9	8	11	28	1	7	2	10	84			
12:45	14	8	1	23	10	8	10	28	7	11	14	32	0	11	4	15	98			
13:00	12	13	0	25	4	11	14	29	2	8	15	25	1	9	2	12	91			
13:15	12	7	0	19	3	7	10	20	1	9	11	21	2	9	3	14	74			
13:30	8	7	1	16	3	7	11	21	9	13	15	37	0	10	2	12	86			
13:45	8	10	3	21	6	7	15	28	10	5	11	26	0	11	4	15	90			
14:00	8	5	1	14	4	8	16	28	8	6	21	35	1	6	5	12	89			
14:15	10	4	2	16	4	11	15	30	8	11	15	34	0	9	1	10	90			
14:30	14	7	1	22	4	8	17	29	3	13	14	30	0	8	0	8	89			
14:45	12	7	5	24	3	6	15	24	7	12	12	31	1	11	3	15	94			
15:00	16	4	1	21	2	1	10	13	13	9	11	33	1	7	6	14	81			
15:15	13	12	0	25	2	8	16	26	10	18	8	36	1	9	6	16	103			
15:30	13	10	4	27	12	9	17	38	14	17	10	41	1	13	3	17	123			
15:45	16	13	1	30	9	5	21	35	13	12	12	37	2	10	6	18	120			
16:00	15	12	2	29	3	4	16	23	12	13	9	34	0	10	2	12	98			
16:15	20	10	3	33	12	7	15	34	8	12	7	27	0	17	4	21	115			
16:30	23	10	1	34	7	7	12	26	15	13	8	36	1	17	4	22	118			
<b>16:45</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>43</b>	<b>12</b>	<b>9</b>	<b>12</b>	<b>33</b>	<b>6</b>	<b>16</b>	<b>15</b>	<b>37</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>15</b>	<b>128</b>			
<b>17:00</b>	<b>23</b>	<b>18</b>	<b>7</b>	<b>48</b>	<b>13</b>	<b>9</b>	<b>18</b>	<b>40</b>	<b>20</b>	<b>19</b>	<b>8</b>	<b>47</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>18</b>	<b>153</b>			
<b>17:15</b>	<b>16</b>	<b>20</b>	<b>4</b>	<b>40</b>	<b>6</b>	<b>5</b>	<b>19</b>	<b>30</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>44</b>	<b>1</b>	<b>13</b>	<b>2</b>	<b>16</b>	<b>130</b>			
<b>17:30</b>	<b>19</b>	<b>28</b>	<b>7</b>	<b>54</b>	<b>11</b>	<b>2</b>	<b>15</b>	<b>28</b>	<b>14</b>	<b>17</b>	<b>10</b>	<b>41</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>136</b>	0.856 0.8188 0.8989 0.8611		
17:45	10	21	2	33	8	7	11	26	13	18	6	37	0	7	3	10	106			
18:00	16	14	9	39	9	4	17	30	10	10	9	29	1	9	4	14	112			
18:15	16	13	2	31	3	12	14	29	12	13	12	37	0	6	4	10	107			
18:30	10	9	3	22	5	7	14	26	20	10	11	41	1	14	2	17	106			
18:45	8	8	0	16	7	8	17	32	13	22	10	45	1	9	4	14	107			
<b>TOTAL</b>	<b>629</b>	<b>394</b>	<b>94</b>	<b>1117</b>	<b>239</b>	<b>336</b>	<b>629</b>	<b>1204</b>	<b>454</b>	<b>485</b>	<b>520</b>	<b>1459</b>	<b>36</b>	<b>625</b>	<b>171</b>	<b>832</b>	<b>4612</b>			
<b>AM Peak</b>	<b>55</b>	<b>22</b>	<b>2</b>	<b>79</b>	<b>13</b>	<b>37</b>	<b>43</b>	<b>93</b>	<b>34</b>	<b>29</b>	<b>45</b>	<b>108</b>	<b>3</b>	<b>62</b>	<b>17</b>	<b>82</b>	<b>362</b>			
<b>PM Peak</b>	<b>77</b>	<b>82</b>	<b>26</b>	<b>185</b>	<b>42</b>	<b>25</b>	<b>64</b>	<b>131</b>	<b>61</b>	<b>66</b>	<b>42</b>	<b>169</b>	<b>1</b>	<b>50</b>	<b>11</b>	<b>62</b>	<b>547</b>			

Hour	N PRINCE FREDERICK BLVD North Leg			N PRINCE FREDERICK BLVD South Leg			STOAKLEY ROAD East Leg			STOAKLEY ROAD West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	1	0	0	0	0	0	3	0	0	1	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
<b>8:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>8:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>8:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>9:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
9:15	0	0	0	0	0	0	0	1	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	2	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	1	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	1	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	1	0	0	0	0	0	2	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	1
14:00	0	0	0	0	0	0	0	1	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	1	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	1	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	1	0	0	0
18:45	0	1	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>2</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

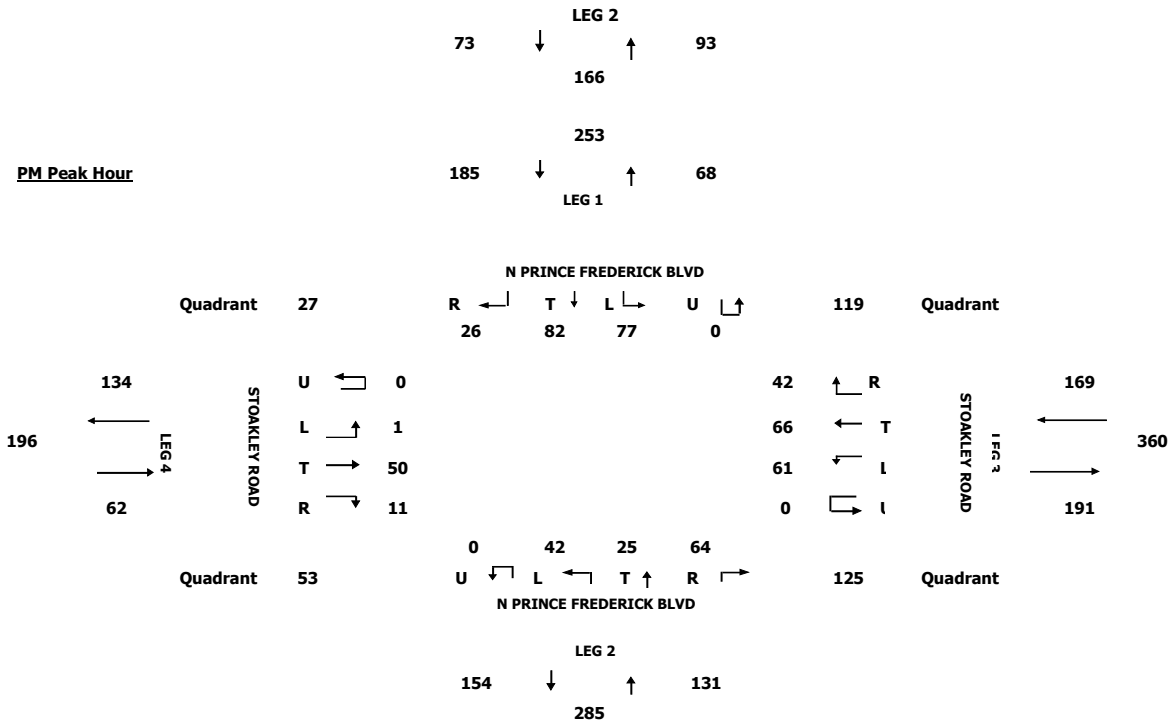
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

Station ID: S2008040018

County: Calvert

Comments: LOS AM:A PM:A

Date: Wednesday 09/22/2010

Town: none

Location: N. PRINCE FREDERICK BLVD at Traskers Blvd

Weather:

Recorder:

Interval (dd): 15 min

**PEAK HOURS**

**AM PERIOD  
6:00AM-12:00PM**

Begin

End

Volume

688

**PM PERIOD  
12:00PM-**

Begin

End

Volume

398

**Hour**      **N PRINCE FREDERICK BLVD From North**      **N PRINCE FREDERICK BLVD From South**      **TRASKERS BLVD From East**      **TRASKERS BLVD From West**      **Grand Total**

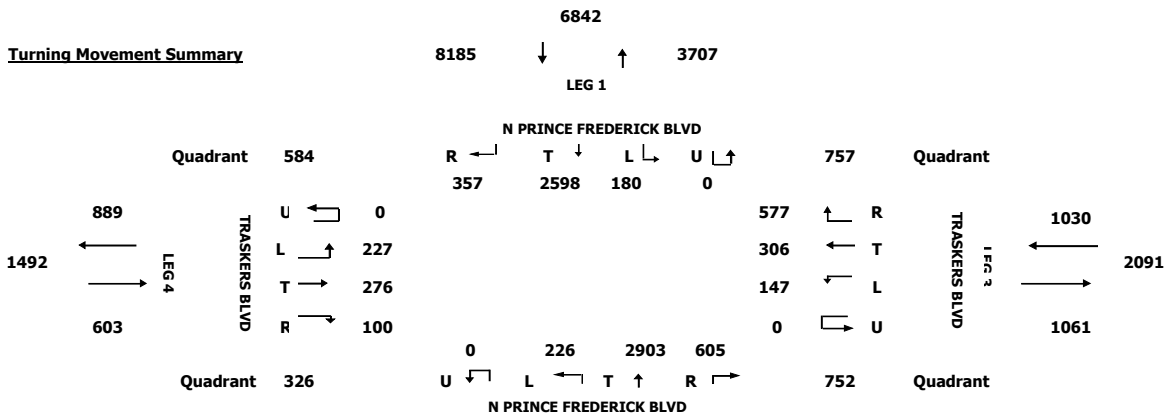
Begin	N PRINCE FREDERICK BLVD From North				N PRINCE FREDERICK BLVD From South				TRASKERS BLVD From East				TRASKERS BLVD From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	0	7	1	8	0	15	7	22	3	1	20	24	0	0	0	0	54
6:15	0	8	0	8	0	20	7	27	1	0	22	23	0	0	0	0	58
6:30	0	18	0	18	0	29	16	45	2	2	17	21	1	0	0	1	85
6:45	0	12	3	15	0	41	17	58	3	0	21	24	0	0	0	0	97
7:00	1	23	2	26	2	40	9	51	0	3	8	11	2	2	1	5	93
7:15	1	35	1	37	1	47	13	61	4	3	12	19	1	2	0	3	120
7:30	0	30	3	33	1	56	8	65	5	3	17	25	0	0	0	0	123
7:45	1	30	3	34	5	44	26	75	0	5	14	19	0	1	1	2	130
8:00	1	54	1	56	3	48	16	67	4	8	11	23	4	1	0	5	151
8:15	2	48	2	52	5	37	11	53	5	8	14	27	1	4	0	5	137
8:30	0	46	1	47	6	43	12	61	3	7	9	19	2	1	2	5	132
8:45	4	33	2	39	3	53	10	66	4	3	9	16	1	2	1	4	125
9:00	3	40	5	48	3	48	12	63	3	5	11	19	2	3	3	8	138
9:15	4	39	2	45	1	52	15	68	5	5	12	22	2	4	1	7	142
9:30	1	52	4	57	9	64	8	81	1	5	8	14	5	4	0	9	161
9:45	0	55	3	58	1	46	4	51	1	5	9	15	1	2	2	5	129
10:00	5	42	6	53	3	36	6	45	4	2	17	23	7	5	2	14	135
10:15	2	31	7	40	4	51	6	61	2	4	9	15	4	1	2	7	123
10:30	2	40	3	45	7	61	11	79	5	6	12	23	1	6	5	12	159
10:45	2	52	7	61	6	43	13	62	2	8	15	25	3	11	3	17	165
<b>11:00</b>	<b>10</b>	<b>48</b>	<b>6</b>	<b>64</b>	<b>4</b>	<b>52</b>	<b>9</b>	<b>65</b>	<b>2</b>	<b>5</b>	<b>11</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>160</b>
<b>11:15</b>	<b>4</b>	<b>44</b>	<b>6</b>	<b>54</b>	<b>4</b>	<b>65</b>	<b>15</b>	<b>84</b>	<b>4</b>	<b>5</b>	<b>12</b>	<b>21</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>11</b>	<b>170</b>
<b>11:30</b>	<b>1</b>	<b>45</b>	<b>10</b>	<b>56</b>	<b>7</b>	<b>69</b>	<b>8</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>11</b>	<b>166</b>
<b>11:45</b>	<b>5</b>	<b>51</b>	<b>8</b>	<b>64</b>	<b>8</b>	<b>56</b>	<b>14</b>	<b>78</b>	<b>4</b>	<b>14</b>	<b>13</b>	<b>31</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>14</b>	<b>187</b>
12:00	3	47	9	59	4	84	10	98	5	5	12	22	6	12	2	20	199
12:15	6	48	11	65	8	64	8	80	0	8	11	19	6	11	7	24	188
12:30	2	57	17	76	11	44	14	69	1	9	16	26	6	10	3	19	190
12:45	6	63	5	74	6	73	10	89	2	4	10	16	11	7	2	20	199
13:00	4	55	6	65	5	70	12	87	3	7	13	23	8	7	3	18	193
13:15	8	51	10	69	2	65	14	81	1	8	16	25	5	9	1	15	190
13:30	2	57	9	68	7	64	6	77	0	4	10	14	4	8	2	14	173
13:45	2	42	11	55	4	57	9	70	2	8	6	16	5	8	5	18	159
14:00	6	60	7	73	7	54	9	70	2	6	11	19	5	7	1	13	175
14:15	5	43	12	60	4	49	10	63	1	6	8	15	11	4	1	16	154
14:30	4	61	9	74	6	67	19	92	1	11	10	22	3	7	1	11	199
14:45	2	48	9	59	3	71	7	81	4	6	9	19	5	10	1	16	175
15:00	4	57	7	68	4	51	17	72	2	13	14	29	5	5	3	13	182
15:15	3	61	10	74	2	55	13	70	5	11	6	22	4	12	5	21	187
15:30	4	66	16	86	9	62	12	83	4	3	7	14	5	7	2	14	197
15:45	2	58	5	65	3	66	11	80	5	5	8	18	5	7	2	14	177
16:00	6	57	6	69	7	70	12	89	6	7	7	20	8	6	4	18	196
16:15	8	62	10	80	8	77	14	99	4	7	6	17	9	7	1	17	213
<b>16:30</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>74</b>	<b>18</b>	<b>96</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>18</b>	<b>220</b>
<b>16:45</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>93</b>	<b>1</b>	<b>64</b>	<b>21</b>	<b>86</b>	<b>3</b>	<b>7</b>	<b>10</b>	<b>20</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>208</b>
<b>17:00</b>	<b>5</b>	<b>78</b>	<b>8</b>	<b>91</b>	<b>9</b>	<b>77</b>	<b>20</b>	<b>106</b>	<b>2</b>	<b>6</b>	<b>18</b>	<b>26</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>12</b>	<b>235</b>
<b>17:15</b>	<b>5</b>	<b>93</b>	<b>10</b>	<b>108</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>99</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>18</b>	<b>235</b>
17:30	2	72	14	88	1	67	11	79	4	5	7	16	7	5	2	14	197
17:45	6	72	10	88	5	65	12	82	0	11	13	24	4	7	0	11	205
18:00	3	51	14	68	4	65	9	78	5	5	7	17	6	8	1	15	178
18:15	9	70	8	87	8	57	8	73	1	9	5	15	6	5	2	13	188
18:30	7	78	7	92	4	33	6	43	4	6	13	23	10	6	1	17	175
18:45	7	51	12	70	3	57	10	70	4	5	9	18	8	7	2	17	175
<b>TOTAL</b>	<b>180</b>	<b>2598</b>	<b>357</b>	<b>3135</b>	<b>226</b>	<b>2903</b>	<b>605</b>	<b>3734</b>	<b>147</b>	<b>306</b>	<b>577</b>	<b>1030</b>	<b>227</b>	<b>276</b>	<b>100</b>	<b>603</b>	<b>8502</b>
<b>AM Peak</b>	<b>20</b>	<b>188</b>	<b>30</b>	<b>238</b>	<b>23</b>	<b>242</b>	<b>46</b>	<b>311</b>	<b>13</b>	<b>30</b>	<b>42</b>	<b>85</b>	<b>16</b>	<b>18</b>	<b>15</b>	<b>49</b>	<b>683</b>
<b>PM Peak</b>	<b>20</b>	<b>328</b>	<b>37</b>	<b>385</b>	<b>18</b>	<b>300</b>	<b>69</b>	<b>387</b>	<b>11</b>	<b>24</b>	<b>34</b>	<b>69</b>	<b>22</b>	<b>27</b>	<b>8</b>	<b>57</b>	<b>898</b>

0.93 0.9256 0.6855 0.875

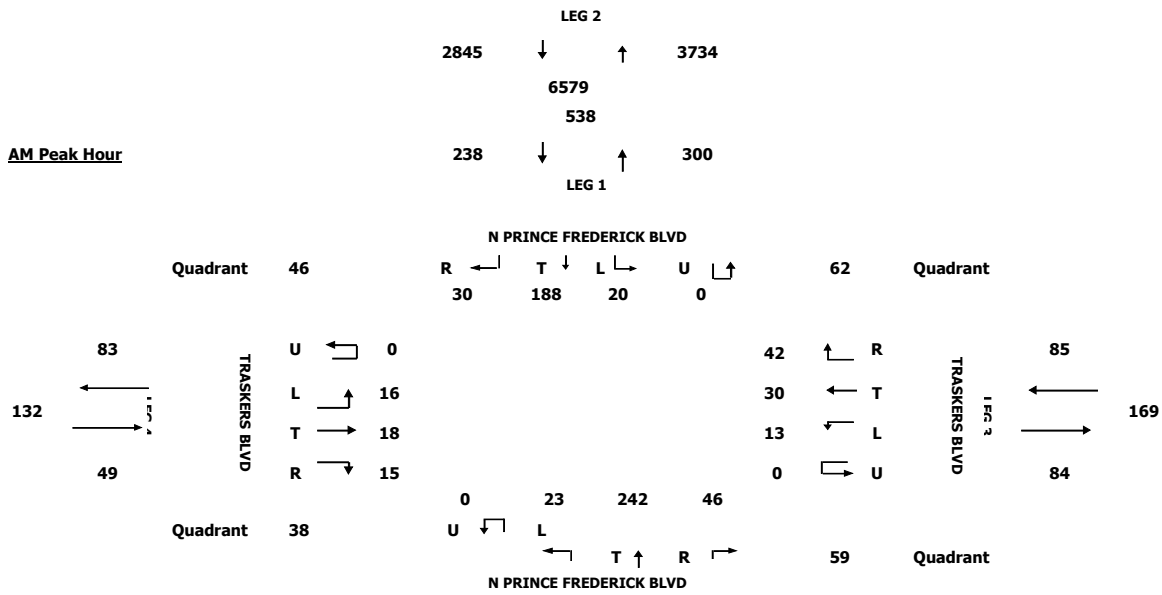
0.89 0.9127 0.6635 0.7917

Hour	N PRINCE FREDERICK BLVD North Leg			N PRINCE FREDERICK BLVD South Leg			TRASKERS BLVD East Leg			TRASKERS BLVD West Leg		
Ending	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	1	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	1	0	0	0	0
6:45	0	0	0	0	1	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	1	0
7:45	0	0	0	0	1	0	0	2	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	1	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	1	0
8:45	0	0	0	0	1	0	0	0	0	0	1	0
9:00	0	0	0	0	0	0	0	1	0	0	0	0
9:15	0	0	0	0	0	0	0	1	0	0	2	0
9:30	0	0	0	0	0	0	0	0	0	0	1	0
9:45	0	0	0	0	0	0	0	0	0	0	1	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	1	0	0	1	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	1	0	0	0	0	0	0	0	0	0	0
<b>11:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	0	0	0	0	1	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	1	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	1	0	0	0	0
13:00	0	0	0	0	0	0	0	2	0	0	0	0
13:15	0	0	0	0	0	0	0	1	0	0	0	0
13:30	0	0	0	0	0	0	0	2	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	1	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	1	0
<b>16:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	1	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>

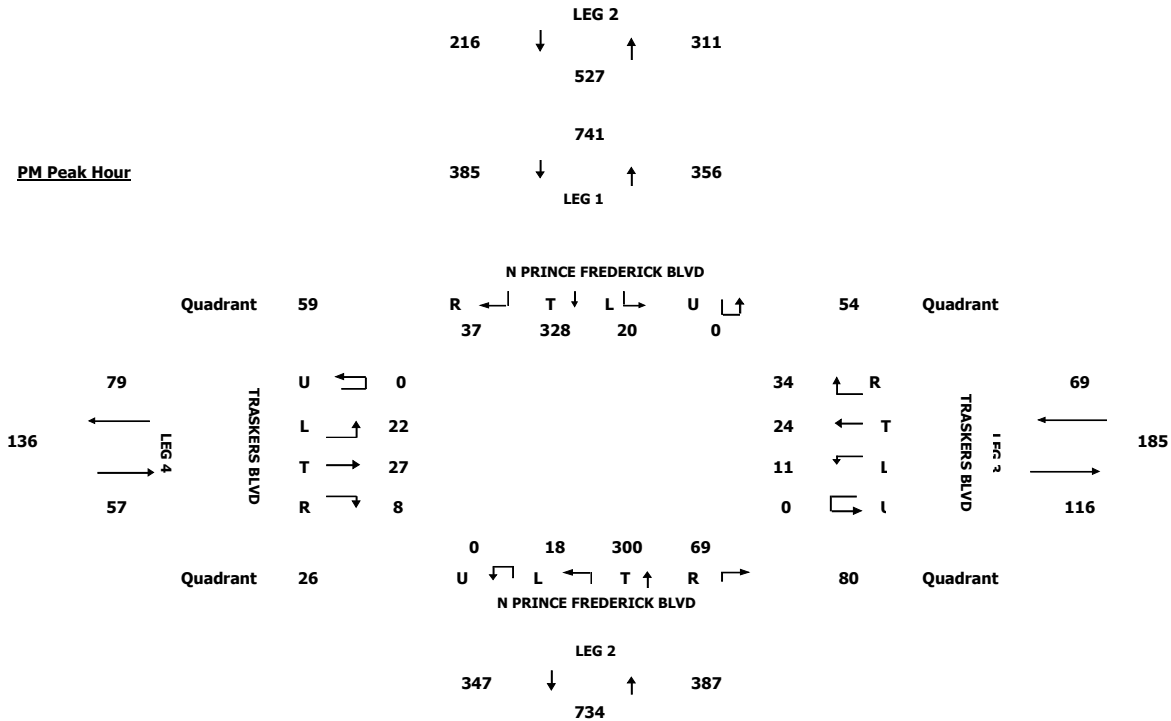
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



**Maryland State Highway Administration  
Highway Information Services Division  
Turning Movement Count Study - Field Sheet**

**Station ID:** S2008040017  
**Date:** Tuesday 09/21/2010

**County:** Calvert  
**Town:** none

**Comments:** LOS AM:A PM:A

**Location:** N. PRINCE FREDERICK BLVD at West Dares Be  
**Weather Recorder**

Interval (min)	PEAK HOURS				AM PERIOD 6:00AM-12:00PM				Begin 11:00	End 12:00	Volume 788	PM PERIOD 12:00PM-16:45				Begin 17:45	Volume 1076
	15 min																
Hour	N Prince Frederick Blvd From North				N Prince Frederick Blvd From South				West Dares Beach Rd From East				West Dares Beach Rd From West				Grand Total
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
6:00	4	8	0	12	1	14	9	24	6	0	2	8	0	0	0	0	44
6:15	6	5	0	11	2	17	9	28	6	0	3	9	0	1	0	1	49
6:30	5	11	0	16	0	20	10	30	11	2	9	22	1	0	0	1	69
6:45	12	24	0	36	1	29	19	49	4	0	7	11	1	3	0	4	100
7:00	11	26	2	39	3	43	19	65	12	2	7	21	0	1	1	2	127
7:15	13	31	1	45	2	39	21	62	8	1	10	19	0	5	1	6	132
7:30	19	32	2	53	6	34	12	52	3	2	14	19	1	2	1	4	128
7:45	15	34	1	50	3	46	15	64	16	1	12	29	1	3	2	6	149
8:00	16	43	2	61	3	41	17	61	17	3	10	30	3	3	0	6	158
8:15	14	33	6	53	6	46	26	78	14	3	15	32	0	1	0	1	164
8:30	20	40	6	66	9	49	26	84	6	3	14	23	2	3	1	6	179
8:45	21	34	5	60	5	47	30	82	13	9	20	42	4	4	0	8	192
9:00	25	33	6	64	6	45	22	73	12	8	21	41	3	4	0	7	185
9:15	23	35	2	60	3	44	16	63	13	9	17	39	1	4	0	5	167
9:30	20	31	4	55	4	51	18	73	13	6	23	42	4	10	1	15	185
9:45	18	42	5	65	6	41	21	68	13	8	12	33	7	9	1	17	183
10:00	16	34	6	56	4	33	17	54	15	5	15	35	1	7	0	8	153
10:15	25	33	1	59	2	35	20	57	17	10	26	53	2	6	2	10	179
10:30	18	34	3	55	0	39	25	64	18	2	25	45	2	7	0	9	173
10:45	26	34	3	63	2	32	19	53	15	6	23	44	2	7	4	13	173
<b>11:00</b>	<b>33</b>	<b>44</b>	<b>1</b>	<b>78</b>	<b>3</b>	<b>33</b>	<b>18</b>	<b>54</b>	<b>24</b>	<b>7</b>	<b>21</b>	<b>52</b>	<b>5</b>	<b>11</b>	<b>2</b>	<b>18</b>	<b>202</b>
<b>11:15</b>	<b>23</b>	<b>38</b>	<b>1</b>	<b>62</b>	<b>2</b>	<b>46</b>	<b>26</b>	<b>74</b>	<b>19</b>	<b>12</b>	<b>22</b>	<b>53</b>	<b>1</b>	<b>8</b>	<b>5</b>	<b>14</b>	<b>203</b>
<b>11:30</b>	<b>20</b>	<b>33</b>	<b>1</b>	<b>54</b>	<b>2</b>	<b>44</b>	<b>29</b>	<b>75</b>	<b>18</b>	<b>6</b>	<b>22</b>	<b>46</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>187</b>
<b>11:45</b>	<b>33</b>	<b>32</b>	<b>3</b>	<b>68</b>	<b>2</b>	<b>42</b>	<b>28</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>23</b>	<b>46</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>196</b>
12:00	29	32	2	63	1	38	26	65	21	6	27	54	2	8	0	10	192
12:15	24	39	3	66	5	38	20	63	27	8	24	59	1	9	2	12	200
12:30	28	37	12	77	6	42	28	76	14	23	28	65	3	7	0	10	228
12:45	37	41	7	85	7	49	25	81	21	31	30	82	3	15	1	19	267
13:00	34	40	6	80	5	56	21	82	11	7	23	41	7	4	2	13	216
13:15	30	33	4	67	4	52	27	83	12	6	26	44	3	2	4	9	203
13:30	25	27	5	57	1	49	35	85	16	8	28	52	4	5	2	11	205
13:45	23	24	3	50	1	42	25	68	17	6	25	48	2	5	2	9	175
14:00	27	25	1	53	0	37	19	56	18	4	21	43	3	4	0	7	159
14:15	26	29	4	59	4	61	31	96	20	5	20	45	3	7	0	10	210
14:30	24	38	2	64	3	42	25	70	23	2	25	50	3	14	4	21	205
14:45	21	35	2	58	5	43	38	86	27	4	20	51	3	19	3	25	220
15:00	24	43	6	73	0	44	27	71	26	3	19	48	8	22	3	33	225
15:15	28	42	3	73	3	47	34	84	13	3	23	39	4	10	1	15	211
15:30	29	65	3	97	2	41	29	72	26	3	25	54	2	11	5	18	241
15:45	36	42	5	83	2	34	29	65	21	2	28	51	3	5	5	13	212
16:00	38	49	2	89	1	53	39	93	25	0	28	53	2	6	2	10	245
16:15	26	53	3	82	1	50	34	85	31	1	28	60	4	5	2	11	238
16:30	30	55	2	87	3	52	36	91	28	2	33	63	4	6	1	11	252
<b>16:45</b>	<b>30</b>	<b>54</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>55</b>	<b>40</b>	<b>98</b>	<b>27</b>	<b>2</b>	<b>38</b>	<b>67</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>260</b>
<b>17:00</b>	<b>49</b>	<b>65</b>	<b>0</b>	<b>114</b>	<b>2</b>	<b>60</b>	<b>39</b>	<b>101</b>	<b>25</b>	<b>3</b>	<b>28</b>	<b>56</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>8</b>	<b>279</b>
<b>17:15</b>	<b>45</b>	<b>86</b>	<b>1</b>	<b>132</b>	<b>1</b>	<b>49</b>	<b>29</b>	<b>79</b>	<b>17</b>	<b>3</b>	<b>25</b>	<b>45</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>265</b>
<b>17:30</b>	<b>40</b>	<b>78</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>59</b>	<b>30</b>	<b>89</b>	<b>33</b>	<b>3</b>	<b>23</b>	<b>59</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>272</b>
17:45	31	56	0	87	1	33	26	60	43	4	33	80	0	6	0	6	233
18:00	30	41	0	71	2	56	27	85	30	1	29	60	0	5	0	5	221
18:15	30	48	0	78	1	48	33	82	25	1	39	65	0	1	1	2	227
18:30	24	40	0	64	0	49	29	78	36	0	18	54	0	1	0	1	197
18:45	26	44	0	70	0	37	24	61	30	1	12	43	0	0	0	0	174
<b>TOTAL</b>	<b>1280</b>	<b>2005</b>	<b>137</b>	<b>3422</b>	<b>141</b>	<b>2226</b>	<b>1297</b>	<b>3664</b>	<b>974</b>	<b>252</b>	<b>1099</b>	<b>2325</b>	<b>116</b>	<b>316</b>	<b>66</b>	<b>498</b>	<b>9909</b>
<b>AM Peak</b>	<b>109</b>	<b>147</b>	<b>6</b>	<b>262</b>	<b>9</b>	<b>165</b>	<b>101</b>	<b>275</b>	<b>79</b>	<b>30</b>	<b>88</b>	<b>197</b>	<b>9</b>	<b>37</b>	<b>8</b>	<b>54</b>	<b>788</b>
<b>PM Peak</b>	<b>164</b>	<b>283</b>	<b>1</b>	<b>448</b>	<b>6</b>	<b>223</b>	<b>138</b>	<b>367</b>	<b>102</b>	<b>11</b>	<b>114</b>	<b>227</b>	<b>8</b>	<b>22</b>	<b>4</b>	<b>34</b>	<b>1076</b>

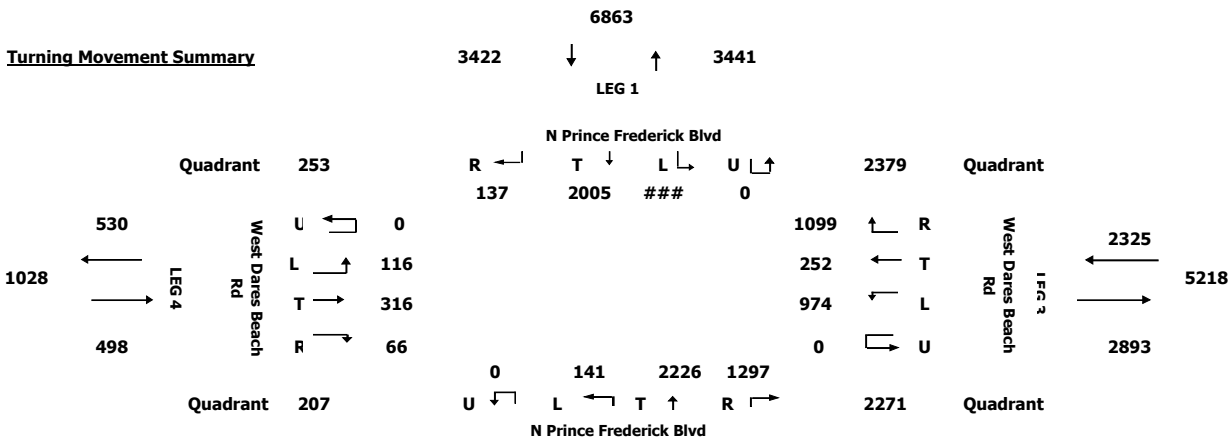
0.8 0.9167 0.9292 0.75

0.8 0.9084 0.847 0.7727

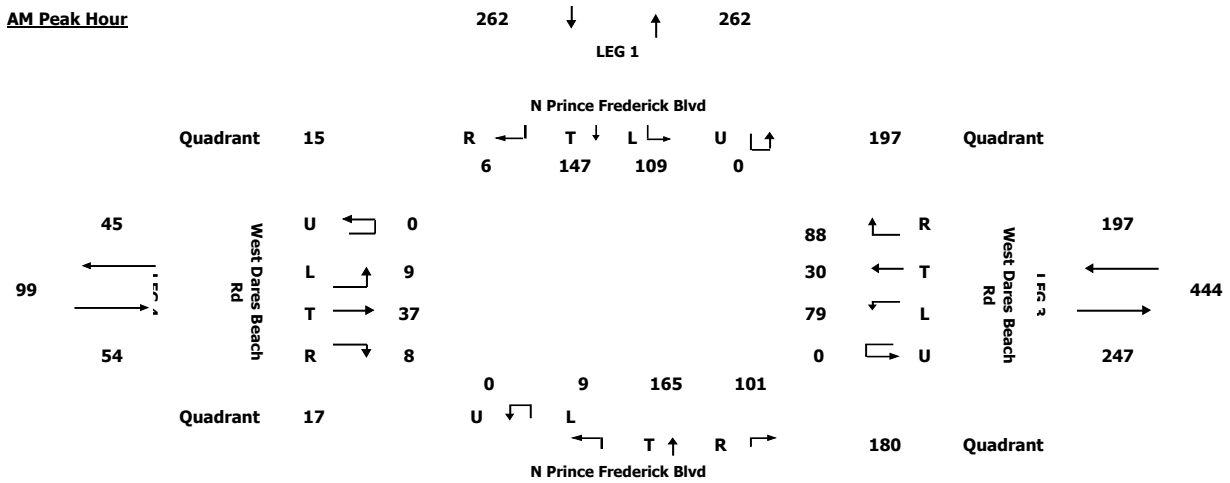
Hour	N Prince Frederick Blvd North Leg			N Prince Frederick Blvd South Leg			West Dares Beach Rd East Leg			West Dares Beach Rd West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	1	0	0	0	0	0	0	0
7:00	0	0	0	0	2	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	1	0	0	0	0	0	1	0
8:45	0	0	0	0	2	0	0	0	0	0	1	0
9:00	0	0	0	0	3	0	0	0	0	0	0	0
9:15	0	0	0	0	1	0	0	0	0	0	0	0
9:30	0	2	0	0	0	0	0	2	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	2	0	0	0	0	0	2	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	3	0	0	0	0	0	0	0
<b>11:00</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:30</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>11:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	3	0	0	0	0	0	2	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	4	0	0	0	0	0	0	0
13:30	0	0	0	0	1	0	0	0	0	0	0	0
13:45	0	0	0	0	4	0	0	0	0	0	2	0
14:00	0	0	0	0	1	0	0	0	0	0	0	0
14:15	0	0	0	0	1	0	0	0	0	0	0	0
14:30	0	0	0	0	1	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	1	0	0	3	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	1	0	0	0	0	0	0	0
16:00	0	0	0	0	2	0	0	0	0	0	0	0
16:15	0	0	0	0	1	0	0	0	0	0	0	0
16:30	0	0	0	0	2	0	0	0	0	0	0	0
<b>16:45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:00</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>17:15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
<b>17:30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
17:45	0	1	0	0	0	0	0	2	0	0	2	0
18:00	0	0	0	0	2	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	1	0	0	0	0	0	0	0
18:45	0	0	0	0	2	0	0	0	0	0	2	0
<b>Total</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>
<b>AM Peak</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM Peak</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>



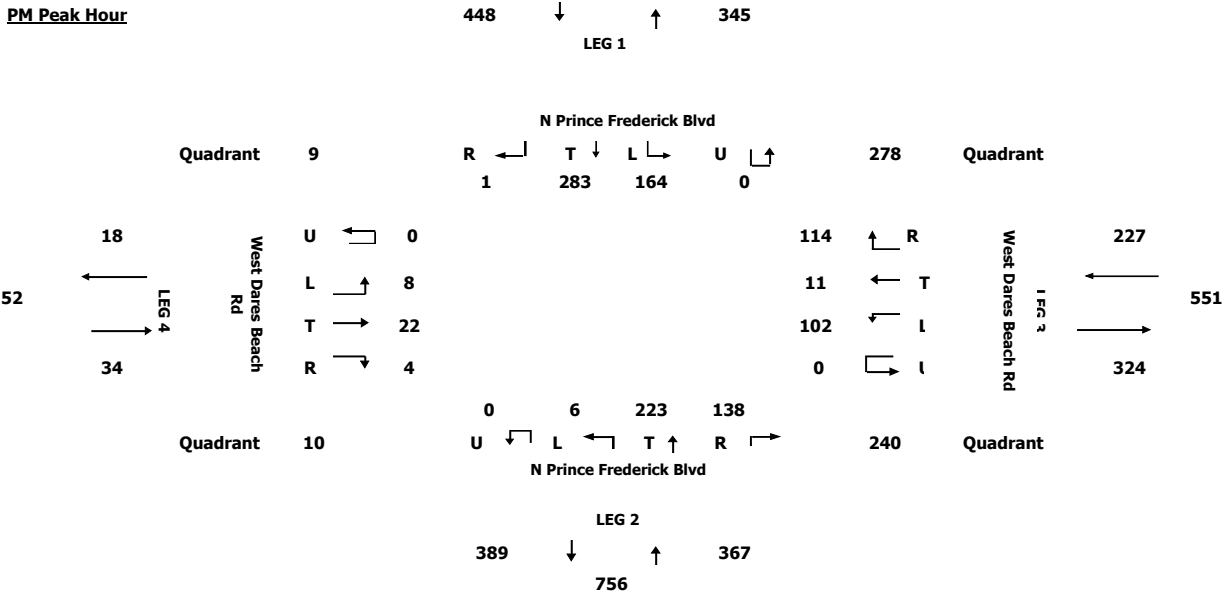
**Turning Movement Summary**



**AM Peak Hour**



**PM Peak Hour**



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Armory Rd @ Fairground Rd  
Date: 11/28/2012 Wednesday  
Recorder: TB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start End Volume			PM PERIOD 12:00PM-7:00PM	Start End Volume		
		07:00	08:00	470		16:00	17:00	669

Street Name->	Armory Rd				Armory Rd				Fairground Rd				Driveway				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT	
	L	T			L	T			L	T			L	T			
00:15				0				0								0	
00:30				0				0								0	
00:45				0				0								0	
01:00				0				0								0	
01:15				0				0								0	
01:30				0				0								0	
01:45				0				0								0	
02:00				0				0								0	
02:15				0				0								0	
02:30				0				0								0	
02:45				0				0								0	
03:00				0				0								0	
03:15				0				0								0	
03:30				0				0								0	
03:45				0				0								0	
04:00				0				0								0	
04:15				0				0								0	
04:30				0				0								0	
04:45				0				0								0	
05:00				0				0								0	
05:15				0				0								0	
05:30				0				0								0	
05:45				0				0								0	
06:00				0				0								0	
06:15				0				0								0	
06:30				0				0								0	
06:45				0				0								0	
07:00				0				0								0	
07:15	6	22	0	28	0	43	15	58	9	1	13	23	0	0	0	109	
07:30	6	36	0	42	0	97	12	109	9	0	12	21	0	0	0	172	
07:45	5	32	0	37	0	39	4	43	6	0	9	15	0	0	0	95	
08:00	2	30	1	33	0	28	13	41	8	0	12	20	0	0	0	94	
08:15	8	21	0	29	1	22	8	31	13	0	6	19	0	0	0	79	
08:30	2	36	0	38	0	30	6	36	14	0	10	24	0	0	0	98	
08:45	4	17	0	21	0	30	10	40	7	0	7	14	1	0	0	76	
09:00	2	42	0	44	0	24	8	32	8	0	4	12	0	0	0	88	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	9	76	1	86	0	54	11	65	12	0	14	26	0	0	0	177	
16:30	10	49	0	59	0	55	15	70	20	0	9	29	1	0	0	159	
16:45	3	62	0	65	0	55	17	72	22	0	7	29	0	0	2	168	
17:00	13	54	0	67	0	53	19	72	20	1	5	26	0	0	0	165	
17:15	8	56	0	64	0	40	6	46	28	0	2	30	0	0	0	140	
17:30	22	54	0	76	1	40	14	55	19	0	6	25	1	0	0	157	
17:45	9	29	1	39	0	47	14	61	31	0	10	41	0	0	1	142	
18:00	5	36	0	41	0	39	14	53	20	0	8	28	0	0	0	122	
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

TOTAL	114	652	3	769	2	696	186	884	246	2	134	382	3	0	3	6	2041
AM Peak Vol	19	120	1	140	0	207	44	251	32	1	46	79	0	0	0	0	470
PM Peak Vol	35	241	1	277	0	217	62	279	74	1	35	110	1	0	2	3	669

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location:   
 Date:    
 Recorder:   
 Interval (dd) :   
 (In Minutes)

County:   
 Town:   
 Weather:

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 470	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 669
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

Hour Ending	Armory Rd			Armory Rd			Fairground Rd			Driveway		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	1	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	0	0	0	1	0
16:30	0	0	0	0	0	0	0	1	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	1	0
17:15	0	0	0	0	1	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
AM Peak Vol	0	0	0	0	0	0	0	1	0	0	0	0
PM Peak Vol	0	2	0	0	0	0	0	3	0	0	2	0

Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

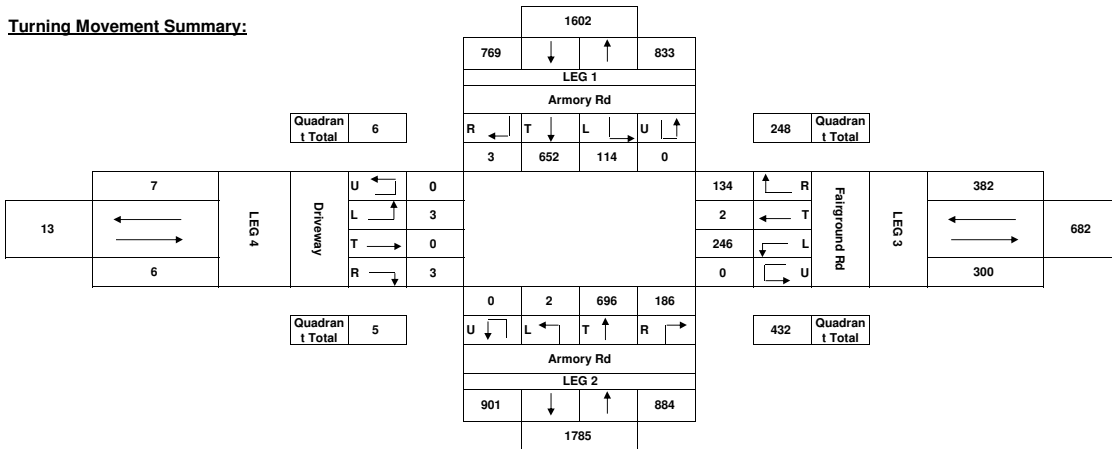
Request No.:   
Job No.:

Location: Armory Rd @ Fairground Rd  
Date: 11/28/2012 Wednesday  
Recorder: TB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

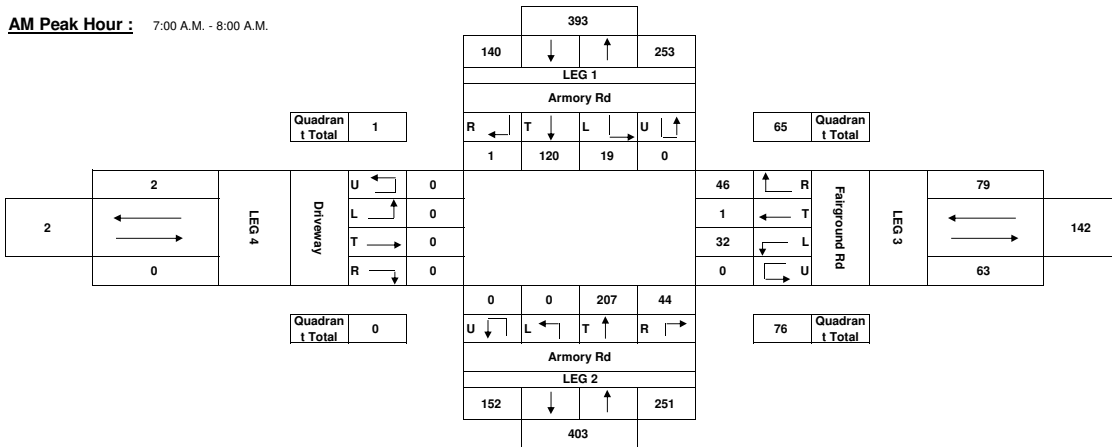
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 470	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 669
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

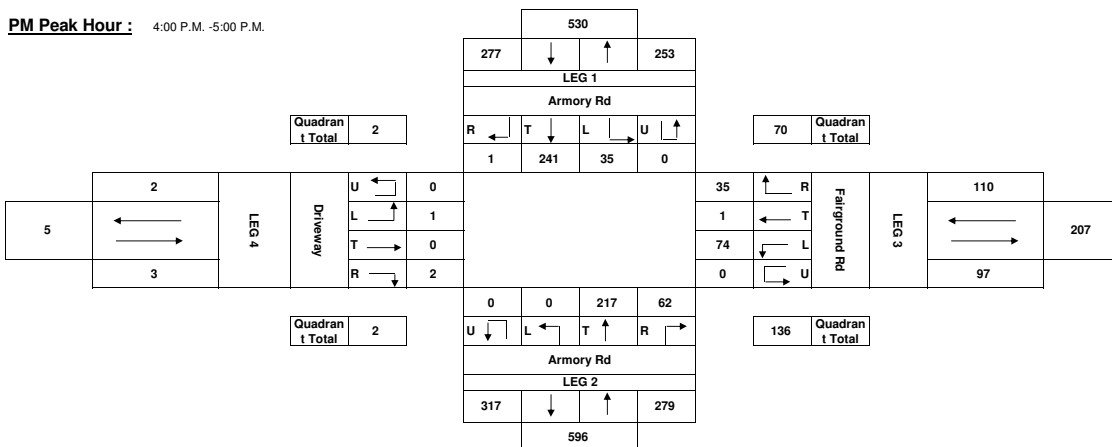


Comments:

**AM Peak Hour :** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour :** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Armory Rd @ MD 765 (Main) St  
Date: 11/29/2012 Thursday  
Recorder: RT  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:15	08:15	590		16:15	17:15	865

Street

Name-> Armory Rd

HOUR	From North				From South				MD 765 From East				MD 765 From West				GRAND TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
00:15				0				0				0				0	0
00:30				0				0				0				0	0
00:45				0				0				0				0	0
01:00				0				0				0				0	0
01:15				0				0				0				0	0
01:30				0				0				0				0	0
01:45				0				0				0				0	0
02:00				0				0				0				0	0
02:15				0				0				0				0	0
02:30				0				0				0				0	0
02:45				0				0				0				0	0
03:00				0				0				0				0	0
03:15				0				0				0				0	0
03:30				0				0				0				0	0
03:45				0				0				0				0	0
04:00				0				0				0				0	0
04:15				0				0				0				0	0
04:30				0				0				0				0	0
04:45				0				0				0				0	0
05:00				0				0				0				0	0
05:15				0				0				0				0	0
05:30				0				0				0				0	0
05:45				0				0				0				0	0
06:00				0				0				0				0	0
06:15				0				0				0				0	0
06:30				0				0				0				0	0
06:45				0				0				0				0	0
07:00				0				0				0				0	0
07:15	27	0	4	31	0	0	0	0	0	12	49	61	5	21	0	26	118
07:30	57	0	3	60	0	0	0	0	0	12	89	101	2	15	0	17	178
07:45	31	0	1	32	0	0	0	0	0	21	47	68	1	30	0	31	131
08:00	48	0	0	48	0	0	0	0	0	16	34	50	3	57	0	60	158
08:15	31	0	3	34	0	0	0	0	0	13	34	47	2	40	0	42	123
08:30	34	0	3	37	0	0	0	0	0	17	36	53	3	52	0	55	145
08:45	34	0	0	34	0	0	0	0	0	17	33	50	2	44	0	46	130
09:00	40	0	3	43	0	0	0	0	0	26	39	65	4	42	0	46	154
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	49	0	4	53	0	0	0	0	0	34	54	88	1	39	0	40	181
16:30	58	0	11	69	0	0	0	0	0	40	62	102	5	41	0	46	217
16:45	61	0	6	67	0	0	0	0	0	54	63	117	3	32	0	35	219
17:00	63	0	10	73	0	0	0	0	0	43	53	96	3	46	0	49	218
17:15	76	0	11	87	0	0	0	0	0	40	42	82	3	39	0	42	211
17:30	56	0	10	66	0	0	0	0	0	34	61	95	5	24	0	29	190
17:45	77	0	14	91	0	0	0	0	0	23	55	78	4	33	0	37	206
18:00	55	0	6	61	0	0	0	0	0	30	55	85	2	34	0	36	182
18:15	0			0				0								0	0
18:30	0			0				0								0	0
18:45	0			0				0								0	0
19:00	0			0				0								0	0
19:15	0			0				0								0	0
19:30	0			0				0								0	0
19:45	0			0				0								0	0
20:00	0			0				0								0	0
20:15	0			0				0								0	0
20:30	0			0				0								0	0
20:45	0			0				0								0	0
21:00	0			0				0								0	0
21:15	0			0				0								0	0
21:30	0			0				0								0	0
21:45	0			0				0								0	0
22:00	0			0				0								0	0
22:15	0			0				0								0	0
22:30	0			0				0								0	0
22:45	0			0				0								0	0
23:00	0			0				0								0	0
23:15	0			0				0								0	0
23:30	0			0				0								0	0
23:45	0			0				0								0	0
00:00	0			0				0								0	0

TOTAL	797	0	89	886	0	0	0	0	0	432	806	1238	48	589	0	637	2761
AM Peak Vol	167	0	7	174	0	0	0	0	0	62	204	266	8	142	0	150	590
PM Peak Vol	258	0	38	296	0	0	0	0	0	177	220	397	14	158	0	172	865

**Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet**

Request No.:   
Job No.:

Location:   
Date:    
Recorder:   
Interval (dd) :   
(In Minutes)

County:   
Town:   
Weather:

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 590	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 865
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

Hour Ending	Armory Rd			0			MD 765			MD 765		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	0	0	0	0	0	0	0	0	2	0
08:45	0	0	0	0	0	0	0	0	0	1	0	0
09:00	0	1	0	0	0	0	0	0	0	0	2	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	1	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>
AM Peak Vol	0	1	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	1	0	0	0	0	0	2	0	0	0	0

Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

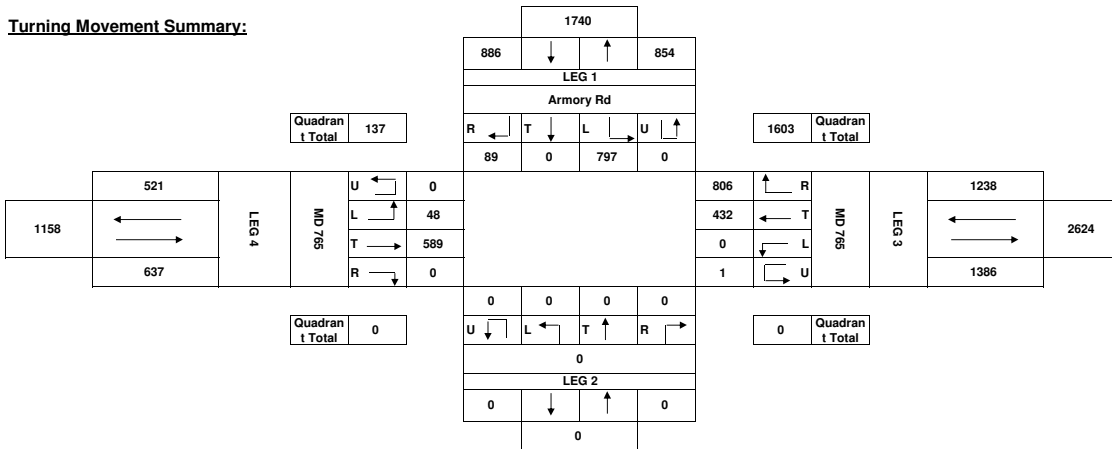
Request No.:   
Job No.:

Location: Armory Rd @ MD 765 (Main) St  
Date: 11/29/2012 Thursday  
Recorder: RT  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

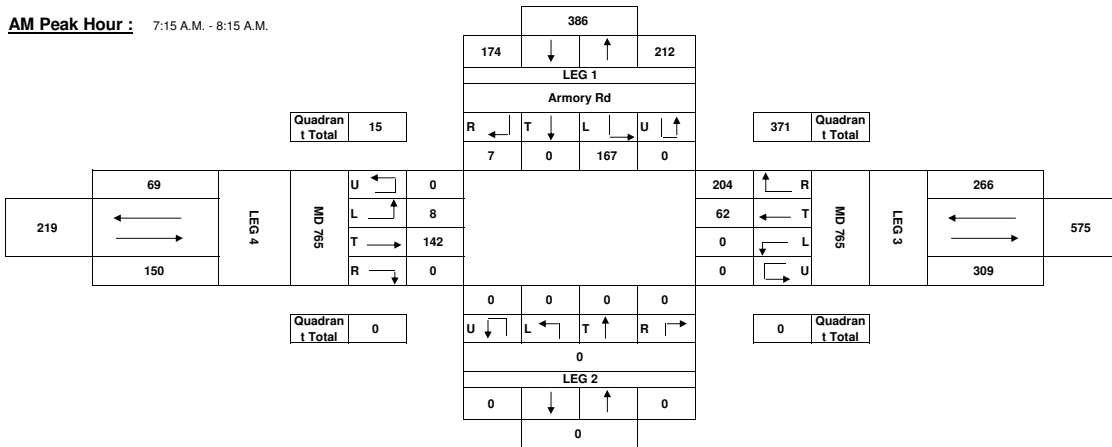
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	07:15	08:15	590	12:00PM-7:00PM	16:15	17:15	865

**Turning Movement Summary:**

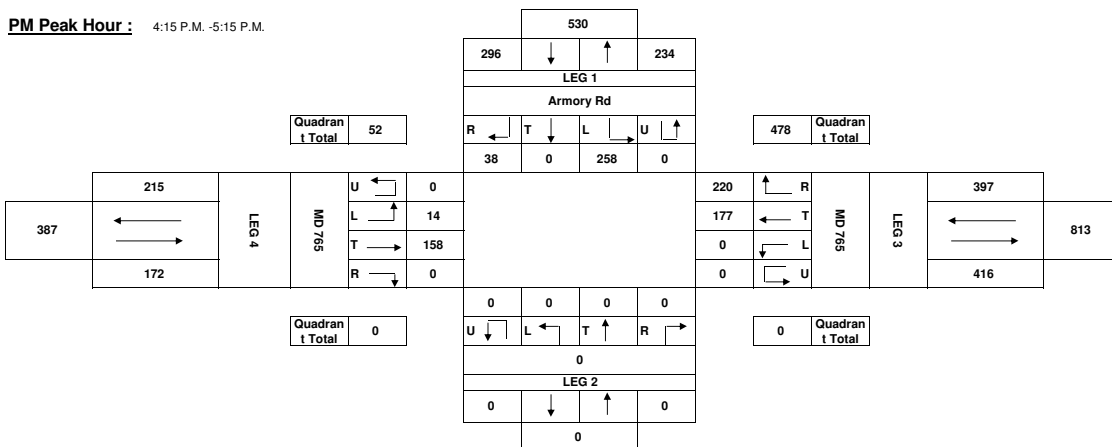


Comments:

**AM Peak Hour :** 7:15 A.M. - 8:15 A.M.



**PM Peak Hour :** 4:15 P.M. - 5:15 P.M.



Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Duke St @ Merrimac Ct  
 Date: 11/29/2012 Thursday  
 Recorder: AB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:30	08:30	172		16:00	17:00	382

Street Name-->	Alley				Merrimac Ct				Duke St				Duke St				GRAND TOTAL	
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT		
	L	T			L	T			L	T			L	T				
00:15					0					0						0	0	
00:30					0					0						0	0	
00:45					0					0						0	0	
01:00					0					0						0	0	
01:15					0					0						0	0	
01:30					0					0						0	0	
01:45					0					0						0	0	
02:00					0					0						0	0	
02:15					0					0						0	0	
02:30					0					0						0	0	
02:45					0					0						0	0	
03:00					0					0						0	0	
03:15					0					0						0	0	
03:30					0					0						0	0	
03:45					0					0						0	0	
04:00					0					0						0	0	
04:15					0					0						0	0	
04:30					0					0						0	0	
04:45					0					0						0	0	
05:00					0					0						0	0	
05:15					0					0						0	0	
05:30					0					0						0	0	
05:45					0					0						0	0	
06:00					0					0						0	0	
06:15					0					0						0	0	
06:30					0					0						0	0	
06:45					0					0						0	0	
07:00					0					0						0	0	
07:15	1	0	0	0	1	1	0	1	2	0	7	1	8	0	13	1	14	25
07:30	0	0	0	0	0	1	0	1	2	1	6	0	7	0	15	3	18	27
07:45	0	0	0	0	0	0	0	2	2	2	5	0	7	0	20	4	24	33
08:00	1	0	0	0	1	2	0	2	4	0	7	0	7	0	21	7	28	40
08:15	1	0	0	0	1	1	0	1	2	2	12	0	14	0	30	4	34	51
08:30	0	0	0	0	0	1	1	2	4	1	5	0	6	0	34	4	38	48
08:45	0	0	0	0	0	3	0	1	4	0	5	0	5	0	11	2	13	22
09:00	0	0	0	0	0	2	0	1	3	0	3	0	3	0	9	2	11	17
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	2	1	5	11	0	0	11	10	29	2	41	0	26	15	41	98	
16:30	0	1	0	1	5	0	2	7	10	29	0	39	0	28	10	38	85	
16:45	0	0	0	0	7	0	3	10	17	37	0	54	0	23	19	42	106	
17:00	0	0	1	1	11	0	2	13	5	42	0	47	0	23	9	32	93	
17:15	0	1	0	1	6	0	0	6	5	30	2	37	0	4	9	13	57	
17:30	0	0	0	0	4	0	1	5	7	15	1	23	0	10	5	15	43	
17:45	0	0	0	0	4	0	0	4	5	21	0	26	0	10	13	23	53	
18:00	0	0	0	0	3	0	1	4	2	16	1	19	0	9	12	21	44	
18:15					0													0
18:30					0													0
18:45					0													0
19:00					0													0
19:15					0													0
19:30					0													0
19:45					0													0
20:00					0													0
20:15					0													0
20:30					0													0
20:45					0													0
21:00					0													0
21:15					0													0
21:30					0													0
21:45					0													0
22:00					0													0
22:15					0													0
22:30					0													0
22:45					0													0
23:00					0													0
23:15					0													0
23:30					0													0
23:45					0													0
00:00					0													0

TOTAL	5	4	2	11	62	1	20	83	67	269	7	343	0	286	119	405	842
AM Peak Vol	2	0	0	2	4	1	7	12	5	29	0	34	0	105	19	124	172
PM Peak Vol	2	3	2	7	34	0	7	41	42	137	2	181	0	100	53	153	382





Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

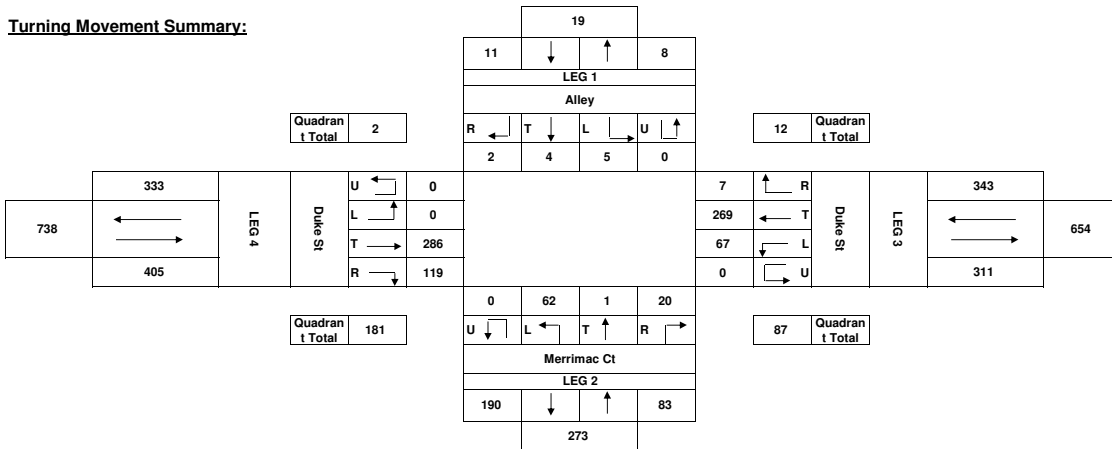
Request No.:   
Job No.:

Location: Duke St @ Merrimac Ct   
Date: 11/29/2012 Thursday  
Recorder: AB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

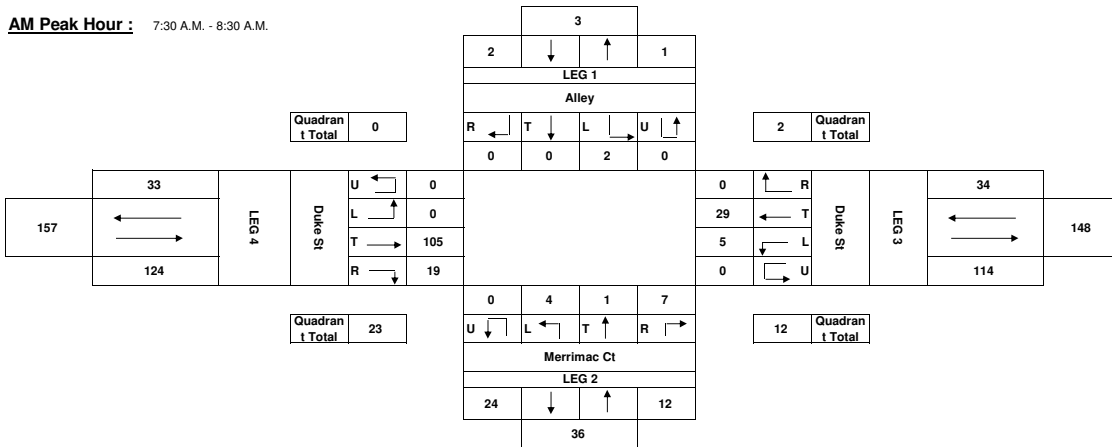
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 172	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 382
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

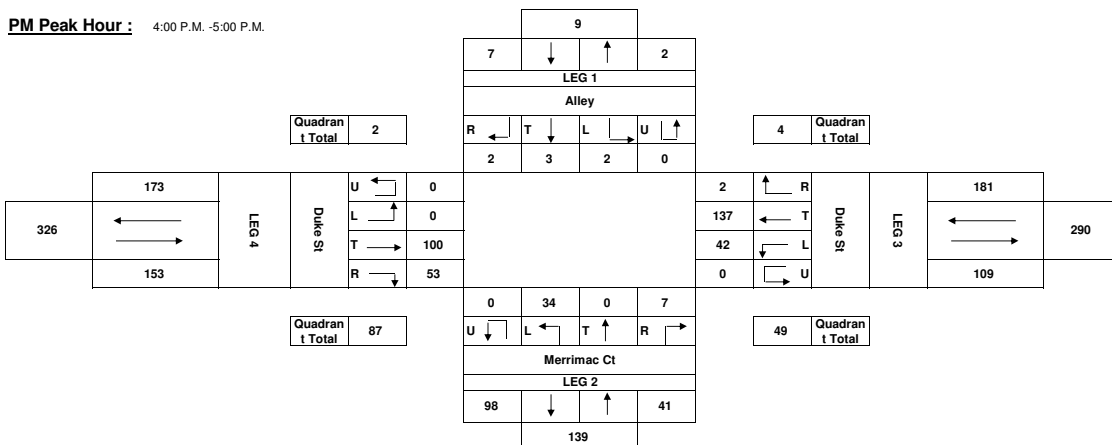


Comments:

**AM Peak Hour:** 7:30 A.M. - 8:30 A.M.



**PM Peak Hour:** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Entrance to community North of Wilson Ct  
Date: 11/28/2012 Wednesday  
Recorder: SB  
Interval (dd): 15 (In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:15	08:15	206		16:00	17:00	220

Street Name->	Main St				Main St				From East				Hawk Hill Dr				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT	
	L	T			L	T			L	T			L	T			
00:15					0					0						0	0
00:30					0					0						0	0
00:45					0					0						0	0
01:00					0					0						0	0
01:15					0					0						0	0
01:30					0					0						0	0
01:45					0					0						0	0
02:00					0					0						0	0
02:15					0					0						0	0
02:30					0					0						0	0
02:45					0					0						0	0
03:00					0					0						0	0
03:15					0					0						0	0
03:30					0					0						0	0
03:45					0					0						0	0
04:00					0					0						0	0
04:15					0					0						0	0
04:30					0					0						0	0
04:45					0					0						0	0
05:00					0					0						0	0
05:15					0					0						0	0
05:30					0					0						0	0
05:45					0					0						0	0
06:00					0					0						0	0
06:15					0					0						0	0
06:30					0					0						0	0
06:45					0					0						0	0
07:00					0					0						0	0
07:15	0	6	1	7	0	25	0	25	0	0	0	0	0	0	0	0	32
07:30	0	7	1	8	0	51	0	51	0	0	0	0	1	0	0	1	60
07:45	0	11	1	12	0	36	0	36	0	0	0	0	1	0	0	1	49
08:00	0	8	3	11	1	37	0	38	0	0	0	0	1	0	0	1	50
08:15	0	10	1	11	1	35	0	36	0	0	0	0	2	0	0	2	49
08:30	0	10	1	11	0	34	0	34	0	0	0	0	0	0	0	0	45
08:45	0	4	3	7	1	42	0	43	0	0	0	0	3	0	0	3	53
09:00	0	18	0	18	0	40	0	40	0	0	0	0	3	0	0	3	61
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	30	0	30	0	29	0	29	0	0	0	0	1	0	0	1	60
16:30	0	35	1	36	0	31	0	31	0	0	0	0	0	0	0	0	67
16:45	0	21	0	21	0	25	0	25	0	0	0	0	1	0	0	1	47
17:00	0	27	1	28	2	16	0	18	0	0	0	0	0	0	0	0	46
17:15	0	11	2	13	0	24	0	24	0	0	0	0	2	0	0	2	39
17:30	0	25	0	25	0	22	0	22	0	0	0	0	2	0	0	2	49
17:45	0	29	0	29	0	14	0	14	0	0	0	0	0	0	0	0	43
18:00	0	24	0	24	1	21	0	22	0	0	0	0	1	0	0	1	47
18:15					0					0						0	0
18:30					0					0						0	0
18:45					0					0						0	0
19:00					0					0						0	0
19:15					0					0						0	0
19:30					0					0						0	0
19:45					0					0						0	0
20:00					0					0						0	0
20:15					0					0						0	0
20:30					0					0						0	0
20:45					0					0						0	0
21:00					0					0						0	0
21:15					0					0						0	0
21:30					0					0						0	0
21:45					0					0						0	0
22:00					0					0						0	0
22:15					0					0						0	0
22:30					0					0						0	0
22:45					0					0						0	0
23:00					0					0						0	0
23:15					0					0						0	0
23:30					0					0						0	0
23:45					0					0						0	0
00:00					0					0						0	0

TOTAL	0	276	15	291	6	482	0	488	0	0	0	0	18	0	0	18	797
AM Peak Vol	0	36	6	42	2	159	0	161	0	0	0	0	5	0	0	5	208
PM Peak Vol	0	113	2	115	2	101	0	103	0	0	0	0	2	0	0	2	220



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

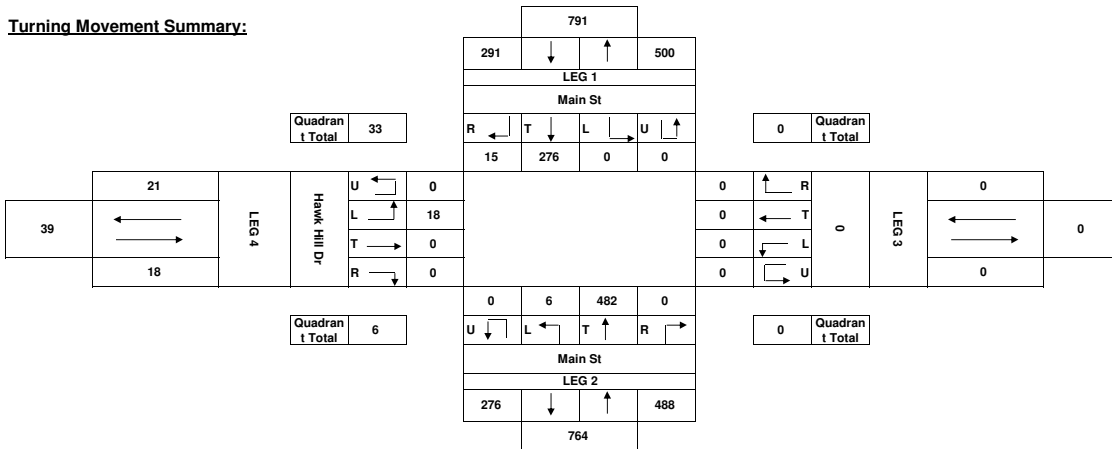
Request No.:   
Job No.:

Location: Entrance to community North of Wilson Ct  
Date: 11/28/2012 Wednesday  
Recorder: SB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

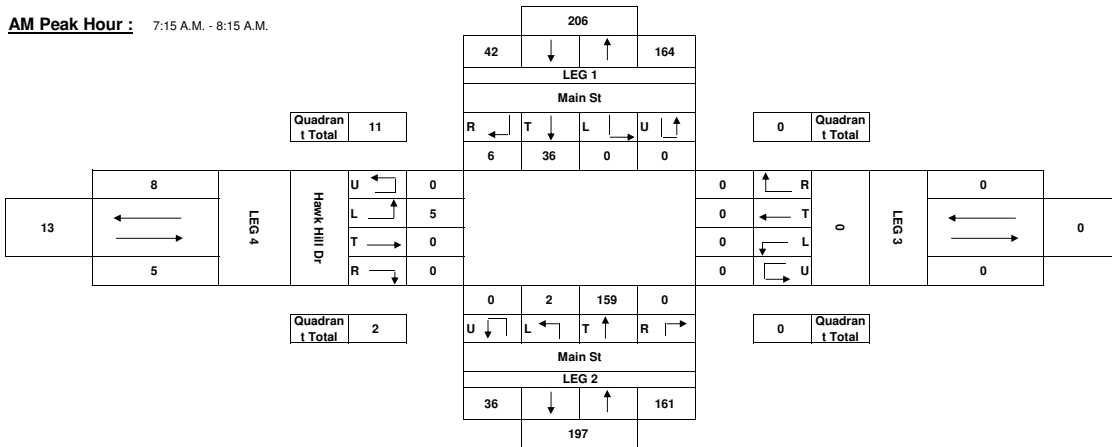
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 208	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 220
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

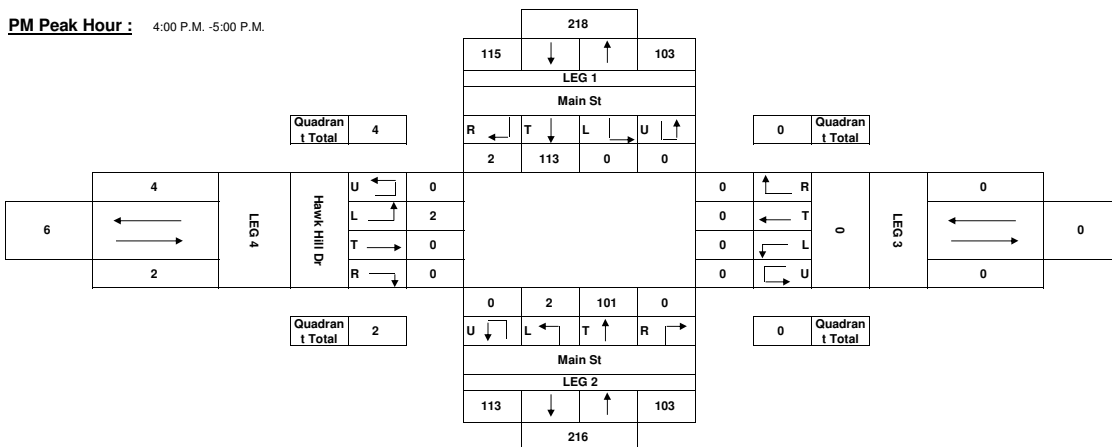


Comments:

**AM Peak Hour :** 7:15 A.M. - 8:15 A.M.



**PM Peak Hour :** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Fox Run Blvd @ Chesapeake Blvd  
 Date: 11/28/2012 Wednesday  
 Recorder: WB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:00	08:00	267		16:00	17:00	63

Street Name->	Chesapeake Blvd				Chesapeake Blvd (not complete)				Fox Run Blvd (not complete)				Fox Run Blvd				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT	
	L	T			L	T			L	T			L	T			
00:15				0				0								0	
00:30				0				0								0	
00:45				0				0								0	
01:00				0				0								0	
01:15				0				0								0	
01:30				0				0								0	
01:45				0				0								0	
02:00				0				0								0	
02:15				0				0								0	
02:30				0				0								0	
02:45				0				0								0	
03:00				0				0								0	
03:15				0				0								0	
03:30				0				0								0	
03:45				0				0								0	
04:00				0				0								0	
04:15				0				0								0	
04:30				0				0								0	
04:45				0				0								0	
05:00				0				0								0	
05:15				0				0								0	
05:30				0				0								0	
05:45				0				0								0	
06:00				0				0								0	
06:15				0				0								0	
06:30				0				0								0	
06:45				0				0								0	
07:00				0				0								0	
07:15	0	0		75	75	0	0	0	0	0	0	0	99	0	0	99	174
07:30	0	0		45	45	0	0	0	0	0	0	0	25	0	0	25	70
07:45	0	0		4	4	0	0	0	0	0	0	0	6	0	0	6	10
08:00	0	0		7	7	0	0	0	0	0	0	0	6	0	0	6	13
08:15	0	0		1	1	0	0	0	0	0	0	0	4	0	0	4	5
08:30	0	0		5	5	0	0	0	0	0	0	0	5	0	0	5	10
08:45	0	0		1	1	0	0	0	0	0	0	0	1	0	0	1	2
09:00	0	0		2	2	0	0	0	0	0	0	0	3	0	0	3	5
09:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0		34	34	0	0	0	0	0	0	0	18	0	0	18	52
16:30	0	0		3	3	0	0	0	0	0	0	0	2	0	0	2	5
16:45	0	0		2	2	0	0	0	0	0	0	0	2	0	0	2	4
17:00	0	0		1	1	0	0	0	0	0	0	0	1	0	0	1	2
17:15	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0		3	3	0	0	0	0	0	0	0	4	0	0	4	7
17:45	0	0		0	0	0	0	0	0	0	0	0	8	0	0	8	8
18:00	0	0		1	1	0	0	0	0	0	0	0	6	0	0	6	7
18:15				0	0			0					0			0	0
18:30				0	0			0					0			0	0
18:45				0	0			0					0			0	0
19:00				0	0			0					0			0	0
19:15				0	0			0					0			0	0
19:30				0	0			0					0			0	0
19:45				0	0			0					0			0	0
20:00				0	0			0					0			0	0
20:15				0	0			0					0			0	0
20:30				0	0			0					0			0	0
20:45				0	0			0					0			0	0
21:00				0	0			0					0			0	0
21:15				0	0			0					0			0	0
21:30				0	0			0					0			0	0
21:45				0	0			0					0			0	0
22:00				0	0			0					0			0	0
22:15				0	0			0					0			0	0
22:30				0	0			0					0			0	0
22:45				0	0			0					0			0	0
23:00				0	0			0					0			0	0
23:15				0	0			0					0			0	0
23:30				0	0			0					0			0	0
23:45				0	0			0					0			0	0
00:00				0	0			0					0			0	0

TOTAL	0	0	184	184	0	0	0	0	0	0	0	0	190	0	0	190	374
AM Peak Vol	0	0	131	131	0	0	0	0	0	0	0	0	136	0	0	136	267
PM Peak Vol	0	0	40	40	0	0	0	0	0	0	0	0	23	0	0	23	63



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

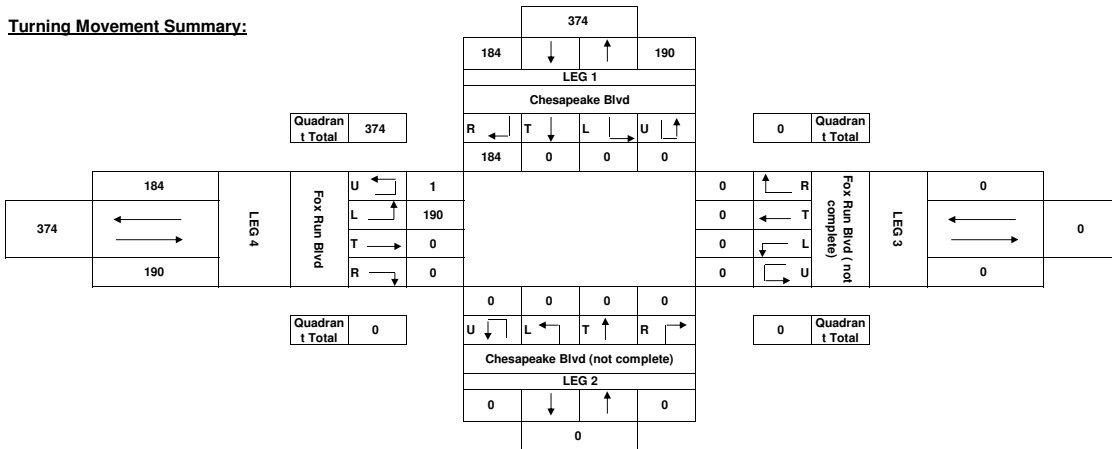
Request No.:   
Job No.:

Location: Fox Run Blvd @ Chesapeake Blvd  
Date: 11/28/2012 Wednesday  
Recorder: WB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

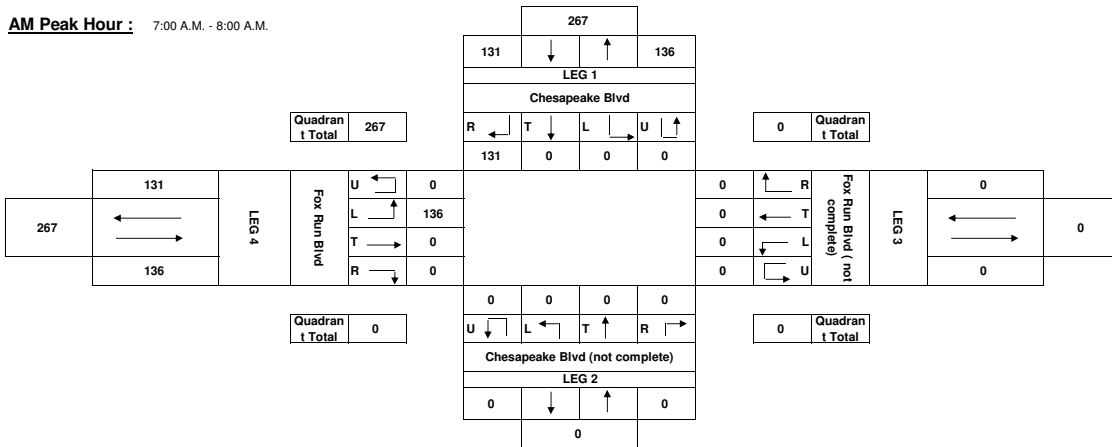
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	07:00	08:00	267	12:00PM-7:00PM	16:00	17:00	63

**Turning Movement Summary:**

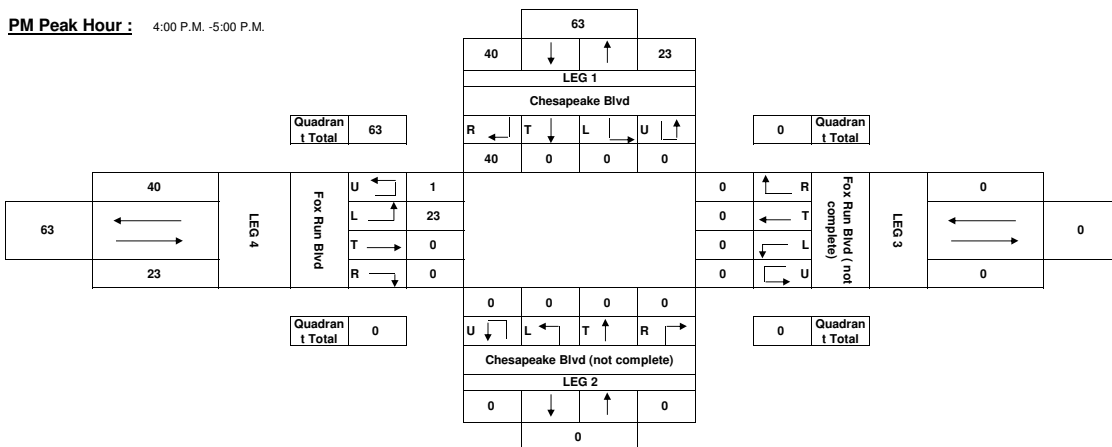


Comments:

**AM Peak Hour:** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour:** 4:00 P.M. - 5:00 P.M.





Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Fox Run Blvd @ Ent to shopping center  
Date: 11/28/2012 Wednesday  
Recorder: GB  
Interval (dd): 15 (In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:00	08:00	368		16:00	17:00	763

Street

Name-> HOUR ENDING	Entrance to Shopping Center				Entrance to Shopping Center				Fox Run Blvd				Fox Run Blvd				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT	
	L	T			L	T			L	T			L	T			
00:15				0					0				0				0
00:30				0					0				0				0
00:45				0					0				0				0
01:00				0					0				0				0
01:15				0					0				0				0
01:30				0					0				0				0
01:45				0					0				0				0
02:00				0					0				0				0
02:15				0					0				0				0
02:30				0					0				0				0
02:45				0					0				0				0
03:00				0					0				0				0
03:15				0					0				0				0
03:30				0					0				0				0
03:45				0					0				0				0
04:00				0					0				0				0
04:15				0					0				0				0
04:30				0					0				0				0
04:45				0					0				0				0
05:00				0					0				0				0
05:15				0					0				0				0
05:30				0					0				0				0
05:45				0					0				0				0
06:00				0					0				0				0
06:15				0					0				0				0
06:30				0					0				0				0
06:45				0					0				0				0
07:00				0					0				0				0
07:15	0	4	4	8	2	7	12	21	17	45	3	65	5	71	1	77	171
07:30	0	4	1	5	3	7	2	12	9	37	3	49	10	25	1	36	102
07:45	1	6	1	8	4	5	2	11	4	5	2	11	10	5	1	16	46
08:00	1	2	1	4	2	8	4	14	5	6	0	11	12	5	3	20	49
08:15	0	3	1	4	3	5	1	9	0	5	0	5	10	6	6	22	40
08:30	0	2	0	2	4	7	1	12	2	4	1	7	4	6	2	12	33
08:45	0	2	0	2	5	6	1	12	0	4	0	4	15	2	4	21	39
09:00	0	0	0	0	4	7	0	11	1	6	0	7	0	0	0	0	18
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	2	29	36	67	17	30	4	51	18	21	2	41	56	14	6	76	235
16:30	1	22	33	56	8	32	2	42	3	6	0	9	59	3	11	73	180
16:45	1	31	32	64	16	27	2	45	3	12	0	15	51	3	6	60	184
17:00	1	18	32	51	14	32	0	46	0	4	3	7	45	4	11	60	164
17:15	1	35	24	60	12	20	3	35	3	8	2	13	58	6	16	80	188
17:30	0	36	35	71	10	18	2	30	4	2	0	6	45	4	7	56	163
17:45	1	20	27	48	12	13	3	28	2	0	2	4	37	6	15	58	138
18:00	1	26	22	49	19	21	3	43	0	3	0	3	32	8	13	53	148
18:15				0													0
18:30				0													0
18:45				0													0
19:00				0													0
19:15				0													0
19:30				0													0
19:45				0													0
20:00				0													0
20:15				0													0
20:30				0													0
20:45				0													0
21:00				0													0
21:15				0													0
21:30				0													0
21:45				0													0
22:00				0													0
22:15				0													0
22:30				0													0
22:45				0													0
23:00				0													0
23:15				0													0
23:30				0													0
23:45				0													0
00:00				0													0

TOTAL	10	240	249	499	135	245	42	422	71	168	18	257	449	168	103	720	1898
AM Peak Vol	2	16	7	25	11	27	20	58	35	93	8	136	37	106	6	149	368
PM Peak Vol	5	100	133	238	55	121	8	184	24	43	5	72	211	24	34	269	763



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

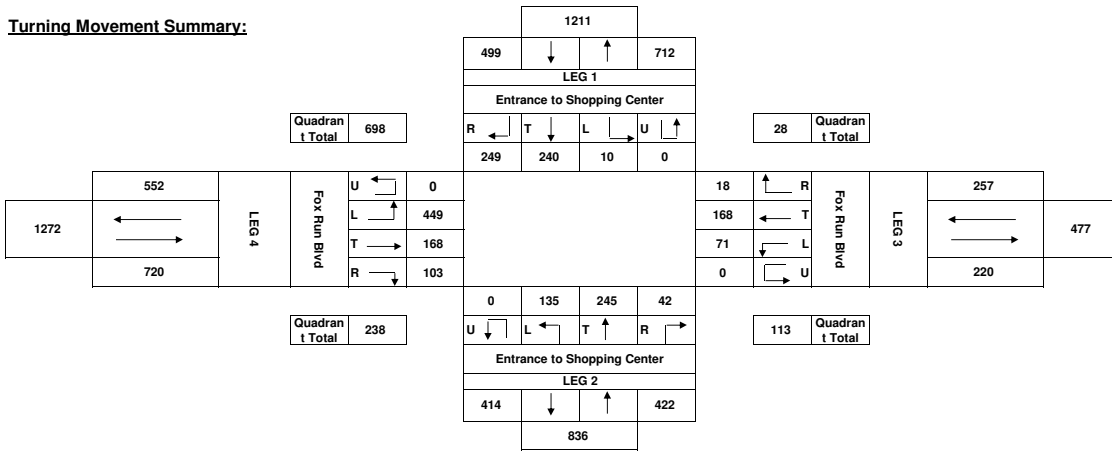
Request No.:   
Job No.:

Location: Fox Run Blvd @ Ent to shopping center  
Date: 11/28/2012 Wednesday  
Recorder: GB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

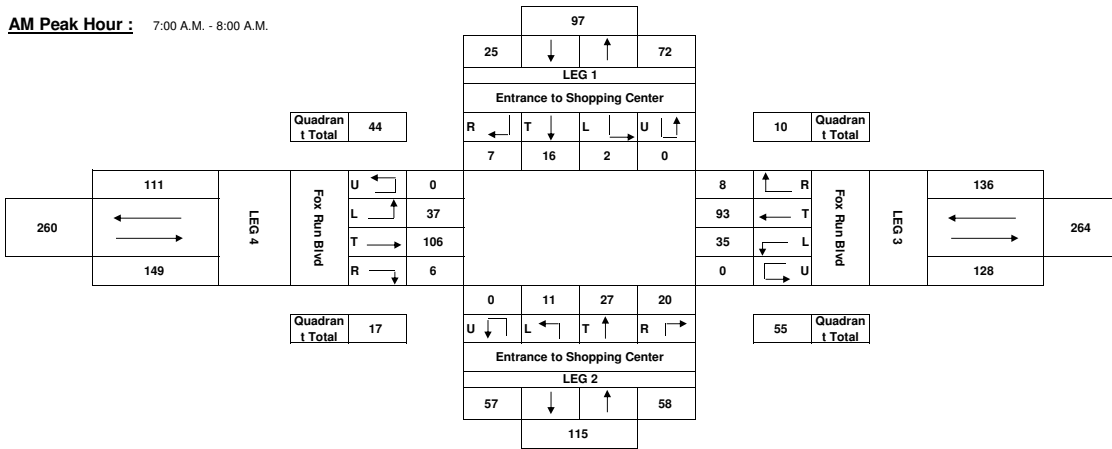
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 368	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 763
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

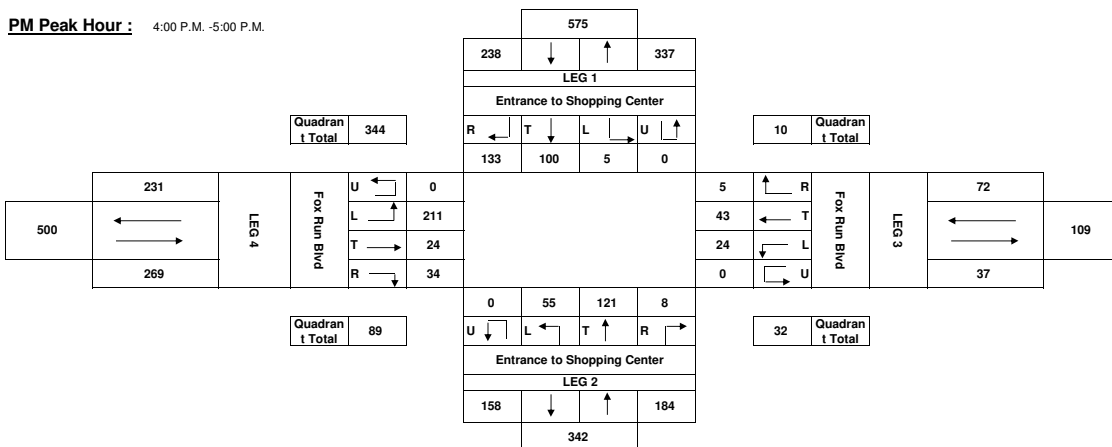


Comments:

**AM Peak Hour :** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour :** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Fox Run Blvd @ Steeple Chase Dr  
Date: 11/28/2012 Wednesday  
Recorder: SB  
Interval (dd): 15 (In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:00	08:00	281		16:00	17:00	126

Street Name-> HOUR	Steeple Chase Dr				Steeple Chase Dr				Fox Run Blvd				Fox Run Blvd				GRAND TOTAL
	From North		R		From South		T		From East		R		From West		T		
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
00:15				0					0								0
00:30				0					0								0
00:45				0					0								0
01:00				0					0								0
01:15				0					0								0
01:30				0					0								0
01:45				0					0								0
02:00				0					0								0
02:15				0					0								0
02:30				0					0								0
02:45				0					0								0
03:00				0					0								0
03:15				0					0								0
03:30				0					0								0
03:45				0					0								0
04:00				0					0								0
04:15				0					0								0
04:30				0					0								0
04:45				0					0								0
05:00				0					0								0
05:15				0					0								0
05:30				0					0								0
05:45				0					0								0
06:00				0					0								0
06:15				0					0								0
06:30				0					0								0
06:45				0					0								0
07:00				0					0								0
07:15	0	0	2	2	1	2	0	3	1	62	2	65	2	79	2	83	153
07:30	0	1	1	2	0	1	1	2	1	46	1	48	3	22	2	27	79
07:45	0	0	2	2	1	1	0	2	0	8	0	8	3	2	3	8	20
08:00	1	1	3	5	0	3	1	4	1	8	1	10	2	6	2	10	29
08:15	0	0	4	4	1	1	0	2	0	1	0	1	1	5	1	7	14
08:30	0	0	3	3	0	0	0	0	0	4	0	4	2	2	3	7	14
08:45	0	1	2	3	1	0	0	1	0	1	0	1	1	2	0	3	8
09:00	0	1	4	5	1	0	0	1	0	2	0	2	0	2	1	3	11
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	1	14	16	4	5	2	11	1	23	0	24	2	14	4	20	71
16:30	0	2	7	9	2	1	0	3	1	0	0	1	0	2	4	6	19
16:45	0	2	8	10	2	0	1	3	0	5	0	5	0	2	3	5	23
17:00	0	0	5	5	2	1	0	3	0	0	0	0	1	1	3	5	13
17:15	0	5	13	18	2	2	0	4	0	3	0	3	0	0	8	8	28
17:30	0	1	3	4	2	0	0	2	0	1	0	1	0	3	4	7	14
17:45	0	1	3	4	0	1	1	2	0	1	0	1	1	6	2	9	16
18:00	0	3	2	5	0	0	2	2	0	1	0	1	0	11	1	12	20
18:15				0				0									0
18:30				0				0									0
18:45				0				0									0
19:00				0				0									0
19:15				0				0									0
19:30				0				0									0
19:45				0				0									0
20:00				0				0									0
20:15				0				0									0
20:30				0				0									0
20:45				0				0									0
21:00				0				0									0
21:15				0				0									0
21:30				0				0									0
21:45				0				0									0
22:00				0				0									0
22:15				0				0									0
22:30				0				0									0
22:45				0				0									0
23:00				0				0									0
23:15				0				0									0
23:30				0				0									0
23:45				0				0									0
00:00				0				0									0

TOTAL	2	19	71	92	19	18	8	45	5	166	4	175	18	159	43	220	532
AM Peak Vol	1	2	8	11	2	7	2	11	3	124	4	131	10	109	9	128	281
PM Peak Vol	1	5	34	40	10	7	3	20	2	28	0	30	3	19	14	36	126



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

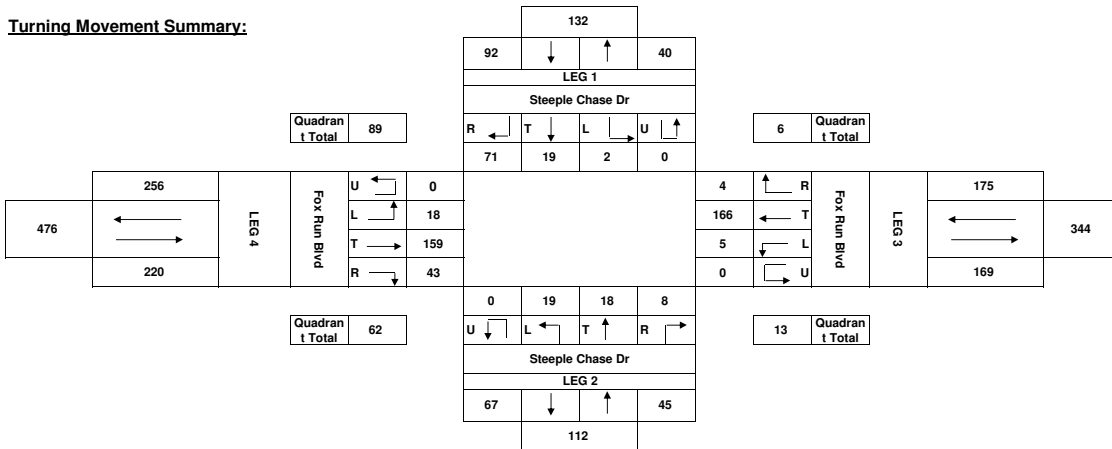
Request No.:   
Job No.:

Location: Fox Run Blvd @ Steeple Chase Dr  
Date: 11/28/2012 Wednesday  
Recorder: SB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

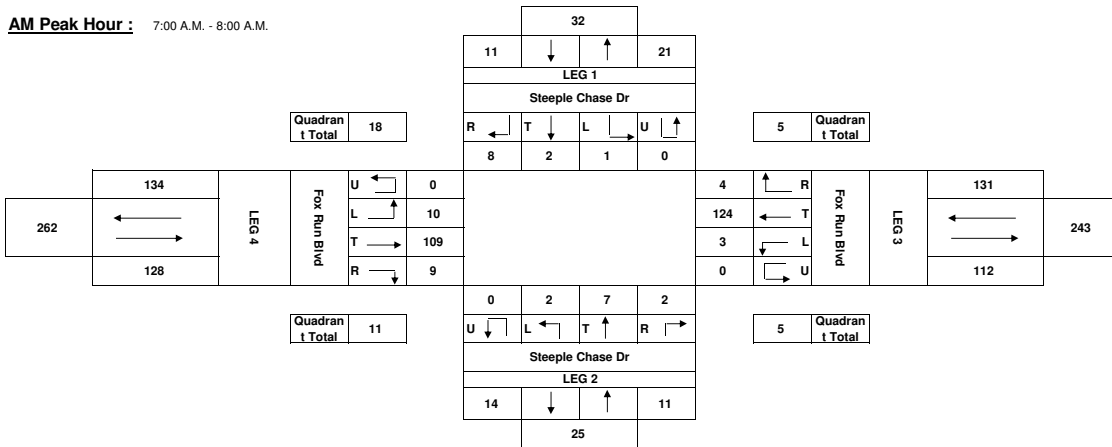
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 281	PM PERIOD 12:00PM-7:00PM	Start 16:00	End 17:00	Volume 126
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

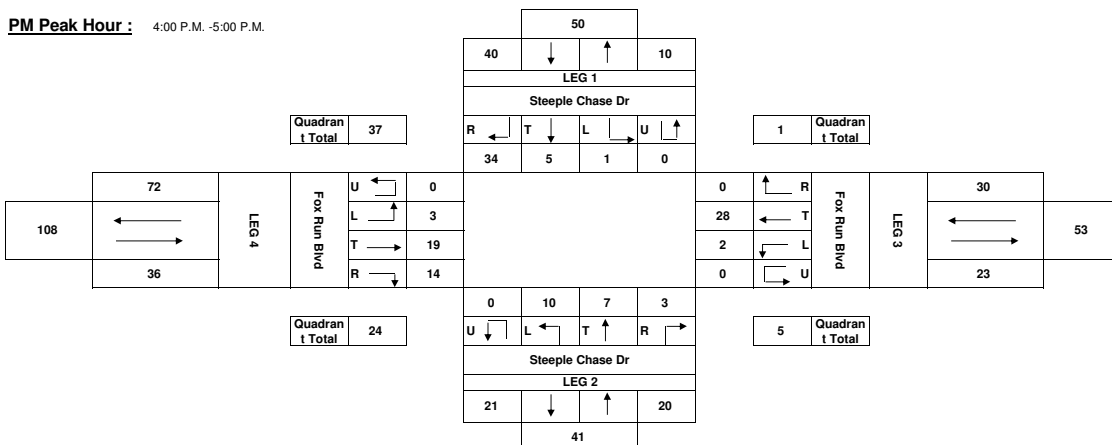


Comments:

**AM Peak Hour :** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour :** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Md 2-4 @ Harrow Lane   
 Date: 11/28/2012 Wednesday  
 Recorder: SS/AB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:15	08:15	2954		16:30	17:30	4026

Street Name-> HOUR ENDING	MD 2 From North				MD 2 From South				Harrow Lane From East				Driveway From West				GRAND TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
	00:15				0					0							
07:15	2	108	0	110	0	390	25	415	0	0	6	6	0	0	1	1	532
07:30	7	274	1	282	0	356	12	368	0	0	10	10	0	0	0	0	660
07:45	8	297	0	305	1	380	22	403	0	0	4	4	0	0	2	2	714
08:00	13	388	0	401	0	367	27	394	0	0	5	5	0	0	0	0	800
08:15	11	333	0	344	0	414	14	428	0	0	8	8	0	0	0	0	780
08:30	8	246	0	254	0	297	18	315	0	0	10	10	0	0	0	0	579
08:45	14	292	0	306	0	395	13	408	0	0	6	6	0	0	0	0	720
09:00	19	234	0	253	0	0	0	0	0	0	0	0	0	0	0	0	253
16:30	32	516	1	549	0	335	20	355	0	0	44	44	0	0	1	1	949
16:45	39	539	0	578	0	398	18	416	0	0	33	33	0	0	0	0	1027
17:00	27	549	2	578	1	348	19	368	0	0	32	32	0	0	2	2	980
17:15	43	598	0	641	0	347	12	359	0	0	33	33	0	0	0	0	1033
17:30	32	570	1	603	0	333	18	351	0	0	31	31	0	0	1	1	986
17:45	30	530	0	560	0	320	11	331	0	0	31	31	0	0	0	0	922
18:00	30	531	1	562	0	319	9	328	0	0	29	29	0	0	0	0	919
TOTAL	339	6542	9	6890	4	5321	249	5574	0	0	317	317	0	0	7	7	12788
AM Peak Vol	39	1292	1	1332	1	1517	75	1593	0	0	27	27	0	0	2	2	2954
PM Peak Vol	141	2256	3	2400	1	1426	67	1494	0	0	129	129	0	0	3	3	4026





Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

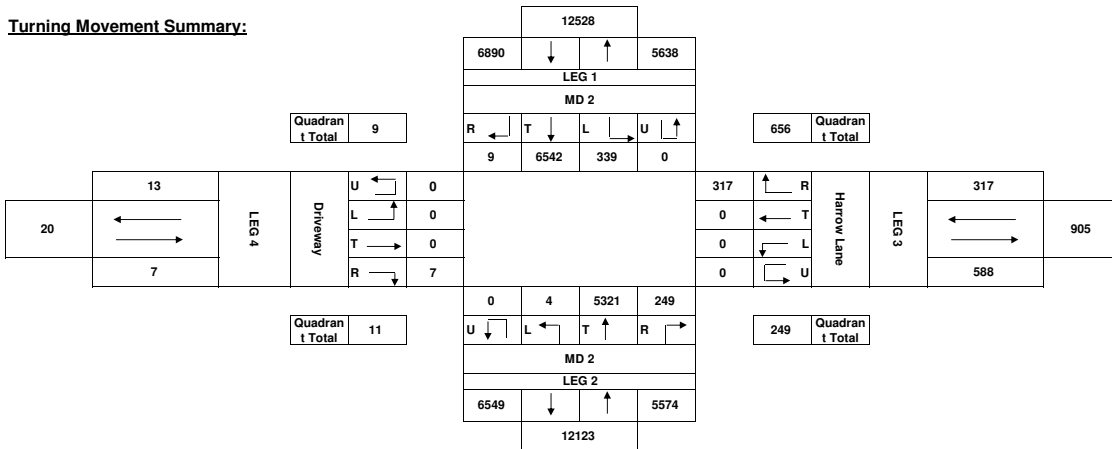
Request No.:   
Job No.:

Location: Md 2-4 @ Harrow Lane   
Date: 11/28/2012 Wednesday   
Recorder: SS/AB   
Interval (dd) : 15   
(In Minutes)

County: CALVERT   
Town: PRINCE FREDERICK   
Weather: CLEAR

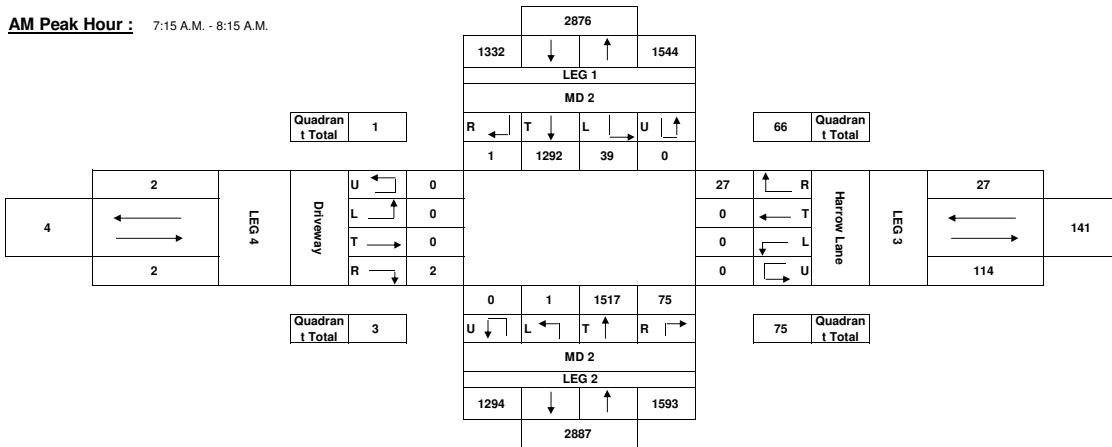
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	07:15	08:15	2954	12:00PM-7:00PM	16:30	17:30	4026

**Turning Movement Summary:**

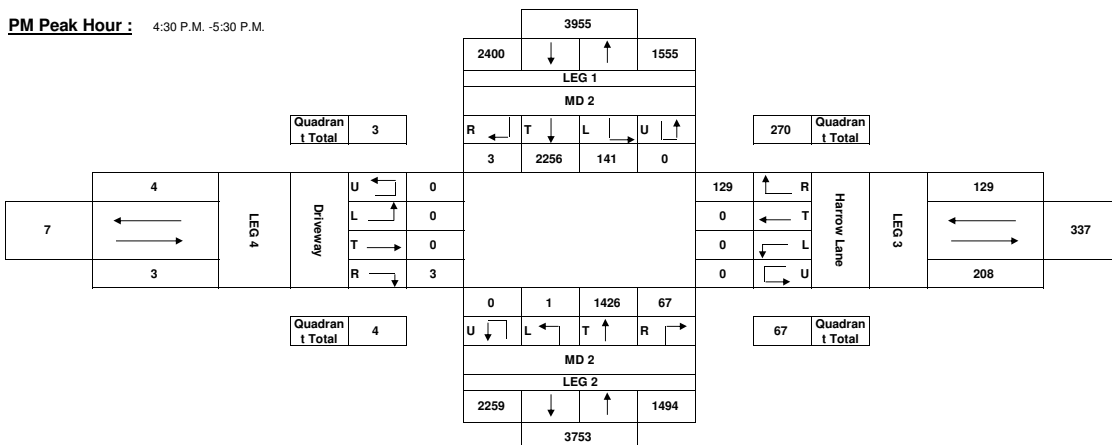


Comments:

**AM Peak Hour :** 7:15 A.M. - 8:15 A.M.



**PM Peak Hour :** 4:30 P.M. - 5:30 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: MD 24 @ Northern Most Entrance to Calvert Hospital  
Date: 11/27/2012 Tuesday  
Recorder: TB/SB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:30	08:30	3015		16:30	17:30	4003

Street Name-->	MD 2				MD 2				North Entrance to Calvert Hospital				North Entrance to Calvert Hospital				GRAND TOTAL
	From North		From South		From East		From West		From North		From South		From East		From West		
HOUR	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
00:15				0					0								0
00:30				0					0								0
00:45				0					0								0
01:00				0					0								0
01:15				0					0								0
01:30				0					0								0
01:45				0					0								0
02:00				0					0								0
02:15				0					0								0
02:30				0					0								0
02:45				0					0								0
03:00				0					0								0
03:15				0					0								0
03:30				0					0								0
03:45				0					0								0
04:00				0					0								0
04:15				0					0								0
04:30				0					0								0
04:45				0					0								0
05:00				0					0								0
05:15				0					0								0
05:30				0					0								0
05:45				0					0								0
06:00				0					0								0
06:15				0					0								0
06:30				0					0								0
06:45				0					0								0
07:00				0					0								0
07:15	0	324	0	324	0	366	2	368	0	0	2	2	0	0	0	0	694
07:30	0	353	0	353	0	372	3	375	0	0	4	4	0	0	0	0	732
07:45	0	314	0	314	0	374	4	378	0	0	5	5	0	0	0	0	697
08:00	0	371	0	371	0	426	2	428	0	0	7	7	0	0	0	0	806
08:15	0	464	0	464	0	285	11	296	0	0	5	5	0	0	0	0	765
08:30	0	449	0	449	0	284	13	297	0	0	1	1	0	0	0	0	747
08:45	0	304	0	304	0	280	12	292	0	0	2	2	0	0	0	0	598
09:00	0	378	0	378	0	294	17	311	0	0	4	4	0	0	0	0	693
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	497	0	497	0	410	3	413	0	0	11	11	0	0	0	0	921
16:30	0	479	0	479	0	441	1	442	0	0	11	11	0	0	0	0	932
16:45	0	516	0	516	0	441	2	443	0	0	15	15	0	0	0	0	974
17:00	0	542	0	542	0	428	2	430	0	0	13	13	0	0	0	0	985
17:15	0	556	0	556	0	435	2	437	0	0	16	16	0	0	0	0	1009
17:30	0	584	0	584	0	441	1	442	0	0	9	9	0	0	0	0	1035
17:45	0	524	0	524	0	404	2	406	0	0	5	5	0	0	0	0	935
18:00	0	481	0	481	0	394	2	396	0	0	7	7	0	0	0	0	884
18:15				0				0									0
18:30				0				0									0
18:45				0				0									0
19:00				0				0									0
19:15				0				0									0
19:30				0				0									0
19:45				0				0									0
20:00				0				0									0
20:15				0				0									0
20:30				0				0									0
20:45				0				0									0
21:00				0				0									0
21:15				0				0									0
21:30				0				0									0
21:45				0				0									0
22:00				0				0									0
22:15				0				0									0
22:30				0				0									0
22:45				0				0									0
23:00				0				0									0
23:15				0				0									0
23:30				0				0									0
23:45				0				0									0
00:00				0				0									0

TOTAL	0	7136	0	7136	0	6075	79	6154	0	0	117	117	0	0	0	0	13407
AM Peak Vol	0	1598	0	1598	0	1369	30	1399	0	0	18	18	0	0	0	0	3015
PM Peak Vol	0	2198	0	2198	0	1745	7	1752	0	0	53	53	0	0	0	0	4003

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: MD 2-4 @ Northern Most Entrance to Calvert Hospital  
 Date: 11/27/2012 Tuesday  
 Recorder: TB/SB  
 Interval (dd) : 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 3015	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 4003
------------	--------------------------	-------------	-----------	-------------	--------------------------	-------------	-----------	-------------

Hour Ending	MD 2			PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN			North Entrance to Calvert Hospital			North Entrance to Calvert Hospital		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	1	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	0	0	1	0	0	0	0

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

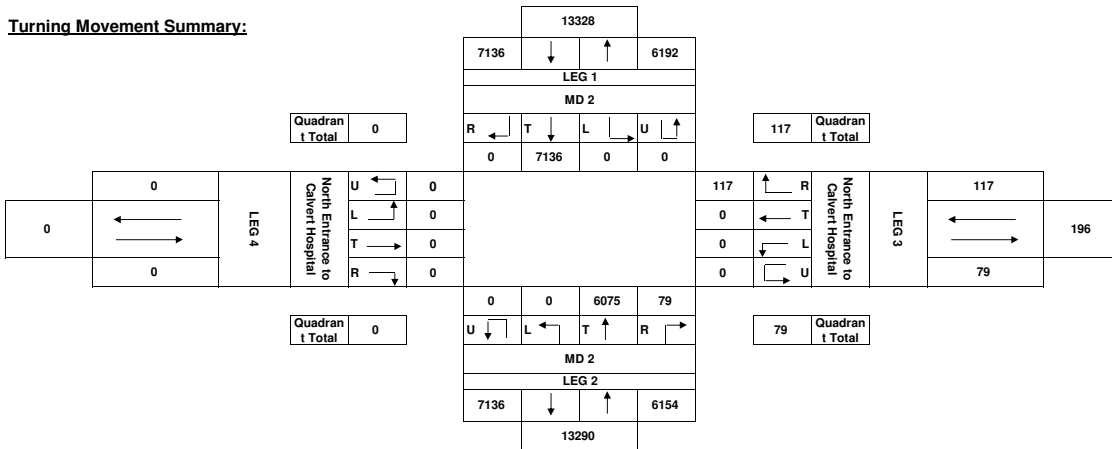
Request No.:   
 Job No.:

Location: MD 2-4 @ Northern Most Entrance to Calvert Hospital  
 Date: 11/27/2012 Tuesday  
 Recorder: TB/SB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

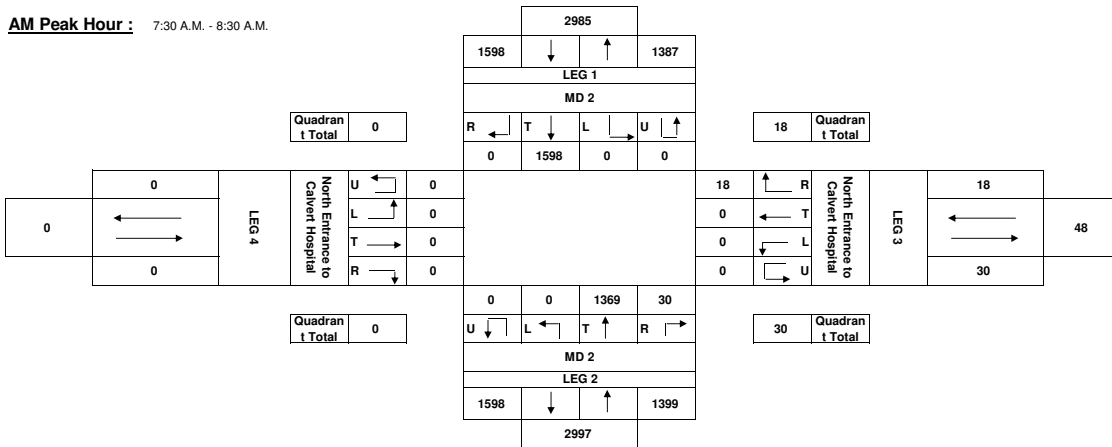
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 3015	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 4003
------------	--------------------------	-------------	-----------	-------------	--------------------------	-------------	-----------	-------------

**Turning Movement Summary:**

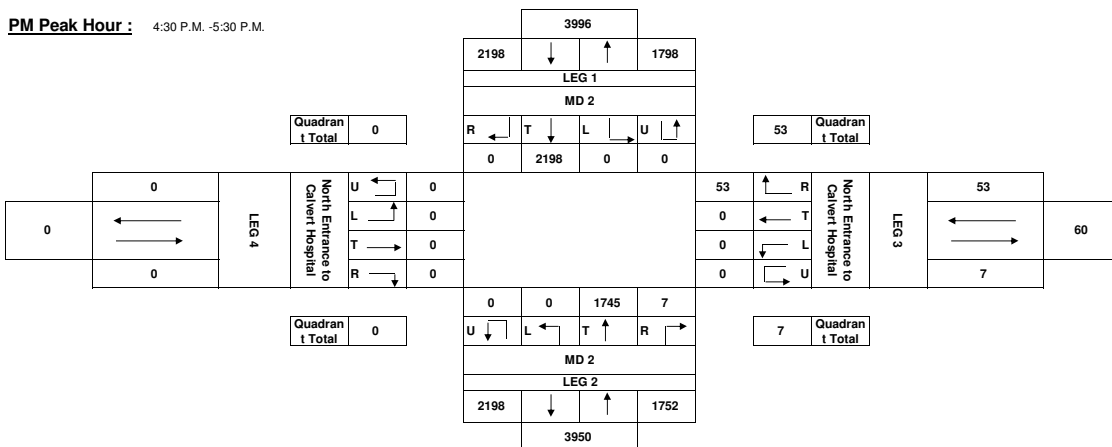


Comments:

**AM Peak Hour :** 7:30 A.M. - 8:30 A.M.



**PM Peak Hour :** 4:30 P.M. - 5:30 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: MD 24 @ Traditional Way  
Date: 11/29/2012 Thursday  
Recorder: SS/TB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:00	08:00	2944		16:30	17:30	3851

Street Name-> HOUR ENDING	MD 2				MD 2				Traditional Way				From West				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	L	T	R	TOT	
	L	T			L	T			L	T			L	T			
00:15				0				0								0	
00:30				0				0								0	
00:45				0				0								0	
01:00				0				0								0	
01:15				0				0								0	
01:30				0				0								0	
01:45				0				0								0	
02:00				0				0								0	
02:15				0				0								0	
02:30				0				0								0	
02:45				0				0								0	
03:00				0				0								0	
03:15				0				0								0	
03:30				0				0								0	
03:45				0				0								0	
04:00				0				0								0	
04:15				0				0								0	
04:30				0				0								0	
04:45				0				0								0	
05:00				0				0								0	
05:15				0				0								0	
05:30				0				0								0	
05:45				0				0								0	
06:00				0				0								0	
06:15				0				0								0	
06:30				0				0								0	
06:45				0				0								0	
07:00				0				0								0	
07:15	0	246	0	246	0	489	5	494	0	0	2	2	0	0	0	742	
07:30	0	311	0	311	0	496	8	504	0	0	4	4	0	0	0	819	
07:45	0	282	0	282	0	460	8	468	0	0	1	1	0	0	0	751	
08:00	0	260	0	260	0	366	4	370	0	0	2	2	0	0	0	632	
08:15	0	251	0	251	0	370	8	378	0	0	3	3	0	0	0	632	
08:30	0	289	0	289	0	437	11	448	0	0	0	0	0	0	0	737	
08:45	0	269	0	269	0	387	4	391	0	0	0	0	0	0	0	660	
09:00	0	280	0	280	0	457	4	461	0	0	3	3	0	0	0	744	
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	593	0	593	0	316	7	323	0	0	9	9	0	0	0	925	
16:30	0	545	0	545	0	309	4	313	0	0	10	10	0	0	0	868	
16:45	0	561	0	561	0	398	8	406	0	0	7	7	0	0	0	974	
17:00	0	561	0	561	0	371	5	376	0	0	12	12	0	0	0	949	
17:15	0	622	0	622	0	322	8	330	0	0	9	9	0	0	0	961	
17:30	0	606	0	606	0	340	12	352	0	0	9	9	0	0	0	967	
17:45	0	549	0	549	0	369	6	375	0	0	9	9	0	0	0	933	
18:00	0	517	0	517	0	225	116	341	0	0	14	14	0	0	0	872	
18:15				0				0								0	
18:30				0				0								0	
18:45				0				0								0	
19:00				0				0								0	
19:15				0				0								0	
19:30				0				0								0	
19:45				0				0								0	
20:00				0				0								0	
20:15				0				0								0	
20:30				0				0								0	
20:45				0				0								0	
21:00				0				0								0	
21:15				0				0								0	
21:30				0				0								0	
21:45				0				0								0	
22:00				0				0								0	
22:15				0				0								0	
22:30				0				0								0	
22:45				0				0								0	
23:00				0				0								0	
23:15				0				0								0	
23:30				0				0								0	
23:45				0				0								0	
00:00				0				0								0	

TOTAL	0	6742	0	6742	0	6112	218	6330	0	0	94	94	0	0	0	13166
AM Peak Vol	0	1099	0	1099	0	1811	25	1836	0	0	9	9	0	0	0	2944
PM Peak Vol	0	2350	0	2350	0	1431	33	1464	0	0	37	37	0	0	0	3851

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: MD 2-4 @ Traditional Way  
 Date: 11/29/2012 Thursday  
 Recorder: SS/TB  
 Interval (dd) : 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 2944	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 3851
------------	--------------------------	-------------	-----------	-------------	--------------------------	-------------	-----------	-------------

Hour Ending	MD 2			PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN			Traditional Way			0		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	1	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	2	0	0	0	0
17:00	0	0	0	0	0	0	0	3	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	1	0	0	0	0
18:00	0	0	0	0	1	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	0	0	5	0	0	0	0

Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

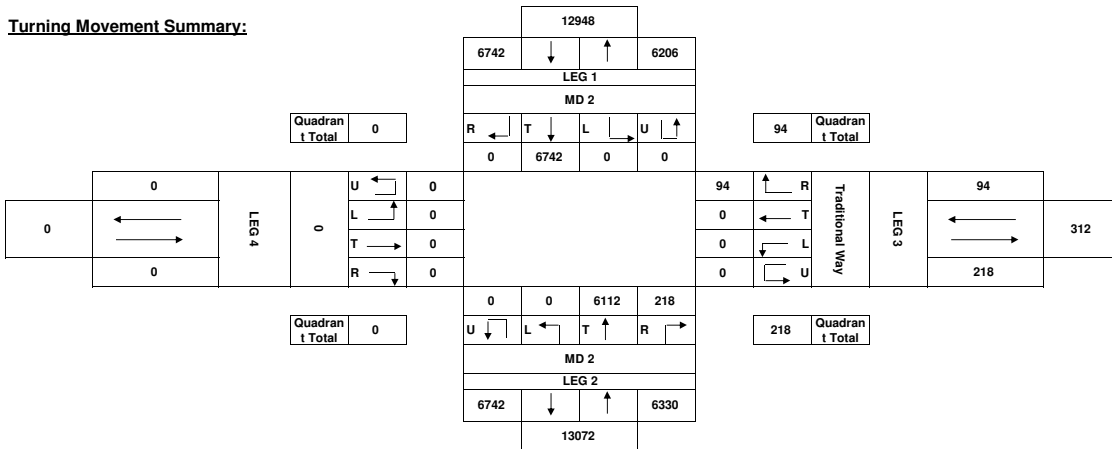
Request No.:   
Job No.:

Location: MD 2-4 @ Traditional Way  
Date: 11/29/2012 Thursday  
Recorder: SS/TB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

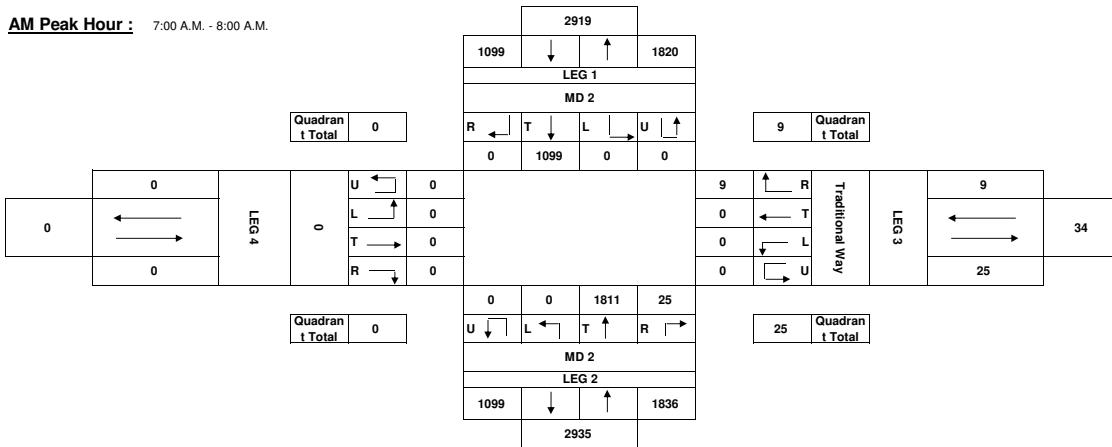
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 2944	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 3851
------------	--------------------------	-------------	-----------	-------------	--------------------------	-------------	-----------	-------------

**Turning Movement Summary:**

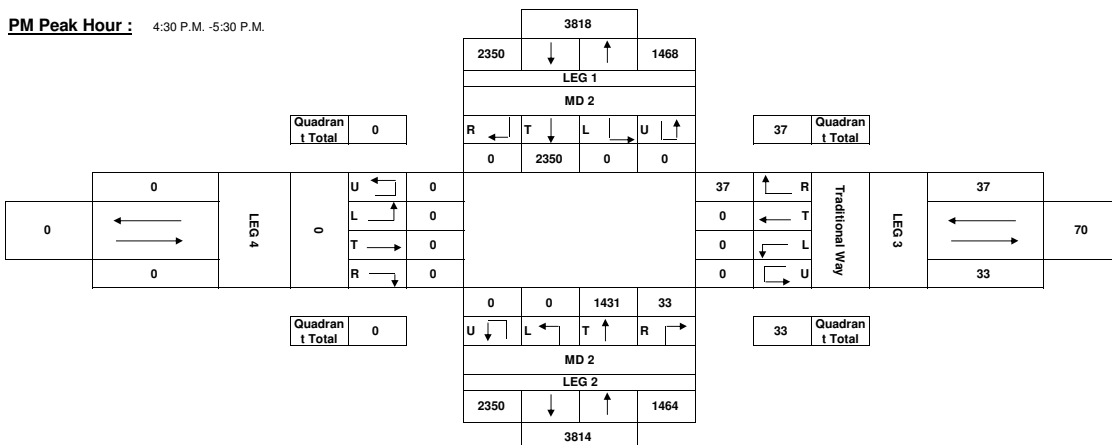


Comments:

**AM Peak Hour :** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour :** 4:30 P.M. - 5:30 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: MD 24 @ Westlake Blvd  
Date: 11/29/2012 Thursday  
Recorder: WB/BW  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:00	08:00	2654		16:30	17:30	3620

Street Name-> HOUR ENDING	MD 2 From North				MD 2 From South				From East				Westlake Blvd From West				GRAND TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
	00:15				0				0				0				
00:30				0				0				0				0	0
00:45				0				0				0				0	0
01:00				0				0				0				0	0
01:15				0				0				0				0	0
01:30				0				0				0				0	0
01:45				0				0				0				0	0
02:00				0				0				0				0	0
02:15				0				0				0				0	0
02:30				0				0				0				0	0
02:45				0				0				0				0	0
03:00				0				0				0				0	0
03:15				0				0				0				0	0
03:30				0				0				0				0	0
03:45				0				0				0				0	0
04:00				0				0				0				0	0
04:15				0				0				0				0	0
04:30				0				0				0				0	0
04:45				0				0				0				0	0
05:00				0				0				0				0	0
05:15				0				0				0				0	0
05:30				0				0				0				0	0
05:45				0				0				0				0	0
06:00				0				0				0				0	0
06:15				0				0				0				0	0
06:30				0				0				0				0	0
06:45				0				0				0				0	0
07:00				0				0				0				0	0
07:15	0	167	0	167	0	460	0	460	0	0	0	0	0	0	2	2	629
07:30	0	251	1	252	0	490	0	490	0	0	0	0	0	0	7	7	749
07:45	0	205	0	205	0	447	0	447	0	0	0	0	0	0	3	3	655
08:00	0	180	2	182	0	436	0	436	0	0	0	0	0	0	3	3	621
08:15	0	154	1	155	0	360	0	360	0	0	0	0	0	0	0	0	515
08:30	0	190	1	191	0	410	0	410	0	0	0	0	0	0	4	4	605
08:45	0	189	0	189	0	379	0	379	0	0	0	0	0	0	4	4	572
09:00	0	190	0	190	0	411	0	411	0	0	0	0	0	0	0	0	601
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	507	4	511	0	333	0	333	0	0	0	0	0	0	0	0	844
16:30	0	533	2	535	0	295	0	295	0	0	0	0	0	0	1	1	831
16:45	0	572	1	573	0	302	0	302	0	0	0	0	0	0	2	2	877
17:00	0	626	6	632	0	298	0	298	0	0	0	0	0	0	2	2	932
17:15	0	612	3	615	0	249	0	249	0	0	0	0	0	0	4	4	868
17:30	0	669	8	677	0	266	0	266	0	0	0	0	0	0	0	0	943
17:45	0	532	6	538	0	303	0	303	0	0	0	0	0	0	2	2	843
18:00	0	526	5	531	0	293	0	293	0	0	0	0	0	0	1	1	825
18:15				0				0				0				0	0
18:30				0				0				0				0	0
18:45				0				0				0				0	0
19:00				0				0				0				0	0
19:15				0				0				0				0	0
19:30				0				0				0				0	0
19:45				0				0				0				0	0
20:00				0				0				0				0	0
20:15				0				0				0				0	0
20:30				0				0				0				0	0
20:45				0				0				0				0	0
21:00				0				0				0				0	0
21:15				0				0				0				0	0
21:30				0				0				0				0	0
21:45				0				0				0				0	0
22:00				0				0				0				0	0
22:15				0				0				0				0	0
22:30				0				0				0				0	0
22:45				0				0				0				0	0
23:00				0				0				0				0	0
23:15				0				0				0				0	0
23:30				0				0				0				0	0
23:45				0				0				0				0	0
00:00				0				0				0				0	0

TOTAL	0	6103	40	6143	0	5732	0	5732	0	0	0	0	0	0	35	35	11910
AM Peak Vol	0	803	3	806	0	1833	0	1833	0	0	0	0	0	0	15	15	2654
PM Peak Vol	0	2479	18	2497	0	1115	0	1115	0	0	0	0	0	8	8	3620	





Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

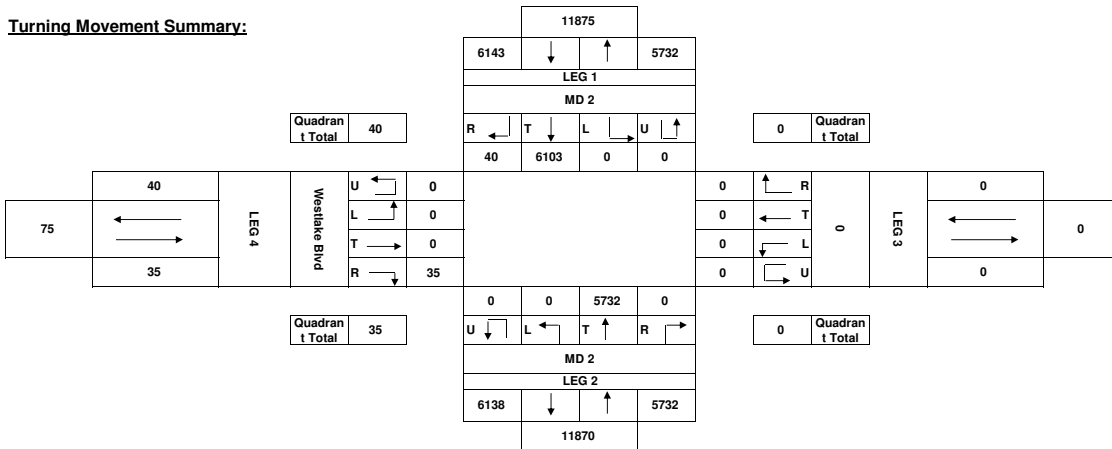
Request No.:   
Job No.:

Location: MD 2-4 @ Westlake Blvd   
Date: 11/29/2012 Thursday  
Recorder: WB/BW  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

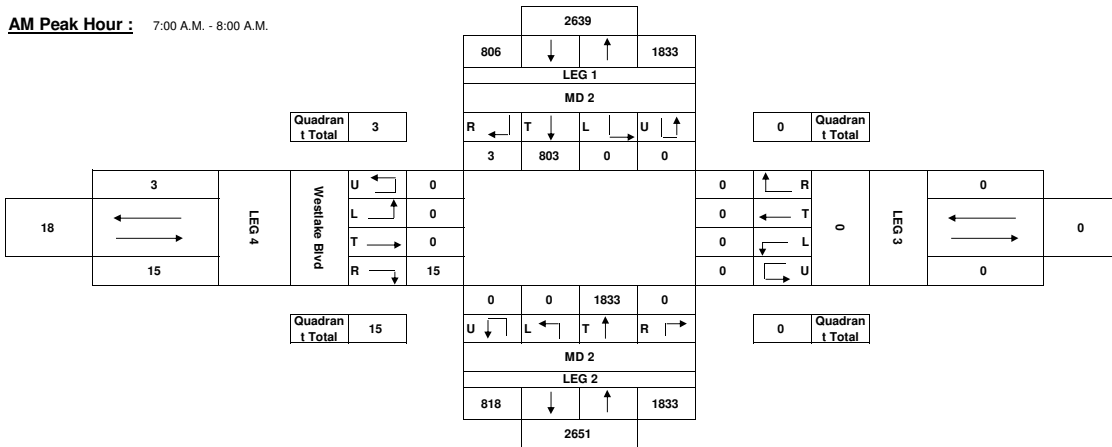
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 2654	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 3620
------------	--------------------------	-------------	-----------	-------------	--------------------------	-------------	-----------	-------------

**Turning Movement Summary:**

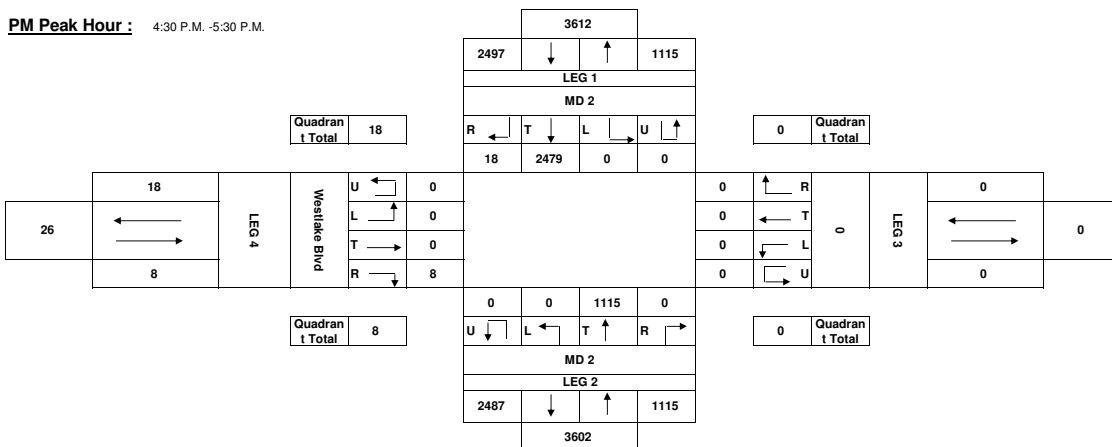


Comments:

**AM Peak Hour:** 7:00 A.M. - 8:00 A.M.



**PM Peak Hour:** 4:30 P.M. - 5:30 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Old Field Ln @ Main St  
Date: 11/29/2012 Thursday  
Recorder: GB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:15	08:15	300		16:00	17:00	381

Street Name--> HOUR ENDING	Old Field Lane				Main St				Main St				GRAND TOTAL				
	From North		From South		From East		From West		From North		From South						
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT					
00:15				0				0					0	0			
00:30				0				0					0	0			
00:45				0				0					0	0			
01:00				0				0					0	0			
01:15				0				0					0	0			
01:30				0				0					0	0			
01:45				0				0					0	0			
02:00				0				0					0	0			
02:15				0				0					0	0			
02:30				0				0					0	0			
02:45				0				0					0	0			
03:00				0				0					0	0			
03:15				0				0					0	0			
03:30				0				0					0	0			
03:45				0				0					0	0			
04:00				0				0					0	0			
04:15				0				0					0	0			
04:30				0				0					0	0			
04:45				0				0					0	0			
05:00				0				0					0	0			
05:15				0				0					0	0			
05:30				0				0					0	0			
05:45				0				0					0	0			
06:00				0				0					0	0			
06:15				0				0					0	0			
06:30				0				0					0	0			
06:45				0				0					0	0			
07:00				0				0					0	0			
07:15	0	0	0	0	2	0	0	2	0	25	0	25	0	7	7	14	41
07:30	0	0	0	0	14	0	0	14	3	50	0	53	0	8	9	17	84
07:45	0	0	0	0	10	0	1	11	1	37	0	38	0	13	10	23	72
08:00	0	0	0	0	21	0	3	24	0	39	0	39	0	6	7	13	76
08:15	0	0	0	0	11	0	1	12	2	35	0	37	0	12	7	19	68
08:30	0	0	0	0	12	0	4	16	3	32	0	35	0	10	7	17	68
08:45	0	0	0	0	7	0	4	11	1	43	0	44	0	6	9	15	70
09:00	0	0	0	0	6	0	3	9	1	36	0	37	0	5	6	11	57
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	7	0	5	12	4	30	0	34	0	26	35	61	107
16:30	0	0	0	0	10	0	3	13	0	29	0	29	0	33	31	64	106
16:45	0	0	0	0	4	0	2	6	5	25	0	30	0	21	32	53	89
17:00	0	0	0	0	9	0	5	14	4	11	0	15	0	23	27	50	79
17:15	0	0	0	0	5	0	2	7	3	23	0	26	0	15	42	57	90
17:30	0	0	0	0	11	0	0	11	2	22	0	24	0	24	25	49	84
17:45	0	0	0	0	8	0	2	10	2	13	0	15	0	28	22	50	75
18:00	0	0	0	0	4	0	2	6	2	11	0	13	0	22	20	42	61
18:15				0													0
18:30				0													0
18:45				0													0
19:00				0													0
19:15				0													0
19:30				0													0
19:45				0													0
20:00				0													0
20:15				0													0
20:30				0													0
20:45				0													0
21:00				0													0
21:15				0													0
21:30				0													0
21:45				0													0
22:00				0													0
22:15				0													0
22:30				0													0
22:45				0													0
23:00				0													0
23:15				0													0
23:30				0													0
23:45				0													0
00:00				0													0

TOTAL	0	0	0	0	141	0	37	178	33	461	0	494	0	259	296	555	1227
AM Peak Vol	0	0	0	0	56	0	5	61	6	161	0	167	0	39	33	72	300
PM Peak Vol	0	0	0	0	30	0	15	45	13	95	0	108	0	103	125	228	381



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

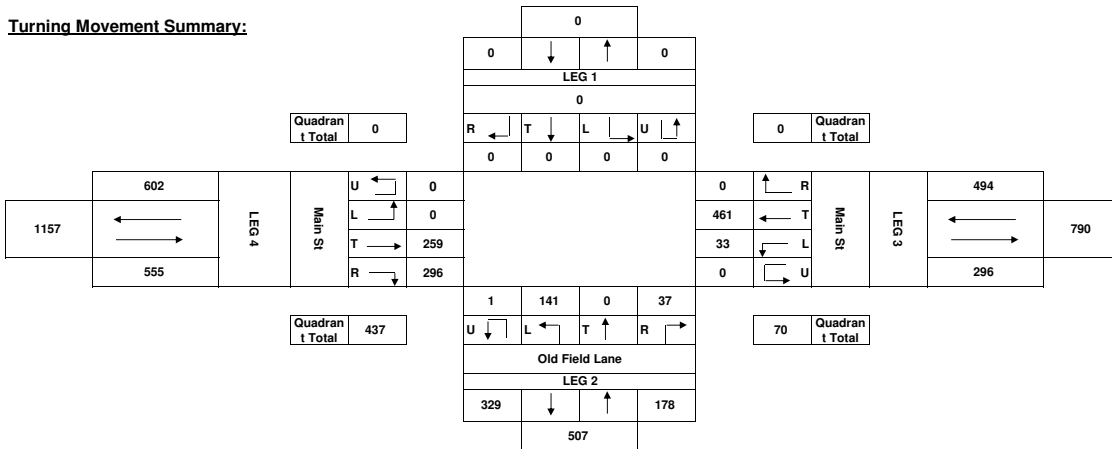
Request No.:   
Job No.:

Location: Old Field Ln @ Main St   
Date: 11/29/2012 Thursday  
Recorder: GB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

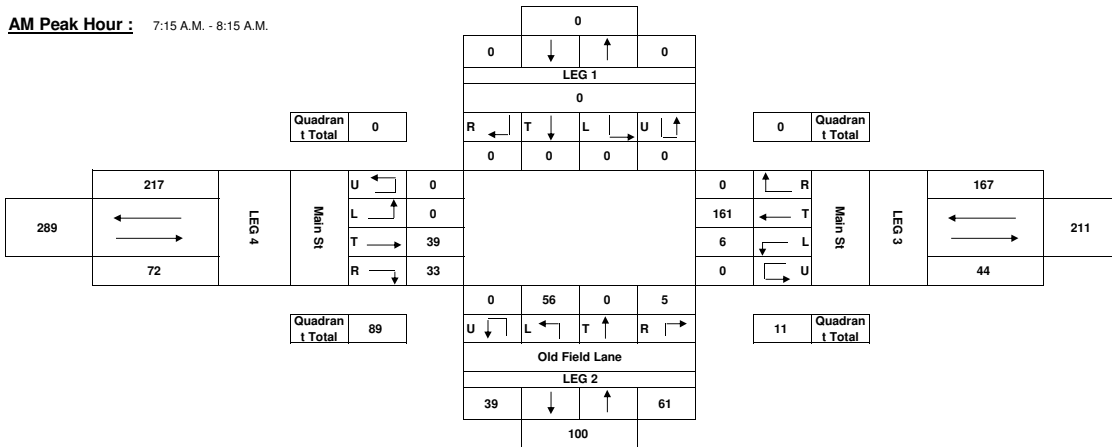
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	07:15	08:15	300	12:00PM-7:00PM	16:00	17:00	381

**Turning Movement Summary:**

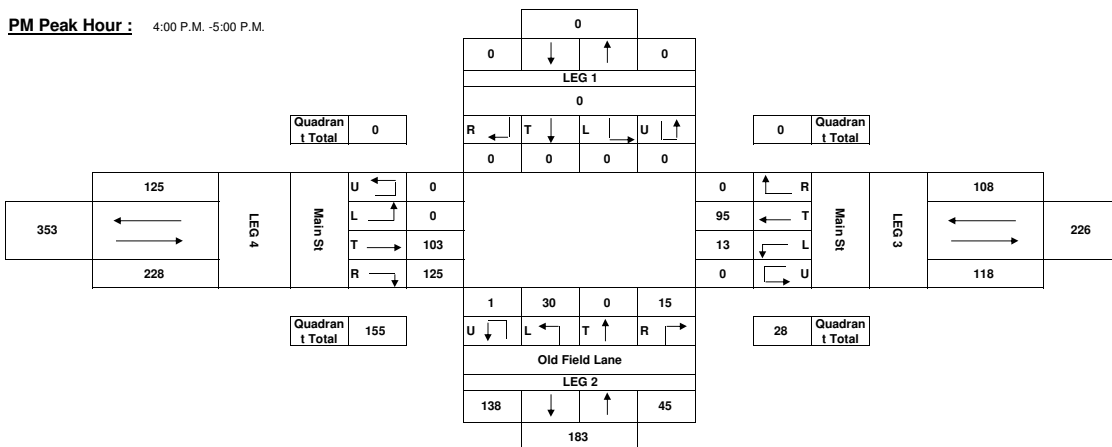


Comments:

**AM Peak Hour:** 7:15 A.M. - 8:15 A.M.



**PM Peak Hour:** 4:00 P.M. - 5:00 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Old Field Ln @ Merimac Ct  
Date: 11/29/2012 Thursday  
Recorder: SB  
Interval (dd): 15 (In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		08:00	09:00	160		16:15	17:15	307

Street Name-->	Merimac Ct				Old Field Lane				Old Field Lane				GRAND TOTAL			
	From North		From South		From East		From West		R	TOT	R	TOT				
	L	T	L	T	L	T	L	T								
00:15														0		
00:30														0		
00:45														0		
01:00														0		
01:15														0		
01:30														0		
01:45														0		
02:00														0		
02:15														0		
02:30														0		
02:45														0		
03:00														0		
03:15														0		
03:30														0		
03:45														0		
04:00														0		
04:15														0		
04:30														0		
04:45														0		
05:00														0		
05:15														0		
05:30														0		
05:45														0		
06:00														0		
06:15														0		
06:30														0		
06:45														0		
07:00														0		
07:15	0	0	2	2	0	0	0	0	7	0	7	4	1	0	5	14
07:30	0	0	1	1	0	0	0	0	14	0	14	3	17	0	20	35
07:45	0	0	1	1	0	0	0	0	8	0	8	2	12	0	14	23
08:00	1	0	3	4	0	0	0	0	4	2	6	6	24	0	30	40
08:15	0	0	3	3	0	0	0	0	10	1	11	10	16	0	26	40
08:30	3	0	6	9	0	0	0	0	8	0	8	4	16	0	20	37
08:45	2	0	3	5	0	0	0	0	11	1	12	6	13	0	19	36
09:00	3	0	2	5	0	0	0	0	14	1	15	8	19	0	27	47
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	7	0	10	17	0	0	0	0	36	5	41	4	12	0	16	74
16:30	1	0	19	20	0	0	0	0	37	1	38	4	8	0	12	70
16:45	5	0	24	29	0	0	0	0	41	1	42	5	10	0	15	86
17:00	3	0	20	23	0	0	0	0	35	0	35	3	13	0	16	74
17:15	1	0	20	21	0	0	0	0	50	1	51	1	4	0	5	77
17:30	2	0	18	20	0	0	0	0	30	0	30	1	8	0	9	59
17:45	2	0	16	18	0	0	0	0	23	1	24	1	11	0	12	54
18:00	2	0	8	10	0	0	0	0	28	0	28	4	9	0	13	51
18:15																0
18:30																0
18:45																0
19:00																0
19:15																0
19:30																0
19:45																0
20:00																0
20:15																0
20:30																0
20:45																0
21:00																0
21:15																0
21:30																0
21:45																0
22:00																0
22:15																0
22:30																0
22:45																0
23:00																0
23:15																0
23:30																0
23:45																0
00:00																0

TOTAL	32	0	156	188	0	0	0	0	0	356	14	370	66	193	0	259	817
AM Peak Vol	8	0	14	22	0	0	0	0	0	43	3	46	28	64	0	92	160
PM Peak Vol	10	0	83	93	0	0	0	0	0	163	3	166	13	35	0	48	307

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Old Field Ln @ Merrimac Ct  
 Date: 11/29/2012 Thursday  
 Recorder: SB  
 Interval (dd) : 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:00	End 09:00	Volume 160	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 307
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN

Hour Ending	Merrimac Ct			0			Old Field Lane			Old Field Lane		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	1	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	2	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	0	0	0	0	2	0	0

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

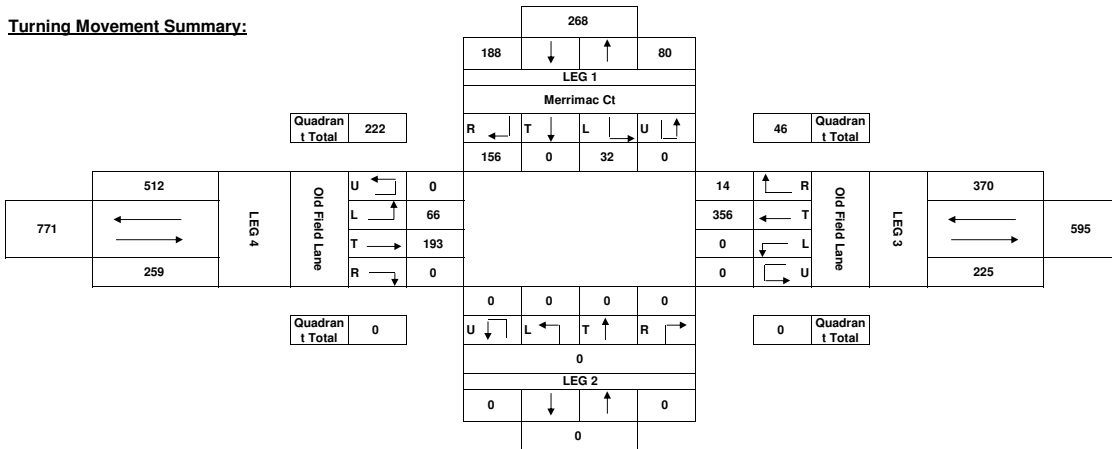
Request No.:   
 Job No.:

Location: Old Field Ln @ Merrimac Ct  
 Date: 11/29/2012 Thursday  
 Recorder: SB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

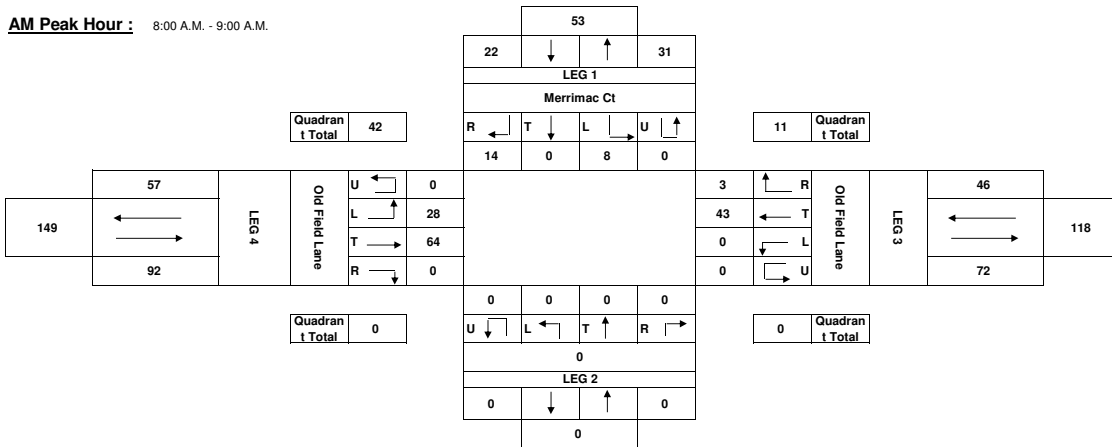
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:00	End 09:00	Volume 160	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 307
------------	--------------------------	-------------	-----------	------------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

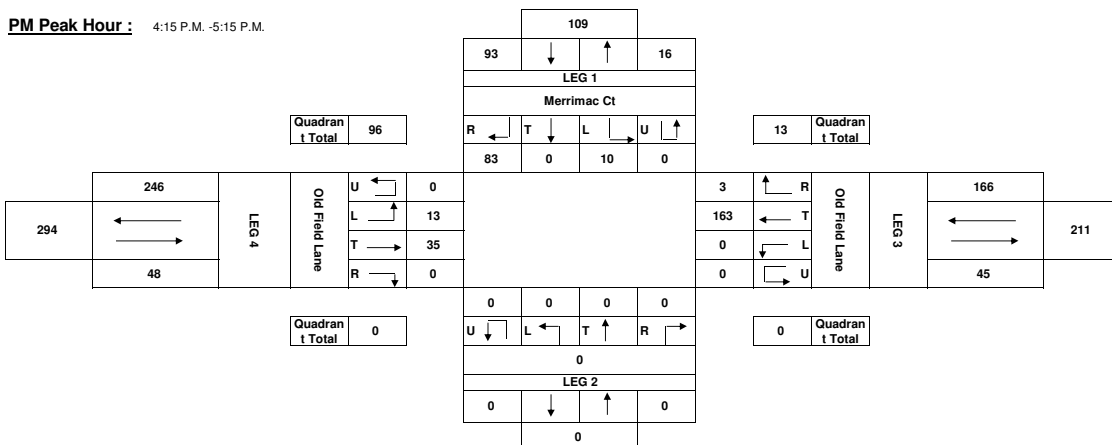


Comments:

**AM Peak Hour :** 8:00 A.M. - 9:00 A.M.



**PM Peak Hour :** 4:15 P.M. - 5:15 P.M.





Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Prince Frederick Blvd @ Auto Dr  
Date: 11/27/2012 Tuesday  
Recorder: KZ/WB/GB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		08:00	09:00	75		16:45	17:45	263

Street Name-->	Prince Frederick Blvd (Under construction)				Prince Frederick Blvd				Auto Dr				Auto Dr				GRAND TOTAL
	From North		R	TOT	From South		R	TOT	From East		R	TOT	From West		R	TOT	
	L	T			L	T			L	T			L	T			
00:15				0				0					0				0
00:30				0				0					0				0
00:45				0				0					0				0
01:00				0				0					0				0
01:15				0				0					0				0
01:30				0				0					0				0
01:45				0				0					0				0
02:00				0				0					0				0
02:15				0				0					0				0
02:30				0				0					0				0
02:45				0				0					0				0
03:00				0				0					0				0
03:15				0				0					0				0
03:30				0				0					0				0
03:45				0				0					0				0
04:00				0				0					0				0
04:15				0				0					0				0
04:30				0				0					0				0
04:45				0				0					0				0
05:00				0				0					0				0
05:15				0				0					0				0
05:30				0				0					0				0
05:45				0				0					0				0
06:00				0				0					0				0
06:15				0				0					0				0
06:30				0				0					0				0
06:45				0				0					0				0
07:00				0				0					0				0
07:15	0	0	0	0	2	0	2	4	1	4	0	5	0	1	1	2	11
07:30	0	0	0	0	0	0	6	6	2	0	0	2	0	1	1	2	10
07:45	0	0	0	0	2	0	9	11	4	0	0	4	0	2	1	3	18
08:00	0	0	0	0	0	0	4	4	1	3	0	4	0	1	3	4	12
08:15	0	1	0	1	1	0	7	8	8	2	1	11	0	1	1	2	22
08:30	0	0	0	0	3	0	5	8	12	1	0	13	0	1	0	1	22
08:45	0	0	0	0	4	0	7	11	2	2	0	4	0	0	1	1	16
09:00	0	0	0	0	3	0	5	8	1	2	0	3	0	1	3	4	15
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	3	0	11	14	21	8	0	29	0	0	1	1	44
16:30	0	0	0	0	8	0	10	18	13	9	0	22	0	1	4	5	45
16:45	0	0	0	0	6	0	7	13	14	5	0	19	0	0	7	7	39
17:00	0	1	0	1	13	0	4	17	13	4	0	17	0	0	10	10	45
17:15	0	0	0	0	6	0	5	11	29	4	0	33	0	0	35	35	79
17:30	0	0	0	0	12	1	7	20	23	19	0	42	0	1	10	11	73
17:45	0	0	1	1	10	0	4	14	21	19	1	41	0	2	8	10	66
18:00	0	0	1	1	6	0	3	9	7	11	1	19	0	1	8	9	38
18:15				0				0				0					0
18:30				0				0				0					0
18:45				0				0				0					0
19:00				0				0				0					0
19:15				0				0				0					0
19:30				0				0				0					0
19:45				0				0				0					0
20:00				0				0				0					0
20:15				0				0				0					0
20:30				0				0				0					0
20:45				0				0				0					0
21:00				0				0				0					0
21:15				0				0				0					0
21:30				0				0				0					0
21:45				0				0				0					0
22:00				0				0				0					0
22:15				0				0				0					0
22:30				0				0				0					0
22:45				0				0				0					0
23:00				0				0				0					0
23:15				0				0				0					0
23:30				0				0				0					0
23:45				0				0				0					0
00:00				0				0				0					0

TOTAL	0	2	2	4	79	1	96	176	172	93	3	268	0	13	94	107	555
AM Peak Vol	0	1	0	1	11	0	24	35	23	7	1	31	0	3	5	8	75
PM Peak Vol	0	1	1	2	41	1	20	62	86	46	1	133	0	3	63	66	263

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

Request No.:   
 Job No.:

Location: Prince Frederick Blvd @ Auto Dr  
 Date: 11/27/2012 Tuesday  
 Recorder: KZ/WB/GB  
 Interval (dd) : 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:00	End 09:00	Volume 75	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 263
------------	--------------------------	-------------	-----------	-----------	--------------------------	-------------	-----------	------------

Hour Ending	Prince Frederick Blvd (Under constructi			PEDESTRIAN SCHOOL CHILDREN & U-TURN BREAKDOWN			Auto Dr			Auto Dr		
	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.	BIKES	PED.	U.T.
00:15												
00:30												
00:45												
01:00												
01:15												
01:30												
01:45												
02:00												
02:15												
02:30												
02:45												
03:00												
03:15												
03:30												
03:45												
04:00												
04:15												
04:30												
04:45												
05:00												
05:15												
05:30												
05:45												
06:00												
06:15												
06:30												
06:45												
07:00												
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	1	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15												
18:30												
18:45												
19:00												
19:15												
19:30												
19:45												
20:00												
20:15												
20:30												
20:45												
21:00												
21:15												
21:30												
21:45												
22:00												
22:15												
22:30												
22:45												
23:00												
23:15												
23:30												
23:45												
00:00												
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	1	0	0	0	0	0	0

Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

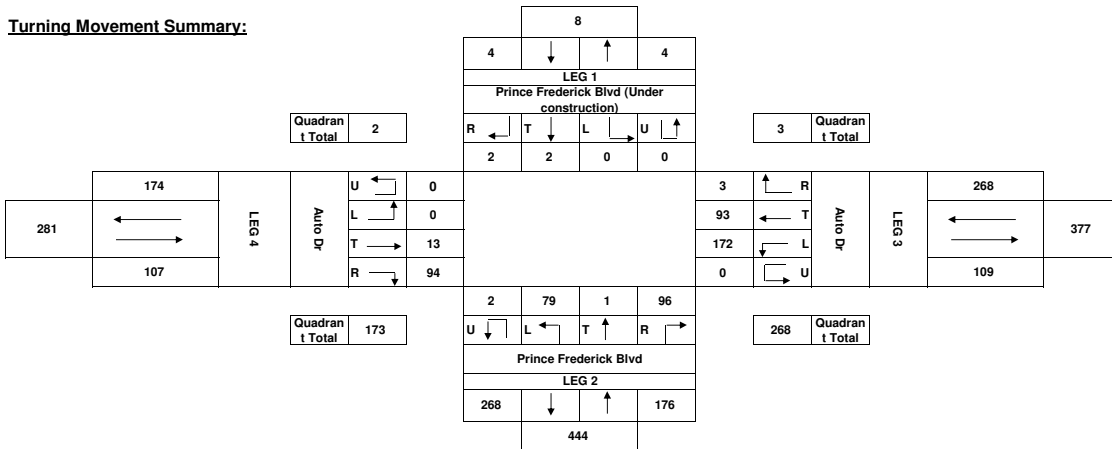
Request No.:   
 Job No.:

Location: Prince Frederick Blvd @ Auto Dr  
 Date: 11/27/2012 Tuesday  
 Recorder: KZ/WB/GB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

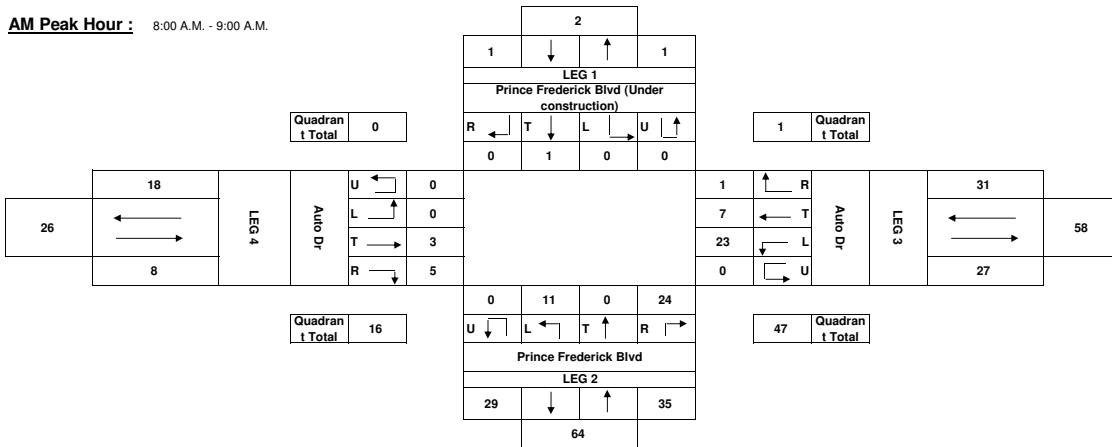
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:00	End 09:00	Volume 75	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 263
------------	--------------------------	-------------	-----------	-----------	--------------------------	-------------	-----------	------------

**Turning Movement Summary:**

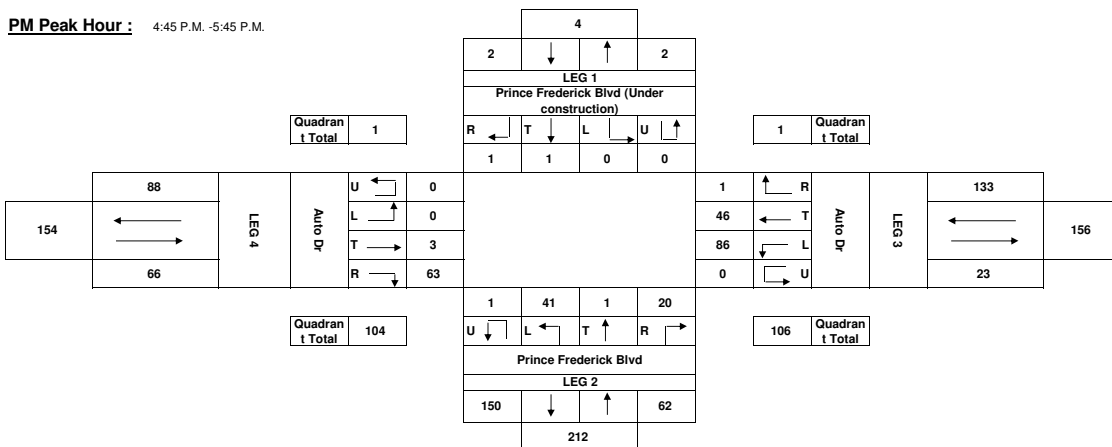


Comments:

**AM Peak Hour :** 8:00 A.M. - 9:00 A.M.



**PM Peak Hour :** 4:45 P.M. - 5:45 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Prince Frederick Blvd @ Entrance to Mattress Discounters  
Date: 12/4/2012 Tuesday  
Recorder: JS  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		08:00	09:00	432		16:15	17:15	698

Hour	Entrance to Mattress Discounters				Prince Frederick Blvd				Prince Frederick Blvd				GRAND TOTAL	
	From North		From South		From East		From West		From East		From West			
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT		
00:15				0				0				0	0	
00:30				0				0				0	0	
00:45				0				0				0	0	
01:00				0				0				0	0	
01:15				0				0				0	0	
01:30				0				0				0	0	
01:45				0				0				0	0	
02:00				0				0				0	0	
02:15				0				0				0	0	
02:30				0				0				0	0	
02:45				0				0				0	0	
03:00				0				0				0	0	
03:15				0				0				0	0	
03:30				0				0				0	0	
03:45				0				0				0	0	
04:00				0				0				0	0	
04:15				0				0				0	0	
04:30				0				0				0	0	
04:45				0				0				0	0	
05:00				0				0				0	0	
05:15				0				0				0	0	
05:30				0				0				0	0	
05:45				0				0				0	0	
06:00				0				0				0	0	
06:15				0				0				0	0	
06:30				0				0				0	0	
06:45				0				0				0	0	
07:00				0				0				0	0	
07:15	11	0	0	11	0	0	0	0	11	42	53	0	11	75
07:30	16	0	0	16	0	0	0	0	22	36	58	0	20	94
07:45	12	0	0	12	0	0	0	0	17	47	64	0	10	86
08:00	24	0	1	25	0	0	0	0	31	41	72	0	18	115
08:15	23	0	1	24	0	0	0	0	19	40	59	0	22	105
08:30	20	0	0	20	0	0	0	0	27	40	67	0	31	118
08:45	19	0	0	19	0	0	0	0	20	38	58	1	12	90
09:00	23	0	0	23	0	0	0	0	24	51	75	1	20	119
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	33	0	0	33	0	0	0	0	30	39	69	1	46	149
16:30	32	0	0	32	0	0	0	0	54	54	108	0	33	173
16:45	33	0	2	35	0	0	0	0	50	49	99	0	36	170
17:00	35	0	0	35	0	0	0	0	41	47	88	0	42	165
17:15	39	0	0	39	0	0	0	0	31	50	81	1	69	190
17:30	43	0	0	43	0	0	0	0	30	35	65	0	42	150
17:45	39	0	1	40	0	0	0	0	45	45	90	1	53	184
18:00	33	0	0	33	0	0	0	0	36	36	72	0	40	145
18:15				0				0						0
18:30				0				0						0
18:45				0				0						0
19:00				0				0						0
19:15				0				0						0
19:30				0				0						0
19:45				0				0						0
20:00				0				0						0
20:15				0				0						0
20:30				0				0						0
20:45				0				0						0
21:00				0				0						0
21:15				0				0						0
21:30				0				0						0
21:45				0				0						0
22:00				0				0						0
22:15				0				0						0
22:30				0				0						0
22:45				0				0						0
23:00				0				0						0
23:15				0				0						0
23:30				0				0						0
23:45				0				0						0
00:00				0				0						0

TOTAL	435	0	5	440	0	0	0	0	0	488	690	1178	5	505	0	510	2128
AM Peak Vol	85	0	1	86	0	0	0	0	0	90	169	259	2	85	0	87	432
PM Peak Vol	139	0	2	141	0	0	0	0	0	176	200	376	1	180	0	181	698



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

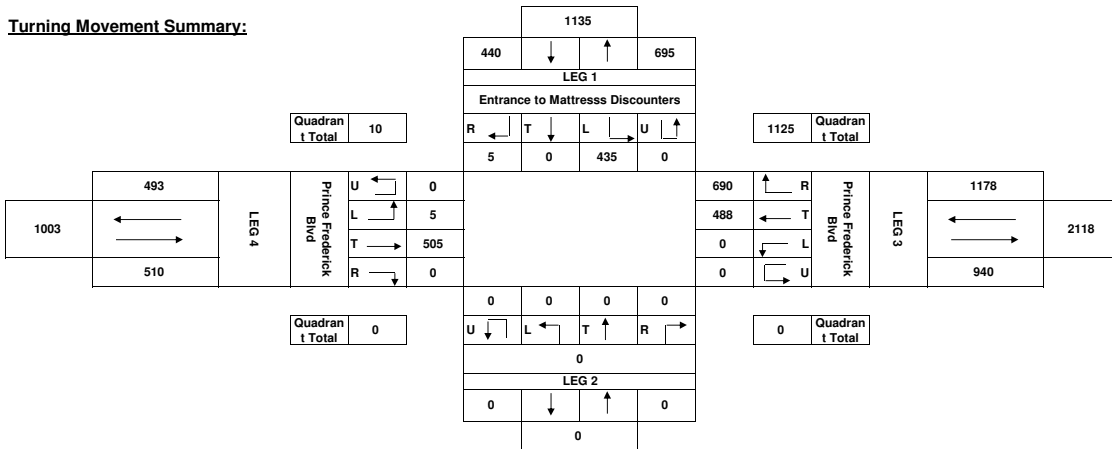
Request No.:   
Job No.:

Location: Prince Frederick Blvd @ Entrance to Mattress Discounters  
Date: 12/4/2012 Tuesday  
Recorder: JS  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

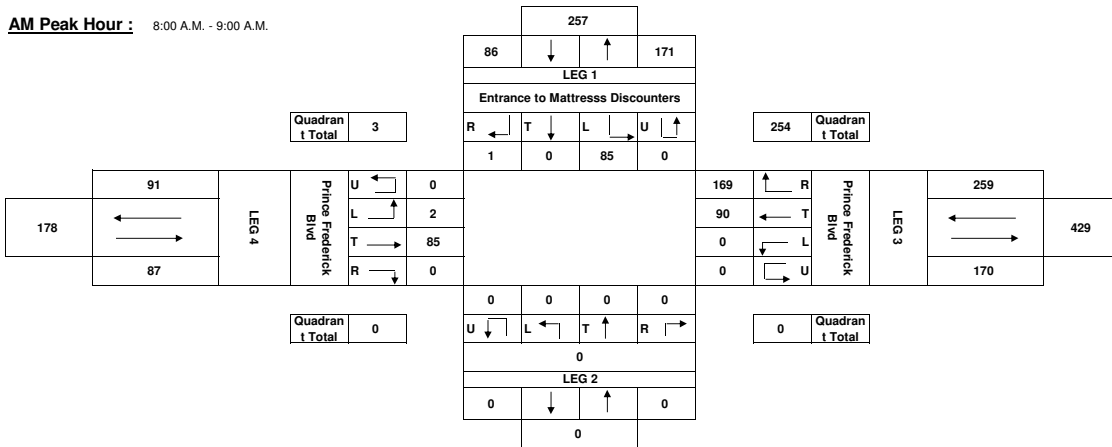
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	08:00	09:00	432	12:00PM-7:00PM	16:15	17:15	698

**Turning Movement Summary:**

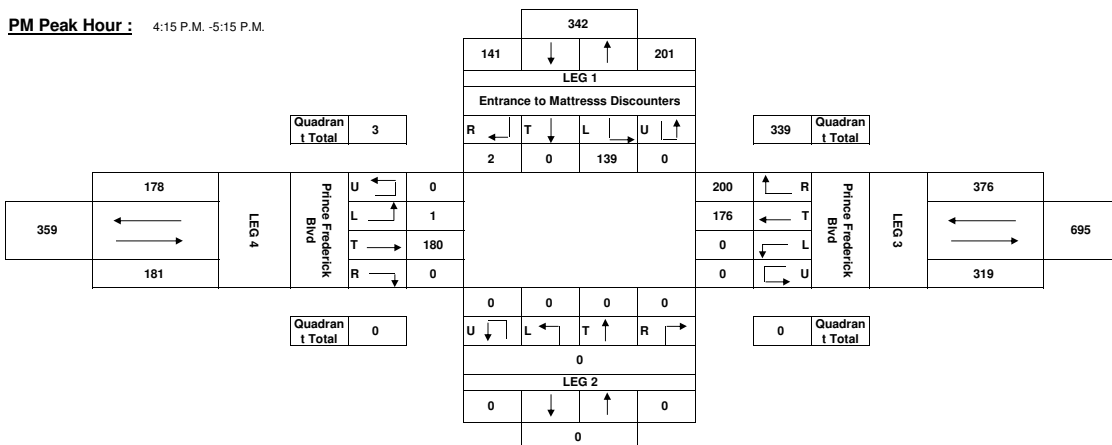


Comments:

**AM Peak Hour:** 8:00 A.M. - 9:00 A.M.



**PM Peak Hour:** 4:15 P.M. - 5:15 P.M.



Maryland State Highway Administration  
Highway Information Services Division  
Turning Counts Study - Field Sheet

Request No.:   
Job No.:

Location: Prince Frederick Blvd @ Entrance to Mattress Discounters  
Date: 11/27/2012 Tuesday  
Recorder: AB  
Interval (dd): 15  
(In Minutes)

County: CALVERT  
Town: PRINCE FREDERICK  
Weather: CLEAR

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	PM PERIOD 12:00PM-7:00PM	Start	End	Volume
		07:45	08:45	191		16:45	17:45	399

Street

Name-> Entrance to Mattress Discounters

HOUR	From North				From South				From East				From West				GRAND TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
00:15				0				0				0				0	0
00:30				0				0				0				0	0
00:45				0				0				0				0	0
01:00				0				0				0				0	0
01:15				0				0				0				0	0
01:30				0				0				0				0	0
01:45				0				0				0				0	0
02:00				0				0				0				0	0
02:15				0				0				0				0	0
02:30				0				0				0				0	0
02:45				0				0				0				0	0
03:00				0				0				0				0	0
03:15				0				0				0				0	0
03:30				0				0				0				0	0
03:45				0				0				0				0	0
04:00				0				0				0				0	0
04:15				0				0				0				0	0
04:30				0				0				0				0	0
04:45				0				0				0				0	0
05:00				0				0				0				0	0
05:15				0				0				0				0	0
05:30				0				0				0				0	0
05:45				0				0				0				0	0
06:00				0				0				0				0	0
06:15				0				0				0				0	0
06:30				0				0				0				0	0
06:45				0				0				0				0	0
07:00				0				0				0				0	0
07:15	6	0	0	6	0	0	0	0	0	11	6	17	0	9	0	9	32
07:30	7	0	0	7	0	0	0	0	0	16	9	25	0	12	0	12	44
07:45	3	0	0	3	0	0	0	0	0	18	3	21	0	4	0	4	28
08:00	7	0	0	7	0	0	0	0	0	29	5	34	0	13	0	13	54
08:15	4	0	0	4	0	0	0	0	0	20	4	24	0	21	0	21	49
08:30	2	0	0	2	0	0	0	0	0	10	6	16	1	16	0	17	35
08:45	3	0	2	5	0	0	0	0	0	24	9	33	0	15	0	15	53
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	17	0	4	21	0	0	0	0	0	23	9	32	2	31	0	33	86
16:30	17	0	3	20	0	0	0	0	0	38	17	55	1	17	0	18	93
16:45	10	0	1	11	0	0	0	0	0	34	13	47	0	27	0	27	85
17:00	16	0	0	16	0	0	0	0	0	33	15	48	4	24	0	28	92
17:15	22	0	3	25	0	0	0	0	0	23	9	32	1	52	0	53	110
17:30	14	0	3	17	0	0	0	0	0	27	6	33	0	34	0	34	84
17:45	15	0	4	19	0	0	0	0	0	34	16	50	1	43	0	44	113
18:00	18	0	3	21	0	0	0	0	0	25	11	36	0	18	0	18	75
18:15				0				0								0	0
18:30				0				0								0	0
18:45				0				0								0	0
19:00				0				0								0	0
19:15				0				0								0	0
19:30				0				0								0	0
19:45				0				0								0	0
20:00				0				0								0	0
20:15				0				0								0	0
20:30				0				0								0	0
20:45				0				0								0	0
21:00				0				0								0	0
21:15				0				0								0	0
21:30				0				0								0	0
21:45				0				0								0	0
22:00				0				0								0	0
22:15				0				0								0	0
22:30				0				0								0	0
22:45				0				0								0	0
23:00				0				0								0	0
23:15				0				0								0	0
23:30				0				0								0	0
23:45				0				0								0	0
00:00				0				0								0	0

<b>TOTAL</b>	<b>161</b>	<b>0</b>	<b>23</b>	<b>184</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>365</b>	<b>138</b>	<b>503</b>	<b>10</b>	<b>336</b>	<b>0</b>	<b>346</b>	<b>1033</b>
AM Peak Vol	16	0	2	18	0	0	0	0	0	83	24	107	1	65	0	66	191
PM Peak Vol	67	0	10	77	0	0	0	0	0	117	46	163	6	153	0	159	399





Maryland State Highway Administration  
 Highway Information Services Division  
 Turning Counts Study - Field Sheet

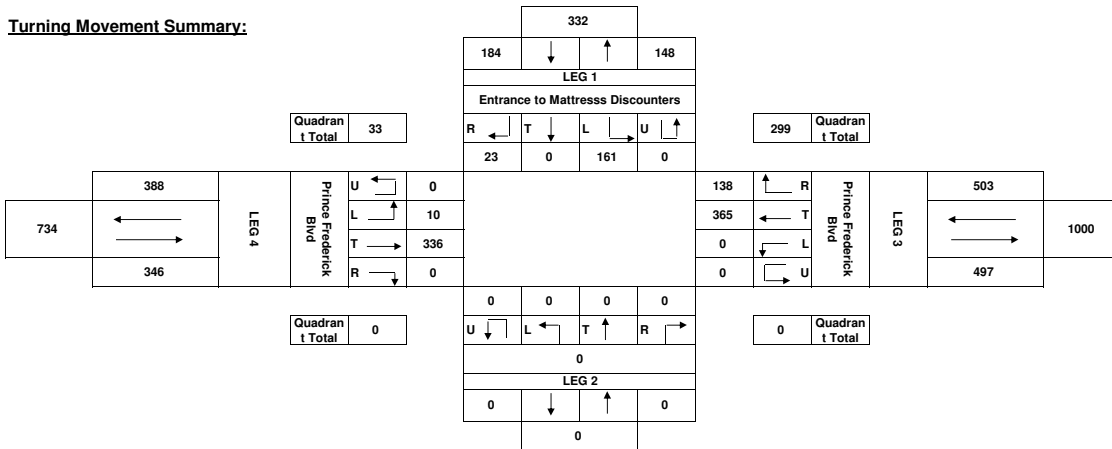
Request No.:   
 Job No.:

Location: Prince Frederick Blvd @ Entrance to Mattress Discounters  
 Date: 11/27/2012 Tuesday  
 Recorder: AB  
 Interval (dd): 15  
 (In Minutes)

County: CALVERT  
 Town: PRINCE FREDERICK  
 Weather: CLEAR

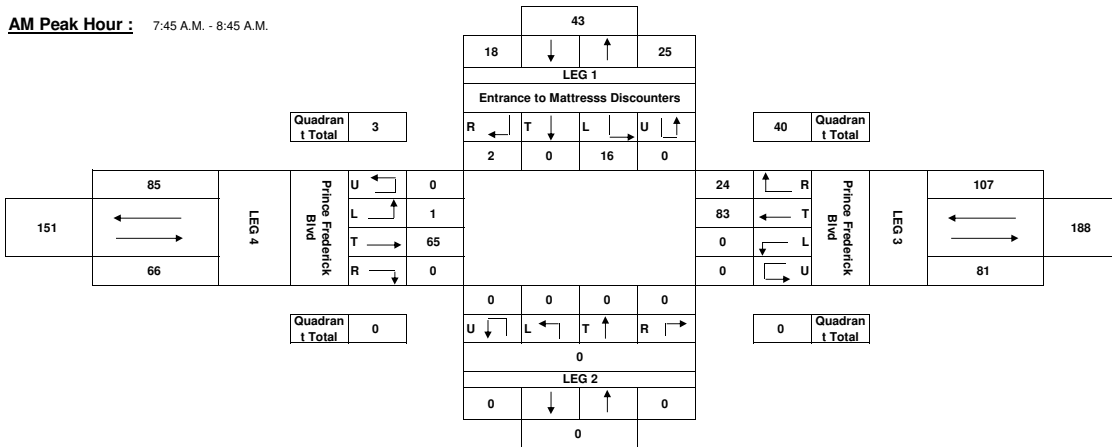
PEAK HOURS	AM PERIOD	Start	End	Volume	PM PERIOD	Start	End	Volume
	6:00AM-12:00PM	07:45	08:45	191	12:00PM-7:00PM	16:45	17:45	399

**Turning Movement Summary:**

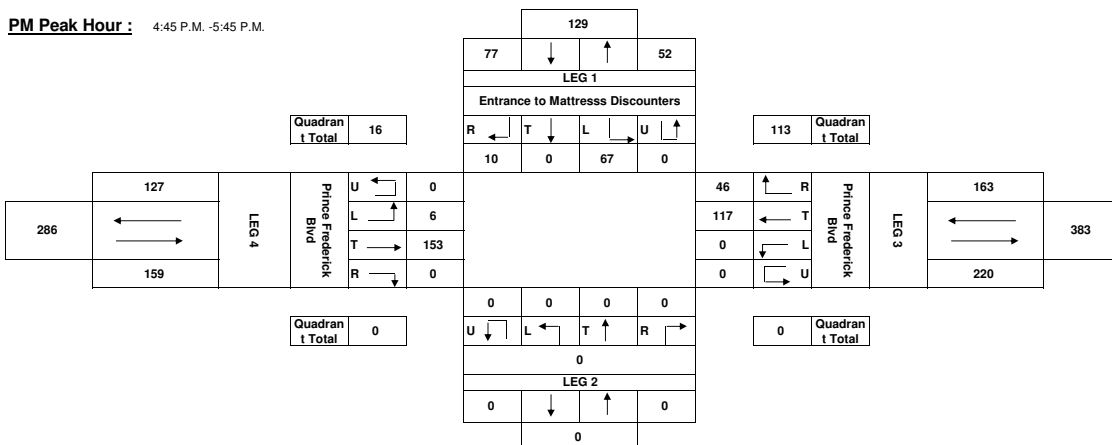


Comments:

**AM Peak Hour :** 7:45 A.M. - 8:45 A.M.



**PM Peak Hour :** 4:45 P.M. - 5:45 P.M.

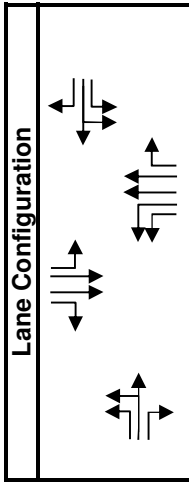
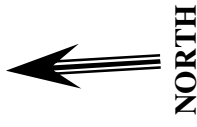
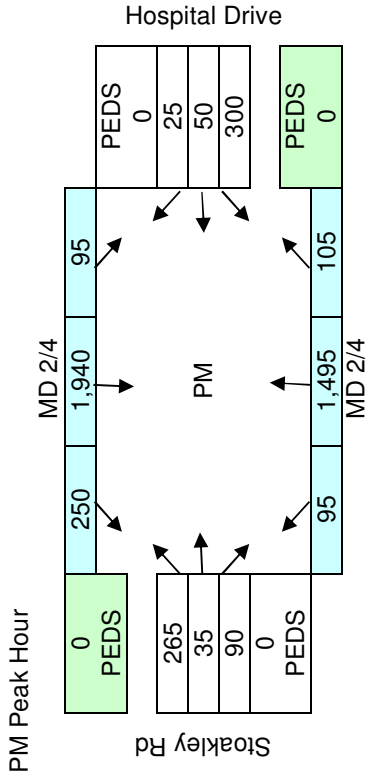
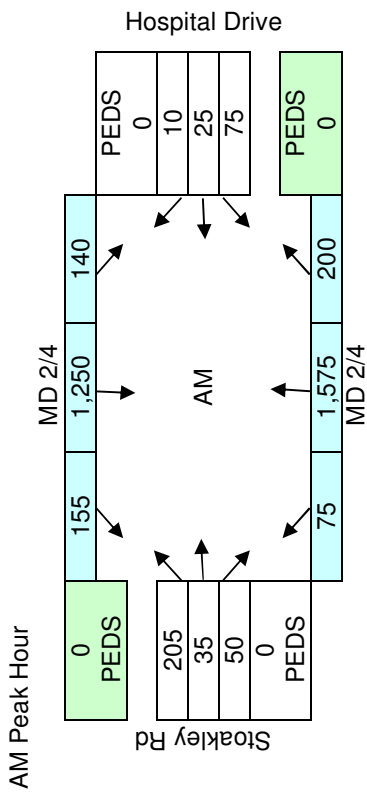


## **Appendix B – Critical Lane Volume Analysis Worksheets**

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Major Road:	MD 2/4
Minor Road:	Stoakley Rd
Computed by:	PV
Date:	3/20/2013

Major Road:	MD 2/4
Minor Road:	Stoakley Rd
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,575	0.55	866	140	1006
SB	1,250	0.55	688	45	733
EB	240	0.55	132		132
WB	100	0.55	55		55
<b>Total</b>					<b>1193</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.75</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

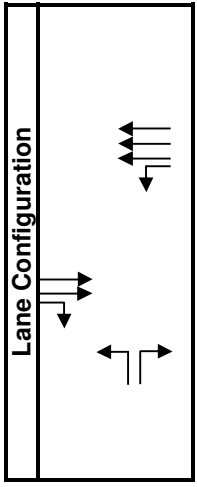
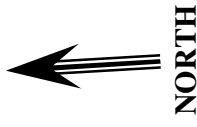
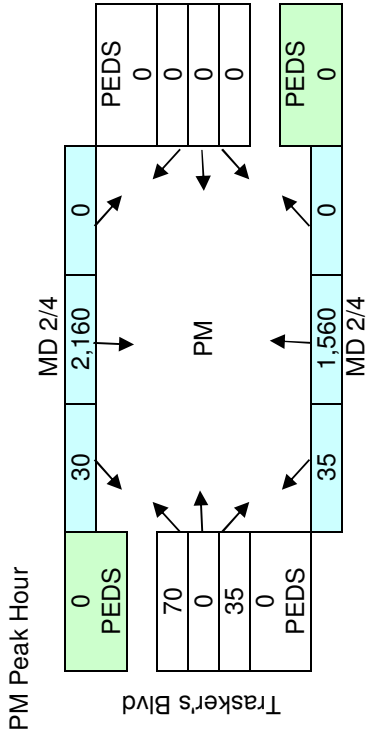
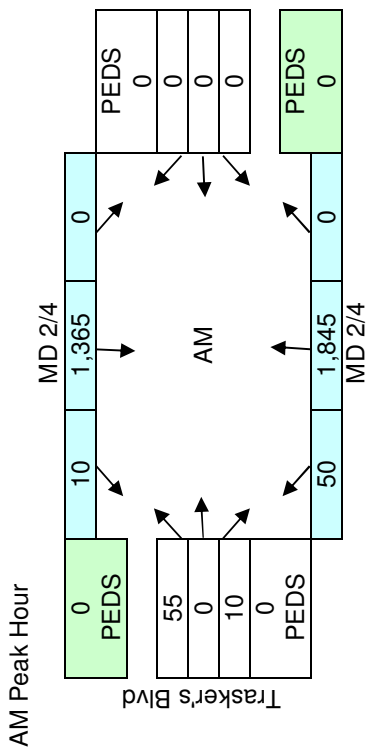
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,495	0.55	822	95	917
SB	1,940	0.55	1067	57	1124
EB	300	0.55	165		165
WB	350	0.55	193		193
<b>Total</b>					<b>1482</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.93</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Major Road:	MD 2/4
Minor Road:	Trasker's Blvd
Computed by:	PV
Date:	3/20/2013

Major Road:	MD 2/4
Minor Road:	Trasker's Blvd
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,845	0.40	738	0	738
SB	1,365	0.55	751	50	801
EB	55	1.00	55	0	55
WB	0	1.00	0	0	0
<b>Total</b>					<b>856</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.54</b>

\* \* \*

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,560	0.40	624	0	624
SB	2,160	0.55	1188	35	1223
EB	70	1.00	70	0	70
WB	0	1.00	0	0	0
<b>Total</b>					<b>1293</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.81</b>

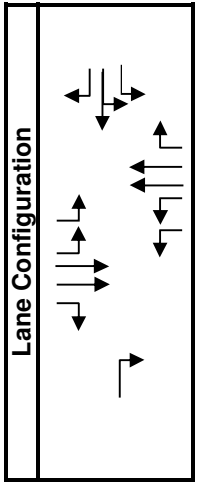
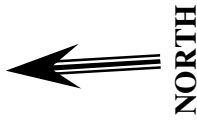
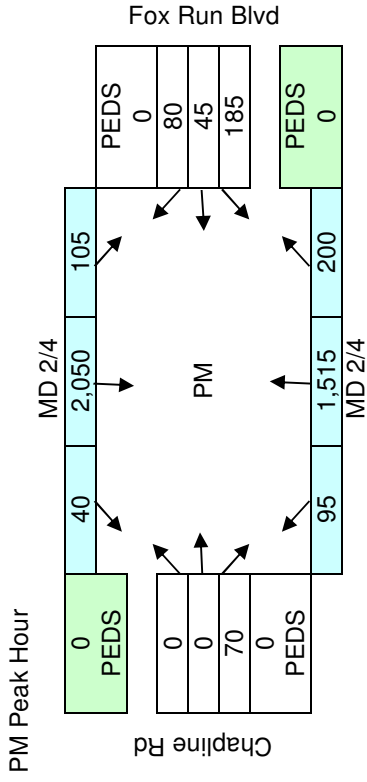
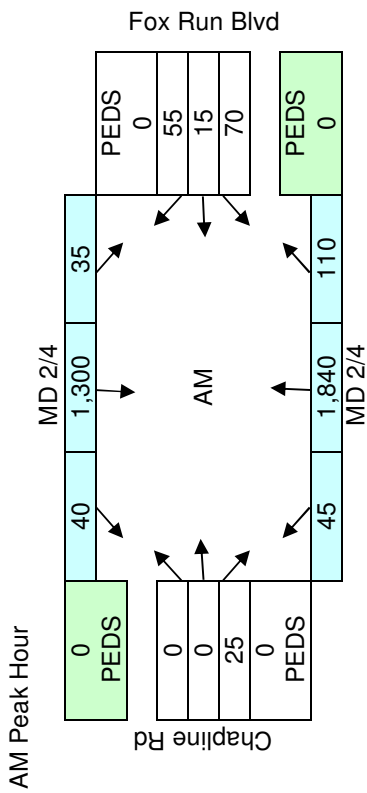
\* \* \*

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Major Road:	MD 2/4
Minor Road:	Fox Run Blvd
Computed by:	PV
Date:	3/20/2013

Major Road:	MD 2/4
Minor Road:	Fox Run Blvd
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,840	0.55	1,012	21	1033
SB	1,300	0.55	715	27	742
EB	25	1.00	25	0	25
WB	85	0.55	47	0	47
					Total
					LOS
					V/C Ratio
					0.68

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

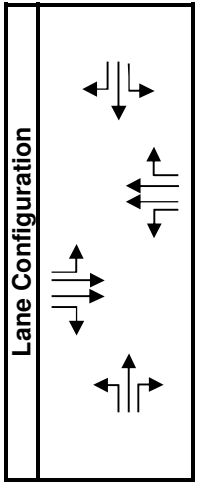
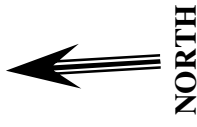
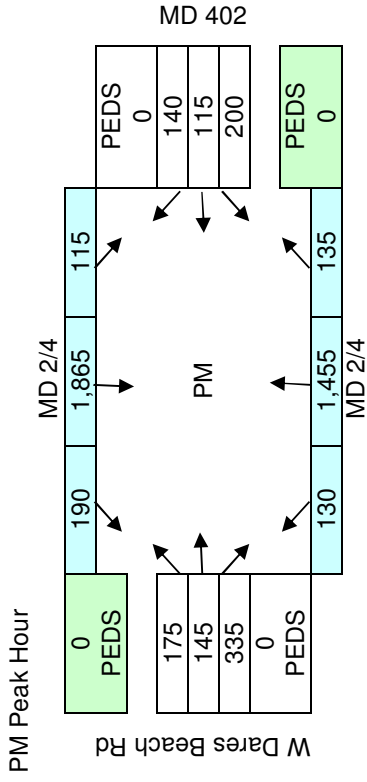
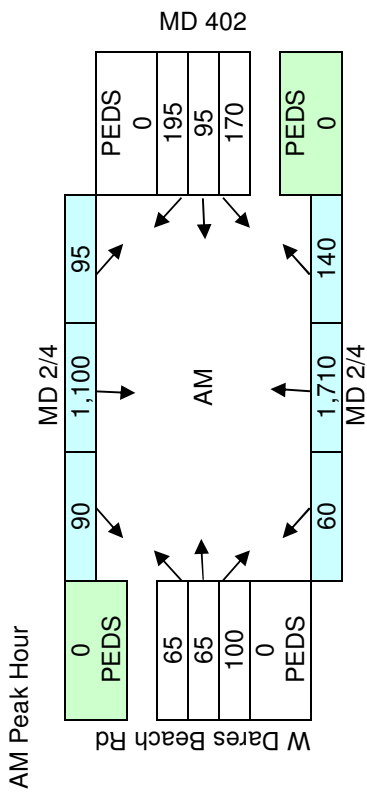
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,515	0.55	833	63	896
SB	2,050	0.55	1,128	57	1,185
EB	70	1.00	70	0	70
WB	230	0.55	127	0	127
					Total
					LOS
					V/C Ratio
					0.82

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Computed by:	PV

Major Road:	MD 2/4
Minor Road:	MD 402
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,710	0.55	941	95	1036
SB	1,100	0.55	605	60	665
EB	65	1.00	65	170	235
WB	95	1.00	95	65	160
<b>Total</b>					<b>1271</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.79</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

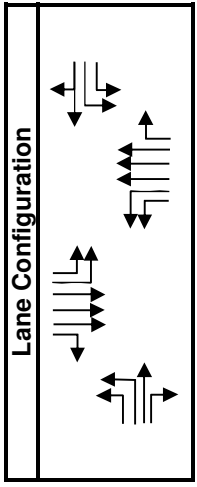
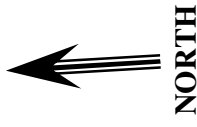
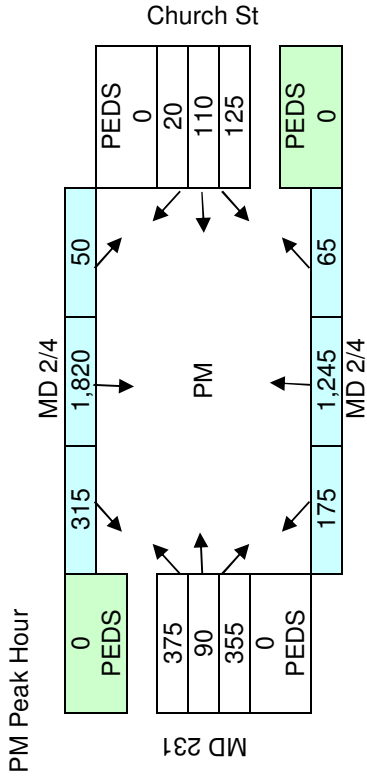
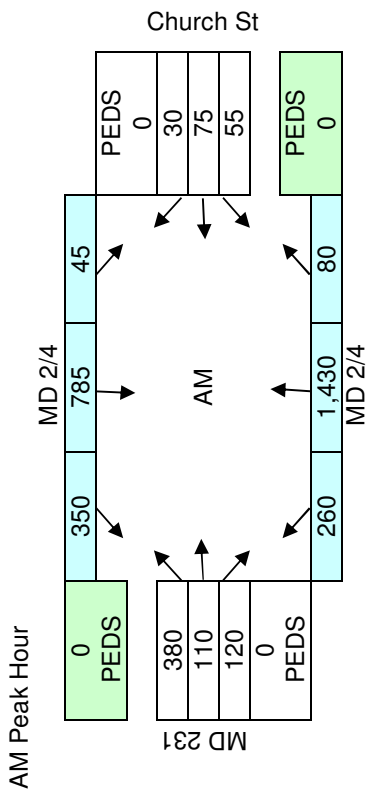
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,455	0.55	800	115	915
SB	1,865	0.55	1026	130	1156
EB	145	1.00	145	200	345
WB	115	1.00	115	175	290
<b>Total</b>					<b>1501</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.94</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Computed by:	PV

Major Road:	MD 231
Minor Road:	MD 231
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,430	0.40	572	27	599
SB	785	0.40	314	156	470
EB	380	0.60	228	0	228
WB	105	1.00	105	0	105
					0
					0
<b>Total</b>					<b>932</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.58</b>

PCE Factor	
NB	5.0
SB	3.0
EB	1.0
WB	1.0

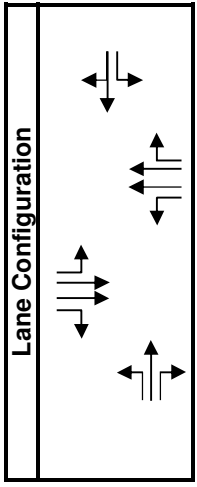
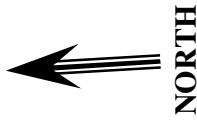
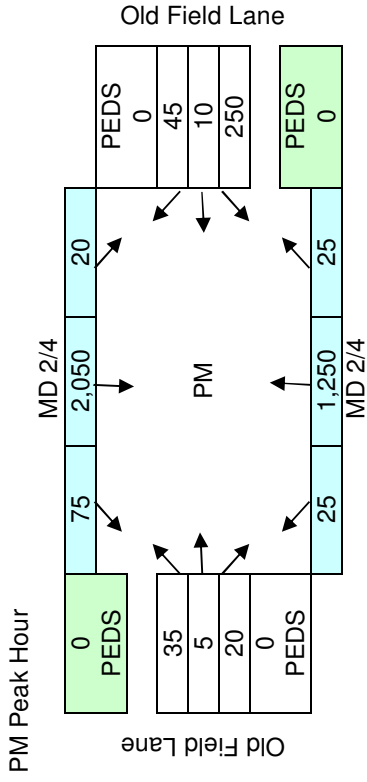
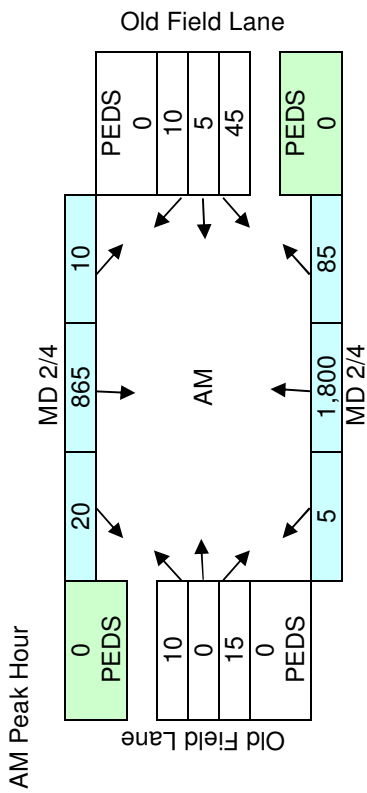
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,245	0.40	498	30	528
SB	1,820	0.40	728	105	833
EB	375	0.60	225	0	225
WB	130	1.00	130	0	130
					0
					0
<b>Total</b>					<b>1188</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.74</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Computed by:	PV
Date:	3/20/2013

Major Road:	MD 2/4
Minor Road:	Old Field Lane
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,800	0.55	990	10	1000
SB	865	0.55	476	5	481
EB	10	1.00	10	45	55
WB	15	1.00	15	10	25
<b>Total</b>					<b>1055</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.66</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,250	0.55	688	20	708
SB	2,050	0.55	1128	25	1153
EB	5	1.00	5	250	255
WB	55	1.00	55	35	90
<b>Total</b>					<b>1408</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.88</b>

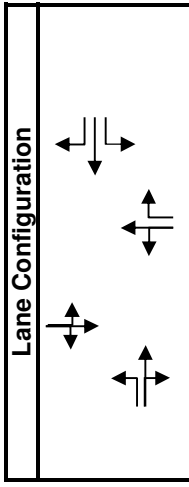
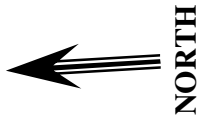
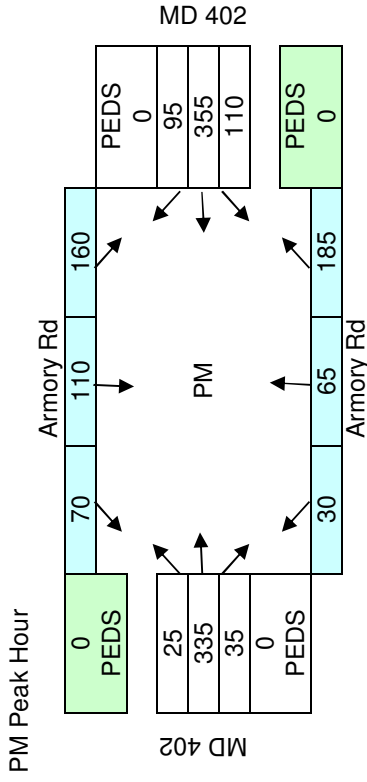
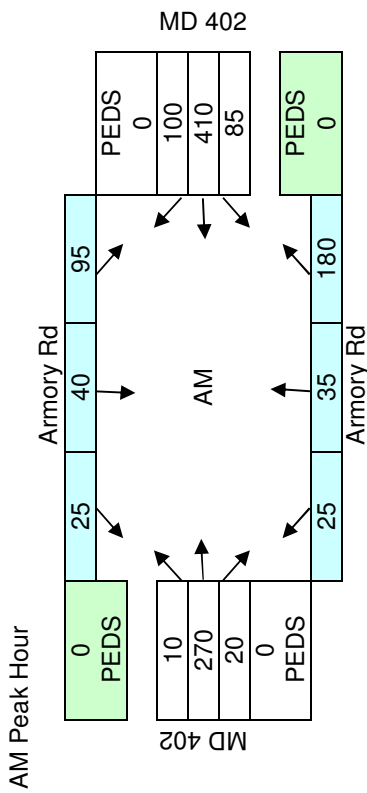
PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing

Major Road:	Armory Rd
Minor Road:	MD 402
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	180	1.00	180	95	275
SB	255	1.00	255	25	280
EB	290	1.00	290	85	375
WB	410	1.00	410	10	420
<b>Total</b>					<b>700</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.44</b>

PCE Factor	
NB	1.1
SB	2.0
EB	2.0
WB	2.0

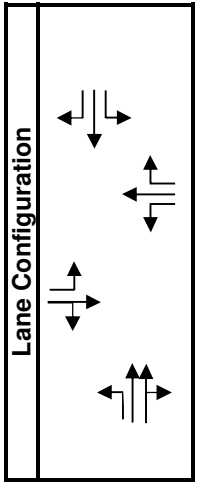
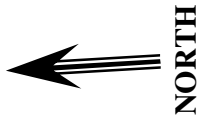
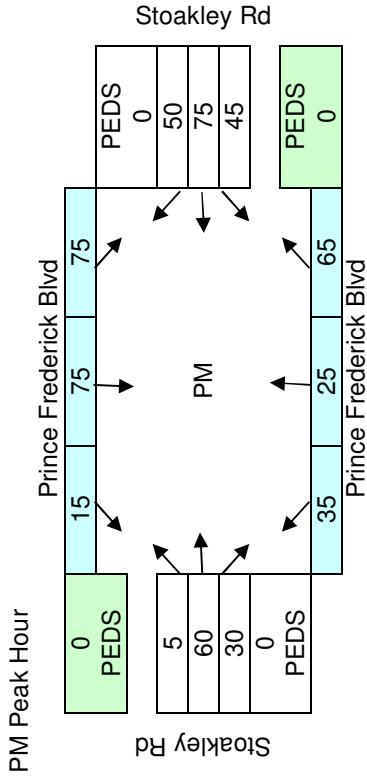
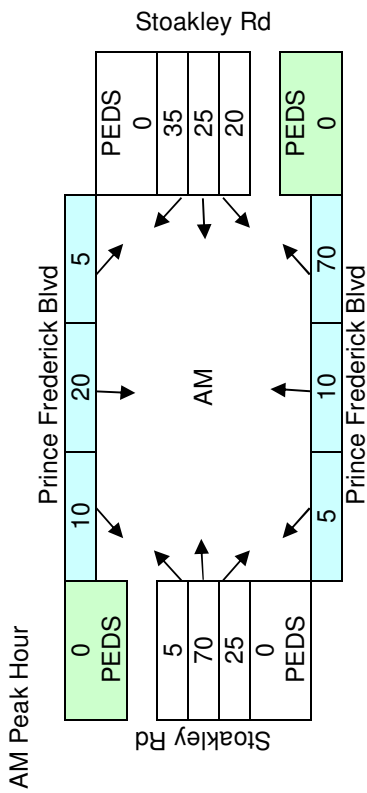
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	185	1.00	185	160	345
SB	500	1.00	500	30	530
EB	370	1.00	370	110	480
WB	355	1.00	355	25	380
<b>Total</b>					<b>1010</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.63</b>

PCE Factor	
NB	2.0
SB	2.0
EB	2.0
WB	2.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Computed by:	PV
Date:	3/20/2013

Major Road:	Prince Frederick Blvd
Minor Road:	Stoakley Rd
Computed by:	PV
Date:	3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	70	1.00	70	5	75
SB	30	1.00	30	5	35
EB	95	0.55	52	20	72
WB	25	1.00	25	5	30
<b>Total</b>					<b>147</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.09</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

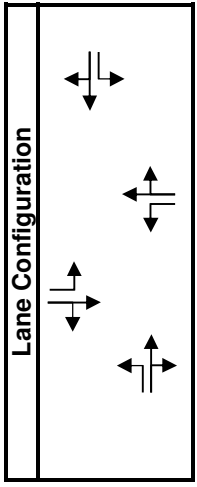
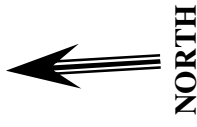
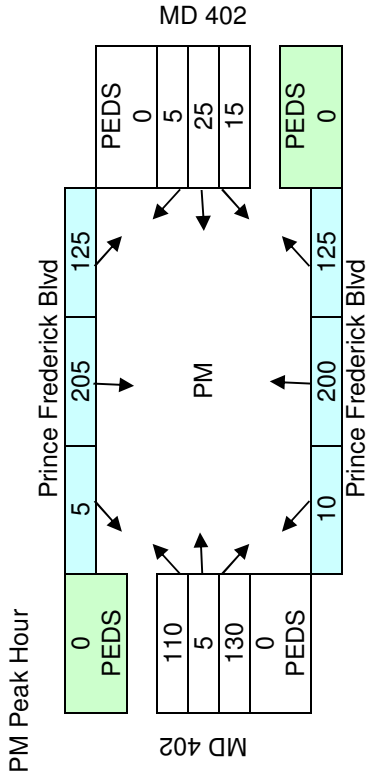
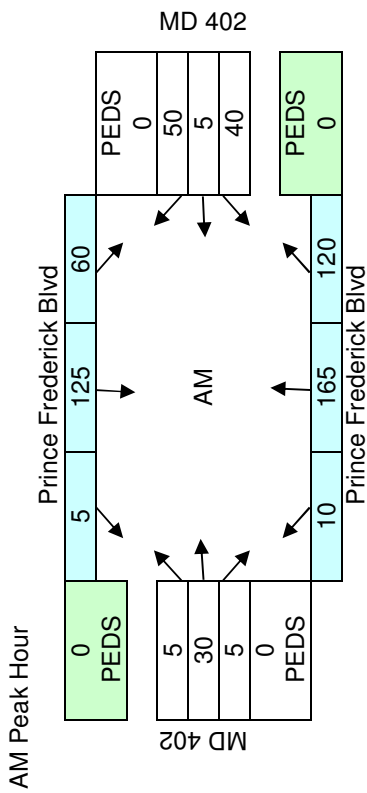
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	65	1.00	65	75	140
SB	90	1.00	90	35	125
EB	90	0.55	50	45	95
WB	75	1.00	75	5	80
<b>Total</b>					<b>265</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.17</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (Existing Condition)

Date:	3/20/2013
Design Year:	Existing
Computed by:	PV
Date:	3/20/2013

Major Road:	Prince Frederick Blvd
Minor Road:	MD 402
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	285	1.00	285	60	345
SB	130	1.00	130	10	140
EB	35	1.00	35	40	75
WB	55	1.00	55	5	60
<b>Total</b>					<b>420</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.26</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

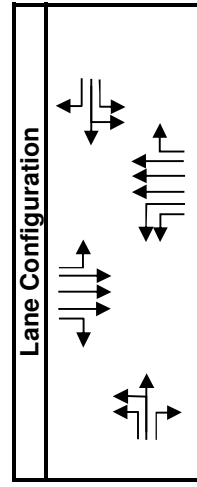
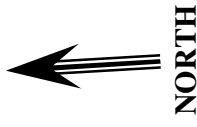
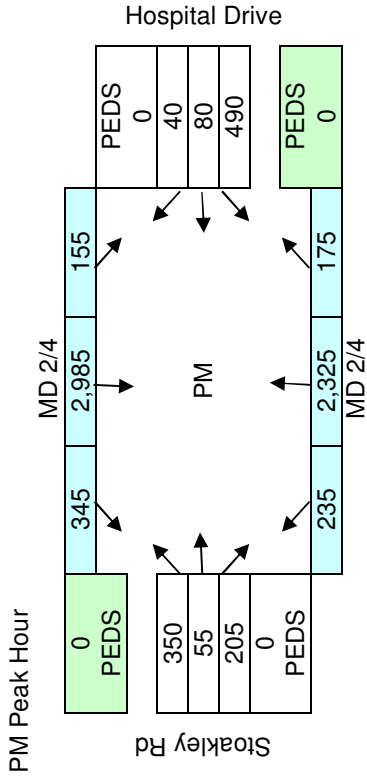
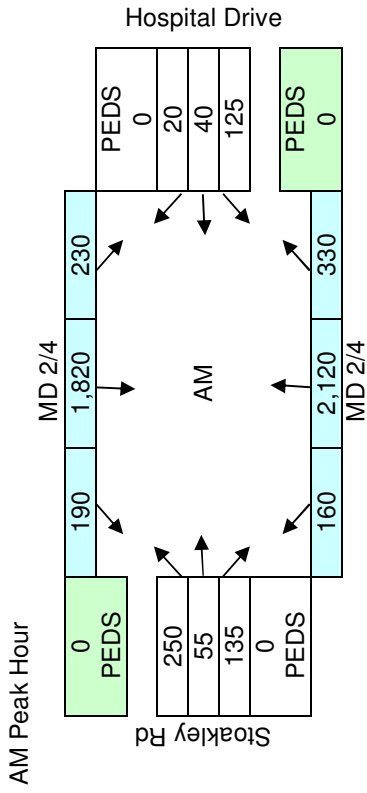
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	325	1.00	325	125	450
SB	210	1.00	210	10	220
EB	135	1.00	135	15	150
WB	30	1.00	30	110	140
<b>Total</b>					<b>600</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.38</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
Design Year:	No Build	
	2035	

Major Road:	MD 2/4	
Minor Road:	Stoakley Rd	
Computed by:	PV	Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,120	0.40	848	230	1078
SB	1,820	0.40	728	96	824
EB	305	0.55	168		168
WB	165	0.55	91		91
<b>Total</b>					<b>1337</b>
LOS					<b>D</b>
V/C Ratio					<b>0.84</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

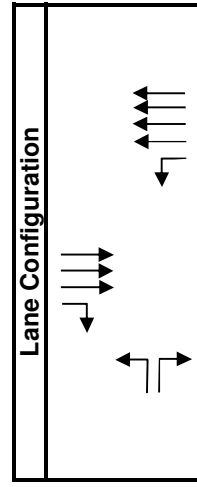
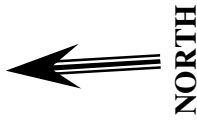
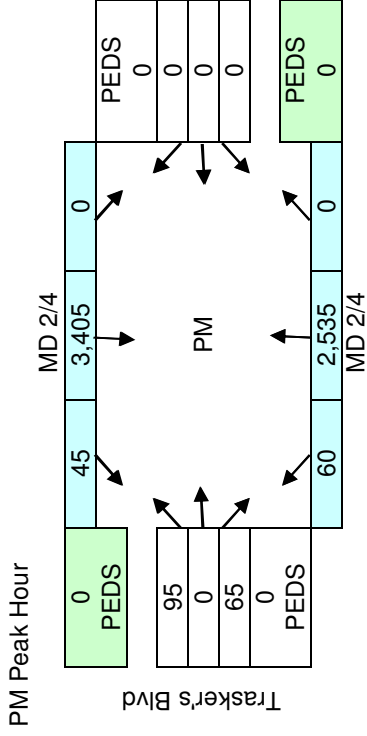
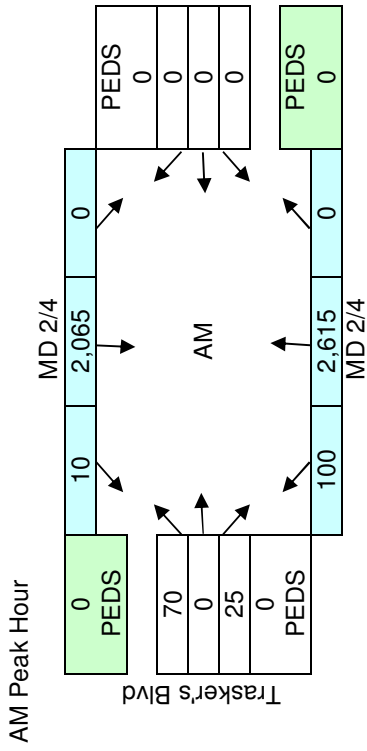
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,325	0.40	930	155	1085
SB	2,985	0.40	1194	141	1335
EB	405	0.55	223		223
WB	570	0.55	314		314
<b>Total</b>					<b>1872</b>
LOS					<b>F</b>
V/C Ratio					<b>1.17</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/21/2013
Design Year:	2035
Major Road:	MD 2/4
Minor Road:	Trasker's Blvd
Computed by:	TK
Date:	3/21/2013

Major Road:	MD 2/4
Minor Road:	Trasker's Blvd
Computed by:	TK
Date:	3/21/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,615	0.30	785	0	785
SB	2,065	0.40	826	100	926
EB	70	1.00	70	0	70
<b>Total</b>					<b>996</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.62</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

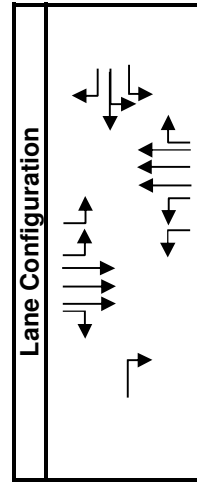
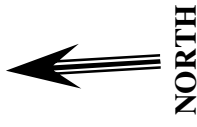
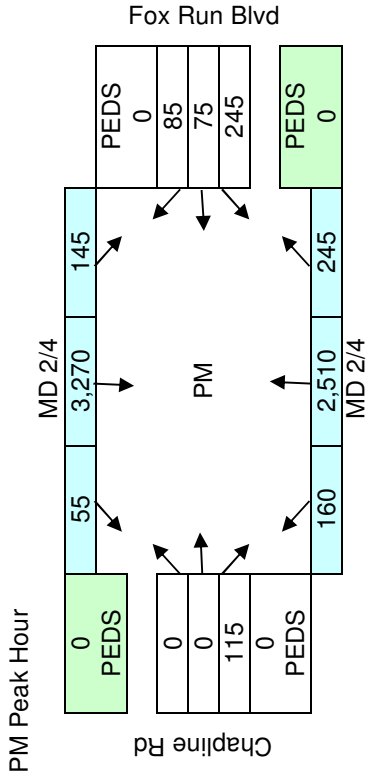
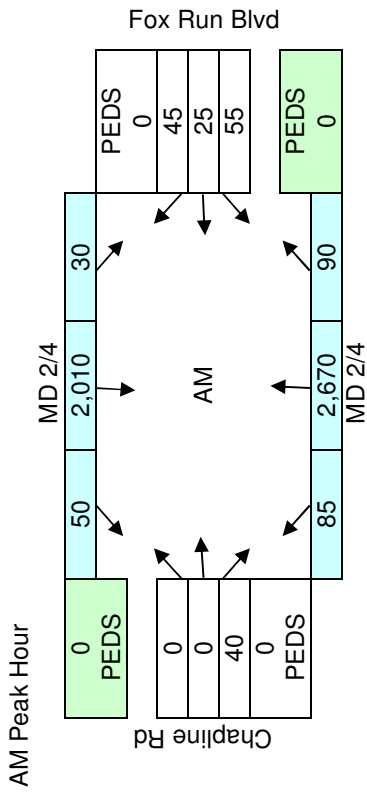
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,535	0.30	761	0	761
SB	3,405	0.40	1362	33	1395
EB	95	1.00	95	0	95
<b>Total</b>					<b>1490</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.93</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
Design Year:	No Build	
	2035	

Major Road:	MD 2/4	
Minor Road:	Fox Run Blvd	
Computed by:	PV	Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,670	0.40	1068	18	1086
SB	2,010	0.40	804	51	855
EB	40	1.00	40	0	40
WB	80	0.55	44	0	44
<b>Total</b>					<b>1130</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.71</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

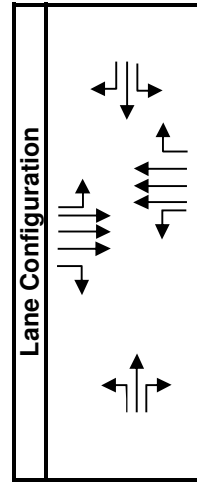
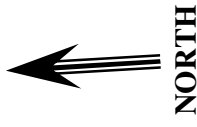
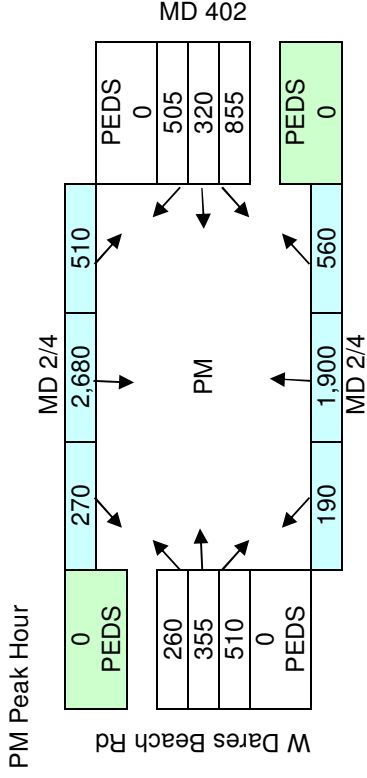
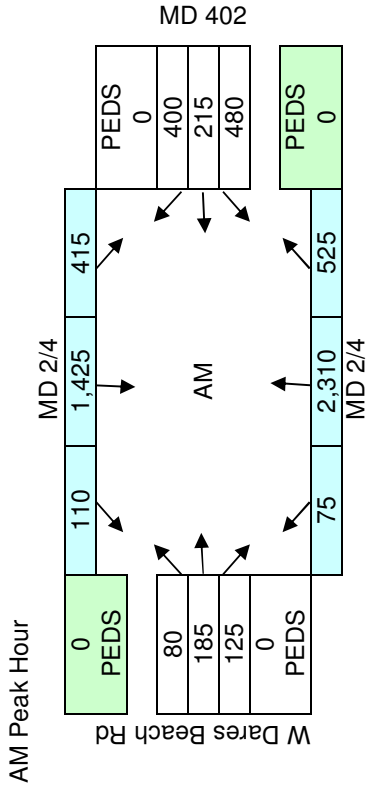
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,510	0.40	1004	87	1091
SB	3,270	0.40	1308	96	1404
EB	115	1.00	115	0	115
WB	320	0.55	176	0	176
<b>Total</b>					<b>1580</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.99</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

# Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
	No Build	
Design Year:	2035	

Major Road:	MD 2/4	
Minor Road:	MD 402	
Computed by:	PV	Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	2,310	0.40	924	415	1339
SB	1,425	0.40	570	75	645
* EB	185	1.00	185		185
* WB	480	1.00	480		480
<b>Total</b>					<b>2004</b>
LOS					<b>F</b>
V/C Ratio					<b>1.25</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

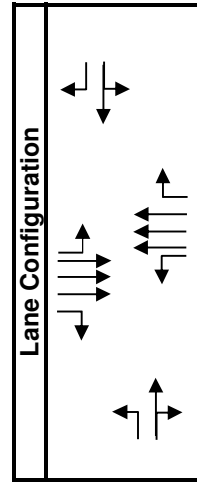
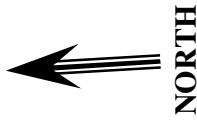
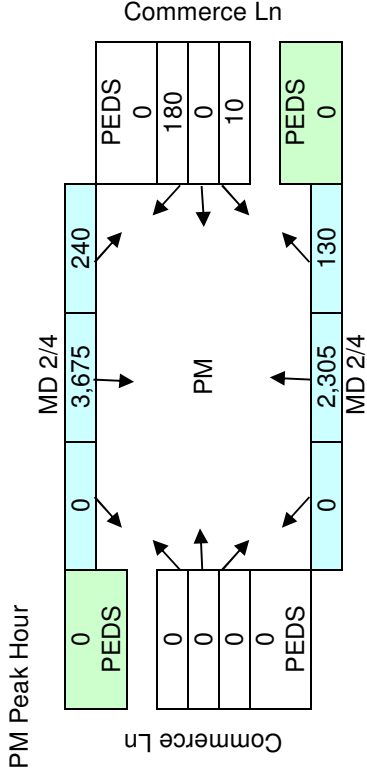
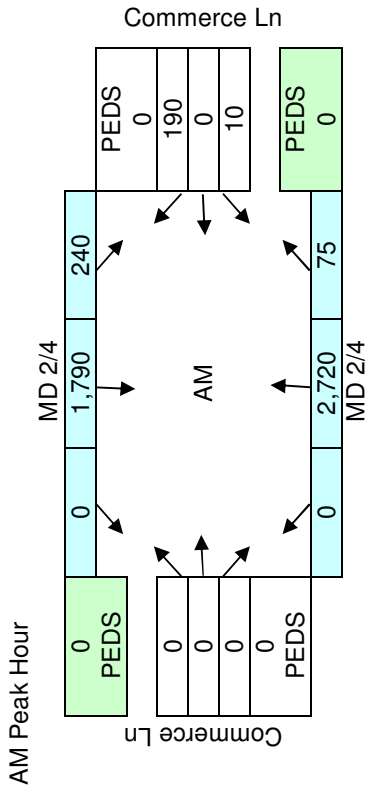
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	1,900	0.40	760	510	1270
SB	2,680	0.40	1072	190	1262
* EB	355	1.00	355		355
* WB	855	1.00	855		855
<b>Total</b>					<b>2480</b>
LOS					<b>F</b>
V/C Ratio					<b>1.55</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

# Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013
Design Year:	2035
Major Road:	MD 2/4
Minor Road:	Commerce Ln
Computed by:	PV
Date:	3/20/2013

Major Road:	MD 2/4
Minor Road:	Commerce Ln
Computed by:	PV
Date:	3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,720	0.40	1088	240	1328
SB	1,790	0.40	716	0	716
EB	0	1.00	0	0	0
WB	190	1.00	190	0	190
<b>Total</b>					<b>1518</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.95</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,305	0.40	922	240	1162
SB	3,675	0.40	1470	0	1470
EB	0	0.55	0	0	0
WB	180	1.00	180	0	180
<b>Total</b>					<b>1650</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.03</b>

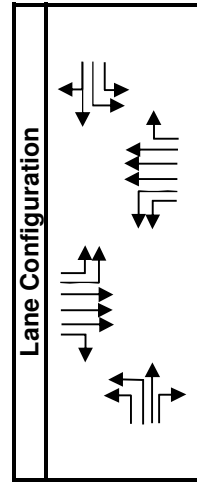
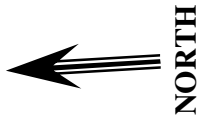
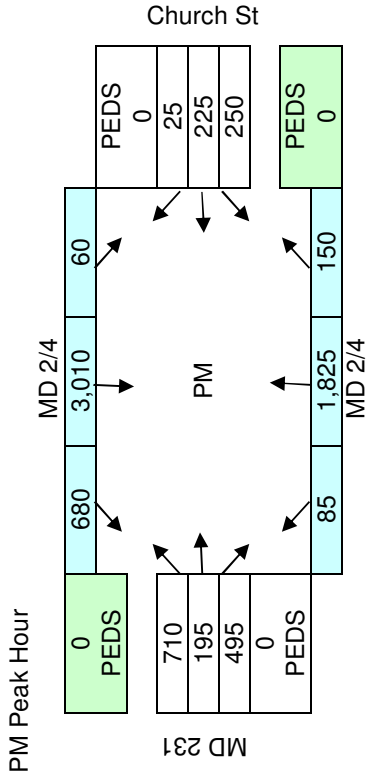
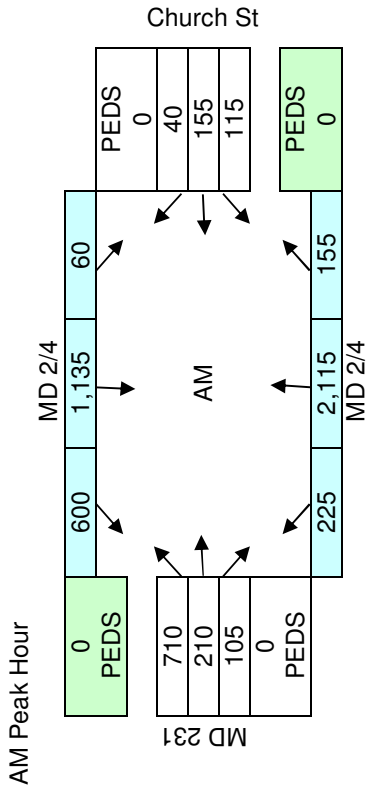
PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0



# Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
Design Year:	No Build	
	2035	

Major Road:	MD 2/4	
Minor Road:	MD 231	
Computed by:	PV	Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,115	0.40	846	36	882
SB	1,135	0.40	454	135	589
EB	710	0.60	426	0	426
WB	155	1.00	155	0	155
					0
					0
<b>Total</b>					<b>1463</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.91</b>

PCE Factor	
NB	5.0
SB	3.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,825	0.40	730	36	766
SB	3,010	0.40	1204	51	1255
EB	710	0.60	426	0	426
WB	225	1.00	225	0	225
					0
					0
<b>Total</b>					<b>1906</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.19</b>

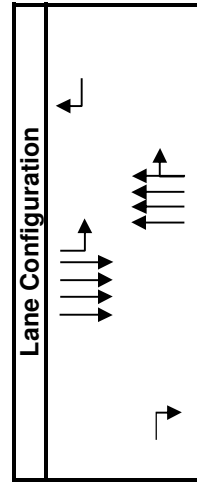
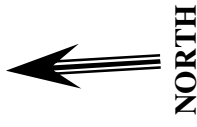
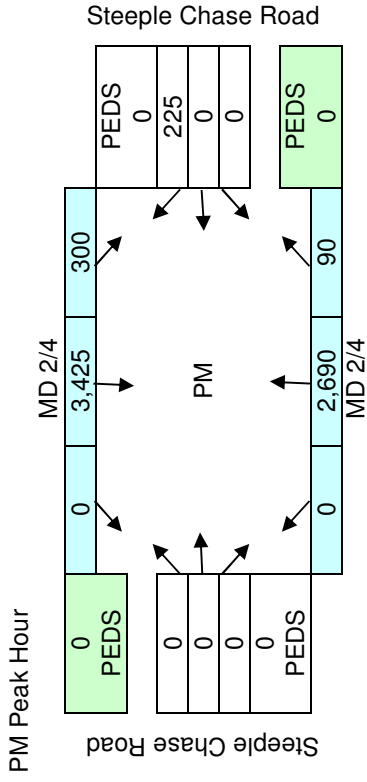
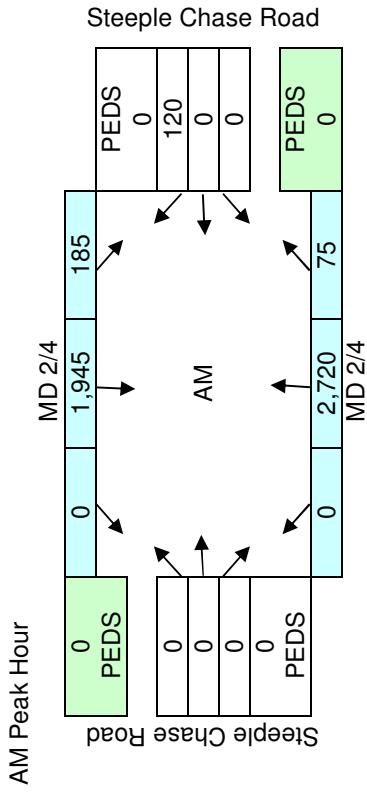
PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
Design Year:	No Build	
	2035	

Major Road:	MD 2/4	
Minor Road:	Steeple Chase Road	
Computed by:	PV	Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB
  - SB
  - EB
  - WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,795	0.30	839	185	1024
SB	1,945	0.30	584	0	584
EB	0	0.55	0	0	0
WB	120	1.00	120	0	120
<b>Total</b>					<b>1144</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.72</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

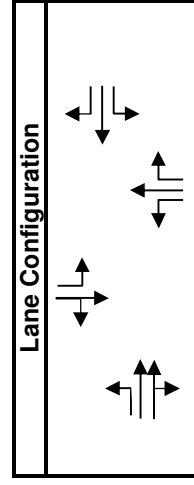
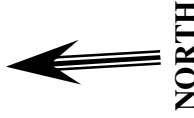
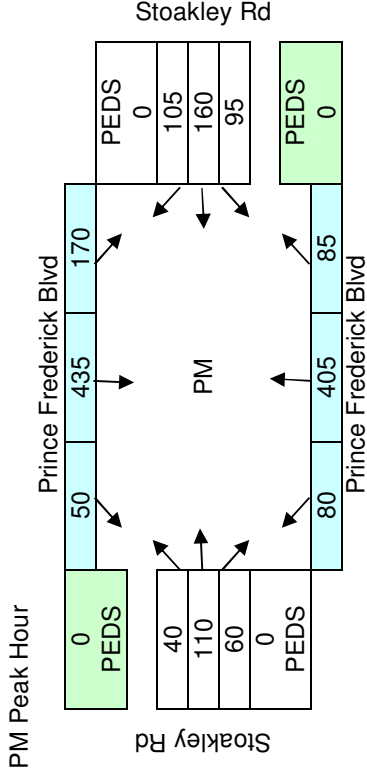
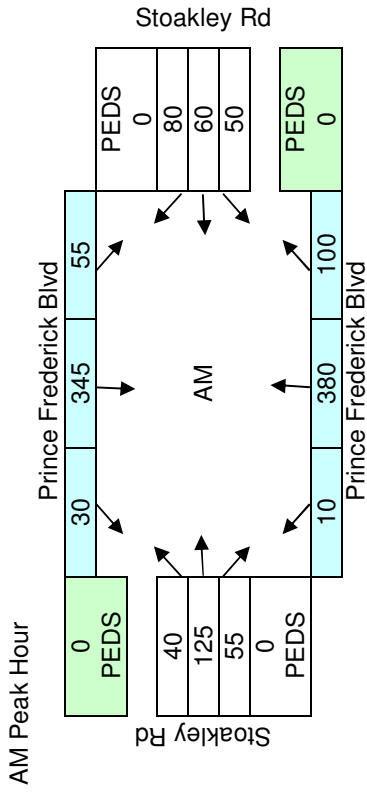
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,780	0.30	834	300	1134
SB	3,425	0.30	1028	0	1028
EB	0	0.55	0	0	0
WB	225	1.00	225	0	225
<b>Total</b>					<b>1359</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.85</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013
Design Year:	2035
Major Road:	Prince Frederick Blvd
Minor Road:	Stoakley Rd
Computed by:	PV
Date:	3/20/2013

Major Road:	Prince Frederick Blvd
Minor Road:	Stoakley Rd
Computed by:	PV
Date:	3/20/2013



**Intersection Control**

- Signalized
- All-way Stop Control
- Two-way Stop Control

**RTOR**

NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	380	1.00	380	55	435
SB	375	1.00	375	10	385
EB	180	0.55	99	50	149
WB	60	1.00	60	40	100
<b>Total</b>					<b>584</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.37</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

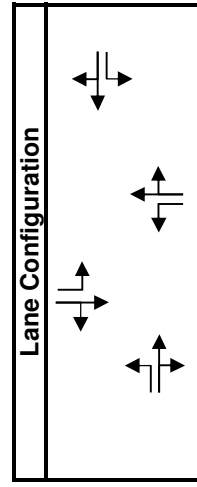
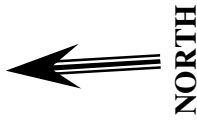
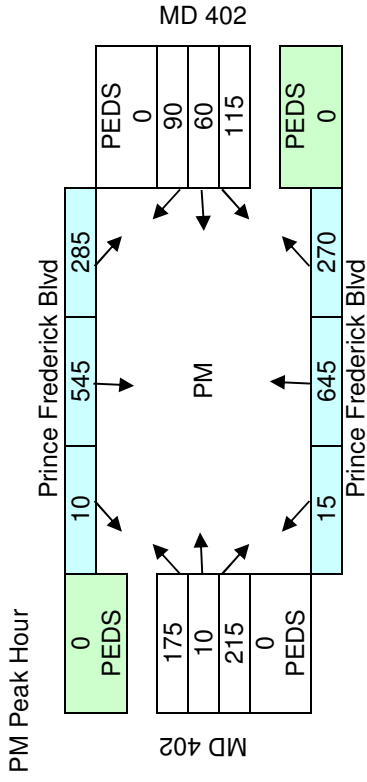
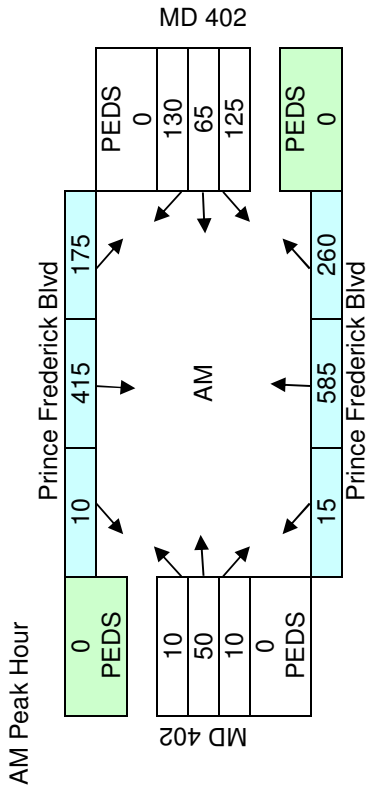
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	405	1.00	405	170	575
SB	485	1.00	485	80	565
EB	170	0.55	94	95	189
WB	160	1.00	160	40	200
<b>Total</b>					<b>775</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.48</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

# Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013	
	No Build	
Design Year:	2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	MD 402	
Computed by:	PV	Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	845	1.00	845	175	1020
SB	425	1.00	425	15	440
EB	60	1.00	60	125	185
WB	195	1.00	195	10	205
<b>Total</b>					<b>1225</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.77</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

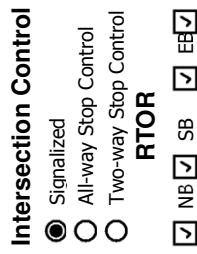
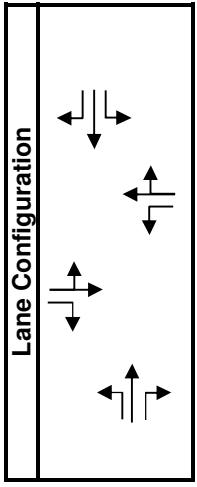
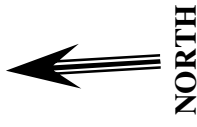
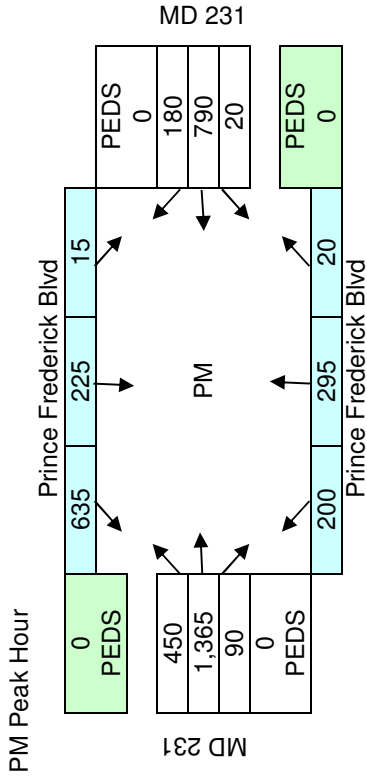
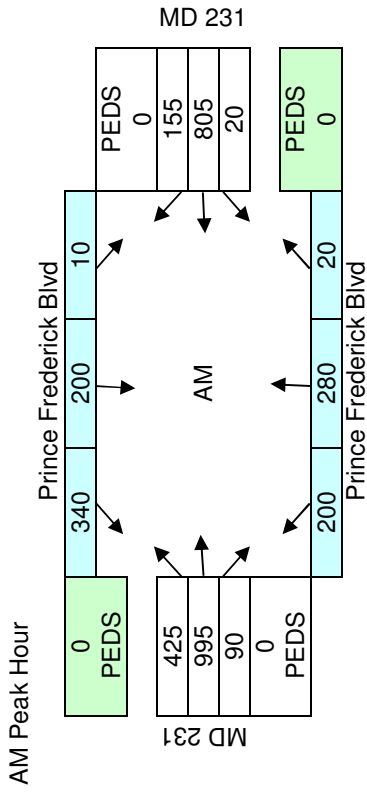
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	915	1.00	915	285	1200
SB	555	1.00	555	15	570
EB	225	1.00	225	115	340
WB	150	1.00	150	175	325
<b>Total</b>					<b>1540</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.96</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013
Design Year:	2035
Major Road:	Prince Frederick Blvd
Minor Road:	MD 231
Computed by:	PV
Date:	3/20/2013

Major Road:	Prince Frederick Blvd
Minor Road:	MD 231
Computed by:	PV
Date:	3/20/2013



Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	300	1.00	300	10	310
* SB	220	1.00	220	200	420
* EB	995	1.00	995	20	1015
* WB	805	1.00	805	425	1230
<b>Total</b>					<b>1960</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.23</b>

PCE Factor	
NB	1.1
SB	2.0
EB	1.1
WB	1.1

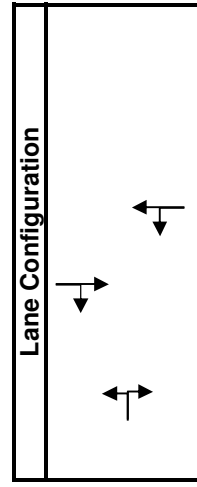
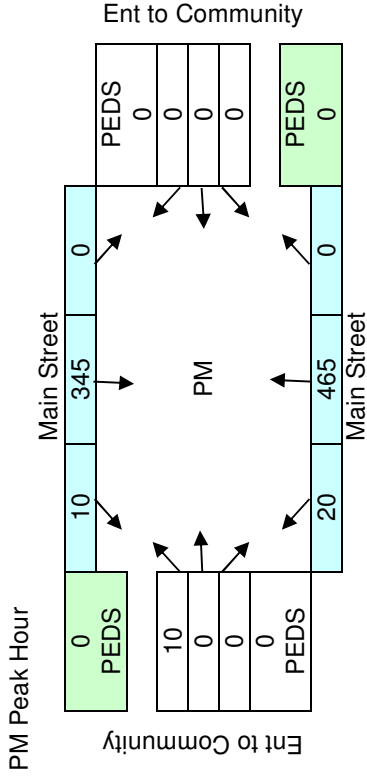
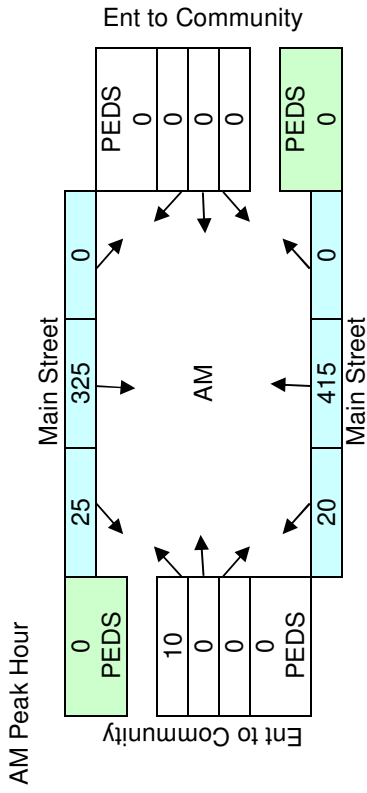
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	315	1.00	315	15	330
* SB	635	1.00	635	200	835
* EB	1,365	1.00	1365	20	1385
* WB	790	1.00	790	450	1240
<b>Total</b>					<b>2550</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.59</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

Date:	3/20/2013
Design Year:	2035
Major Road:	Main Street
Minor Road:	Ent to Community
Computed by:	PV
Date:	3/20/2013

Major Road:	Main Street
Minor Road:	Ent to Community
Computed by:	PV
Date:	3/20/2013



Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	455	1.00	455	0	455
SB	350	1.00	350	20	370
EB	10	1.00	10	0	10
WB	0	1.00	0	0	0
<b>Total</b>					<b>465</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.29</b>

PCE Factor	
NB	2.0
SB	1.1
EB	1.1
WB	1.1

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	505	1.00	505	0	505
SB	355	1.00	355	20	375
EB	10	1.00	10	0	10
WB	0	1.00	0	0	0
<b>Total</b>					<b>515</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.32</b>

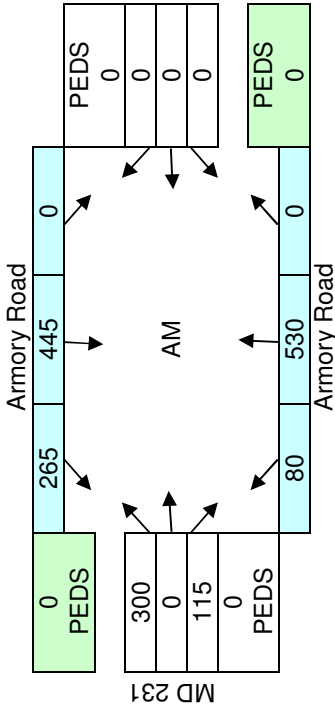
PCE Factor	
NB	2.0
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 No-Build)

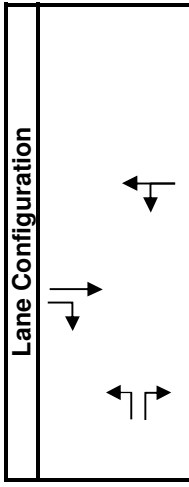
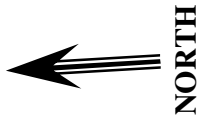
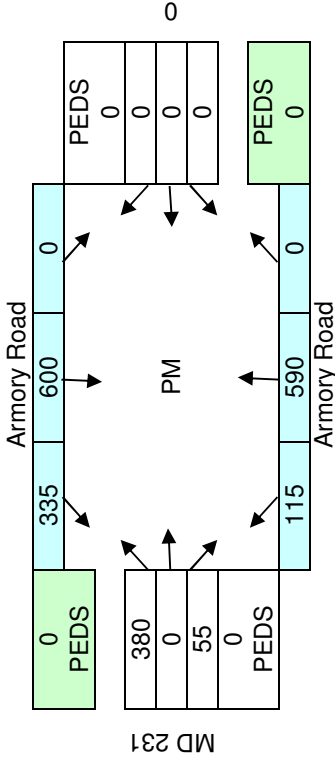
Date:	3/26/2013	
Design Year:	No Build	
	2035	

Major Road:	MD 231	
Minor Road:	Armory Road	
Computed by:	PV	Date: 3/26/2013

AM Peak Hour



PM Peak Hour



#### Intersection Control

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	610	1.00	610	0	610
SB	445	1.00	445	0	445
EB	300	1.00	300	0	300
WB	0	1.00	0	0	0
<b>Total</b>					<b>1355</b>
LOS					<b>D</b>
V/C Ratio					<b>0.85</b>

PCE Factor	
NB	3.0
SB	2.0
EB	1.1
WB	1.1

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	705	1.00	705	0	705
SB	600	1.00	600	0	600
EB	380	1.00	380	0	380
WB	0	1.00	0	0	0
<b>Total</b>					<b>1685</b>
LOS					<b>F</b>
V/C Ratio					<b>1.05</b>

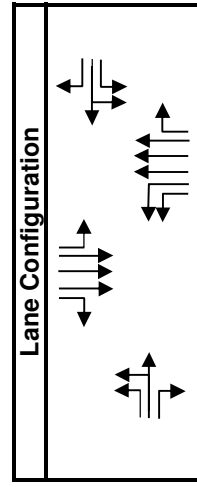
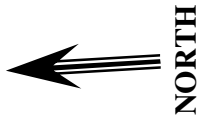
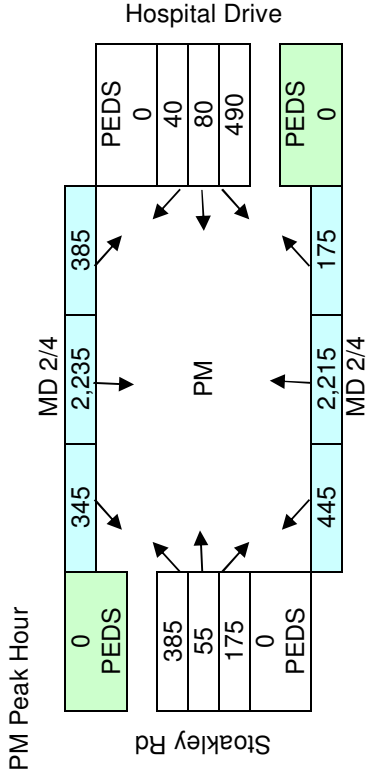
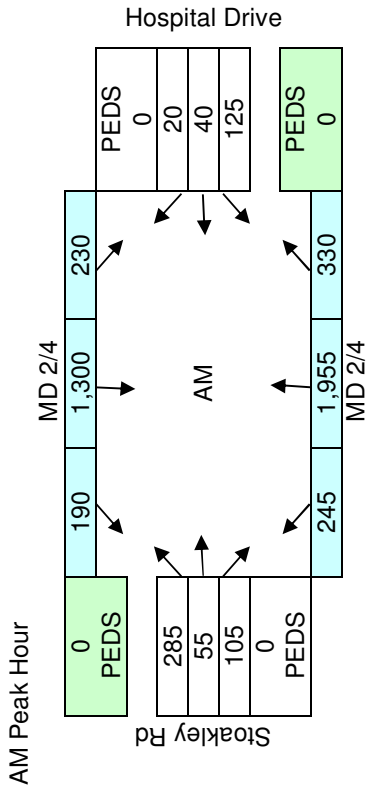
PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013	
Design Year:	Alt 2 2035	

Major Road:	MD 2/4	
Minor Road:	Stoakley Rd	
Computed by:	TK	Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,955	0.40	782	230	1012
SB	1,300	0.40	520	147	667
EB	340	0.60	204	204	204
WB	165	0.60	99	99	99
<b>Total</b>					<b>1315</b>
LOS					<b>D</b>
V/C Ratio					<b>0.82</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

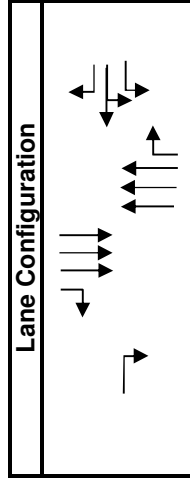
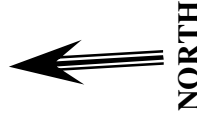
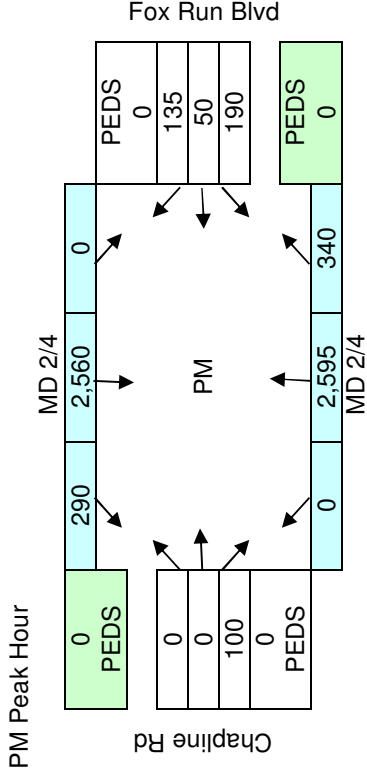
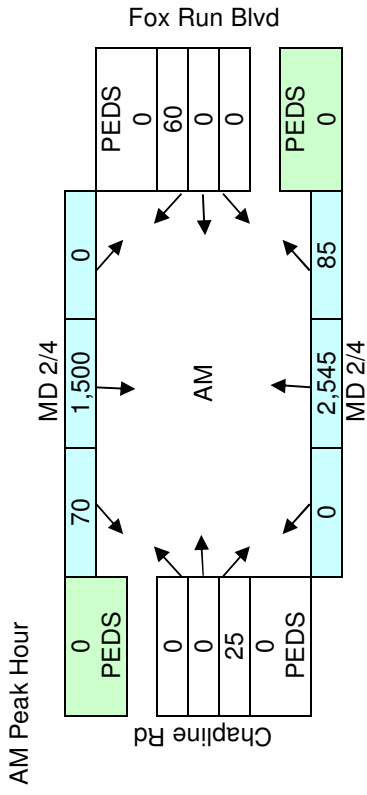
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,215	0.40	886	385	1271
SB	2,235	0.40	894	267	1161
EB	440	0.60	264	264	264
WB	570	0.60	342	342	342
<b>Total</b>					<b>1877</b>
LOS					<b>F</b>
V/C Ratio					<b>1.17</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Alt 2	
Design Year:	2035

Major Road:	MD 2/4
Minor Road:	Fox Run Blvd
Computed by:	TK Date: 3/20/2013



**Intersection Control**

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,545	0.40	1018	0	1018
SB	1,500	0.40	600	0	600
EB	25	1.00	25	0	25
WB	60	1.00	60	0	60
<b>Total</b>					<b>1078</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.67</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,595	0.40	1038	0	1038
SB	2,560	0.40	1024	0	1024
EB	100	1.00	100	190	290
WB	240	0.60	144	0	144
<b>Total</b>					<b>1328</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.83</b>

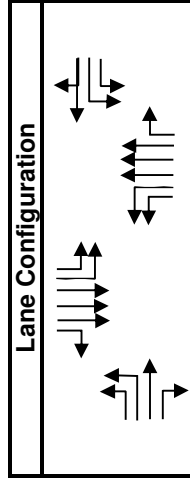
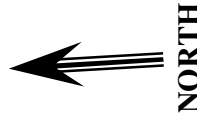
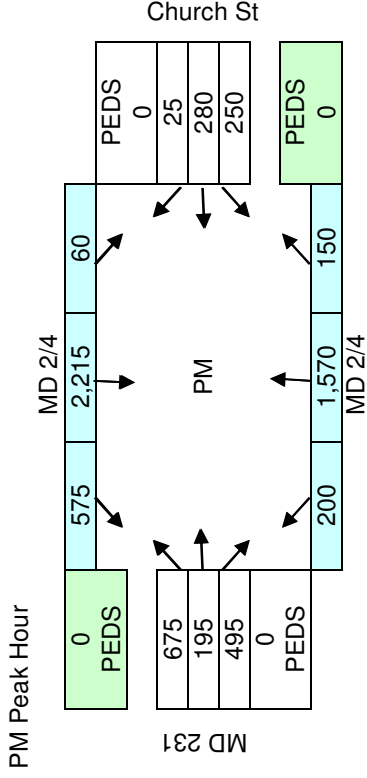
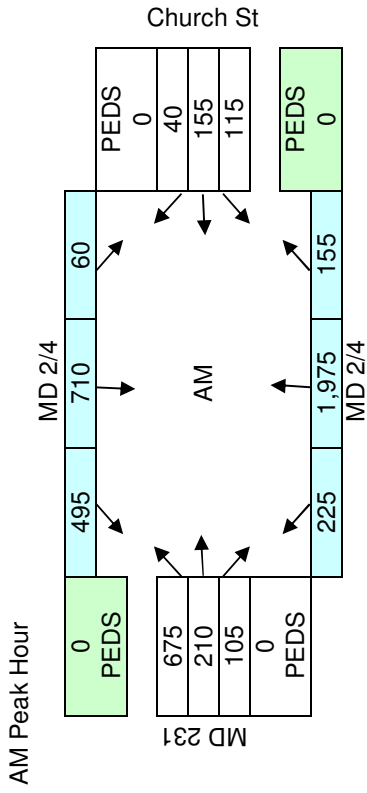
PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Design Year:	Alt 2 2035

Major Road:	MD 2/4
Minor Road:	MD 231
Computed by:	TK      Date: 3/20/2013



**Intersection Control**

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,975	0.40	790	36	826
SB	710	0.40	284	135	419
EB	675	0.60	405	0	405
WB	155	1.00	155	0	155
					0
					0
<b>Total</b>					<b>1386</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.87</b>

PCE Factor	
NB	3.0
SB	5.0
EB	1.0
WB	1.0

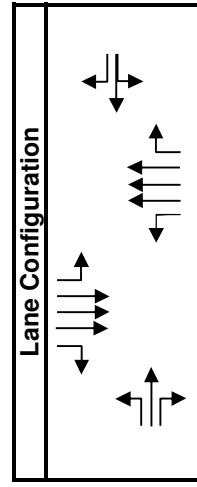
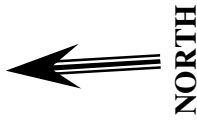
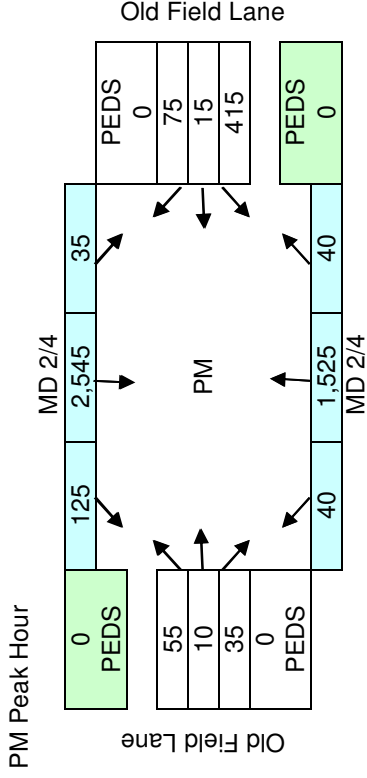
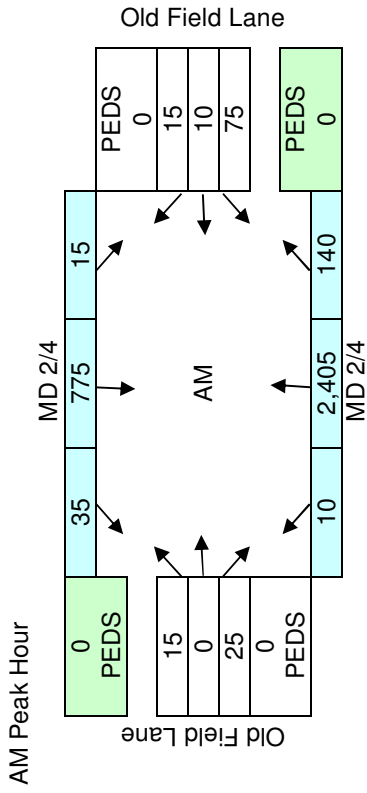
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,570	0.40	628	36	664
SB	2,215	0.40	886	120	1006
EB	675	0.60	405	0	405
WB	280	1.00	280	0	280
					0
					0
<b>Total</b>					<b>1691</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.06</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Design Year:	Alt 2 2035

Major Road:	MD 2/4
Minor Road:	Old Field Lane
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,405	0.40	962	15	977
SB	775	0.40	310	10	320
EB	0	1.00	0	75	75
WB	85	1.00	85	15	100
<b>Total</b>					<b>1077</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.67</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

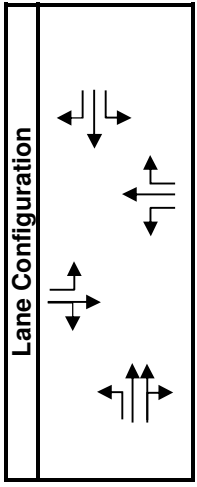
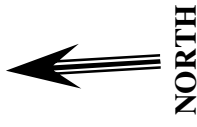
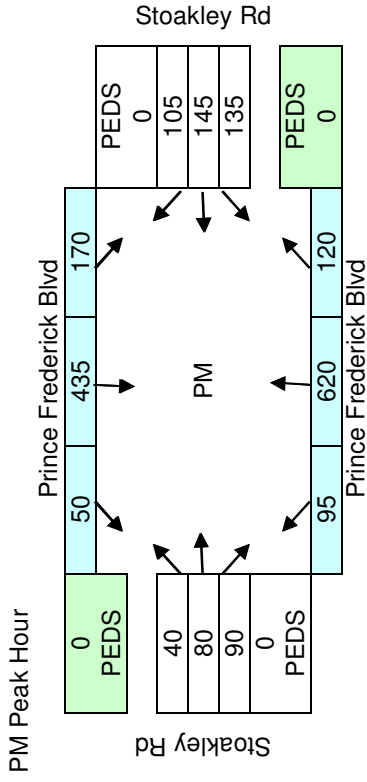
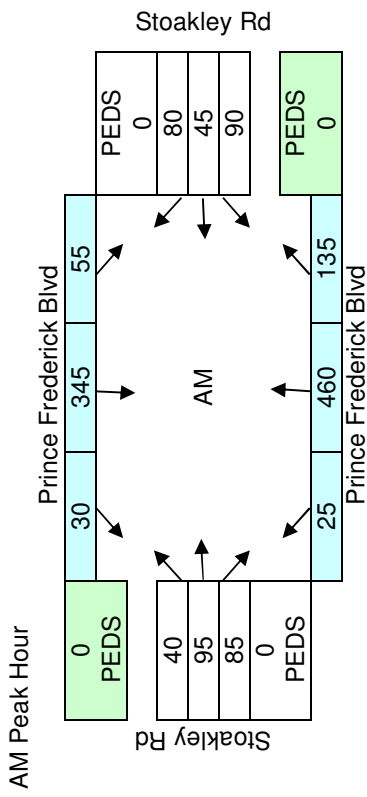
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,525	0.40	610	35	645
SB	2,545	0.40	1018	22	1040
EB	10	1.00	10	415	425
WB	430	1.00	430	55	485
<b>Total</b>					<b>1525</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.95</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

## Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Design Year:	Alt 2 2035

Major Road:	Prince Frederick Blvd
Minor Road:	Stoakley Rd
Computed by:	TK      Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	460	1.00	460	55	515
SB	375	1.00	375	25	400
EB	180	0.55	99	90	189
WB	45	1.00	45	40	85
<b>Total</b>					<b>704</b>
LOS					<b>A</b>
V/C Ratio					<b>0.44</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

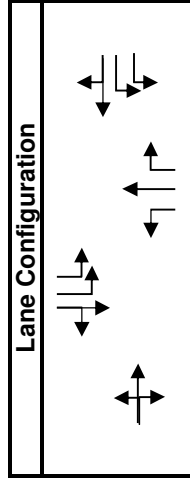
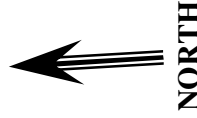
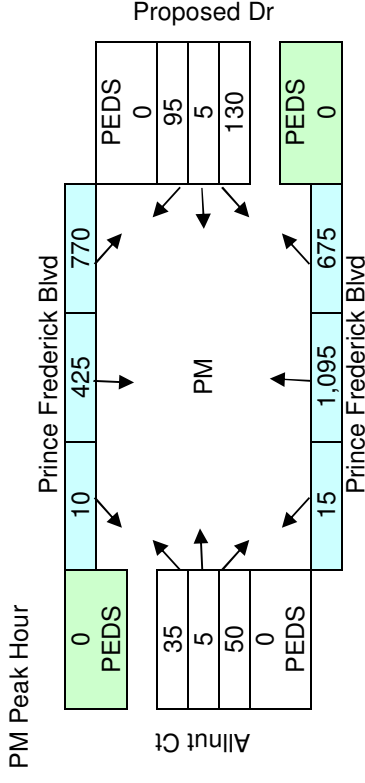
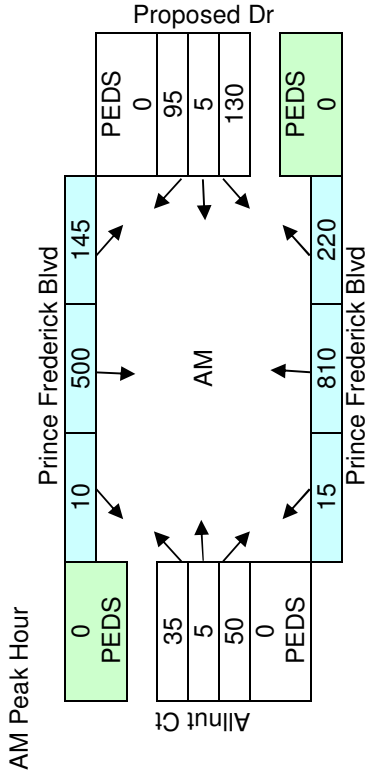
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	620	1.00	620	170	790
SB	485	1.00	485	95	580
EB	170	0.55	94	135	229
WB	145	1.00	145	40	185
<b>Total</b>					<b>1019</b>
LOS					<b>B</b>
V/C Ratio					<b>0.64</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Design Year:	Alt 2 2035

Major Road:	Prince Frederick Blvd
Minor Road:	Allnut Ct/Proposed Dr
Computed by:	TK      Date: 3/20/2013



**Intersection Control**

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	810	1.00	810	87	897
SB	510	1.00	510	15	525
EB	94	1.00	94	78	172
WB	100	1.00	100	35	135
<b>Total</b>					<b>1069</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.67</b>

PCE Factor	
NB	2.0
SB	4.0
EB	1.1
WB	1.1

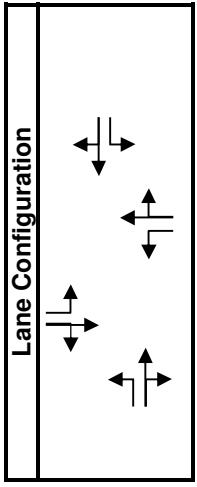
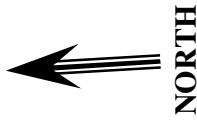
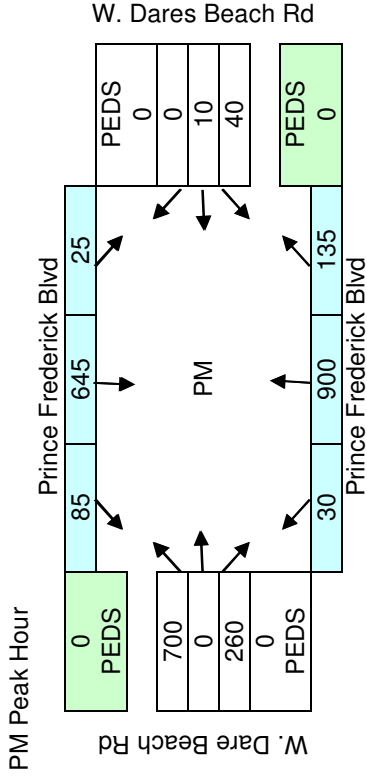
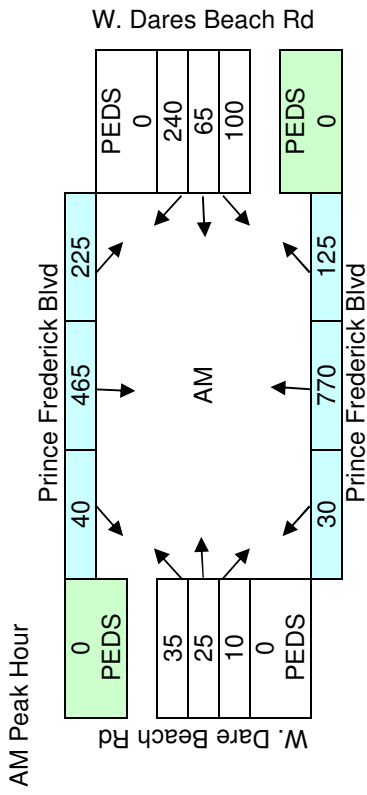
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,095	1.00	1095	462	1557
SB	435	1.00	435	15	450
EB	94	1.00	94	78	172
WB	100	1.00	100	35	135
<b>Total</b>					<b>1729</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.08</b>

PCE Factor	
NB	2.0
SB	5.0
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013
Alt 2	
Design Year:	2035

Major Road:	Prince Frederick Blvd
Minor Road:	W. Dares Beach Rd
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	895	1.00	895	225	1120
SB	505	1.00	505	30	535
EB	35	1.00	35	100	135
WB	305	1.00	305	35	340
<b>Total</b>					<b>1460</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.91</b>

PCE Factor	
NB	2.0
SB	3.0
EB	1.1
WB	1.1

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,035	1.00	1035	25	1060
SB	730	1.00	730	30	760
EB	260	1.00	260	40	300
WB	10	1.00	10	700	710
<b>Total</b>					<b>1770</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.11</b>

PCE Factor	
NB	3.0
SB	4.0
EB	1.1
WB	1.1

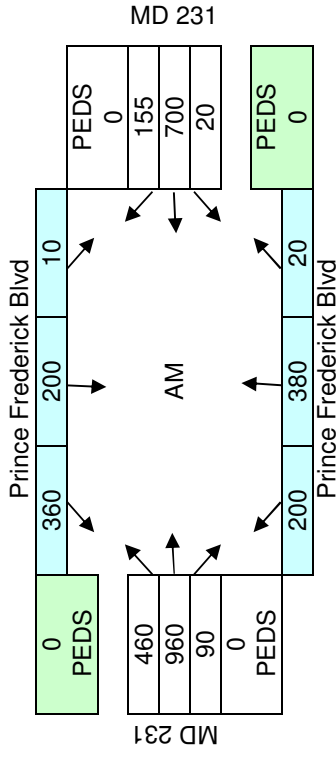


### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

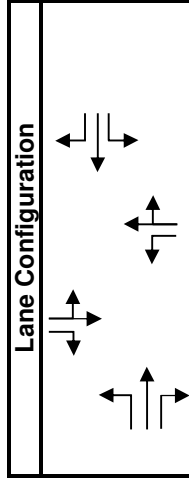
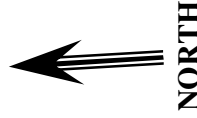
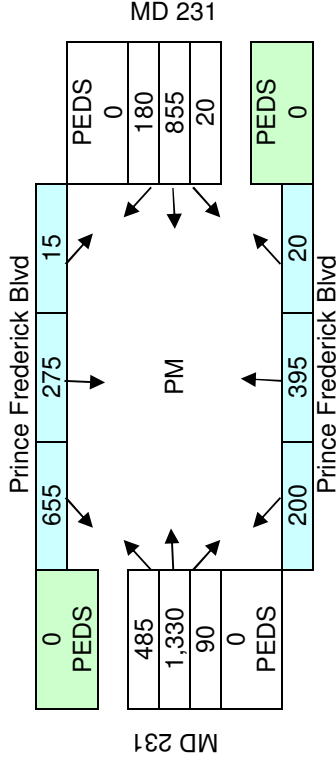
Date:	3/20/2013	
	Alt 2	
Design Year:	2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	MD 231	
Computed by:	TK	Date: 3/20/2013

AM Peak Hour



PM Peak Hour



#### Intersection Control

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	400	1.00	400	10	410
SB	210	1.00	210	200	410
EB	960	1.00	960	20	980
WB	700	1.00	700	276	976
<b>Total</b>					<b>1390</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.87</b>

PCE Factor	
NB	2.0
SB	2.0
EB	3.0
WB	4.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	415	1.00	415	15	430
SB	290	1.00	290	200	490
EB	1,330	1.00	1330	20	1350
WB	855	1.00	855	291	1146
<b>Total</b>					<b>1840</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.15</b>

PCE Factor	
NB	2.0
SB	2.0
EB	4.0
WB	5.0

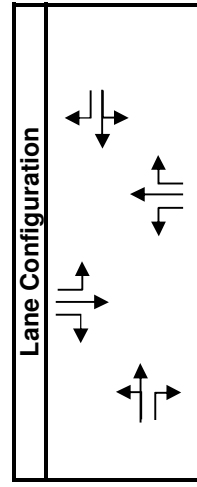
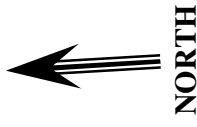
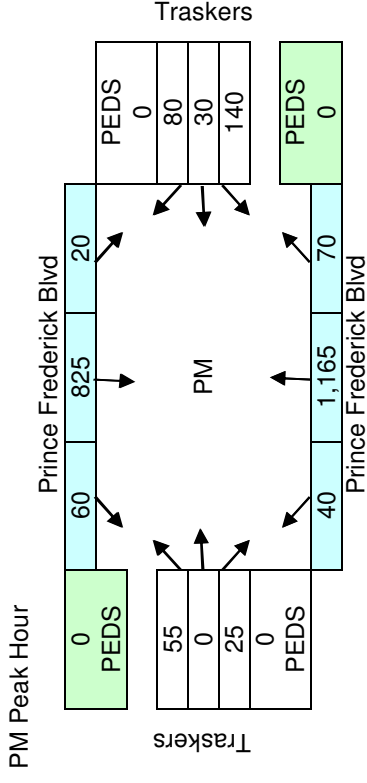
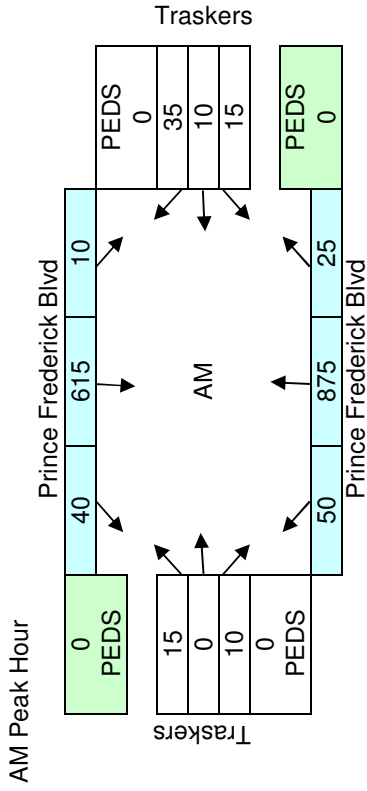




## Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/26/2013	
Design Year:	Alt 2 2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	Traskers	
Computed by:	TK	Date: 3/26/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	40	1.00	875	10	885
SB	615	1.00	615	50	665
EB	10	1.00	10	15	25
WB	0	1.00	10	15	25
<b>Total</b>					<b>910</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.57</b>

PCE Factor	
NB	3.0
SB	4.0
EB	1.1
WB	1.1

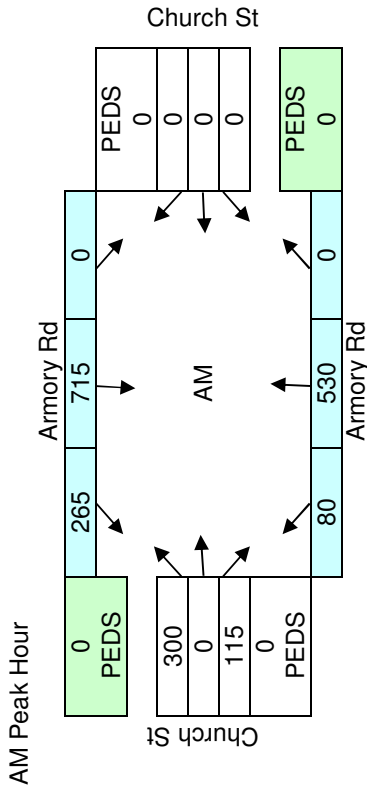
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	60	1.00	1165	20	1185
SB	825	1.00	825	40	865
EB	20	1.00	25	140	165
WB	0	1.00	30	55	85
<b>Total</b>					<b>1350</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.84</b>

PCE Factor	
NB	4.0
SB	5.0
EB	1.1
WB	1.1

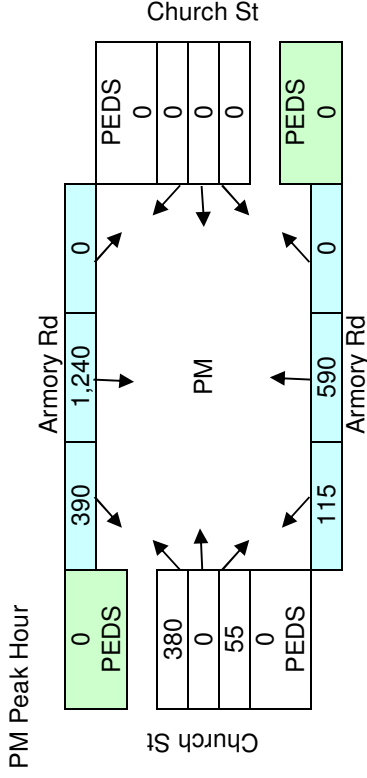
## Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 2)

Date:	3/20/2013	
Design Year:	Alt 2	
	2035	

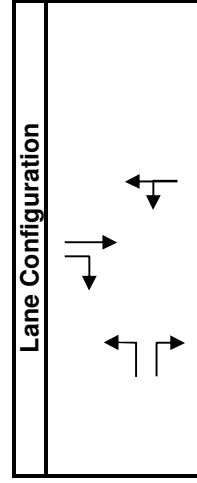
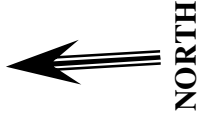
Major Road:	Armory Rd	
Minor Road:	Church St	
Computed by:	TK	Date: 3/20/2013



PCE Factor	
NB	2.0
SB	4.0
EB	1.0
WB	1.0



PCE Factor	
NB	5.0
SB	2.0
EB	1.0
WB	1.0



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

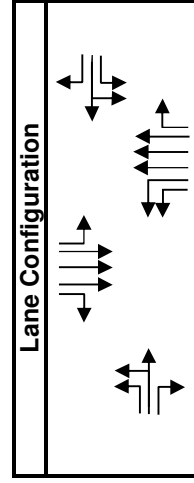
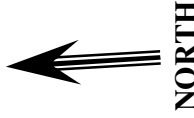
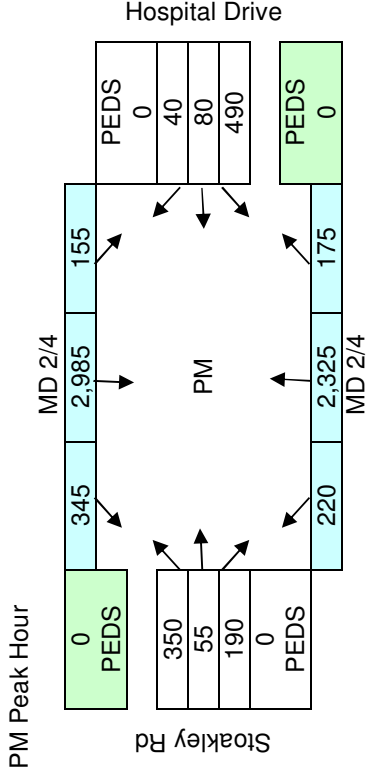
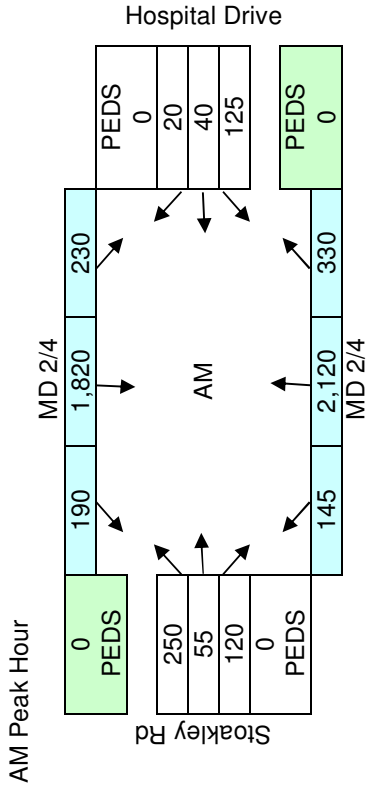
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	610	1.00	610	0	610
SB	715	1.00	715	0	715
EB	300	1.00	300	0	300
<b>Total</b>					<b>1625</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.02</b>

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	705	1.00	705	0	705
SB	1,240	1.00	1,240	0	1,240
EB	380	1.00	380	0	380
<b>Total</b>					<b>2325</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.45</b>

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013	
Design Year:	Alt 3	
	2035	

Major Road:	MD 2/4	
Minor Road:	Stoakley Rd	
Computed by:	TK	Date: 3/20/2013



**Intersection Control**

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	190	0.40	848	230	1078
SB	1,820	0.40	728	87	815
EB	250	0.60	183		183
WB	120	0.60	99		99
<b>Total</b>					<b>1360</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.85</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

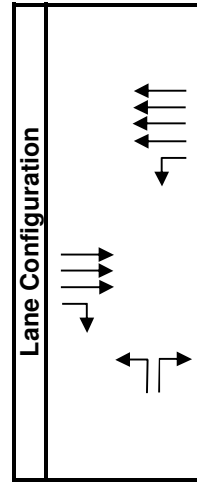
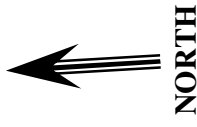
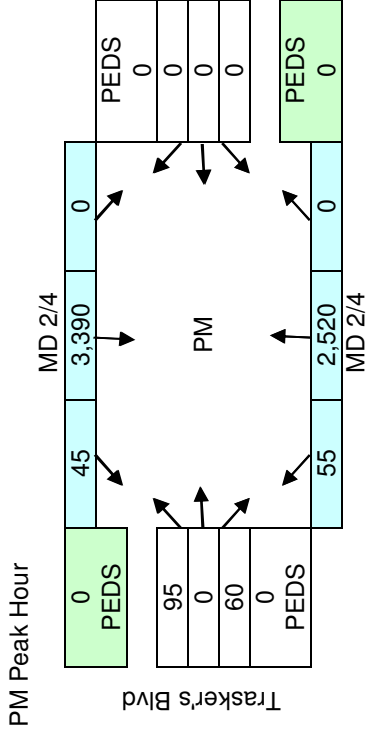
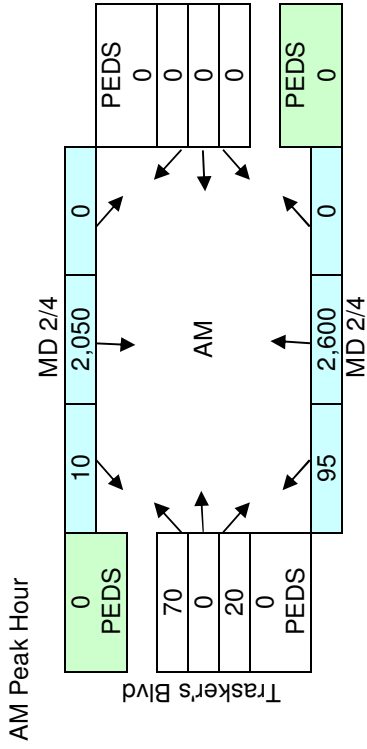
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,325	0.40	930	155	1085
SB	2,985	0.40	1194	132	1326
EB	405	0.60	243		243
WB	570	0.60	342		342
<b>Total</b>					<b>1911</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.19</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/21/2013	
Design Year:	Alt 3 2035	

Major Road:	MD 2/4	
Minor Road:	Trasker's Blvd	
Computed by:	TK	Date: 3/21/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,600	0.30	780	0	780
SB	2,050	0.40	820	95	915
EB	70	1.00	70	0	70
<b>Total</b>					<b>850</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.53</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

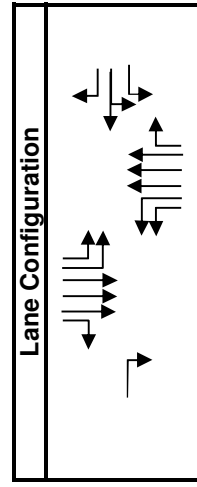
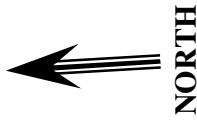
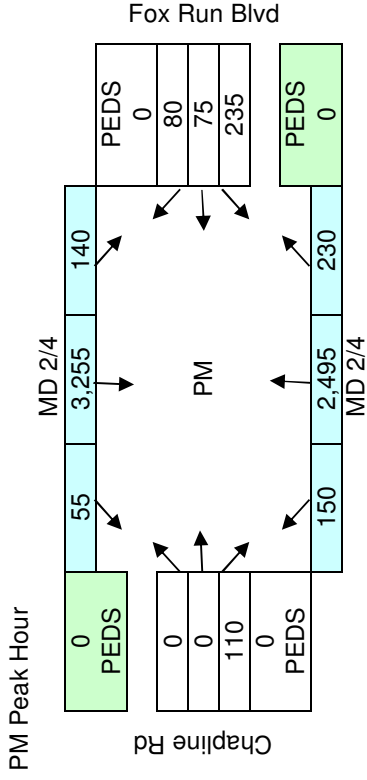
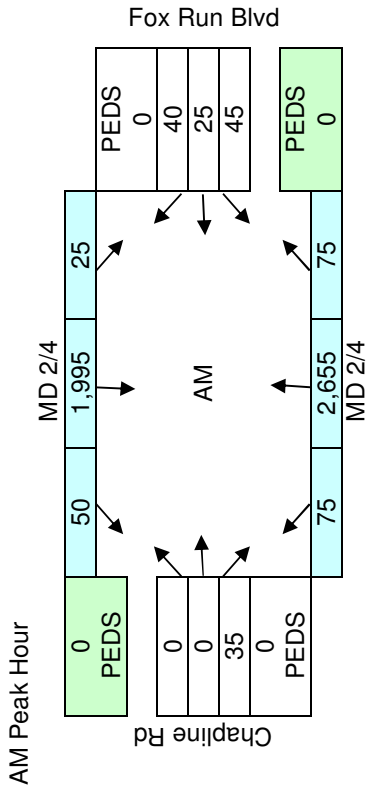
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,520	0.30	756	0	756
SB	3,390	0.40	1356	30	1386
EB	95	1.00	95	0	95
<b>Total</b>					<b>1481</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.93</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013	
Alt 3		
Design Year:	2035	

Major Road:	MD 2/4	
Minor Road:	Fox Run Blvd	
Computed by:	TK	Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,655	0.40	1062	15	1077
SB	1,995	0.40	798	45	843
EB	35	1.00	35	0	35
WB	70	0.60	42	0	42
<b>Total</b>					<b>1154</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.72</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,495	0.40	998	84	1082
SB	3,255	0.40	1302	90	1392
EB	110	1.00	110	0	110
WB	310	0.60	186	0	186
<b>Total</b>					<b>1688</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.06</b>

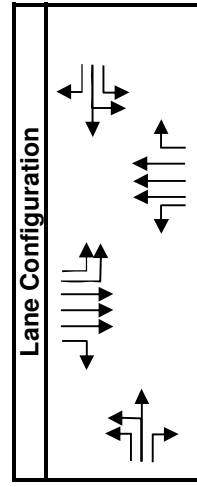
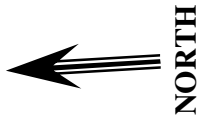
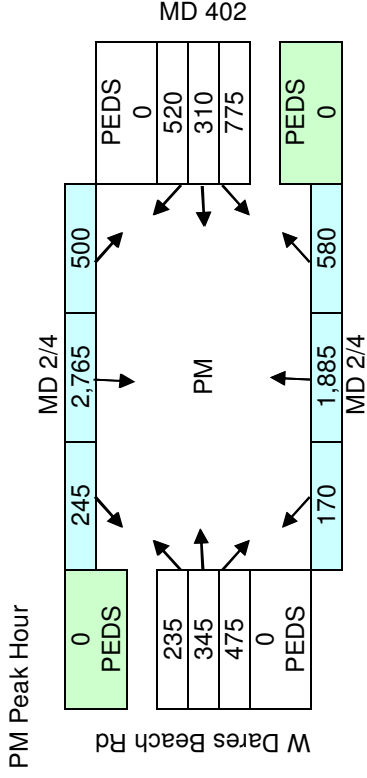
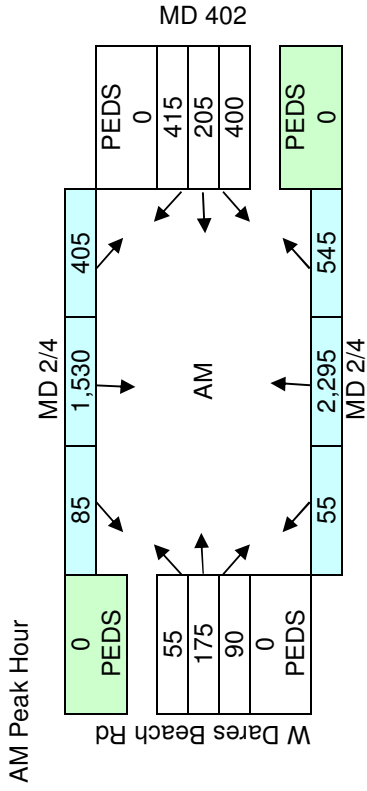
PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	MD 2/4
Minor Road:	MD 402
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	2,840	0.40	1,136	243	1379
SB	1,530	0.40	612	55	667
* EB	230	0.60	138	0	138
* WB	605	0.60	363	0	363
<b>Total</b>					<b>1880</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.18</b>

PCE Factor	
NB	5.0
SB	5.0
EB	2.0
WB	1.1

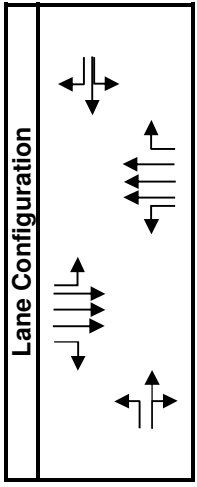
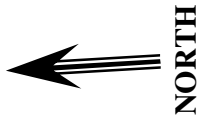
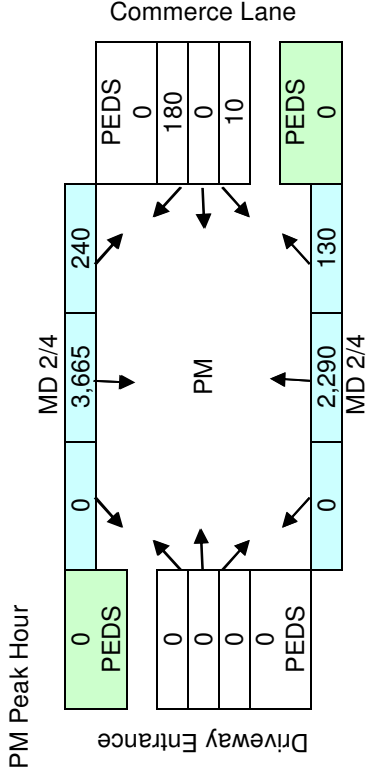
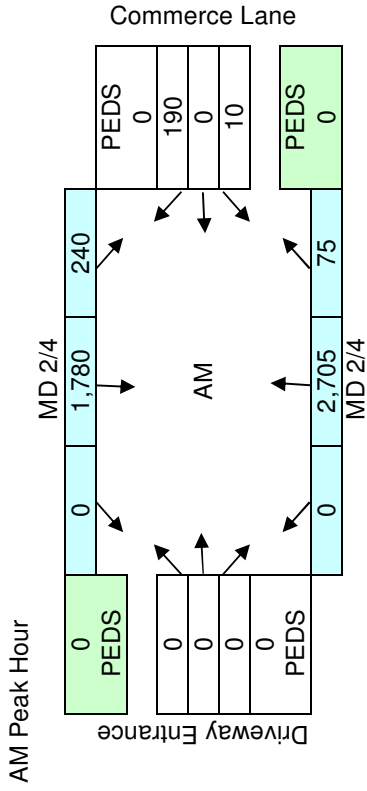
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	2,465	0.40	986	300	1286
SB	2,765	0.40	1106	170	1276
* EB	580	0.60	348	0	348
* WB	1,085	0.60	651	0	651
<b>Total</b>					<b>2285</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.43</b>

PCE Factor	
NB	5.0
SB	5.0
EB	2.0
WB	2.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	MD 2/4
Minor Road:	Commerce Lane
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,705	0.40	1,082	240	1,322
SB	1,780	0.40	712	0	712
WB	10	1.00	10	0	10
<b>Total</b>					<b>1332</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.83</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

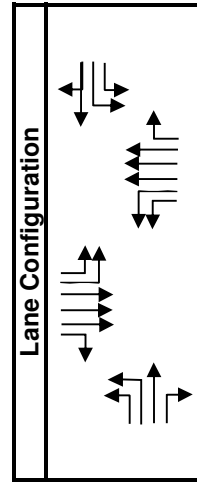
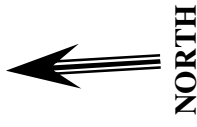
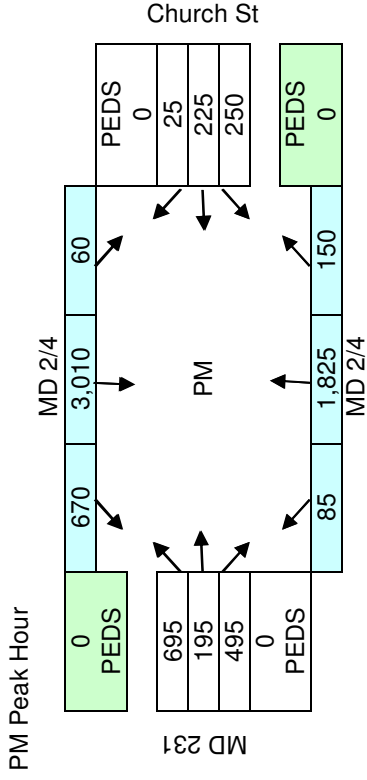
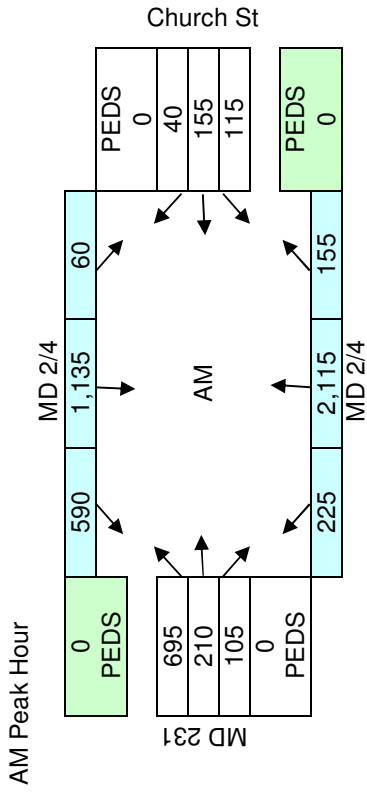
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,290	0.40	916	240	1,156
SB	3,665	0.40	1,466	0	1,466
WB	10	1.00	10	0	10
<b>Total</b>					<b>1476</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.92</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	MD 2/4
Minor Road:	MD 231
Computed by:	TK      Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,115	0.40	846	36	882
SB	1,135	0.40	454	135	589
EB	695	0.60	417	0	417
WB	155	1.00	155	0	155
					0
					0
<b>Total</b>					<b>1454</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.91</b>

PCE Factor	
NB	3.0
SB	5.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,825	0.40	730	36	766
SB	3,010	0.40	1204	51	1255
EB	695	0.60	417	0	417
WB	225	1.00	225	0	225
					0
					0
<b>Total</b>					<b>1897</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.19</b>

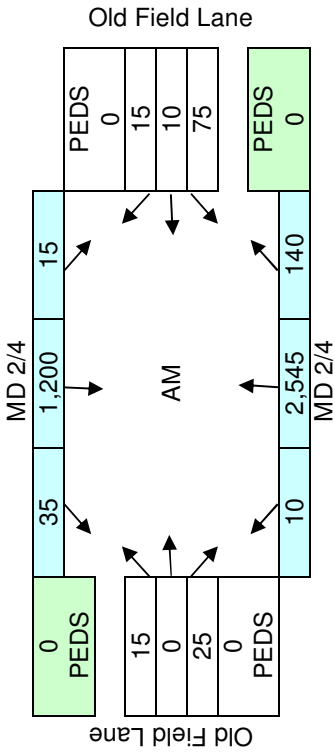
PCE Factor	
NB	5.0
SB	5.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

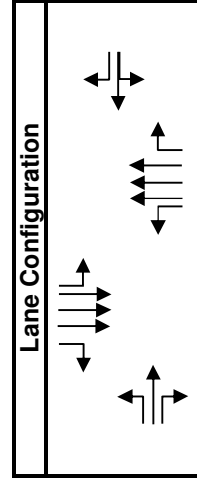
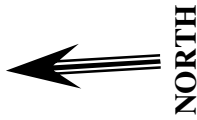
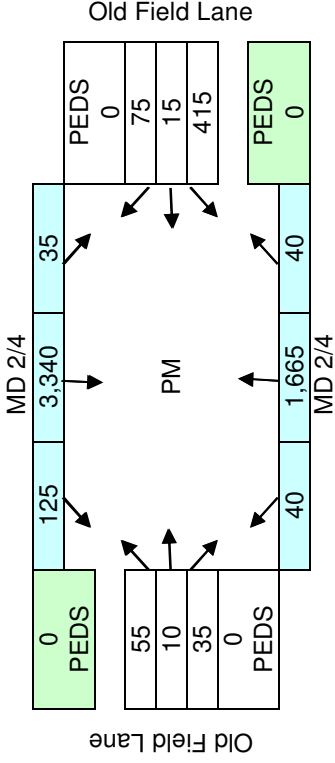
Date:	3/20/2013	
Design Year:	Alt 3 2035	

Major Road:	MD 2/4	
Minor Road:	Old Field Lane	
Computed by:	TK	Date: 3/20/2013

AM Peak Hour



PM Peak Hour



#### Intersection Control

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,545	0.40	1018	15	1033
SB	1,200	0.40	480	10	490
EB	0	1.00	0	75	75
WB	85	1.00	85	15	100
<b>Total</b>					<b>1133</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.71</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

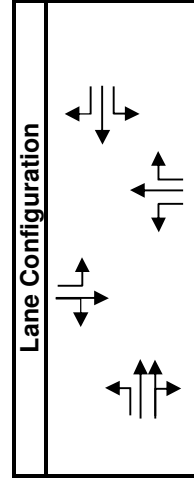
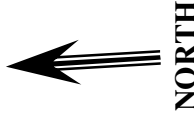
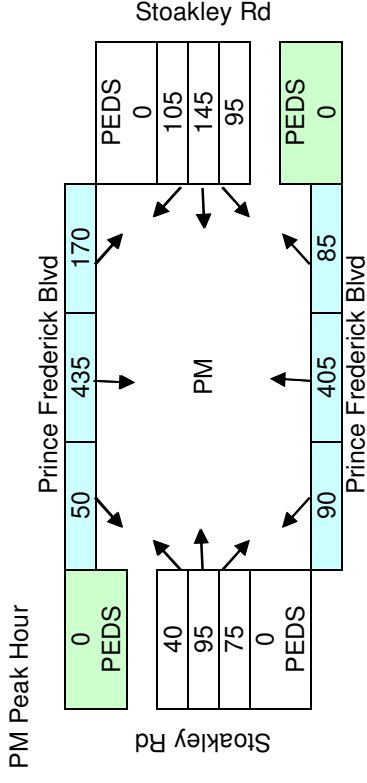
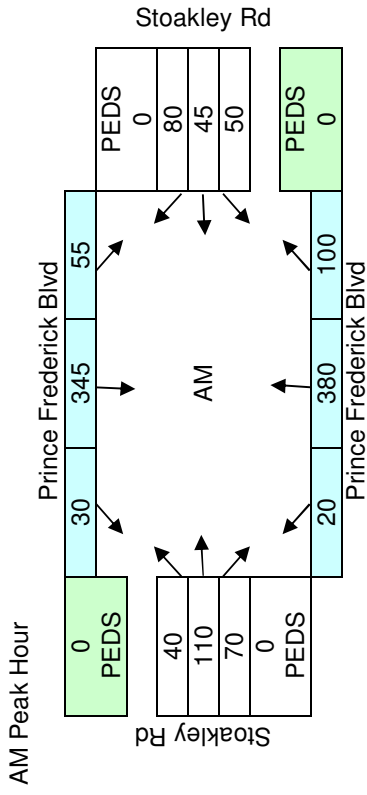
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	1,665	0.40	666	35	701
SB	3,340	0.40	1336	22	1358
EB	10	1.00	10	415	425
WB	430	1.00	430	55	485
<b>Total</b>					<b>1843</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.15</b>

PCE Factor	
NB	5.0
SB	5.0
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	Prince Frederick Blvd
Minor Road:	Stoakley Rd
Computed by:	TK      Date: 3/20/2013



**Intersection Control**

- Signalized
- All-way Stop Control
- Two-way Stop Control

**RTOR**

- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	380	1.00	380	55	435
SB	375	1.00	375	20	395
EB	180	0.55	99	50	149
WB	45	1.00	45	40	85
<b>Total</b>					<b>584</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.37</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

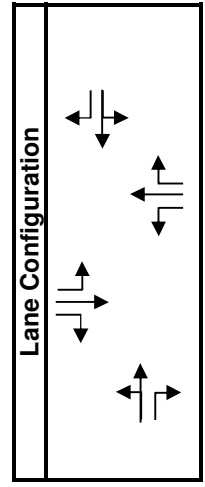
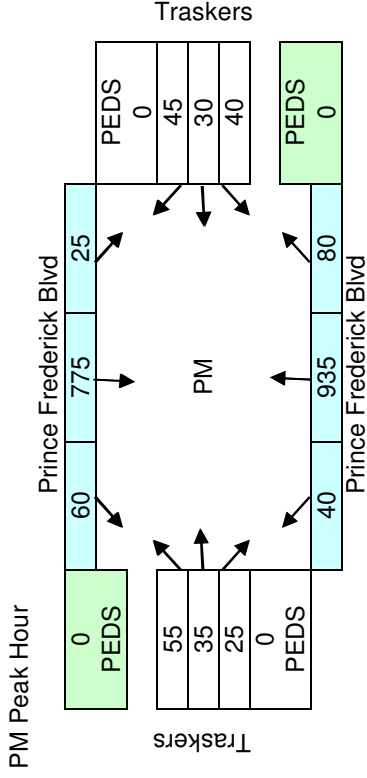
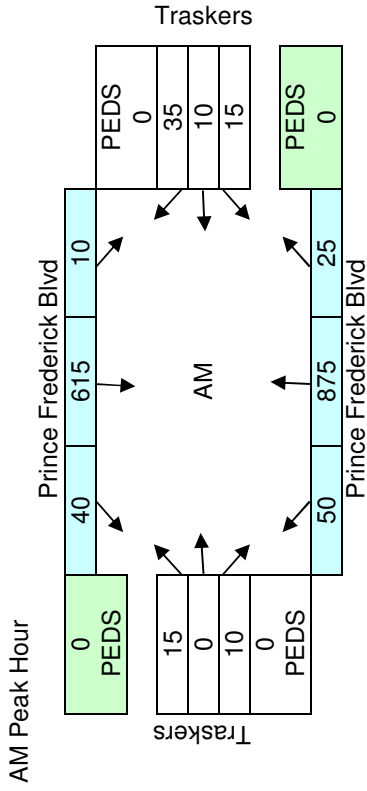
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	405	1.00	405	170	575
SB	485	1.00	485	90	575
EB	170	0.55	94	95	189
WB	145	1.00	145	40	185
<b>Total</b>					<b>764</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.48</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013	
Design Year:	Alt 3 2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	Traskers	
Computed by:	TK	Date: 3/20/2013



**Intersection Control**

- Signalized
- All-way Stop Control
- Two-way Stop Control

**RTOR**

NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	875	1.00	875	10	885
SB	655	1.00	655	50	705
EB	10	0.55	6	15	21
WB	10	1.00	10	15	25
<b>Total</b>					<b>906</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.57</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

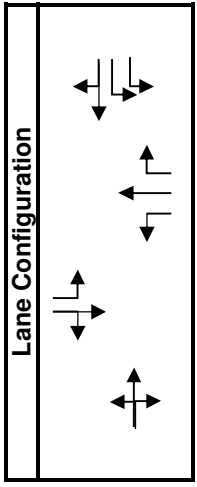
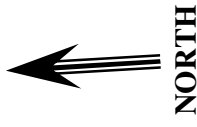
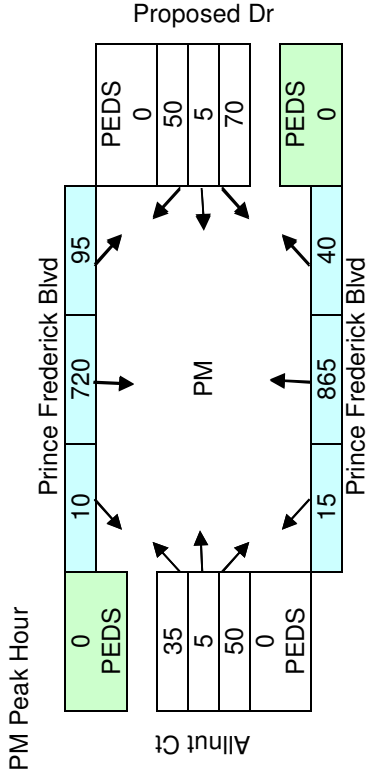
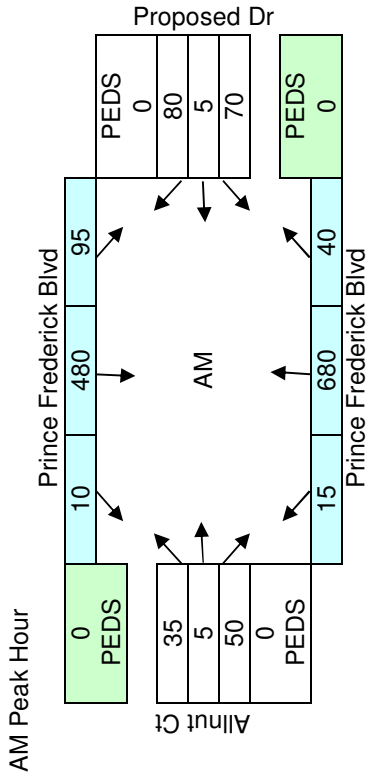
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	935	1.00	935	25	960
SB	835	1.00	835	40	875
EB	60	0.55	33	40	73
WB	30	1.00	30	55	85
<b>Total</b>					<b>1033</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.65</b>

PCE Factor	
NB	1.1
SB	1.1
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	Prince Frederick Blvd
Minor Road:	Allnut Ct/Proposed Dr
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	680	1.00	680	95	775
SB	490	1.00	490	15	505
EB	94	1.00	94	42	136
WB	85	1.00	85	35	120
<b>Total</b>					<b>911</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.57</b>

PCE Factor	
NB	2.0
SB	3.0
EB	1.1
WB	1.1

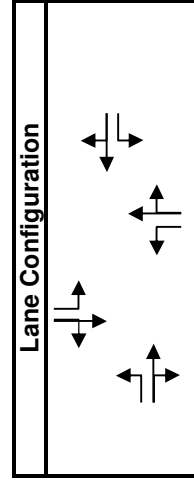
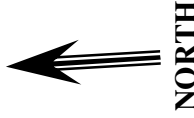
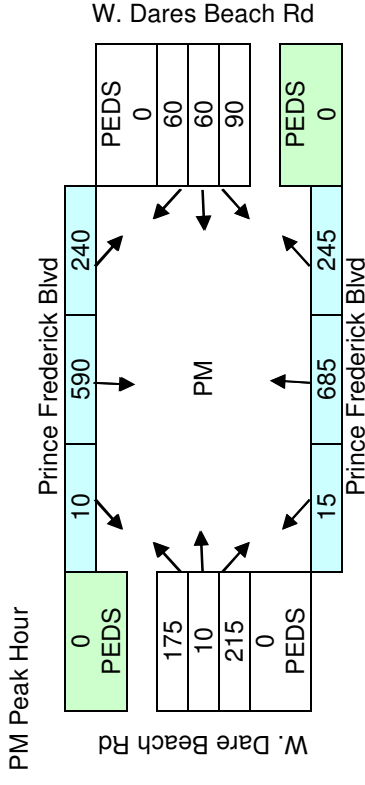
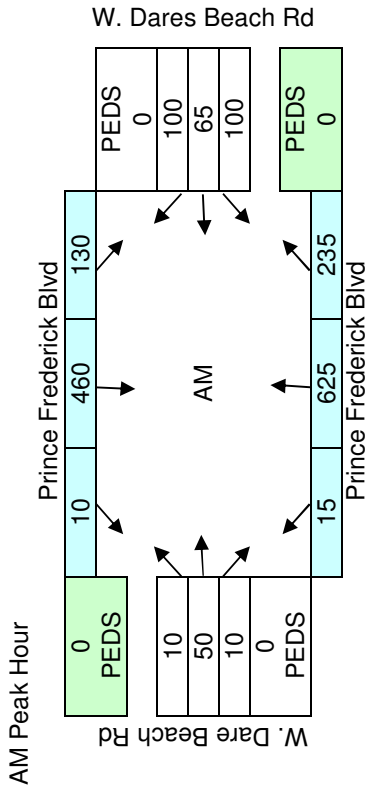
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	865	1.00	865	95	960
SB	730	1.00	730	15	745
EB	94	1.00	94	42	136
WB	55	1.00	55	35	90
<b>Total</b>					<b>1096</b>
<b>LOS</b>					<b>B</b>
<b>V/C Ratio</b>					<b>0.69</b>

PCE Factor	
NB	3.0
SB	4.0
EB	1.1
WB	1.1

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013	
	Alt 3	
Design Year:	2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	W. Dares Beach Rd	
Computed by:	TK	Date: 3/20/2013



**Intersection Control**

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	860	1.00	860	130	990
SB	470	1.00	470	15	485
EB	60	1.00	60	100	160
WB	165	1.00	165	10	175
<b>Total</b>					<b>1165</b>
<b>LOS</b>					<b>C</b>
<b>V/C Ratio</b>					<b>0.73</b>

PCE Factor	
NB	2.0
SB	3.0
EB	1.1
WB	1.1

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	930	1.00	930	240	1170
SB	600	1.00	600	15	615
EB	225	1.00	225	90	315
WB	120	1.00	120	175	295
<b>Total</b>					<b>1485</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.93</b>

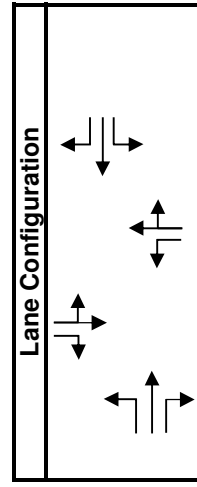
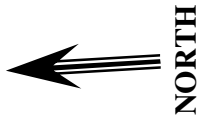
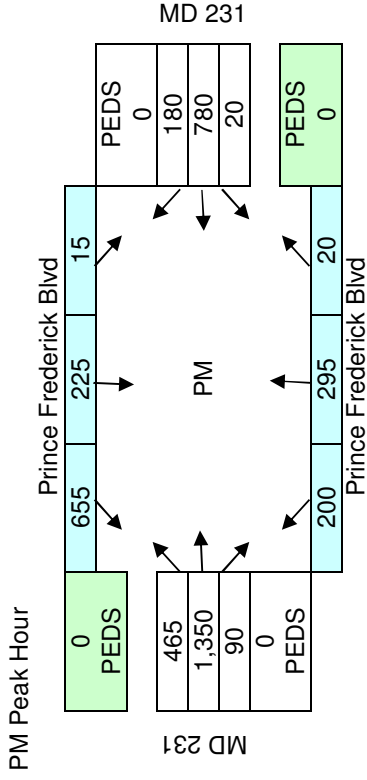
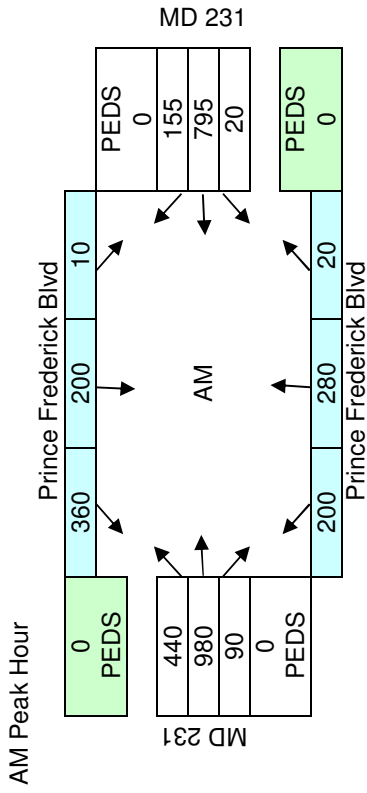
PCE Factor	
NB	2.0
SB	3.0
EB	1.1
WB	1.1



### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Alt 3	
Design Year:	2035

Major Road:	Prince Frederick Blvd
Minor Road:	MD 231
Computed by:	TK Date: 3/20/2013



- Intersection Control
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	300	1.00	300	10	310
SB	210	1.00	210	200	410
EB	980	1.00	980	20	1000
WB	795	1.00	795	264	1059
<b>Total</b>					<b>1469</b>
LOS					<b>E</b>
V/C Ratio					<b>0.92</b>

PCE Factor	
NB	2.0
SB	2.0
EB	3.0
WB	4.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	315	1.00	315	15	330
SB	240	1.00	240	200	440
EB	1,350	1.00	1350	20	1370
WB	780	1.00	780	279	1059
<b>Total</b>					<b>1810</b>
LOS					<b>F</b>
V/C Ratio					<b>1.13</b>

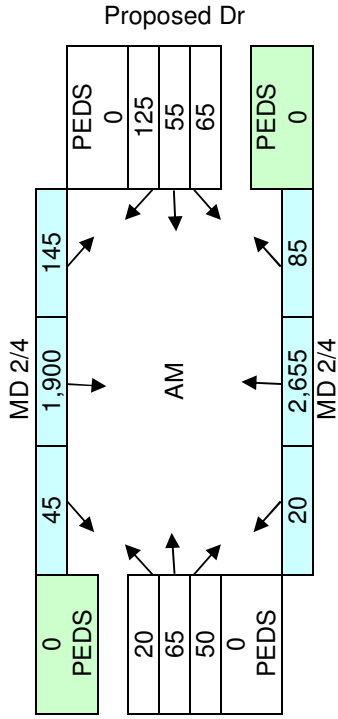
PCE Factor	
NB	2.0
SB	2.0
EB	3.0
WB	5.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

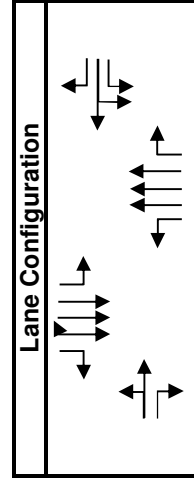
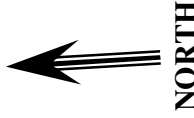
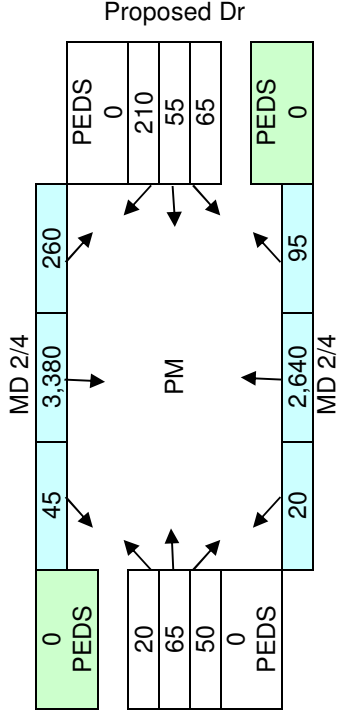
Date:	3/20/2013	
Design Year:	Alt 3	
	2015	

Major Road:	MD 2/4	Proposed Dr
Minor Road:	TK	Date: 3/20/2013
Computed by:	TK	

AM Peak Hour



PM Peak Hour



#### Intersection Control

- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,655	0.40	1062	145	1207
SB	1,900	0.40	760	20	780
EB	85	1.00	85	39	124
WB	120	0.60	72	20	92
<b>Total</b>					<b>1331</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.83</b>

PCE Factor	
NB	1.1
SB	1.1
EB	5.0
WB	5.0

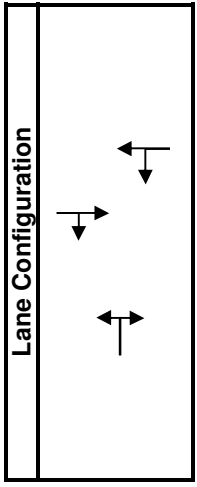
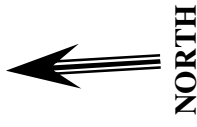
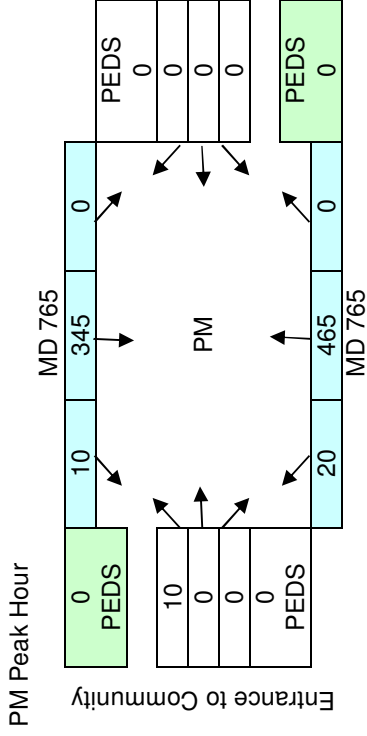
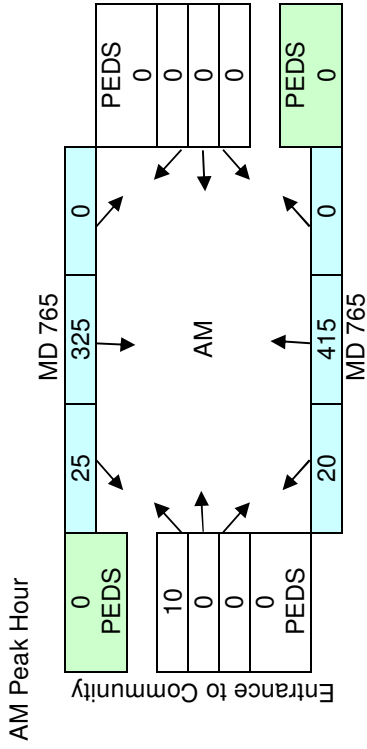
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	2,640	0.40	1056	156	1212
SB	3,380	0.40	1352	20	1372
EB	85	1.00	85	39	124
WB	120	0.60	72	20	92
<b>Total</b>					<b>1496</b>
<b>LOS</b>					<b>E</b>
<b>V/C Ratio</b>					<b>0.94</b>

PCE Factor	
NB	1.1
SB	1.1
EB	5.0
WB	5.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013	
Design Year:	Alt 3 2035	

Major Road:	MD 765	
Minor Road:	Entrance to Community	
Computed by:	TK	Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	455	1.00	455	0	455
SB	350	1.00	350	20	370
EB	10	1.00	10	0	10
<b>Total</b>					<b>465</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.29</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

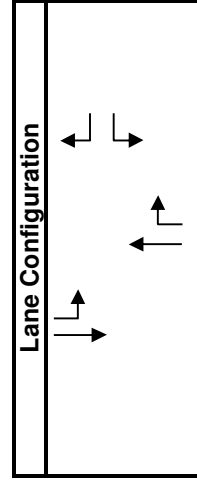
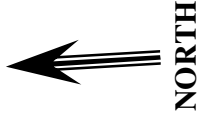
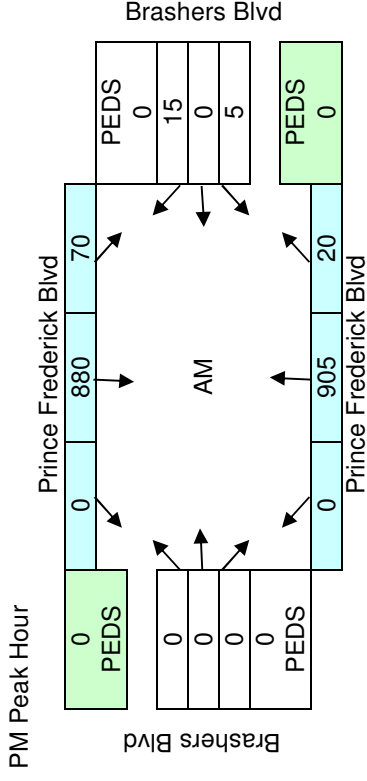
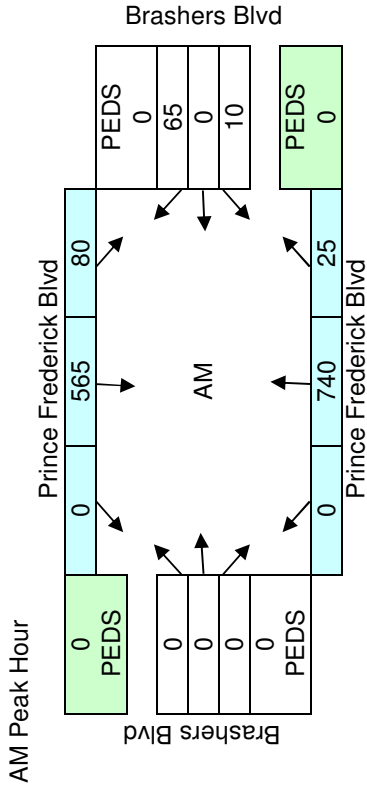
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	505	1.00	505	0	505
SB	355	1.00	355	20	375
EB	10	1.00	10	0	10
<b>Total</b>					<b>515</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.32</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/26/2013	
Design Year:	Alt 3 2035	

Major Road:	Prince Frederick Blvd	
Minor Road:	Brashers Blvd	
Computed by:	TK	Date: 3/26/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	740	1.00	740	80	820
SB	565	1.00	565	0	565
WB	10	1.00	10	0	10
<b>Total</b>					<b>830</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.52</b>

PCE Factor	
NB	2.0
SB	3.0
EB	1.0
WB	1.0

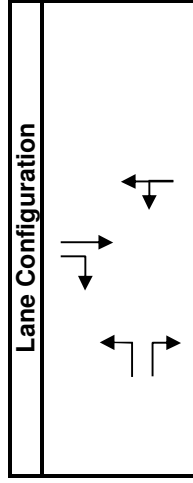
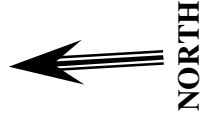
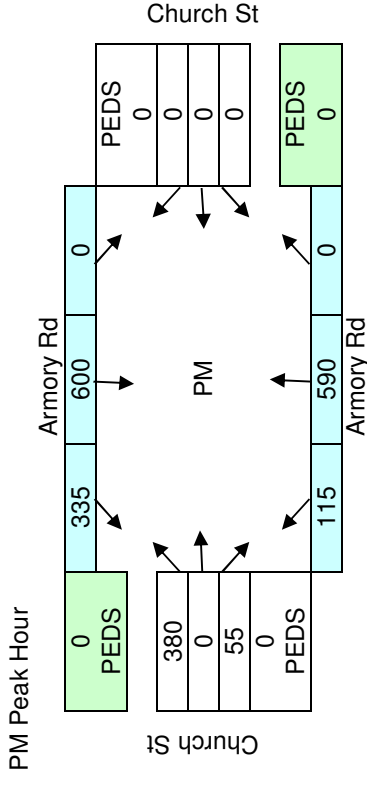
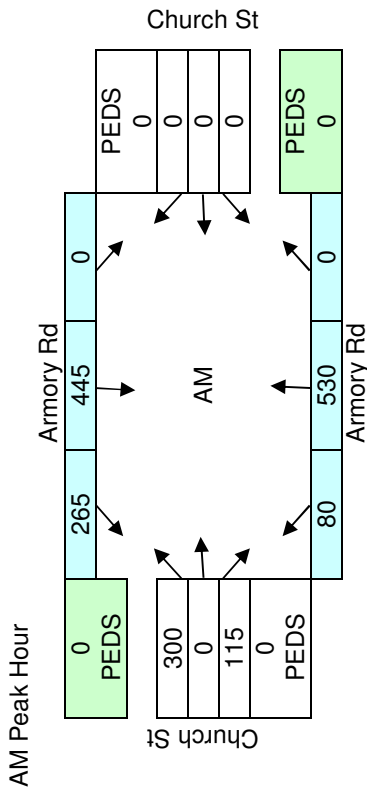
Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
NB	905	1.00	905	70	975
SB	880	1.00	880	0	880
WB	5	1.00	5	0	5
<b>Total</b>					<b>980</b>
<b>LOS</b>					<b>A</b>
<b>V/C Ratio</b>					<b>0.61</b>

PCE Factor	
NB	4.0
SB	4.0
EB	1.0
WB	1.0

### Turning Movement Count Summary and Level of Service Calculation Sheet for Critical Lane Analysis (2035 Alternative 3)

Date:	3/20/2013
Design Year:	Alt 3 2035

Major Road:	Armory Rd
Minor Road:	Church St
Computed by:	TK      Date: 3/20/2013



- Intersection Control**
- Signalized
  - All-way Stop Control
  - Two-way Stop Control
- RTOR**
- NB  SB  EB  WB

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	610	1.00	610	0	610
* SB	445	1.00	445	0	445
* EB	300	1.00	300	0	300
<b>Total</b>					<b>1355</b>
<b>LOS</b>					<b>D</b>
<b>V/C Ratio</b>					<b>0.85</b>

PCE Factor	
NB	2.0
SB	2.0
EB	1.0
WB	1.0

Movement	Volume	LUF	Lane Vol	Opp Lefts	CLV
* NB	705	1.00	705	0	705
* SB	600	1.00	600	0	600
* EB	380	1.00	380	0	380
<b>Total</b>					<b>1685</b>
<b>LOS</b>					<b>F</b>
<b>V/C Ratio</b>					<b>1.05</b>

PCE Factor	
NB	3.0
SB	2.0
EB	1.0
WB	1.0

## **Appendix C – Trip Generation for Future Developments**

*Middle School Property*

	<b>Units</b>	<b>AM IN</b>	<b>AM OUT</b>	<b>PM IN</b>	<b>PM OUT</b>	
Single Family House (210) - Homes	47	11	32	34	20	16 acres at 39% usage = 271,814 feet 6.24 acres = 90,604.80 sf office 1/3 each = 90,604.80 sf retail
General Office (710) - Office/1000 Sq Ft	90.60	152	21	31	150	6.24 acres Use 8.89 units/acre 16/3 acres =
Shopping Center (820) - Shop/1000 Sq Ft	90.60	89	57	292	303	14.04 acres
Passby Reduction	90.60			117	121	
New Trips		89	57	175	182	40 %
<b>Total New trips</b>		<b>252</b>	<b>110</b>	<b>239</b>	<b>352</b>	
<b>Passby Trips</b>		<b>0</b>	<b>0</b>	<b>117</b>	<b>121</b>	

**36 Acre Site**

	<b>Units</b>	<b>AM IN</b>	<b>AM OUT</b>	<b>PM IN</b>	<b>PM OUT</b>	
Single Family House (210) - Homes	107	21	63	70	41	36 acres at 39% usage = 611,582 feet 14.04 acres = 203,860.80 sf office 1/3 each = 203,860.80 sf retail
General Office (710) - Office/1000 Sq Ft	203.86	292	40	52	255	Use 8.89 units/acre 36/3 acres =
Shopping Center (820) - Shop/1000 Sq Ft	203.86	143	91	502	522	
Passby Reduction	203.86			159	165	
New Trips		143	91	343	357	32 %
<b>Total New trips</b>		<b>456</b>	<b>194</b>	<b>466</b>	<b>653</b>	
<b>Passby Trips</b>		<b>0</b>	<b>0</b>	<b>159</b>	<b>165</b>	

**200 Home Site**

	<b>Units</b>	<b>AM IN</b>	<b>AM OUT</b>	<b>PM IN</b>	<b>PM OUT</b>	
Single Family House (210) - Homes	200	37	112	123	73	

## **Appendix D – Synchro/SimTraffic Worksheets**



## **2010 Existing Conditions**

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	6493	6349	6432	6340	6443	6408
Vehs Exited	6329	6244	6279	6220	6261	6265
Starting Vehs	537	594	667	599	553	578
Ending Vehs	701	699	820	719	735	715
Travel Distance (mi)	15362	15216	15075	14876	15145	15135
Travel Time (hr)	613.5	689.1	762.6	660.5	665.2	678.2
Total Delay (hr)	242.8	321.1	397.4	301.7	299.3	312.5
Total Stops	15865	16964	17385	16544	17412	16830
Fuel Used (gal)	560.6	572.4	586.7	560.5	568.6	569.8

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	6493	6349	6432	6340	6443	6408
Vehs Exited	6329	6244	6279	6220	6261	6265
Starting Vehs	537	594	667	599	553	578
Ending Vehs	701	699	820	719	735	715
Travel Distance (mi)	15362	15216	15075	14876	15145	15135
Travel Time (hr)	613.5	689.1	762.6	660.5	665.2	678.2
Total Delay (hr)	242.8	321.1	397.4	301.7	299.3	312.5
Total Stops	15865	16964	17385	16544	17412	16830
Fuel Used (gal)	560.6	572.4	586.7	560.5	568.6	569.8

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	3.5	0.7	5.0	3.1	18.5	4.2

10: MD 2-4 & Auto DR Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.4	0.3	1.0	0.3

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	3.8	0.5	0.7	1.0	5.4	2.8	1.8

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	3.3	3.5	1.2	2.4

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	0.0	3.2	2.9	0.9	0.9	0.6	1.8

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	2.7	2.5	2.9	0.5	5.7	5.6	3.0	5.1	2.0

21: Church St. Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.0	0.4	7.0	4.1	1.7	0.7	0.6	3.5

24: MD 2-4 Performance by movement

Movement	EBR	SET	SER	NWT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.7	1.0	9.1	6.5

28: MD 2-4 Performance by movement

Movement	WBL	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	1277.6	4.0	89.0	1.8	10.7

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	13.5	2.7	0.8	2.3	2.1

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	3.6	0.6	2.0	2.4

33: MD 2-4 & Duke St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.0	2.0	3.0	25.0	2.4	2.8

35: Auto DR Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NET	NER	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.7	4.6	5.7	2.7	0.6	2.7	3.6

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	1.1	4.0	0.0	0.0	0.0	0.2	0.0	0.0	0.6	0.0	0.0
Total Del/Veh (s)	48.0	50.2	19.3	58.6	7.1	4.7	3.9	1.0	0.8	5.0	2.0	0.8

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	14.8

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.0
Total Del/Veh (s)	2.8	1.0	0.1	0.2	4.3	2.7	0.9

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	6.4	1.1	6.8	6.8	1.9	2.4	0.7	1.4	2.5	0.7	0.5

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

41: Chapline Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	3.3	2.1	3.7	4.7	2.7	2.8	3.9	2.9	2.6	3.7	3.2

41: Chapline Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.7

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.6	6.3	0.8	0.5	2.7	0.3	2.2

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.7	3.9	5.0	4.9	4.3

45: Prince Frederick Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	2.9	2.6	0.6	0.4	0.3	1.0

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.0	6.6	2.5	12.0	1.7	4.0	11.2	9.9	6.1	14.8	7.6	3.2

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.2

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.1	1.0	0.0	0.0	1.0	0.1	0.8
Total Del/Veh (s)	9.4	1.5	9.7	8.1	32.4	11.2	7.0

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.7	0.8	5.1	5.9	2.6	5.1	6.3	3.1	5.8	7.0	3.7

50: Armory Rd & Allnut Ct Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.9

51: MD 2-4 Performance by movement

Movement	SET	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.5	2.5	2.9

53: MD 402 & Armory Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.7	2.5
Total Del/Veh (s)	13.7	13.4	7.0	13.1	12.4	6.1	14.2	7.8	3.8	16.1	8.6	3.3

53: MD 402 & Armory Rd Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	8.8

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.4	0.4	2.1	0.2	0.1	8.7	9.4	4.9	5.7	5.9	3.0

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	2.7

56: MD 2-4 Performance by movement

Movement	NBT	SBT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	6.8	14.2	6.0

58: Armory Rd Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.9	7.0	10.1	3.9	1.9	1.2	4.2	1.5	0.9	2.6

59: Armory Rd Performance by movement

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.8	5.5	0.6	7.9	4.3	2.5

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	1.9	2.5	5.9	7.4	3.8	3.2	1.3	1.1	2.7	1.7	0.8

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.6

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.4	3.9	1.2	0.3	0.3	1.0

67: MD 2-4 & Industry Ln/Main St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	2.7	0.6	2.0	0.0	0.0	0.0	0.5
Total Del/Veh (s)	148.7	30.9	104.7	0.3	7.2	3.2	1.7	2.1	14.9	4.9	4.9	3.7

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.4	1.3	0.3	0.3

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.3	0.2	0.1	4.7	2.7	1.0

75: Performance by movement

Movement	EBR	NWL	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	234.8	283.9	74.6

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.9	0.1	0.1	2.3	0.3	0.2	5.7	6.5	3.3	5.8	6.4	2.3

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	0.8

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	3.9	2.1
Total Del/Veh (s)	4.4	0.3	2.2

80: Commerce Ln Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.7	2.9	6.9	7.6	0.9	0.8	3.1



91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	4.7	3.5	1.2	3.0

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	203.0	0.5	137.6

113: MD 2-4 Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	2.9	10.6	10.6	34.9	1.6	7.7

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.7	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	53.4	49.1	17.2	77.2	89.9	19.4	56.1	20.7	8.3	68.8	12.5	2.3

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	22.4

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	55.5	5.0	54.4	11.3	8.4	2.1	11.4

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	1.6	39.0	29.1	2.5	60.9	14.7	0.9	64.3	22.2	2.8	18.4

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.3	54.1	16.7	42.1	48.3	29.7	55.1	30.5	6.5	67.1	12.2	1.8

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	26.2

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.3	0.4	1.0	1.2

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.0	41.7	2.0	52.3	49.9	4.4	56.1	10.8	1.9	47.2	24.9	4.4

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	22.1

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR	All
Denied Del/Veh (s)	4.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	56.7	1.2	58.2	49.9	11.6	49.9	4.1	0.4	69.4	6.2	2.9	6.8

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	160.4

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	1.7	16.8	0.2	45
	105	203.0	268.5	1.0	13
	37	30.9	38.8	0.1	10
	24	9.1	12.8	0.0	14
Old Field La.	2411	6.2	13.7	0.1	28
Duke St	33	2.0	14.3	0.2	43
	51	2.5	10.1	0.1	36
Church St.	2409	10.8	13.7	0.0	12
	16	3.8	12.0	0.1	33
Walmart South	31	3.5	13.1	0.1	36
Walmart North	29	2.7	9.2	0.1	35
Commerce Ln	2408	1.3	9.3	0.1	43
	28	3.9	13.0	0.1	36
	56	5.2	8.9	0.1	20
MD 402	2407	30.5	36.8	0.1	9
	113	11.6	33.7	0.3	32
Braschers Blvd	43	3.0	9.3	0.1	33
Fox Run	2405	14.7	21.6	0.1	17
Traskers	2403	10.9	22.7	0.2	26
Harrow Ln	2	3.6	11.4	0.1	32
Calvert Hospital Sou	2401	20.6	32.4	0.2	19
	91	5.1	13.6	0.1	32
	27	1.0	7.9	0.1	42
Auto DR	10	0.4	3.4	0.0	42
Calvert Hospital Nor	69	0.4	3.5	0.0	44
	104	0.4	3.4	0.0	47
	89	0.8	8.6	0.1	45
Total		389.5	662.3	3.8	21

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	0.7	11.0	0.1	48
	104	0.5	8.2	0.1	47
Calvert Hospital Nor	69	0.3	3.7	0.0	44
Auto DR	10	0.3	3.4	0.0	46
	27	0.3	3.0	0.0	47
	91	1.2	8.0	0.1	41
Stoakley	2401	12.5	20.7	0.1	21
	2	5.3	17.6	0.2	34
Traskers	2403	8.3	15.7	0.1	24
Chapline	2405	22.2	33.9	0.2	17
Braschers Blvd	43	5.2	12.9	0.1	28
	113	1.3	7.2	0.1	42
MD 402	2407	12.2	34.1	0.3	32
	56	7.3	14.0	0.1	23
	28	1.8	5.3	0.1	34
	2408	1.0	10.3	0.1	45
Walmart North	29	0.8	8.7	0.1	46
Walmart South	31	0.4	6.9	0.1	47
	16	0.9	10.6	0.1	45
MD 231	2409	24.9	32.5	0.1	12
	51	3.6	7.3	0.0	22
Duke St	33	2.4	10.0	0.1	36
Sherry Lane	2411	4.1	16.0	0.2	38
	24	1.6	9.4	0.1	41
	37	0.2	3.8	0.0	46
	105	0.5	8.5	0.1	47
Industry Ln	67	4.9	73.9	1.0	47
Total		124.7	396.7	3.8	34

Intersection: 2: MD 2-4 & Harrow Ln

Movement	SW
Directions Served	>
Maximum Queue (ft)	74
Average Queue (ft)	22
95th Queue (ft)	55
Link Distance (ft)	529
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 10: MD 2-4 & Auto DR

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 13:

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	29	51
Average Queue (ft)	2	27
95th Queue (ft)	16	45
Link Distance (ft)	674	486
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: MD 2-4

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	64	35	36	4
Average Queue (ft)	31	10	1	0
95th Queue (ft)	55	34	18	3
Link Distance (ft)	881		786	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 20: Merrimac Ct & Duke St

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	18	36	28
Average Queue (ft)	1	19	3
95th Queue (ft)	8	44	17
Link Distance (ft)	1112	782	253
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Church St.

Movement	EB	NB	SB
Directions Served	LR	LT	R
Maximum Queue (ft)	134	80	17
Average Queue (ft)	62	17	1
95th Queue (ft)	106	52	8
Link Distance (ft)	922	1213	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			125
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: MD 2-4

Movement	NW	NW	B37	B37
Directions Served	T	T	T	T
Maximum Queue (ft)	92	291	545	550
Average Queue (ft)	3	64	407	513
95th Queue (ft)	47	254	699	675
Link Distance (ft)	212	212	526	526
Upstream Blk Time (%)	0	1	1	10
Queuing Penalty (veh)	0	10	12	99
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 28: MD 2-4

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	L	T	T
Maximum Queue (ft)	77	110	106	215	273	166
Average Queue (ft)	39	7	8	140	90	26
95th Queue (ft)	95	53	57	234	283	134
Link Distance (ft)	36	623	623		215	215
Upstream Blk Time (%)	56			9	13	0
Queuing Penalty (veh)	3			0	89	1
Storage Bay Dist (ft)				200		
Storage Blk Time (%)				16	10	
Queuing Penalty (veh)				96	20	

Intersection: 29: MD 2-4 & Walmart North

Movement	NB	NB
Directions Served	L	T
Maximum Queue (ft)	65	9
Average Queue (ft)	18	0
95th Queue (ft)	49	6
Link Distance (ft)	429	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	350	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 31: MD 2-4 & Walmart South

Movement	NB	NB	NB
Directions Served	T	T	T
Maximum Queue (ft)	38	98	86
Average Queue (ft)	2	26	25
95th Queue (ft)	23	77	70
Link Distance (ft)	666	666	666
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 33: MD 2-4 & Duke St

Movement	NB	SB
Directions Served	TR	UL
Maximum Queue (ft)	24	113
Average Queue (ft)	1	51
95th Queue (ft)	12	101
Link Distance (ft)	820	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	250	
Storage Blk Time (%)		
Queuing Penalty (veh)		



Intersection: 35: Auto DR

Movement	SE	NW	NE
Directions Served	TR	LT	LR
Maximum Queue (ft)	12	18	6
Average Queue (ft)	0	1	0
95th Queue (ft)	6	8	4
Link Distance (ft)	146	1110	1566
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	29	139	75	67	70	52	19	16	38	28	31
Average Queue (ft)	4	48	32	17	20	19	1	1	7	2	3
95th Queue (ft)	20	109	72	51	55	44	7	7	28	13	18
Link Distance (ft)		420		1321	1321			1081			1566
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		50			100	285		200	150	
Storage Blk Time (%)		16	8		0						
Queuing Penalty (veh)		10	3		0						

Intersection: 38:

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	12	29
Average Queue (ft)	0	13
95th Queue (ft)	6	33
Link Distance (ft)	1081	143
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Traskers

Movement	EB	EB	WB	WB	NB	SB
Directions Served	LT	R	LT	R	L	L
Maximum Queue (ft)	30	41	46	27	24	18
Average Queue (ft)	7	6	15	1	2	1
95th Queue (ft)	27	28	42	16	15	11
Link Distance (ft)	261		230	230		
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		30			60	150
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				

Intersection: 41: Chapline

Movement	EB	WB	NB	SB
Directions Served	LTR	LT	LTR	LTR
Maximum Queue (ft)	29	55	69	26
Average Queue (ft)	2	11	4	3
95th Queue (ft)	16	40	27	18
Link Distance (ft)	170	246	472	707
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 42: Braschers Blvd

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	64	43
Average Queue (ft)	29	10
95th Queue (ft)	53	34
Link Distance (ft)	294	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	NB
Directions Served	T
Maximum Queue (ft)	16
Average Queue (ft)	1
95th Queue (ft)	8
Link Distance (ft)	399
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 45: Prince Frederick Blvd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	51	25
Average Queue (ft)	25	2
95th Queue (ft)	47	13
Link Distance (ft)	180	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	31	52	76	57	31	138	69	88
Average Queue (ft)	4	18	21	18	5	71	30	38
95th Queue (ft)	21	47	55	47	25	117	62	73
Link Distance (ft)		409		1301		1048		919
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	144		150		120		100	
Storage Blk Time (%)			0			1	0	0
Queuing Penalty (veh)			0			0	0	0

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	WB	SB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	134	23	30	138
Average Queue (ft)	59	3	7	58
95th Queue (ft)	107	14	26	104
Link Distance (ft)		882		1354
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	160		300	
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 50: Armory Rd & Allnut Ct

Movement	WB	NB	NB	SB	SB
Directions Served	LTR	L	TR	L	TR
Maximum Queue (ft)	39	51	60	30	53
Average Queue (ft)	19	26	31	7	26
95th Queue (ft)	43	47	53	28	46
Link Distance (ft)	214		920	828	828
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		100			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 51: MD 2-4

Movement	SE	SE	NW	NW	NW	NW
Directions Served	T	T	T	T	T	T
Maximum Queue (ft)	6	49	7	5	11	7
Average Queue (ft)	0	2	0	0	0	0
95th Queue (ft)	4	24	5	4	6	6
Link Distance (ft)	175	175			507	507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			200	200		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 53: MD 402 & Armory Rd

Movement	EB	WB	WB	NE	NE	SW	SW	SW
Directions Served	LTR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	130	66	94	29	180	93	183	67
Average Queue (ft)	57	23	46	4	51	32	76	17
95th Queue (ft)	102	52	78	17	125	68	137	54
Link Distance (ft)	847	920			540		1298	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100	150		135		135
Storage Blk Time (%)		0	0		0		1	0
Queuing Penalty (veh)		0	0		0		1	0

Intersection: 55: Fox Run

Movement	EB	WB	NB	SB
Directions Served	L	LT	LTR	LTR
Maximum Queue (ft)	30	39	66	48
Average Queue (ft)	3	5	33	20
95th Queue (ft)	18	25	56	45
Link Distance (ft)		133	828	75
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	125			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 56: MD 2-4

Movement	NB	NB	SB	SB	NW
Directions Served	T	T	T	T	R
Maximum Queue (ft)	216	231	264	253	48
Average Queue (ft)	42	51	44	36	2
95th Queue (ft)	164	179	209	185	28
Link Distance (ft)	215	215	398	398	186
Upstream Blk Time (%)	1	1	0	0	0
Queuing Penalty (veh)	7	12	1	0	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Armory Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (ft)	30	77	3	20
Average Queue (ft)	4	31	0	4
95th Queue (ft)	21	57	2	17
Link Distance (ft)	87	441	1905	920
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 59: Armory Rd

Movement	NB	SB	SW	SW
Directions Served	R	LT	L	R
Maximum Queue (ft)	5	52	73	26
Average Queue (ft)	0	3	35	3
95th Queue (ft)	5	23	63	18
Link Distance (ft)	143	573	1905	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				50
Storage Blk Time (%)			2	
Queuing Penalty (veh)			0	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	55	31	30	68	57	41
Average Queue (ft)	25	8	8	27	5	5
95th Queue (ft)	47	21	29	53	28	25
Link Distance (ft)		1112		260	782	1213
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		100			
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	0	0				

Intersection: 62:

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	12
Average Queue (ft)	4	1
95th Queue (ft)	21	7
Link Distance (ft)	754	1440
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 67: MD 2-4 & Industry Ln/Main St

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	R	L
Maximum Queue (ft)	38	95	16	8	28
Average Queue (ft)	7	31	1	0	5
95th Queue (ft)	27	73	8	4	20
Link Distance (ft)	253	531			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			350	350	400
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	SB
Directions Served	L	LR
Maximum Queue (ft)	25	31
Average Queue (ft)	2	17
95th Queue (ft)	14	42
Link Distance (ft)	396	782
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 75:

Movement	NW
Directions Served	LT
Maximum Queue (ft)	362
Average Queue (ft)	131
95th Queue (ft)	542
Link Distance (ft)	852
Upstream Blk Time (%)	2
Queuing Penalty (veh)	2
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 77: Fox Run

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	22	10	40	35
Average Queue (ft)	1	0	13	14
95th Queue (ft)	12	5	38	39
Link Distance (ft)			196	108
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60	100		
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB
Directions Served	L
Maximum Queue (ft)	52
Average Queue (ft)	30
95th Queue (ft)	46
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 80: Commerce Ln

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	18	33	51	45	14
Average Queue (ft)	3	8	8	6	0
95th Queue (ft)	13	20	34	57	7
Link Distance (ft)	527			573	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		450	50		500
Storage Blk Time (%)			0	3	
Queuing Penalty (veh)			0	1	

Intersection: 91: MD 2-4

Movement	WB
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	14
95th Queue (ft)	34
Link Distance (ft)	154
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 105: MD 2-4

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	2658	2665
Average Queue (ft)	1769	1819
95th Queue (ft)	3237	3265
Link Distance (ft)	5036	5036
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)	11	
Queuing Penalty (veh)	0	

Intersection: 113: MD 2-4

Movement	WB	NB	NB	SB
Directions Served	R	T	R	L
Maximum Queue (ft)	76	5	4	153
Average Queue (ft)	11	0	0	58
95th Queue (ft)	49	3	3	117
Link Distance (ft)	275	1535		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			250	300
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	LT	R	L	LT	R	L	L	T	T	R	L	
Maximum Queue (ft)	150	163	64	126	190	26	59	284	421	418	319	253	
Average Queue (ft)	80	81	20	26	81	5	18	60	266	279	54	102	
95th Queue (ft)	134	136	47	96	159	19	48	188	378	382	183	194	
Link Distance (ft)	1321	1321	1321		464	464			793	793			
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)				250			250			350			250
Storage Blk Time (%)				0			0			8			1
Queuing Penalty (veh)				0			0			6			2

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	293	286	66
Average Queue (ft)	153	158	26
95th Queue (ft)	249	247	53
Link Distance (ft)	536	536	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	500		
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	R
Maximum Queue (ft)	118	30	95	249	294	199	285	297	23
Average Queue (ft)	55	8	38	91	124	23	123	131	2
95th Queue (ft)	104	29	77	206	266	100	257	267	14
Link Distance (ft)	230	230		768	768	768	487	487	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				375			350		
Storage Blk Time (%)							0		
Queuing Penalty (veh)							0		

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	LT	R	L	L	T	T	R	L	L	T	T
Maximum Queue (ft)	76	83	52	64	56	350	360	50	80	178	404	414
Average Queue (ft)	22	24	9	11	7	184	209	16	21	12	243	256
95th Queue (ft)	53	57	34	39	31	334	357	37	53	85	373	389
Link Distance (ft)	281	281				460	460	460			768	768
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	400	400				350	350		
Storage Blk Time (%)						0					1	
Queuing Penalty (veh)						0					0	

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB
Directions Served	R
Maximum Queue (ft)	40
Average Queue (ft)	12
95th Queue (ft)	34
Link Distance (ft)	768
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	T	T	R	L	T
Maximum Queue (ft)	121	139	86	206	149	206	353	418	432	418	187	323
Average Queue (ft)	46	53	37	105	62	92	57	329	343	91	86	86
95th Queue (ft)	94	109	75	181	123	174	168	458	470	336	159	220
Link Distance (ft)		1301			576	576		398	398	398		1535
Upstream Blk Time (%)								5	6	0		
Queuing Penalty (veh)								32	40	3		
Storage Bay Dist (ft)	250		250	250			350				250	
Storage Blk Time (%)		0						10				0
Queuing Penalty (veh)		0						6				0

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	324	46
Average Queue (ft)	99	12
95th Queue (ft)	241	33
Link Distance (ft)	1535	1535
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2408: MD 2-4 & Commerce Ln

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	L	L	TR	L	L	T	T	T	L
Maximum Queue (ft)	220	234	165	45	64	144	184	169	187	208	208	87
Average Queue (ft)	133	157	83	8	24	56	117	84	95	111	113	25
95th Queue (ft)	198	216	144	27	54	125	168	148	163	178	187	60
Link Distance (ft)		882	882			506	175	175	175	175	175	
Upstream Blk Time (%)							1	0	0	1	1	
Queuing Penalty (veh)							3	1	1	2	4	
Storage Bay Dist (ft)	800			425	425							400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	T
Maximum Queue (ft)	56	239	248	203
Average Queue (ft)	7	119	133	77
95th Queue (ft)	33	206	221	174
Link Distance (ft)		498	498	498
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	400			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	WB	WB	SE	SE	SE	SE	NW	NW	NW	NW
Directions Served	L	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	42	116	52	42	141	170	23	26	160	175	38
Average Queue (ft)	10	38	12	10	37	56	2	4	71	85	8
95th Queue (ft)	34	90	39	32	99	115	12	16	142	154	30
Link Distance (ft)		396	396		820	820	820	489	489	489	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	250			375							200
Storage Blk Time (%)										0	
Queuing Penalty (veh)										0	

Network Summary

Network wide Queuing Penalty: 480

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	8852	8826	8841	8754	8840	8821
Vehs Exited	8667	8685	8739	8749	8679	8703
Starting Vehs	820	864	866	890	877	846
Ending Vehs	1005	1005	968	895	1038	969
Travel Distance (mi)	19532	19396	19568	19249	19373	19424
Travel Time (hr)	918.1	975.6	893.8	864.9	943.2	919.1
Total Delay (hr)	437.8	499.5	412.9	390.3	467.2	441.6
Total Stops	20796	24785	21398	19909	21094	21600
Fuel Used (gal)	747.3	759.1	745.0	728.4	748.4	745.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	8852	8826	8841	8754	8840	8821
Vehs Exited	8667	8685	8739	8749	8679	8703
Starting Vehs	820	864	866	890	877	846
Ending Vehs	1005	1005	968	895	1038	969
Travel Distance (mi)	19532	19396	19568	19249	19373	19424
Travel Time (hr)	918.1	975.6	893.8	864.9	943.2	919.1
Total Delay (hr)	437.8	499.5	412.9	390.3	467.2	441.6
Total Stops	20796	24785	21398	19909	21094	21600
Fuel Used (gal)	747.3	759.1	745.0	728.4	748.4	745.6

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBL	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	1.0	1.6	0.3	58.8	11.2	8.2	33.7	9.7

10: MD 2-4 & Auto DR Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.1	0.4	2.5	1.1	1.5

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	3.5	0.8	0.5	1.2	7.4	5.2	2.3

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	2.7	3.5	3.6	3.2

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.1	3.3	3.8	0.8	1.7	0.9	1.6

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2	0.1	0.1	0.0
Total Del/Veh (s)	2.6	2.5	3.9	1.6	1.4	6.8	3.3	6.1	7.9	3.8	3.4

21: Church St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.7	35.3	19.3	18.5	0.8	0.8	15.6

24: MD 2-4 Performance by movement

Movement	EBR	SET	SER	NWT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	3.8	0.8	0.9	2.8



28: MD 2-4 Performance by movement

Movement	WBL	NBT	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1685.0	2.7	71.6	4.1	10.3

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	89.4	2.4	1.6	2.9	3.8

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	2.6	1.9	5.2	2.2

33: MD 2-4 & Duke St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.5	2.8	3.0	32.4	9.0	7.4

35: Auto DR Performance by movement

Movement	SET	SER	NWL	NWT	NEL	NET	NER	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	1.9	5.0	5.9	2.9	2.4	3.4	3.8

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.3	1.3	4.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.8	7.3	2.6	10.5	2.8	3.7	10.4	6.6	2.7	10.5	6.7	3.2

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	5.2

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	3.7	1.5	0.3	0.4	5.7	3.4	1.7

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	8.8	1.3	8.5	9.9	1.3	3.5	0.9	1.7	3.0	0.8	0.6

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.0

41: Chapline Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.8	2.8	5.7	6.6	3.5	3.2	4.1	3.1	3.2	4.3	3.1

41: Chapline Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.1

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.5	6.0	0.7	0.5	3.5	0.5	1.2

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	2.7	5.7	4.4	4.3

45: Prince Frederick Blvd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.9	3.8	3.6	0.6	0.8	0.4	1.1

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.8	5.6	3.8	12.8	1.8	4.2	14.0	12.4	8.1	20.4	9.7	4.1

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.1

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	3.1	1.5	0.0	0.0	0.0	0.0	1.0
Total Del/Veh (s)	10.5	2.0	9.4	7.7	41.4	18.1	8.1

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	2.1	1.2	6.8	6.9	7.0	7.2	3.7	5.8	9.6	5.3	5.7

51: MD 2-4 Performance by movement

Movement	SET	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.7	2.9	5.2

53: MD 402 & Armory Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	0.7	2.4
Total Del/Veh (s)	17.2	17.5	13.5	13.9	12.1	6.6	17.8	13.8	8.1	28.4	12.6	4.0

53: MD 402 & Armory Rd Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	13.6

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.6	0.6
Total Del/Veh (s)	2.9	1.0	0.6	1.8	0.6	0.5	12.0	10.8	6.1	7.6	9.9	4.7

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	5.2

56: MD 2-4 Performance by movement

Movement	NBT	SBT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	12.3	12.1	8.7

58: Armory Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.6	3.5	10.9	11.4	5.7	2.0	1.3	4.6	1.8	2.0	3.4

59: Armory Rd Performance by movement

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.5	0.8	8.1	2.3	36.1	46.0	15.5

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.2	9.1	3.8	7.4	11.0	5.3	4.0	1.2	0.8	3.3	1.7	1.0

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	4.2

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.9	3.7	0.6	0.3	0.2	0.6

67: MD 2-4 & Industry Ln/Main St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	2.1	0.3	2.3	0.0	0.0	0.0
Total Del/Veh (s)	459.1	367.6	260.2	678.8	90.7	383.4	44.5	0.8	1.4	11.5	9.3	10.0

67: MD 2-4 & Industry Ln/Main St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.1

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.5	1.2	1.8	1.2

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.6	0.7	0.1	6.6	5.1	2.6

75: Performance by movement

Movement	EBR	NWL	NWT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	197.0	203.6	76.7

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	1.4	0.1	0.2	2.0	0.3	0.1	4.1	5.4	2.7	4.1	5.7	2.6

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.6

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	SBR	All
Denied Del/Veh (s)	0.0	4.0	2.5
Total Del/Veh (s)	4.1	0.2	1.7

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	74.7	1.4	3.4	36.9	58.4	0.7	0.9	22.6

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.5	4.0	2.1	11.1	7.9

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.7	1.4	3.3

113: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	7.6	8.1	34.0	8.3	9.0

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	1.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	87.0	91.8	45.0	85.8	91.5	26.6	92.6	21.8	5.2	109.0	33.3	6.7

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	38.0

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	83.5	1.5	6.1	88.2	4.1	7.2	2.5	7.9

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.8	73.1	78.1	7.7	152.5	4.2	0.7	407.2	17.2	1.6	28.9

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	8.1	5.5	7.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	97.0	110.6	91.3	129.5	80.7	34.5	111.5	28.2	7.7	184.7	127.5	19.0

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	1.0
Total Del/Veh (s)	85.6

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.0	0.4	2.3	1.8

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	69.6	66.2	3.1	77.9	84.8	15.6	76.1	14.6	1.8	85.0	33.6	3.9

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	31.5

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Denied Del/Veh (s)	4.1	0.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	68.9	48.3	1.3	78.4	63.2	10.5	95.1	15.0	0.7	81.7	9.3	2.5

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	18.4

Total Network Performance

Denied Del/Veh (s)	1.4
Total Del/Veh (s)	163.1

Arterial Level of Service  
Existing Conditions PM Peak

5/17/2013

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	0.8	15.6	0.2	48
	105	6.7	75.0	1.0	46
	37	1.6	9.6	0.1	42
	24	0.9	4.5	0.0	39
Old Field La.	2411	9.3	16.7	0.1	23
Duke St	33	2.9	15.3	0.2	40
	51	2.2	9.8	0.1	37
Church St.	2409	14.6	17.5	0.0	9
	16	3.0	11.3	0.1	35
Walmart South	31	2.4	12.1	0.1	40
Walmart North	29	2.4	8.8	0.1	37
Commerce Ln	2408	1.0	9.0	0.1	44
	28	2.5	11.7	0.1	40
	56	2.8	6.6	0.1	28
MD 402	2407	28.0	34.2	0.1	9
	113	8.6	30.8	0.3	36
Braschers Blvd	43	1.4	7.7	0.1	39
Fox Run	2405	4.2	11.2	0.1	33
Traskers	2403	2.9	14.8	0.2	39
Harrow Ln	2	1.6	9.4	0.1	39
Calvert Hospital Sou	2401	21.0	32.8	0.2	18
	91	4.3	12.8	0.1	33
	27	1.3	8.1	0.1	40
Auto DR	10	0.4	3.5	0.0	41
Calvert Hospital Nor	69	0.5	3.6	0.0	43
	104	0.5	3.6	0.0	45
	89	0.9	8.7	0.1	44
Total		128.9	404.5	3.8	34



Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	2.1	12.9	0.1	42
	104	2.0	9.7	0.1	40
Calvert Hospital Nor	69	1.8	5.2	0.0	31
Auto DR	10	2.5	5.6	0.0	28
	27	3.0	5.7	0.0	25
	91	11.1	17.8	0.1	18
Stoakley	2401	33.3	41.4	0.1	10
	2	12.7	25.1	0.2	24
Traskers	2403	7.1	14.4	0.1	26
Chapline	2405	17.1	28.8	0.2	20
Braschers Blvd	43	6.0	13.7	0.1	27
	113	8.2	14.1	0.1	21
MD 402	2407	127.5	148.3	0.3	7
	56	13.8	20.5	0.1	16
	28	4.1	7.6	0.1	24
	2408	2.3	11.6	0.1	40
Walmart North	29	1.6	9.5	0.1	42
Walmart South	31	0.9	7.4	0.1	44
	16	3.0	12.8	0.1	38
MD 231	2409	33.6	41.0	0.1	10
	51	7.5	11.1	0.0	15
Duke St	33	9.0	16.6	0.1	22
Sherry Lane	2411	15.0	26.9	0.2	23
	24	3.7	11.5	0.1	34
	37	0.8	4.3	0.0	41
	105	1.4	9.4	0.1	42
Industry Ln	67	9.3	77.6	1.0	45
Total		340.2	610.6	3.8	22

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 2: MD 2-4 & Harrow Ln

Movement	NB	SB	SB	SB	SW
Directions Served	R	L	T	TR	>
Maximum Queue (ft)	23	211	159	161	148
Average Queue (ft)	1	93	16	16	74
95th Queue (ft)	10	168	177	182	133
Link Distance (ft)	487		793	793	529
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			6	5	
Storage Bay Dist (ft)		400			
Storage Blk Time (%)			1		
Queuing Penalty (veh)			1		

Intersection: 10: MD 2-4 & Auto DR

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	52	52
Average Queue (ft)	20	20
95th Queue (ft)	126	126
Link Distance (ft)	194	194
Upstream Blk Time (%)	2	2
Queuing Penalty (veh)	15	17
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	31	13	79
Average Queue (ft)	3	0	41
95th Queue (ft)	17	5	67
Link Distance (ft)	674	301	486
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 16: MD 2-4

Movement	NB	NB	SB	SB	SB
Directions Served	T	T	T	T	T
Maximum Queue (ft)	179	171	71	93	25
Average Queue (ft)	6	6	3	7	1
95th Queue (ft)	91	87	28	44	15
Link Distance (ft)	498	498	666	666	666
Upstream Blk Time (%)	0				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	60	35	52	4
Average Queue (ft)	21	13	5	0
95th Queue (ft)	50	37	29	3
Link Distance (ft)	881		786	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 20: Merrimac Ct & Duke St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	13	56	50	68
Average Queue (ft)	1	8	24	34
95th Queue (ft)	7	34	50	58
Link Distance (ft)	289	1112	782	253
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 21: Church St.

Movement	EB	NB	SB	SB
Directions Served	LR	LT	T	R
Maximum Queue (ft)	422	439	4	26
Average Queue (ft)	117	66	0	2
95th Queue (ft)	300	348	3	12
Link Distance (ft)	922	1213	143	
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		1		
Storage Bay Dist (ft)				125
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 24: MD 2-4

Movement	EB
Directions Served	R
Maximum Queue (ft)	11
Average Queue (ft)	0
95th Queue (ft)	8
Link Distance (ft)	689
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: MD 2-4

Movement	WB	NB	NB	SB	SB	SB
Directions Served	LR	T	T	L	T	T
Maximum Queue (ft)	73	34	40	215	292	261
Average Queue (ft)	43	2	2	171	171	96
95th Queue (ft)	91	20	21	246	380	287
Link Distance (ft)	36	623	623		215	215
Upstream Blk Time (%)	64			11	20	2
Queuing Penalty (veh)	3			0	239	22
Storage Bay Dist (ft)				200		
Storage Blk Time (%)				21	17	
Queuing Penalty (veh)				228	44	

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB	NB	SB
Directions Served	R	L	T	T	T
Maximum Queue (ft)	78	185	107	94	4
Average Queue (ft)	9	79	8	3	0
95th Queue (ft)	43	163	85	66	3
Link Distance (ft)	239		429	429	512
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)		350			
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 31: MD 2-4 & Walmart South

Movement	EB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	56	38	97	81
Average Queue (ft)	5	2	9	6
95th Queue (ft)	42	21	50	37
Link Distance (ft)	249	666	666	666
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 33: MD 2-4 & Duke St

Movement	WB	NB	SB	SB	SB
Directions Served	R	TR	UL	T	T
Maximum Queue (ft)	48	44	196	462	511
Average Queue (ft)	2	2	86	22	40
95th Queue (ft)	21	20	164	185	265
Link Distance (ft)	289	820		507	507
Upstream Blk Time (%)				0	0
Queuing Penalty (veh)				0	1
Storage Bay Dist (ft)			250		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 35: Auto DR

Movement	SE	NW	NE
Directions Served	TR	LT	LR
Maximum Queue (ft)	31	41	23
Average Queue (ft)	4	6	1
95th Queue (ft)	20	28	11
Link Distance (ft)	146	1110	1566
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	29	50	55	63	95	69	47	51	52	80	77
Average Queue (ft)	3	16	16	19	28	17	14	9	22	30	28
95th Queue (ft)	17	40	43	51	65	48	38	34	49	64	62
Link Distance (ft)		420		1321	1321			1081			1566
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	50		50			100	285		200	150	
Storage Blk Time (%)		0	0		0	0					
Queuing Penalty (veh)		0	0		0	0					

Intersection: 38:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	49	4	57
Average Queue (ft)	4	0	24
95th Queue (ft)	24	3	45
Link Distance (ft)	1081		143
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		250	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 40: Traskers

Movement	EB	EB	WB	NB	SB	SB
Directions Served	LT	R	LT	L	L	TR
Maximum Queue (ft)	64	42	65	30	34	13
Average Queue (ft)	28	16	26	6	5	0
95th Queue (ft)	53	48	56	25	25	5
Link Distance (ft)	261		230			301
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		30		60	150	
Storage Blk Time (%)	8	0				
Queuing Penalty (veh)	1	0				

Intersection: 41: Chapline

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	64	88	15	66	60
Average Queue (ft)	13	19	1	12	10
95th Queue (ft)	44	60	9	44	36
Link Distance (ft)	170	246	246	472	707
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 42: Braschers Blvd

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	48	44
Average Queue (ft)	18	16
95th Queue (ft)	40	42
Link Distance (ft)	294	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		160
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	SB	SB	SB
Directions Served	T	T	TR
Maximum Queue (ft)	19	97	9
Average Queue (ft)	1	4	0
95th Queue (ft)	14	69	7
Link Distance (ft)	460	460	460
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 45: Prince Frederick Blvd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	56	40
Average Queue (ft)	27	7
95th Queue (ft)	49	30
Link Distance (ft)	180	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	102	84	52	43	80	194	122	133
Average Queue (ft)	46	40	11	12	9	89	58	59
95th Queue (ft)	82	69	37	36	43	150	105	108
Link Distance (ft)		409		1301		1048		919
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	144		150		120		100	
Storage Blk Time (%)	0					2	2	1
Queuing Penalty (veh)	0					0	4	1



Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	WB	WB	SB	SB
Directions Served	L	T	R	L	R
Maximum Queue (ft)	141	15	32	48	225
Average Queue (ft)	62	0	4	9	108
95th Queue (ft)	112	6	18	32	195
Link Distance (ft)		882	882		1354
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	160			300	
Storage Blk Time (%)	0				
Queuing Penalty (veh)	2				

Intersection: 50: Armory Rd & Allnut Ct

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	23	75	59	60	30	80
Average Queue (ft)	2	31	24	36	4	43
95th Queue (ft)	12	58	49	56	20	68
Link Distance (ft)	275	214		920	828	828
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100			
Storage Blk Time (%)			0			
Queuing Penalty (veh)			0			

Intersection: 51: MD 2-4

Movement	SE	SE	SE	SE	NW	NW	NW	NW
Directions Served	T	T	T	T	T	T	T	T
Maximum Queue (ft)	207	237	157	18	6	6	31	32
Average Queue (ft)	35	53	21	1	0	0	2	2
95th Queue (ft)	144	165	88	8	4	4	14	16
Link Distance (ft)	175	175	175	175		507	507	507
Upstream Blk Time (%)	0	0	0					
Queuing Penalty (veh)	1	2	0					
Storage Bay Dist (ft)					200			
Storage Blk Time (%)								
Queuing Penalty (veh)								

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 53: MD 402 & Armory Rd

Movement	EB	WB	WB	NE	NE	SW	SW	SW
Directions Served	LTR	LT	R	L	TR	L	T	R
Maximum Queue (ft)	229	78	95	147	275	144	202	62
Average Queue (ft)	110	32	45	15	103	56	87	14
95th Queue (ft)	184	63	81	67	221	112	153	39
Link Distance (ft)	847	920			540		1298	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)			100	150		135		135
Storage Blk Time (%)		0	0		3	1	1	0
Queuing Penalty (veh)		0	0		1	3	2	0

Intersection: 55: Fox Run

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	L	T	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	93	10	20	33	15	98	100
Average Queue (ft)	21	0	2	3	1	48	69
95th Queue (ft)	58	7	10	18	7	80	101
Link Distance (ft)		281	281	133	133	828	75
Upstream Blk Time (%)							6
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	125						
Storage Blk Time (%)	0						
Queuing Penalty (veh)	0						

Intersection: 56: MD 2-4

Movement	NB	NB	SB	SB	NW
Directions Served	T	T	T	T	R
Maximum Queue (ft)	179	170	426	423	58
Average Queue (ft)	17	20	101	96	3
95th Queue (ft)	98	103	342	346	37
Link Distance (ft)	215	215	398	398	186
Upstream Blk Time (%)	0	0	0	1	0
Queuing Penalty (veh)	2	2	5	11	0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 58: Armory Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	L
Maximum Queue (ft)	45	85	8	24
Average Queue (ft)	14	39	0	5
95th Queue (ft)	40	70	4	19
Link Distance (ft)	87	441	1905	920
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 59: Armory Rd

Movement	NB	NB	SB	SW	SW
Directions Served	T	R	LT	L	R
Maximum Queue (ft)	62	27	104	572	75
Average Queue (ft)	12	2	22	113	30
95th Queue (ft)	75	13	73	463	68
Link Distance (ft)	143	143	573	1905	
Upstream Blk Time (%)	7				
Queuing Penalty (veh)	14				
Storage Bay Dist (ft)					50
Storage Blk Time (%)				12	8
Queuing Penalty (veh)				5	21

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	70	42	38	90	47	59
Average Queue (ft)	34	13	14	43	4	7
95th Queue (ft)	63	29	39	73	26	31
Link Distance (ft)		1112		260	782	1213
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		100			
Storage Blk Time (%)	3	0		0		
Queuing Penalty (veh)	1	0		0		

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 62:

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	12
Average Queue (ft)	4	0
95th Queue (ft)	22	6
Link Distance (ft)	754	1440
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 67: MD 2-4 & Industry Ln/Main St

Movement	EB	WB	B66	NB	SB
Directions Served	LTR	LTR	T	L	L
Maximum Queue (ft)	125	465	38	21	21
Average Queue (ft)	55	262	6	4	2
95th Queue (ft)	147	548	47	16	11
Link Distance (ft)	253	531	795		
Upstream Blk Time (%)	0	12			
Queuing Penalty (veh)	0	14			
Storage Bay Dist (ft)				350	400
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	SB	SB	B104	B104
Directions Served	T	T	T	T
Maximum Queue (ft)	53	56	43	46
Average Queue (ft)	12	13	4	4
95th Queue (ft)	92	95	50	48
Link Distance (ft)	190	190	509	509
Upstream Blk Time (%)	1	1		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	T	LR
Maximum Queue (ft)	36	12	98
Average Queue (ft)	3	1	41
95th Queue (ft)	18	8	70
Link Distance (ft)	396	881	782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75:

Movement	NW
Directions Served	LT
Maximum Queue (ft)	500
Average Queue (ft)	219
95th Queue (ft)	785
Link Distance (ft)	852
Upstream Blk Time (%)	16
Queuing Penalty (veh)	28
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 77: Fox Run

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	15	31	58
Average Queue (ft)	0	16	30
95th Queue (ft)	6	40	50
Link Distance (ft)		196	108
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB
Directions Served	L
Maximum Queue (ft)	41
Average Queue (ft)	20
95th Queue (ft)	40
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 80: Commerce Ln

Movement	EB	EB	NB	NB
Directions Served	L	R	L	T
Maximum Queue (ft)	49	37	46	232
Average Queue (ft)	10	10	6	73
95th Queue (ft)	38	22	28	368
Link Distance (ft)	527			573
Upstream Blk Time (%)				8
Queuing Penalty (veh)				18
Storage Bay Dist (ft)		450	50	
Storage Blk Time (%)			0	15
Queuing Penalty (veh)			0	8

Intersection: 91: MD 2-4

Movement	WB	SB	SB	B27	B27	B27
Directions Served	R	T	T	T	T	
Maximum Queue (ft)	52	295	290	69	75	15
Average Queue (ft)	25	120	122	27	29	3
95th Queue (ft)	45	421	426	140	142	23
Link Distance (ft)	154	436	436	167	167	167
Upstream Blk Time (%)		5	5	3	3	
Queuing Penalty (veh)		53	55	22	22	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 105: MD 2-4

Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

Intersection: 113: MD 2-4

Movement	WB	NB	SB	SB	SB	SB
Directions Served	R	R	L	T	T	TR
Maximum Queue (ft)	128	19	210	252	229	182
Average Queue (ft)	22	1	87	66	72	47
95th Queue (ft)	86	9	176	258	278	213
Link Distance (ft)	275			399	399	399
Upstream Blk Time (%)				0	0	0
Queuing Penalty (veh)				1	0	0
Storage Bay Dist (ft)		250	300			
Storage Blk Time (%)				2		
Queuing Penalty (veh)				3		

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	L	T	T	R	L
Maximum Queue (ft)	239	231	150	274	371	55	95	241	428	430	313	275
Average Queue (ft)	145	142	55	191	233	14	41	72	248	275	32	143
95th Queue (ft)	223	225	120	271	335	40	88	176	420	425	150	281
Link Distance (ft)	1321	1321	1321		464	464			793	793		
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250			250	250			350	250
Storage Blk Time (%)				0	7			0	11	3	0	0
Queuing Penalty (veh)				1	10			0	10	3	0	5

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	561	575	525
Average Queue (ft)	459	449	125
95th Queue (ft)	641	639	426
Link Distance (ft)	536	536	
Upstream Blk Time (%)	5	5	0
Queuing Penalty (veh)	62	59	0
Storage Bay Dist (ft)			500
Storage Blk Time (%)	25	9	0
Queuing Penalty (veh)	24	21	0

Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	R
Maximum Queue (ft)	172	43	98	88	89	40	272	278	95
Average Queue (ft)	74	21	34	15	22	2	77	82	7
95th Queue (ft)	140	45	76	55	66	17	261	266	79
Link Distance (ft)	230	230		768	768	768	487	487	
Upstream Blk Time (%)							1	1	
Queuing Penalty (veh)							13	12	
Storage Bay Dist (ft)			375						350
Storage Blk Time (%)								2	
Queuing Penalty (veh)								1	



Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	LT	R	L	L	T	T	R	L	L	T	T
Maximum Queue (ft)	217	252	174	138	183	236	207	43	294	307	595	594
Average Queue (ft)	101	135	52	38	64	43	50	9	205	192	234	238
95th Queue (ft)	181	216	159	110	151	143	142	30	364	388	544	544
Link Distance (ft)	281	281				460	460	460			768	768
Upstream Blk Time (%)	0	0									1	1
Queuing Penalty (veh)	0	0									7	9
Storage Bay Dist (ft)			150	400	400				350	350		
Storage Blk Time (%)		10	0						6	8	2	
Queuing Penalty (veh)		8	0						57	83	2	

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB
Directions Served	R
Maximum Queue (ft)	24
Average Queue (ft)	3
95th Queue (ft)	16
Link Distance (ft)	768
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	B1	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	T	L	T	T	R	L
Maximum Queue (ft)	271	696	275	274	525	167	110	354	431	429	421	275
Average Queue (ft)	150	395	248	211	199	72	8	151	319	333	93	171
95th Queue (ft)	252	772	321	319	461	144	96	286	451	444	328	306
Link Distance (ft)		1301			576	576	540		398	398	398	
Upstream Blk Time (%)					2		0		3	4	1	
Queuing Penalty (veh)					5		1		19	23	6	
Storage Bay Dist (ft)	250		250	250				350				250
Storage Blk Time (%)	3	2	30	22	0			0	7			1
Queuing Penalty (veh)	13	9	96	25	0			0	9			7

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1541	1530	1422
Average Queue (ft)	1270	1284	676
95th Queue (ft)	1721	1726	1543
Link Distance (ft)	1535	1535	1535
Upstream Blk Time (%)	5	8	0
Queuing Penalty (veh)	38	57	4
Storage Bay Dist (ft)			
Storage Blk Time (%)	41		
Queuing Penalty (veh)	47		

Intersection: 2408: MD 2-4 & Commerce Ln

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report  
Existing Conditions PM Peak

5/17/2013

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	L	T	L	L	TR	L	L	T	T	T	L
Maximum Queue (ft)	265	300	171	122	136	235	205	166	225	230	226	107
Average Queue (ft)	172	201	81	45	57	106	113	82	135	151	150	35
95th Queue (ft)	255	283	144	101	110	204	174	156	225	243	244	76
Link Distance (ft)		882	882			506	175	175	175	175	175	
Upstream Blk Time (%)							1	0	3	5	7	
Queuing Penalty (veh)							4	1	7	13	16	
Storage Bay Dist (ft)	800			425	425							400
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	T
Maximum Queue (ft)	423	509	518	487
Average Queue (ft)	35	374	389	315
95th Queue (ft)	199	512	525	487
Link Distance (ft)		498	498	498
Upstream Blk Time (%)		1	1	0
Queuing Penalty (veh)		3	6	0
Storage Bay Dist (ft)	400			
Storage Blk Time (%)		7		
Queuing Penalty (veh)		3		

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	SE	SE	SE	SE	NW	NW	NW	NW
Directions Served	L	T	L	TR	L	T	T	R	L	T	T	R
Maximum Queue (ft)	87	39	396	101	143	403	435	28	66	263	276	114
Average Queue (ft)	33	4	239	31	27	170	180	4	21	135	146	8
95th Queue (ft)	74	20	368	71	90	334	343	18	54	236	242	54
Link Distance (ft)		602	396	396		820	820	820	489	489	489	
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			1									
Storage Bay Dist (ft)	250				375							200
Storage Blk Time (%)						0					2	0
Queuing Penalty (veh)						0					1	0

Network Summary

Network wide Queuing Penalty: 1689

## **2035 No-Build Conditions**

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	12720	12730	12696	12698	12580	12685
Vehs Exited	12471	12319	12381	12402	12406	12398
Starting Vehs	1361	1299	1379	1368	1394	1346
Ending Vehs	1610	1710	1694	1664	1568	1634
Travel Distance (mi)	25421	25388	25541	25450	25455	25451
Travel Time (hr)	2473.0	2384.4	2533.9	2495.6	2446.6	2466.7
Total Delay (hr)	1798.8	1710.6	1856.0	1819.2	1769.3	1790.8
Total Stops	30832	30555	32713	31594	31293	31391
Fuel Used (gal)	1275.1	1252.0	1290.8	1279.0	1268.7	1273.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	12720	12730	12696	12698	12580	12685
Vehs Exited	12471	12319	12381	12402	12406	12398
Starting Vehs	1361	1299	1379	1368	1394	1346
Ending Vehs	1610	1710	1694	1664	1568	1634
Travel Distance (mi)	25421	25388	25541	25450	25455	25451
Travel Time (hr)	2473.0	2384.4	2533.9	2495.6	2446.6	2466.7
Total Delay (hr)	1798.8	1710.6	1856.0	1819.2	1769.3	1790.8
Total Stops	30832	30555	32713	31594	31293	31391
Fuel Used (gal)	1275.1	1252.0	1290.8	1279.0	1268.7	1273.1

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	2.5	0.5	5.1	2.1	18.0	3.7

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.8	0.8	0.0	0.0	0.4
Total Del/Veh (s)	25.0	2.4	5.0	2.8	622.1	628.7	202.7

10: MD 2-4 & Auto DR Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	77.6	3.9	3.8	15.9	6.7

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	7.9	1.3	1.8	2.1	20.7	12.8	4.0

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	7.0	6.4	21.3	12.6

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.7	0.2	3.2	4.0	1.9	1.3	1.0	2.5

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.3	2.8	3.2	0.6	0.7	7.3	7.3	4.1	4.8	2.5

21: Church St. Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	22.6	0.7	4.9	37.8	38.1	36.0	6.1	27.7

24: MD 2-4 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.3	2.8	1.5	1.8

26: MD 2-4 Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.7	13.3	6.9	44.0	1.0	9.2

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.7	4.4	3.2

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	16.3	2.5	2.5	3.1	2.7

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	2.9	6.3	2.6	4.2

33: MD 2-4 & Duke St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	4.4	4.0	3.3	36.8	7.0	5.7

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	291.0	113.7	1.8
Total Del/Veh (s)	70.2	76.7	35.9	53.1	1127.2	1443.7	73.9

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.1	0.1	9.2	0.0	15.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	3.0	2.5	196.5	183.2	195.1	7.0	8.1	6.8	3.9	4.9	4.2

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	6.7
Total Del/Veh (s)	109.1

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.5	25.8	10.1	36.0	8.4	10.2	9.9	5.0	2.4	12.4	5.8	3.5

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.6

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.7	2.2	0.8	0.5	11.3	6.1	1.9

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	2.8	0.5	0.3	0.0	0.0	0.0
Total Del/Veh (s)	32.8	37.8	1.6	34.3	39.6	3.7	7.6	3.1	1.3	8.2	3.0	2.2

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	4.3

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.1	0.7	0.5
Total Del/Veh (s)	37.3	6.3	5.9	4.6	10.1	1.9	5.6



43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	15.9	4.3	2.8	1.6	4.0

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.0
Total Del/Veh (s)	72.4	51.5	27.1	58.9	24.1	26.2	17.6	13.1	10.6	42.0	9.7	8.9

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	21.1

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	241.4	241.2	242.7	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	118.5	79.2	8.2	40.8	60.3	13.7	188.5	212.2	220.5	212.1	208.0	102.8

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	110.4
Total Del/Veh (s)	103.0

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	21.1	7.3	15.8

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.1	0.6	0.3	2.0	0.4	0.2	8.8	9.5	5.5	4.5	5.5	2.6

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.4

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	1.1	0.9	2.6	0.5	0.1	7.2	8.5	4.4	6.1	8.4	3.4

56: Steeple Chase Drive Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	4.6

58: Armory Rd Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	65.7	118.0	131.0	137.8	0.0	0.0	251.7	238.7	253.5	111.0
Total Del/Veh (s)	200.8	573.6	39.4	25.4	4.2	3.1	82.2	140.5	124.1	83.8

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	4.2	0.0	0.1	0.1	1.0
Total Del/Veh (s)	1.1	1.3	684.5	592.4	17.3	11.2	195.2

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.1	4.3	5.3	11.8	19.6	8.8	8.4	3.6	2.6	7.4	6.1	4.5

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.7

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	41.7	5.5	2.7	1.2	0.7	2.7

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.6	3.5	1.8	1.2	13.2	10.9	4.1

67: MD 2-4 & Industry Ln & Main St Performance by movement

Movement	NBT	NBR	SBT	SWR2	All
Denied Del/Veh (s)	425.3	423.4	0.0	0.0	293.0
Total Del/Veh (s)	13.0	16.4	2.1	0.5	9.7

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	4.0	0.1	10.3	7.4

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	0.3	0.4	0.6	5.3	2.7	1.1

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	2.5	5.8	9.6	22.3	3.7	7.6

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.8	0.3	0.1	2.2	0.7	0.4	4.8	7.2	3.2	5.1	5.8	2.8

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.3

79: Chesapeake Blvd/Chesapeake Blvd & Fox Run Performance by movement

Movement	EBL	EBT	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	169.5	172.8	75.2
Total Del/Veh (s)	15.1	0.1	2.0	114.5	82.2	45.2

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.0	0.1
Total Del/Veh (s)	7.2	0.5	5.5	2.4	0.5	0.3	0.2	3.4

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.7	1.8	2.4

84: Performance by movement

Movement	EBT	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.3	9.4	0.2	2.4	1.5

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SET	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.8	0.7	1.7	1.4

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	4.8	2.0	0.1	1.9

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.0	1.0

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	142.5	73.2
Total Del/Veh (s)	0.3	0.1	29.4	14.5

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.4	0.7	6.2	4.2

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	2.0	1.5

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.1	3.8	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	67.1	69.4	10.3	78.8	73.1	3.8	87.2	8.9	5.1	73.7	15.9	2.8

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	21.8

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.7	5.7	60.6	8.5	6.3	1.2	8.9

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	56.5	53.8	1.1	99.2	13.2	0.8	58.7	9.0	2.3	13.2

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	564.3	575.3	570.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	71.6	63.0	14.4	109.0	94.7	54.0	148.3	150.4	18.8	91.8	17.6	1.7

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	114.6
Total Del/Veh (s)	85.6

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	78.5	18.1	19.8	2.0	52.4	7.6	16.8

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	185.0	245.9	5.7	42.8	119.8	54.2	94.3	38.0	4.9	61.6	37.1	40.2

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	67.9

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	61.4	1.4	72.5	58.5	30.2	64.0	5.0	0.7	47.3	8.5	1.1	7.7

Total Network Performance

Denied Del/Veh (s)	230.6
Total Del/Veh (s)	224.3

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	13.0	539.7	0.2	27
	85	1.1	8.8	0.1	44
	82	2.8	22.6	0.3	45
	107	1.7	27.3	0.3	46
	105	1.3	17.7	0.2	46
	24	1.3	12.9	0.2	44
Old Field La.	2411	5.0	12.4	0.1	31
Duke St	33	4.0	16.3	0.2	37
Church St.	2409	37.3	47.5	0.1	11
	16	8.6	16.9	0.1	23
Walmart South	31	2.7	12.3	0.1	39
Walmart North	29	2.5	9.0	0.1	36
Commerce Ln	2408	19.8	27.4	0.1	14
MD 402	2407	149.9	168.6	0.3	6
	26	14.8	36.9	0.3	30
Braschers Blvd	43	4.2	10.3	0.1	30
Fox Run	2405	13.2	20.2	0.1	18
Traskers	2403	8.3	20.1	0.2	29
Harrow Ln	2	2.5	10.3	0.1	36
Calvert Hospital Sou	2401	8.5	20.3	0.2	30
	91	2.5	11.0	0.1	39
Auto DR	10	3.9	13.9	0.1	34
Calvert Hospital Nor	69	4.0	7.0	0.0	22
	104	3.3	6.5	0.0	25
	28	1.6	8.2	0.1	36
	89	0.1	1.4	0.0	66
<b>Total</b>		<b>317.9</b>	<b>1105.4</b>	<b>3.8</b>	<b>23</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	29.4	196.2	0.1	13
	28	4.4	5.7	0.0	16
	104	19.8	26.0	0.1	11
Calvert Hospital Nor	69	10.3	13.6	0.0	12
Auto DR	10	3.8	6.9	0.0	22
	91	2.2	11.7	0.1	40
Stoakley	2401	15.9	24.0	0.1	18
	2	5.7	18.0	0.2	33
Traskers	2403	6.2	13.7	0.1	27
Chapline	2405	8.9	20.7	0.2	28
Braschers Blvd	43	2.6	9.9	0.1	37
	26	1.0	7.4	0.1	42
MD 402	2407	17.6	39.1	0.3	28
	2408	9.9	29.2	0.3	33
Walmart North	29	2.5	10.6	0.1	37
Walmart South	31	5.8	12.3	0.1	26
	16	20.3	29.9	0.1	16
MD 231	2409	37.1	44.4	0.1	9
Duke St	33	7.8	19.2	0.1	27
Sherry Lane	2411	8.5	20.5	0.2	30
	24	2.8	10.6	0.1	37
	105	1.9	13.5	0.2	43
	107	1.3	17.8	0.2	46
	82	1.7	26.6	0.3	47
	85	1.8	20.5	0.3	50
Industry Ln	67	2.1	11.7	0.1	33
<b>Total</b>		<b>231.2</b>	<b>659.7</b>	<b>3.8</b>	<b>27</b>



Intersection: 2: MD 2-4 & Harrow Ln

Movement	SW
Directions Served	>
Maximum Queue (ft)	73
Average Queue (ft)	27
95th Queue (ft)	59
Link Distance (ft)	500
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Armory Rd

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	106	40	59	1953
Average Queue (ft)	44	2	8	1882
95th Queue (ft)	88	38	32	2135
Link Distance (ft)		1440	300	1939
Upstream Blk Time (%)				37
Queuing Penalty (veh)				180
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	2			
Queuing Penalty (veh)	2			

Intersection: 10: MD 2-4 & Auto DR

Movement	EB	NB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	286	5	180	278
Average Queue (ft)	80	0	21	212
95th Queue (ft)	251	3	109	340
Link Distance (ft)	1098	660	183	183
Upstream Blk Time (%)			0	58
Queuing Penalty (veh)			0	575
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	78	12	145
Average Queue (ft)	10	1	65
95th Queue (ft)	45	8	122
Link Distance (ft)	674	301	486
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: MD 2-4

Movement	WB	SB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	53	250	266	313
Average Queue (ft)	5	41	178	222
95th Queue (ft)	32	264	637	729
Link Distance (ft)	210	665	665	665
Upstream Blk Time (%)			0	14
Queuing Penalty (veh)			0	65
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	83	57	78
Average Queue (ft)	38	17	6
95th Queue (ft)	68	46	41
Link Distance (ft)	869		786
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 20: Merrimac Ct & Duke St

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	90	28
Average Queue (ft)	0	31	7
95th Queue (ft)	6	59	26
Link Distance (ft)	1114	782	253
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	174	67	571	144	97
Average Queue (ft)	90	29	274	138	55
95th Queue (ft)	152	53	489	147	85
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)				33	0
Queuing Penalty (veh)				117	0
Storage Bay Dist (ft)	225				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 24: MD 2-4

Movement	SB
Directions Served	T
Maximum Queue (ft)	111
Average Queue (ft)	4
95th Queue (ft)	78
Link Distance (ft)	488
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 26: MD 2-4

Movement	NB	NB	NB	NB	SB	SB
Directions Served	T	T	T	TR	L	T
Maximum Queue (ft)	564	902	866	305	181	121
Average Queue (ft)	29	40	58	10	95	6
95th Queue (ft)	362	437	526	207	167	58
Link Distance (ft)	1522	1522	1522	1522		397
Upstream Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				
Storage Bay Dist (ft)					300	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 28: MD 2-4

Movement	B104	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	243	123	153
Average Queue (ft)	19	35	80
95th Queue (ft)	123	116	177
Link Distance (ft)	190	65	65
Upstream Blk Time (%)	1	3	44
Queuing Penalty (veh)	6	38	650
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB	NB	NB	SB	SB
Directions Served	R	L	T	T	T	T	T
Maximum Queue (ft)	10	98	48	51	84	43	71
Average Queue (ft)	1	28	2	7	15	5	13
95th Queue (ft)	10	70	30	61	108	55	96
Link Distance (ft)	252		429	429	429	498	498
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)		350					
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 31: MD 2-4 & Walmart South

Movement	EB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	R
Maximum Queue (ft)	50	6	77	121	146	81
Average Queue (ft)	7	0	5	54	80	11
95th Queue (ft)	39	4	71	251	331	117
Link Distance (ft)	249	665	429	429	429	429
Upstream Blk Time (%)				0	2	
Queuing Penalty (veh)				1	9	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 33: MD 2-4 & Duke St

Movement	WB	SB	SB	SB	SB
Directions Served	R	L	T	T	T
Maximum Queue (ft)	48	164	285	442	150
Average Queue (ft)	4	68	14	19	5
95th Queue (ft)	34	133	178	213	106
Link Distance (ft)	287		718	718	718
Upstream Blk Time (%)			0	0	0
Queuing Penalty (veh)			0	0	0
Storage Bay Dist (ft)		250			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 34: MD 231

Movement	EB	EB	EB	WB	WB	WB	NW
Directions Served	T	T	TR	L	T	T	LR
Maximum Queue (ft)	372	381	355	77	302	603	232
Average Queue (ft)	277	302	243	4	25	452	142
95th Queue (ft)	467	447	450	48	157	788	268
Link Distance (ft)	333	333	333		449	449	235
Upstream Blk Time (%)	8	11	13			46	18
Queuing Penalty (veh)	29	37	45			224	0
Storage Bay Dist (ft)				300			
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	40	1196	165	52
Average Queue (ft)	7	1141	34	9
95th Queue (ft)	30	1347	109	34
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)		85		
Queuing Penalty (veh)		673		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	71	87	119	78	107	97	24	143	52	56	105
Average Queue (ft)	29	37	50	29	36	36	4	56	15	22	52
95th Queue (ft)	62	74	95	65	80	75	18	118	43	50	97
Link Distance (ft)	420	420	420	1310	1310			1081			1569
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						130	210		300	150	
Storage Blk Time (%)					0						0
Queuing Penalty (veh)					0						0

Intersection: 38:

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	105	62
Average Queue (ft)	22	22
95th Queue (ft)	70	48
Link Distance (ft)	1081	143
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LT	LT	R	L	T	R	L	TR
Maximum Queue (ft)	64	86	87	78	167	22	30	158
Average Queue (ft)	18	24	17	20	60	1	5	50
95th Queue (ft)	48	66	65	55	140	11	23	124
Link Distance (ft)	261	218	218		641	641		301
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				170			150	
Storage Blk Time (%)					0			0
Queuing Penalty (veh)					0			0

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	93	48	138	31	106	138
Average Queue (ft)	28	22	36	2	41	37
95th Queue (ft)	70	43	103	14	83	100
Link Distance (ft)	265	265	2212			415
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB	NB	NB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	177	10	73	4
Average Queue (ft)	60	0	2	0
95th Queue (ft)	122	7	47	3
Link Distance (ft)	265	397	397	434
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	44	108	171	182	144	353	164	343
Average Queue (ft)	11	43	81	76	12	184	101	115
95th Queue (ft)	35	90	144	149	65	337	173	274
Link Distance (ft)	402	402	1280	1280		1042		2212
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					150		140	
Storage Blk Time (%)						6	8	2
Queuing Penalty (veh)						1	34	4

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B47	B100
Directions Served	L	T	R	L	T	R	L	TR	LT	R	T	T
Maximum Queue (ft)	636	644	628	283	427	92	225	1064	806	425	97	20
Average Queue (ft)	591	618	415	31	396	23	188	649	459	278	22	1
95th Queue (ft)	735	686	875	174	447	68	283	1273	1122	479	165	17
Link Distance (ft)	604	604	604	333	333	333		1470	1355		413	539
Upstream Blk Time (%)	26	66	13	1	45			8	7		1	
Queuing Penalty (veh)	0	0	0	4	149			38	36		7	
Storage Bay Dist (ft)							200			400		
Storage Blk Time (%)							7	59	14	8		
Queuing Penalty (veh)							22	119	47	17		

Intersection: 51:

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	201	11
Average Queue (ft)	45	0
95th Queue (ft)	327	8
Link Distance (ft)	3312	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Intersection: 55: Fox Run

Movement	EB	WB	WB	NB	SB
Directions Served	L	LT	TR	LTR	LTR
Maximum Queue (ft)	32	29	7	85	73
Average Queue (ft)	2	6	0	38	33
95th Queue (ft)	14	24	4	65	57
Link Distance (ft)		127	127	817	76
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	125				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	20	22	56	63	29	53
Average Queue (ft)	1	3	29	32	8	24
95th Queue (ft)	9	16	51	55	28	42
Link Distance (ft)	261	159		1440		817
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LTR	L	TR
Maximum Queue (ft)	53	484	410	17	484	175
Average Queue (ft)	10	253	151	1	335	134
95th Queue (ft)	40	549	456	8	643	253
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	9	25	21		64	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					2	74
Queuing Penalty (veh)					6	44

Intersection: 59: Armory Rd

Movement	NB	SB	SB	SE
Directions Served	L	T	R	LR
Maximum Queue (ft)	4	1898	75	251
Average Queue (ft)	0	1792	24	91
95th Queue (ft)	3	2181	81	195
Link Distance (ft)	134	1883		554
Upstream Blk Time (%)		41		
Queuing Penalty (veh)		187		
Storage Bay Dist (ft)			50	
Storage Blk Time (%)		99	0	
Queuing Penalty (veh)		20	0	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	74	134	51	103	218	140
Average Queue (ft)	43	28	13	39	35	24
95th Queue (ft)	70	78	39	75	121	86
Link Distance (ft)		1114		260	782	1200
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		50			
Storage Blk Time (%)	13	1	0	5		
Queuing Penalty (veh)	6	1	0	1		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	51	80	68
Average Queue (ft)	10	16	6
95th Queue (ft)	35	60	33
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	45	48	5	98	129
Average Queue (ft)	16	21	0	46	64
95th Queue (ft)	44	46	4	82	106
Link Distance (ft)		584		952	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225		400		250
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 67: MD 2-4 & Industry Ln & Main St

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	424	637
Average Queue (ft)	14	28
95th Queue (ft)	215	311
Link Distance (ft)	1049	1049
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB	SB	SB	B104	B104
Directions Served	R	T	T	T	T	T	T	T
Maximum Queue (ft)	44	100	124	160	192	300	476	509
Average Queue (ft)	3	7	45	63	85	212	255	323
95th Queue (ft)	23	48	100	138	240	391	591	678
Link Distance (ft)	431	183	183	183	190	190	403	403
Upstream Blk Time (%)		0		0	0	60	3	42
Queuing Penalty (veh)		0		0	3	592	40	619
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	31	26	62
Average Queue (ft)	4	7	23
95th Queue (ft)	21	25	50
Link Distance (ft)	394		782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		1	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: Chesapeake Blvd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	188	45	36
Average Queue (ft)	83	9	11
95th Queue (ft)	148	32	34
Link Distance (ft)		3567	556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	400		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 77: Fox Run

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	23	19	49	52
Average Queue (ft)	1	1	20	20
95th Queue (ft)	10	8	47	44
Link Distance (ft)			196	106
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 79: Chesapeake Blvd/Chesapeake Blvd & Fox Run

Movement	EB	EB	SB	SB	B102
Directions Served	L	R	T	R	T
Maximum Queue (ft)	116	41	839	125	475
Average Queue (ft)	44	1	480	85	76
95th Queue (ft)	89	29	976	181	468
Link Distance (ft)		795	771		1323
Upstream Blk Time (%)			14		0
Queuing Penalty (veh)			62		0
Storage Bay Dist (ft)	150			100	
Storage Blk Time (%)	0		70	0	
Queuing Penalty (veh)	0		137	2	

Intersection: 80: Commerce Ln

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	25	108	34	9
Average Queue (ft)	5	36	3	0
95th Queue (ft)	18	79	19	4
Link Distance (ft)	458	458		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	150
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 82: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 84:

Movement	WB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	53	40	31
Average Queue (ft)	9	14	12
95th Queue (ft)	36	40	36
Link Distance (ft)			327
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: MD 2-4

Movement	NB
Directions Served	T
Maximum Queue (ft)	23
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	520
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	35	49
Average Queue (ft)	3	23
95th Queue (ft)	18	47
Link Distance (ft)		24
Upstream Blk Time (%)		6
Queuing Penalty (veh)		22
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

**Movement**

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 89: MD 2-4

**Movement**

SB SB

Directions Served	T	T
Maximum Queue (ft)	762	762
Average Queue (ft)	378	427
95th Queue (ft)	933	987
Link Distance (ft)	733	733
Upstream Blk Time (%)	3	13
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

**Movement**

WB

Directions Served	R
Maximum Queue (ft)	54
Average Queue (ft)	20
95th Queue (ft)	43
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 105: MD 2-4

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	L	L	T	T	T	R
Maximum Queue (ft)	205	221	119	165	163	39	148	151	148	179	189	122
Average Queue (ft)	120	133	42	96	72	14	68	88	47	77	91	41
95th Queue (ft)	185	200	82	153	142	38	131	139	114	141	155	95
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250			370	370				
Storage Blk Time (%)						0						
Queuing Penalty (veh)						0						

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	319	339	314	294	98
Average Queue (ft)	184	204	195	172	30
95th Queue (ft)	287	287	271	254	68
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	2	0			
Queuing Penalty (veh)	14	0			



Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	T	T	R
Maximum Queue (ft)	118	56	147	74	95	129	33	249	223	230	21
Average Queue (ft)	46	16	77	8	15	31	2	104	80	94	2
95th Queue (ft)	94	45	134	38	58	89	16	200	170	189	13
Link Distance (ft)	218	218		780	780	780	780	489	489	489	489
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	375										
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	L	T	T	T	R	L	L	T
Maximum Queue (ft)	85	89	71	77	84	223	290	270	36	80	52	273
Average Queue (ft)	32	18	5	12	33	133	160	196	11	25	7	115
95th Queue (ft)	69	56	32	48	76	196	245	264	31	63	32	241
Link Distance (ft)	265	265				434	434	434	434			780
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			100	475	475					350	350	
Storage Blk Time (%)	0											
Queuing Penalty (veh)	0											

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	280	271	47
Average Queue (ft)	91	107	10
95th Queue (ft)	210	223	34
Link Distance (ft)	780	780	780
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	T	T	R	L
Maximum Queue (ft)	250	396	219	275	632	275	400	1275	1282	1291	1147	255
Average Queue (ft)	79	188	71	273	605	133	153	911	940	963	314	174
95th Queue (ft)	173	344	192	278	617	253	418	1401	1415	1422	986	249
Link Distance (ft)		1280			588			1286	1286	1286	1286	
Upstream Blk Time (%)					52			2	2	3	0	
Queuing Penalty (veh)					0			12	13	20	2	
Storage Bay Dist (ft)	225		225	250		250	375					250
Storage Blk Time (%)	0	8	0	54	2	2	0	52				1
Queuing Penalty (veh)	0	16	0	332	22	14	0	39				6

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	266	326	261	276	49
Average Queue (ft)	184	114	118	150	19
95th Queue (ft)	261	295	216	250	44
Link Distance (ft)		1522	1522	1522	1522
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	250				
Storage Blk Time (%)	3	0			
Queuing Penalty (veh)	12	0			

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	44	171	342	390	432	27	288	66	167	183
Average Queue (ft)	8	71	203	242	292	3	164	9	18	51
95th Queue (ft)	30	131	380	424	460	15	266	38	77	127
Link Distance (ft)	458	458	498	498	498	498		1286	1286	1286
Upstream Blk Time (%)			1	1	2					
Queuing Penalty (veh)			5	7	16					
Storage Bay Dist (ft)							300			
Storage Blk Time (%)			5				0			
Queuing Penalty (veh)			0				1			

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	TR	L	L	T	T	T
Maximum Queue (ft)	476	482	474	448	62	92	362	260	389	482	545	544
Average Queue (ft)	434	439	363	124	17	41	189	69	161	288	322	353
95th Queue (ft)	543	537	569	454	47	80	399	176	309	436	477	501
Link Distance (ft)	449	449	449			503	503			718	718	718
Upstream Blk Time (%)	56	57	33	0			1					
Queuing Penalty (veh)	191	196	114	0			1					
Storage Bay Dist (ft)				450	380			425	425			
Storage Blk Time (%)			33	0				0	0			
Queuing Penalty (veh)			35	1				0	1			

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R
Maximum Queue (ft)	80	56	282	313	347	493
Average Queue (ft)	37	13	176	199	214	265
95th Queue (ft)	75	47	256	279	307	634
Link Distance (ft)			491	491	491	491
Upstream Blk Time (%)						19
Queuing Penalty (veh)						84
Storage Bay Dist (ft)	400	400				
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	17	56	82	102	50	188	196	262	48	52	204	224
Average Queue (ft)	1	14	31	43	8	67	78	104	13	12	67	98
95th Queue (ft)	11	43	66	88	30	156	172	216	37	39	163	196
Link Distance (ft)		590	394	394		488	488	488	488		822	822
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150	450						400				
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	216	43
Average Queue (ft)	54	6
95th Queue (ft)	149	26
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 6031

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	14934	15170	15241	14908	15334	15114
Vehs Exited	14223	14454	14626	14376	14511	14443
Starting Vehs	2051	1968	2020	2010	1953	1988
Ending Vehs	2762	2684	2635	2542	2776	2663
Travel Distance (mi)	26360	26717	26664	26360	26719	26564
Travel Time (hr)	6350.1	6111.4	6093.9	6453.1	6145.8	6230.9
Total Delay (hr)	5653.1	5406.1	5391.9	5758.8	5440.6	5530.1
Total Stops	56348	53425	54639	56793	53502	54937
Fuel Used (gal)	2186.8	2145.0	2144.4	2207.7	2156.2	2168.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	14934	15170	15241	14908	15334	15114
Vehs Exited	14223	14454	14626	14376	14511	14443
Starting Vehs	2051	1968	2020	2010	1953	1988
Ending Vehs	2762	2684	2635	2542	2776	2663
Travel Distance (mi)	26360	26717	26664	26360	26719	26564
Travel Time (hr)	6350.1	6111.4	6093.9	6453.1	6145.8	6230.9
Total Delay (hr)	5653.1	5406.1	5391.9	5758.8	5440.6	5530.1
Total Stops	56348	53425	54639	56793	53502	54937
Fuel Used (gal)	2186.8	2145.0	2144.4	2207.7	2156.2	2168.0

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBL	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Del/Veh (s)	1.0	2.5	0.8	65.5	102.6	6.0	19.2	52.1

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.8	0.0	0.0	0.4
Total Del/Veh (s)	37.8	9.4	5.0	3.1	950.4	960.4	205.9

10: MD 2-4 & Auto DR Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.5	4.9	19.3	8.1	11.2

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	114.9	97.3	17.8
Total Del/Veh (s)	15.3	2.9	1.4	2.1	192.7	183.2	31.9

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	9.4	6.0	6.4	7.7

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.6	3.2	5.0	2.3	1.3	1.6	2.5

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1	0.1	0.2	0.2	0.0
Total Del/Veh (s)	3.1	2.7	4.8	2.6	1.7	8.6	7.7	4.8	7.3	9.0	5.0	4.4

21: Church St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	4.0	1.0	1.1
Total Del/Veh (s)	43.3	6.8	138.1	138.1	36.0	4.4	77.6

24: MD 2-4 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	1.2	4.5	0.7	3.2

26: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.1	8.8	5.7	43.5	83.8	44.2

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.7	4.2	3.1

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.6	0.0	0.0	0.3
Total Del/Veh (s)	3.8	32.1	34.9	2.7	3.8	17.8

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	53.7	0.0	0.0	0.0	2.6
Total Del/Veh (s)	84.7	30.3	2.8	4.8	19.8

33: MD 2-4 & Duke St Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.5	4.7	3.7	49.3	9.5	9.7

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	68.0	7.3	0.2
Total Del/Veh (s)	55.9	8.1	15.3	12.7	891.1	919.1	44.9

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.2	0.2	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	2.8	4.0	2.8	43.4	37.7	39.5	7.4	8.1	7.9	3.8	5.1	4.6

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	21.5

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	34.7	26.5	10.7	25.4	8.0	6.6	10.7	4.8	2.4	14.6	6.8	4.8

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.5

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	7.3	3.1	0.9	0.8	17.2	8.7	3.3

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.0	0.0	2.7	0.6	0.3	0.0	0.0	0.0
Total Del/Veh (s)	35.1	34.7	1.6	28.6	26.2	2.5	13.2	7.0	1.4	20.8	5.3	3.4

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.2

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	966.1	1025.4	591.2
Total Del/Veh (s)	48.7	6.5	23.3	768.6	1097.9	91.3	86.2



43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	238.6	1413.2	2.4	61.8	4.5	41.3

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.7	6.0	2.0	0.0	0.0	0.0	0.3	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	95.7	53.7	12.8	81.7	8.8	36.7	8.4	14.6	11.7	62.4	26.6	17.9

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	28.3

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1001.9	1007.1	1021.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	2.7
Total Del/Veh (s)	62.5	77.5	8.3	36.3	41.5	6.8	155.9	159.5	154.0	165.7	148.1	165.0

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	588.1
Total Del/Veh (s)	91.9

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.6	6.7	8.8

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	77.1	51.8	49.1
Total Del/Veh (s)	3.4	1.2	1.7	2.6	3.5	0.8	19.2	15.5	10.8	16.3	16.6	12.1

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	23.7
Total Del/Veh (s)	9.9

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.7	1.4	3.0	1.1	10.0	10.4	6.6	7.5	13.4	7.7	7.3

58: Armory Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	1097.1	1108.3	1664.2	1489.5	1643.1	0.0	0.0	1323.6	1295.0	1318.6	907.1
Total Del/Veh (s)	579.7	810.8	2033.3	108.2	240.2	3.9	3.1	124.1	220.6	164.5	169.8

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Del/Veh (s)	1.2	1.2	822.8	818.3	25.1	22.1	202.7

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	78.0	70.7	76.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	142.9	79.4	89.4	72.7	88.5	94.8	9.9	6.0	5.4	8.2	5.9	4.6

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	13.3
Total Del/Veh (s)	38.5

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.2	0.0	0.0	0.2
Total Del/Veh (s)	34.6	4.1	2.6	0.9	0.7	2.4

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	3.4	1.9	1.0	11.5	11.7	3.8

67: MD 2-4 & Industry Ln & Main St Performance by movement

Movement	NBT	NBR	SBT	SWR2	All
Denied Del/Veh (s)	1.6	2.7	0.0	0.0	0.9
Total Del/Veh (s)	3.7	5.6	4.9	0.4	4.5

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.5	5.2	0.0	13.8	10.1

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.0	0.0	0.0
Total Del/Veh (s)	3.4	0.8	0.5	0.6	7.9	4.6	2.5

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	2.1	7.4	9.8	25.8	7.0	7.6

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.6	0.3	0.4	1.9	0.5	0.2	4.6	5.8	2.8	3.7	4.9	2.6

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.1

79: Chesapeake Blvd/Chesapeake Blvd & Fox Run Performance by movement

Movement	EBL	EBT	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	411.9	367.2	118.7
Total Del/Veh (s)	7.1	0.2	1.9	396.3	328.4	98.4

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	4.1	0.1
Total Del/Veh (s)	7.8	0.5	3.5	2.4	0.3	0.1	0.0	1.8

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	4.0	4.2	3.0

84: Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.2	8.8	2.1	1.5

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SET	SER	All
Denied Del/Veh (s)	0.0	0.0		0.0	0.0
Total Del/Veh (s)	0.6	6.2		1.6	3.8

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	4.5	1.6	0.1	1.4

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.1	1.0

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	1026.4	643.3
Total Del/Veh (s)	0.3	0.1	31.7	15.0

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	5.0	1.8	73.2	37.4

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	5.0	3.4

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	746.3	761.4	747.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	136.9	134.5	21.1	210.3	173.3	12.4	185.1	20.3	2.5	109.7	90.3	4.9

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	95.0
Total Del/Veh (s)	74.0

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	68.7	1.6	6.6	66.2	7.3	82.3	3.8	45.4

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	108.0	70.3	10.7	257.2	13.0	3.2	344.8	142.8	6.0	83.6

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	146.4	135.5	134.4	1280.1	1290.9	1292.5	156.0	162.7	154.5	48.9	31.7	33.9
Total Del/Veh (s)	119.6	120.4	67.4	89.8	81.8	48.0	657.7	288.4	31.9	313.9	331.5	85.8

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	448.9
Total Del/Veh (s)	225.6

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	53.8	0.1	22.5	70.3	1.4	54.4	14.4	38.3

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	36.3	38.0	25.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	280.1	70.4	3.2	55.3	227.6	129.1	74.9	31.4	7.8	72.0	32.9	4.7

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	2.3
Total Del/Veh (s)	56.9

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	67.4	74.9	1.5	75.8	86.8	66.2	60.6	11.3	1.4	69.2	13.4	0.5

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	19.3

Total Network Performance

Denied Del/Veh (s)	636.9
Total Del/Veh (s)	361.0

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	3.7	19.9	0.2	40
	85	0.5	8.2	0.1	47
	82	1.6	21.4	0.3	48
	107	1.4	27.0	0.3	46
	105	1.1	17.5	0.2	47
	24	1.2	12.9	0.2	44
Old Field La.	2411	11.3	18.8	0.1	21
Duke St	33	4.8	17.2	0.2	35
Church St.	2409	28.7	38.9	0.1	13
	16	10.3	18.6	0.1	21
Walmart South	31	29.9	39.4	0.1	12
Walmart North	29	34.9	41.9	0.1	8
Commerce Ln	2408	70.3	77.9	0.1	5
MD 402	2407	287.7	482.7	0.3	3
	26	10.4	31.3	0.3	35
Braschers Blvd	43	2.0	8.2	0.1	38
Fox Run	2405	13.0	20.0	0.1	18
Traskers	2403	7.0	18.9	0.2	31
Harrow Ln	2	2.5	10.4	0.1	36
Calvert Hospital Sou	2401	19.9	31.8	0.2	19
	91	5.6	14.0	0.1	31
Auto DR	10	4.9	14.8	0.1	32
Calvert Hospital Nor	69	5.2	8.1	0.0	19
	104	3.7	6.9	0.0	23
	28	1.9	8.5	0.1	34
	89	0.1	1.4	0.0	64
<b>Total</b>		<b>563.8</b>	<b>1016.7</b>	<b>3.8</b>	<b>16</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	31.7	1994.4	0.1	12
	28	4.2	5.5	0.0	17
	104	19.1	25.3	0.1	12
Calvert Hospital Nor	69	13.8	17.2	0.0	9
Auto DR	10	19.3	22.4	0.0	7
	91	71.8	81.2	0.1	6
Stoakley	2401	90.3	98.4	0.1	4
	2	103.5	115.4	0.2	5
Traskers	2403	82.2	89.5	0.1	4
Chapline	2405	142.3	153.8	0.2	4
Braschers Blvd	43	62.6	69.7	0.1	5
	26	83.8	90.1	0.1	3
MD 402	2407	331.5	380.9	0.3	3
	2408	20.0	38.6	0.3	25
Walmart North	29	2.7	10.9	0.1	36
Walmart South	31	1.2	7.7	0.1	42
	16	2.6	12.3	0.1	39
MD 231	2409	32.9	40.3	0.1	10
Duke St	33	10.3	21.7	0.1	24
Sherry Lane	2411	13.4	25.3	0.2	24
	24	4.8	12.6	0.1	31
	105	4.9	16.5	0.2	35
	107	4.1	20.6	0.2	40
	82	4.0	28.9	0.3	43
	85	6.2	24.9	0.3	41
Industry Ln	67	4.8	14.4	0.1	27
<b>Total</b>		<b>1168.0</b>	<b>3418.3</b>	<b>3.8</b>	<b>9</b>



Intersection: 2: MD 2-4 & Harrow Ln

Movement	NB	SB	SB	SB	SB	SB	SW
Directions Served	R	L	T	T	T	R	>
Maximum Queue (ft)	9	420	818	828	823	800	177
Average Queue (ft)	0	319	602	605	600	107	82
95th Queue (ft)	4	583	1132	1139	1137	520	151
Link Distance (ft)	489		787	787	787	787	500
Upstream Blk Time (%)			8	9	12	0	
Queuing Penalty (veh)			72	83	106	2	
Storage Bay Dist (ft)		400					
Storage Blk Time (%)		0	59				
Queuing Penalty (veh)		3	135				

Intersection: 8: Armory Rd

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	125	483	58	1953
Average Queue (ft)	91	87	17	1944
95th Queue (ft)	141	341	47	1962
Link Distance (ft)		1440	300	1939
Upstream Blk Time (%)				67
Queuing Penalty (veh)				324
Storage Bay Dist (ft)	100			
Storage Blk Time (%)	22	0		
Queuing Penalty (veh)	64	0		

Intersection: 10: MD 2-4 & Auto DR

Movement	EB	NB	NB	NB	SB	SB	SB
Directions Served	R	T	T	T	T	T	TR
Maximum Queue (ft)	52	4	6	11	259	263	269
Average Queue (ft)	3	0	0	0	125	125	125
95th Queue (ft)	32	3	4	6	323	323	324
Link Distance (ft)	1098	660	660	660	183	183	183
Upstream Blk Time (%)					37	33	28
Queuing Penalty (veh)					539	487	414
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 13:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	172	21	491
Average Queue (ft)	29	2	383
95th Queue (ft)	112	13	654
Link Distance (ft)	674	301	486
Upstream Blk Time (%)			57
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: MD 2-4

Movement	WB	NB	NB	NB	NB	SB	SB	SB
Directions Served	R	T	T	T	R	T	T	T
Maximum Queue (ft)	90	250	388	268	138	14	30	45
Average Queue (ft)	15	34	47	44	7	1	2	2
95th Queue (ft)	59	201	253	239	87	12	24	29
Link Distance (ft)	210	491	491	491	491	665	665	665
Upstream Blk Time (%)		0	0	0				
Queuing Penalty (veh)		0	1	3				
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	61	59	161	17
Average Queue (ft)	26	19	19	1
95th Queue (ft)	54	50	87	7
Link Distance (ft)	869		786	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		

Intersection: 20: Merrimac Ct & Duke St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	12	78	72	86
Average Queue (ft)	1	16	31	42
95th Queue (ft)	7	55	58	70
Link Distance (ft)	287	1114	782	253
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	246	322	1103	143	91
Average Queue (ft)	142	41	897	135	46
95th Queue (ft)	240	199	1445	153	75
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)			6	36	0
Queuing Penalty (veh)			45	160	0
Storage Bay Dist (ft)	225				
Storage Blk Time (%)	4				
Queuing Penalty (veh)	2				

Intersection: 24: MD 2-4

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	0
95th Queue (ft)	7
Link Distance (ft)	488
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 26: MD 2-4

Movement	WB	NB	NB	NB	SB	SB	SB	SB	SB
Directions Served	R	T	T	TR	L	T	T	T	T
Maximum Queue (ft)	82	8	5	8	325	446	447	444	443
Average Queue (ft)	8	0	0	0	298	410	414	416	397
95th Queue (ft)	46	5	4	4	425	445	444	447	444
Link Distance (ft)	261	1522	1522	1522		397	397	397	397
Upstream Blk Time (%)						32	35	34	8
Queuing Penalty (veh)						294	326	312	73
Storage Bay Dist (ft)					300				
Storage Blk Time (%)					0	69			
Queuing Penalty (veh)					1	208			

Intersection: 28: MD 2-4

Movement	B104	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	254	129	147
Average Queue (ft)	32	51	55
95th Queue (ft)	167	145	155
Link Distance (ft)	190	65	65
Upstream Blk Time (%)	3	23	25
Queuing Penalty (veh)	49	494	544
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB	NB	NB	NB
Directions Served	R	L	T	T	T	T
Maximum Queue (ft)	134	327	423	462	470	346
Average Queue (ft)	36	143	180	203	216	69
95th Queue (ft)	99	378	514	549	561	306
Link Distance (ft)	252		429	429	429	429
Upstream Blk Time (%)			11	13	20	1
Queuing Penalty (veh)			70	83	126	5
Storage Bay Dist (ft)		350				
Storage Blk Time (%)		0	22			
Queuing Penalty (veh)		0	27			

Intersection: 31: MD 2-4 & Walmart South

Movement	EB	NB	NB	NB	NB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	282	429	498	514	441
Average Queue (ft)	205	154	173	190	153
95th Queue (ft)	328	576	613	635	577
Link Distance (ft)	249	665	665	665	665
Upstream Blk Time (%)	42	3	4	6	1
Queuing Penalty (veh)	0	16	25	40	8
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 33: MD 2-4 & Duke St

Movement	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	L	T	T	T
Maximum Queue (ft)	264	152	145	4	224	518	572	577
Average Queue (ft)	127	5	5	0	122	22	20	29
95th Queue (ft)	240	107	102	3	208	202	212	262
Link Distance (ft)	287	822	822	822		718	718	718
Upstream Blk Time (%)	1					0	0	0
Queuing Penalty (veh)	2					0	0	1
Storage Bay Dist (ft)					250			
Storage Blk Time (%)					0	0		
Queuing Penalty (veh)					1	0		

Intersection: 34: MD 231

Movement	EB	EB	EB	WB	WB	NW
Directions Served	T	T	TR	L	T	LR
Maximum Queue (ft)	364	369	354	19	214	200
Average Queue (ft)	253	263	113	1	22	86
95th Queue (ft)	419	414	359	12	111	232
Link Distance (ft)	333	333	333		449	235
Upstream Blk Time (%)	6	8	3			11
Queuing Penalty (veh)	29	39	13			0
Storage Bay Dist (ft)				300		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	76	528	187	63
Average Queue (ft)	24	232	34	13
95th Queue (ft)	59	581	115	43
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	71	88	110	114	164	94	66	147	47	109	149
Average Queue (ft)	29	31	48	40	57	27	26	48	12	43	62
95th Queue (ft)	59	69	97	87	118	63	53	107	38	84	122
Link Distance (ft)	420	420	420	1310	1310			1081			1569
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						130	210		300	150	
Storage Blk Time (%)					0	0				0	0
Queuing Penalty (veh)					0	0				1	0

Intersection: 38:

Movement	EB	WB	WB	SB
Directions Served	LT	T	R	LR
Maximum Queue (ft)	138	4	18	107
Average Queue (ft)	32	0	1	43
95th Queue (ft)	96	3	8	82
Link Distance (ft)	1081	674		143
Upstream Blk Time (%)				0
Queuing Penalty (veh)				0
Storage Bay Dist (ft)			250	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LT	LT	R	L	T	R	L	TR
Maximum Queue (ft)	133	98	45	84	424	131	90	211
Average Queue (ft)	60	28	3	18	138	4	25	98
95th Queue (ft)	112	72	22	55	287	92	63	184
Link Distance (ft)	261	218	218		641	641		301
Upstream Blk Time (%)					0	0		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)				170			150	
Storage Blk Time (%)					3			1
Queuing Penalty (veh)					1			1

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	25	30	806	162	218	430
Average Queue (ft)	2	5	107	65	184	337
95th Queue (ft)	13	22	801	176	282	601
Link Distance (ft)	265	265	2212			415
Upstream Blk Time (%)			2			76
Queuing Penalty (veh)			22			0
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)			4	3	79	0
Queuing Penalty (veh)			1	25	652	0

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T	R
Maximum Queue (ft)	270	32	147	78	486	498	497	519
Average Queue (ft)	255	3	8	3	458	467	474	229
95th Queue (ft)	322	32	93	55	550	554	563	606
Link Distance (ft)	265	397	397	397	434	434	434	434
Upstream Blk Time (%)	87			0	33	34	40	4
Queuing Penalty (veh)	108			0	299	313	367	36
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	B99	B100	SB	SB
Directions Served	L	TR	L	TR	L	TR	T	T	L	TR
Maximum Queue (ft)	357	248	158	197	25	437	122	72	165	599
Average Queue (ft)	185	73	69	69	2	111	7	2	45	93
95th Queue (ft)	319	169	128	144	15	364	107	51	156	422
Link Distance (ft)	402	402	1280	1280		1042	539	413		2212
Upstream Blk Time (%)	2					1	0			
Queuing Penalty (veh)	0					11	5			
Storage Bay Dist (ft)					150				140	
Storage Blk Time (%)						4			9	2
Queuing Penalty (veh)						1			49	6

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B47	B100
Directions Served	L	T	R	L	T	R	L	TR	LT	R	T	T
Maximum Queue (ft)	624	640	625	38	404	58	225	1036	1322	425	399	285
Average Queue (ft)	557	621	335	4	328	10	192	548	597	260	102	58
95th Queue (ft)	801	628	826	20	442	35	290	1018	1617	526	412	329
Link Distance (ft)	604	604	604	333	333	333		1470	1355		413	539
Upstream Blk Time (%)	19	75	10		11			0	21		12	5
Queuing Penalty (veh)	0	0	0		38			0	180		107	47
Storage Bay Dist (ft)							200			400		
Storage Blk Time (%)							10	56	0	32		
Queuing Penalty (veh)							32	111	3	76		

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	B99
Directions Served	T
Maximum Queue (ft)	191
Average Queue (ft)	31
95th Queue (ft)	271
Link Distance (ft)	1042
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 51:

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	21
Average Queue (ft)	1
95th Queue (ft)	15
Link Distance (ft)	3312
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 55: Fox Run

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	LT	TR	LTR	LTR
Maximum Queue (ft)	87	36	52	41	189	123
Average Queue (ft)	24	4	9	3	55	91
95th Queue (ft)	64	22	36	20	120	112
Link Distance (ft)		265	127	127	817	76
Upstream Blk Time (%)						54
Queuing Penalty (veh)						0
Storage Bay Dist (ft)	125					
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	41	58	78	123	25	125
Average Queue (ft)	8	15	32	39	5	52
95th Queue (ft)	29	43	63	80	21	98
Link Distance (ft)	261	159		1440		817
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			150		150	
Storage Blk Time (%)				0		0
Queuing Penalty (veh)				0		0

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LTR	L	TR
Maximum Queue (ft)	67	472	480	7	478	175
Average Queue (ft)	41	464	472	0	448	174
95th Queue (ft)	74	486	483	4	465	179
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	75	80	99		99	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					1	99
Queuing Penalty (veh)					4	129

Intersection: 59: Armory Rd

Movement	NB	SB	SB	SE
Directions Served	L	T	R	LR
Maximum Queue (ft)	29	1897	75	280
Average Queue (ft)	1	1891	46	133
95th Queue (ft)	11	1899	106	246
Link Distance (ft)	134	1883		554
Upstream Blk Time (%)		60		
Queuing Penalty (veh)		399		
Storage Bay Dist (ft)			50	
Storage Blk Time (%)		98	1	
Queuing Penalty (veh)		74	3	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	75	359	75	274	229	161
Average Queue (ft)	66	196	39	174	58	23
95th Queue (ft)	87	568	91	330	177	91
Link Distance (ft)		1114		260	782	1200
Upstream Blk Time (%)				37		
Queuing Penalty (veh)				0		
Storage Bay Dist (ft)	50		50			
Storage Blk Time (%)	58	4	2	65		
Queuing Penalty (veh)	47	7	3	23		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	38	96	43
Average Queue (ft)	8	13	4
95th Queue (ft)	31	56	24
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	40	44	4	88	147
Average Queue (ft)	12	15	0	38	63
95th Queue (ft)	37	41	3	68	114
Link Distance (ft)		584		952	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225		400		250
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 67: MD 2-4 & Industry Ln & Main St

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	104	109
Average Queue (ft)	3	4
95th Queue (ft)	73	77
Link Distance (ft)	520	520
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB	SB	SB	SB	B104	B104
Directions Served	R	T	T	T	T	T	T	T	T
Maximum Queue (ft)	185	132	177	187	284	262	282	492	496
Average Queue (ft)	45	15	65	90	130	111	125	217	220
95th Queue (ft)	138	72	137	171	347	300	338	604	608
Link Distance (ft)	431	183	183	183	190	190	190	403	403
Upstream Blk Time (%)			0	0	22	13	22	23	24
Queuing Penalty (veh)			1	1	324	186	321	492	532
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	31	26	64
Average Queue (ft)	4	8	39
95th Queue (ft)	21	26	57
Link Distance (ft)	394		782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		1	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: Chesapeake Blvd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	162	53	40
Average Queue (ft)	71	8	11
95th Queue (ft)	122	32	34
Link Distance (ft)		3567	556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	400		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 77: Fox Run

Movement	EB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	11	36	60
Average Queue (ft)	0	20	32
95th Queue (ft)	6	44	53
Link Distance (ft)		196	106
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	60		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 79: Chesapeake Blvd/Chesapeake Blvd & Fox Run

Movement	EB	SB	SB	B102	B103
Directions Served	L	T	R	T	T
Maximum Queue (ft)	36	876	125	1229	678
Average Queue (ft)	12	791	72	674	126
95th Queue (ft)	31	1018	174	1600	566
Link Distance (ft)		771		1323	3567
Upstream Blk Time (%)		75		27	
Queuing Penalty (veh)		347		124	
Storage Bay Dist (ft)	150		100		
Storage Blk Time (%)		98	0		
Queuing Penalty (veh)		73	0		

Intersection: 80: Commerce Ln

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	13	62	28
Average Queue (ft)	4	19	3
95th Queue (ft)	13	46	17
Link Distance (ft)	458	458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 82: MD 2-4

Movement	B107
Directions Served	T
Maximum Queue (ft)	7
Average Queue (ft)	0
95th Queue (ft)	5
Link Distance (ft)	1150
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 84:

Movement	WB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	46	53	31
Average Queue (ft)	6	17	6
95th Queue (ft)	28	45	26
Link Distance (ft)			327
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: MD 2-4

Movement	SB	SB	SE
Directions Served	T	T	R
Maximum Queue (ft)	21	44	17
Average Queue (ft)	1	4	1
95th Queue (ft)	9	25	10
Link Distance (ft)	1268	1268	1385
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	36	55
Average Queue (ft)	3	21
95th Queue (ft)	19	48
Link Distance (ft)		24
Upstream Blk Time (%)		5
Queuing Penalty (veh)		17
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

Movement		
Directions Served		
Maximum Queue (ft)		
Average Queue (ft)		
95th Queue (ft)		
Link Distance (ft)		
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 89: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	762	775
Average Queue (ft)	341	338
95th Queue (ft)	949	949
Link Distance (ft)	733	733
Upstream Blk Time (%)	10	21
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

Movement	WB	SB	SB	SB
Directions Served	R	T	T	T
Maximum Queue (ft)	66	703	704	732
Average Queue (ft)	30	389	389	397
95th Queue (ft)	52	914	923	946
Link Distance (ft)	141	660	660	660
Upstream Blk Time (%)		26	25	34
Queuing Penalty (veh)		298	288	393
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 105: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)



Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	L	L	T	T	T	R
Maximum Queue (ft)	377	372	189	275	486	469	250	263	352	380	358	52
Average Queue (ft)	234	238	76	273	467	224	140	157	185	214	232	22
95th Queue (ft)	395	402	145	278	477	583	277	295	322	330	328	46
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)					86	17						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)				250			370	370				
Storage Blk Time (%)				84	31		0	2	0			
Queuing Penalty (veh)				272	77		1	17	0			

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	325	571	571	564	106
Average Queue (ft)	199	463	457	452	33
95th Queue (ft)	407	658	665	664	78
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)		31	30	31	
Queuing Penalty (veh)		272	258	268	
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	0	53			
Queuing Penalty (veh)	0	82			

Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	T	T	R
Maximum Queue (ft)	173	68	121	148	169	184	84	527	539	528	112
Average Queue (ft)	85	30	46	54	69	93	13	426	426	426	8
95th Queue (ft)	154	56	104	134	154	188	51	694	713	697	69
Link Distance (ft)	218	218		780	780	780	780	489	489	489	489
Upstream Blk Time (%)	0							29	31	34	
Queuing Penalty (veh)	0							248	266	290	
Storage Bay Dist (ft)			375								
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	R	L	LT	R	L	L	T	T	T	R	L	L
Maximum Queue (ft)	74	284	288	125	220	244	331	349	336	107	350	375
Average Queue (ft)	5	220	178	35	95	122	168	189	210	36	204	254
95th Queue (ft)	44	317	341	115	244	274	321	323	309	76	353	529
Link Distance (ft)	216	265	265				434	434	434	434		
Upstream Blk Time (%)		11	11			0	1	0				
Queuing Penalty (veh)		22	21			0	7	1				
Storage Bay Dist (ft)				100	475	475					350	350
Storage Blk Time (%)			16	0		0	1				3	1
Queuing Penalty (veh)			14	0		0	1				31	7

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	807	832	837	636
Average Queue (ft)	742	744	748	101
95th Queue (ft)	975	982	985	518
Link Distance (ft)	780	780	780	780
Upstream Blk Time (%)	21	22	25	2
Queuing Penalty (veh)	179	189	216	17
Storage Bay Dist (ft)				
Storage Blk Time (%)	68			
Queuing Penalty (veh)	98			

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	T	R	L	T	R	L	T	T	T	R	L
Maximum Queue (ft)	250	1026	250	275	635	272	400	1331	1331	1332	1336	232
Average Queue (ft)	204	684	213	273	606	112	384	1277	1280	1282	854	146
95th Queue (ft)	304	1069	320	278	621	213	459	1399	1388	1375	1705	222
Link Distance (ft)		1280			588			1286	1286	1286	1286	
Upstream Blk Time (%)					51			29	25	26	5	
Queuing Penalty (veh)					0			177	156	162	33	
Storage Bay Dist (ft)	225		225	250		250	375					250
Storage Blk Time (%)	11	34	9	52	1	0	58	42				0
Queuing Penalty (veh)	97	261	57	432	16	4	364	80				0

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	275	1567	1576	1578	1582
Average Queue (ft)	250	1540	1548	1547	1527
95th Queue (ft)	342	1557	1569	1564	1630
Link Distance (ft)		1522	1522	1522	1522
Upstream Blk Time (%)		46	54	73	30
Queuing Penalty (veh)		393	458	628	256
Storage Bay Dist (ft)	250				
Storage Blk Time (%)	1	61			
Queuing Penalty (veh)	6	313			

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	37	207	522	538	531	164	207	661	1095	1108
Average Queue (ft)	6	74	337	364	382	9	94	73	104	158
95th Queue (ft)	24	154	667	685	677	80	177	331	456	609
Link Distance (ft)	458	458	498	498	498	498		1286	1286	1286
Upstream Blk Time (%)			18	21	26			0	0	0
Queuing Penalty (veh)			108	126	160			0	1	2
Storage Bay Dist (ft)							300			
Storage Blk Time (%)			47							
Queuing Penalty (veh)			0							

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	EB	WB	WB	WB	B23	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	TR	T	L	L	T	T
Maximum Queue (ft)	477	490	319	110	153	138	477	18	74	197	375	451
Average Queue (ft)	457	459	128	4	53	65	327	1	25	69	231	275
95th Queue (ft)	469	475	247	65	117	117	516	14	65	145	338	395
Link Distance (ft)	449	449	449			503	503	918			718	718
Upstream Blk Time (%)	66	69	1	0			3					
Queuing Penalty (veh)	307	324	3	0			6					
Storage Bay Dist (ft)				450	380				425	425		
Storage Blk Time (%)			1	0							0	
Queuing Penalty (veh)			3	0							0	

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	L	L	T	T	T	R
Maximum Queue (ft)	475	70	48	409	436	447	50
Average Queue (ft)	316	22	6	274	303	326	3
95th Queue (ft)	429	54	29	389	423	439	48
Link Distance (ft)	718			491	491	491	491
Upstream Blk Time (%)				0	0	0	
Queuing Penalty (veh)				0	1	2	
Storage Bay Dist (ft)		400	400				
Storage Blk Time (%)				1			
Queuing Penalty (veh)				0			

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	64	144	259	287	82	208	248	285	46	77	187	237
Average Queue (ft)	8	62	173	195	28	121	142	171	10	20	102	137
95th Queue (ft)	36	116	246	272	68	191	224	262	34	56	188	222
Link Distance (ft)		590	394	394		488	488	488	488		822	822
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				450					400		
Storage Blk Time (%)	0	0										
Queuing Penalty (veh)	0	0										

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	222	31
Average Queue (ft)	112	5
95th Queue (ft)	198	20
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 19595

## **2035 Alternative 2**

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	11941	11529	11673	11924	11685	11750
Vehs Exited	11804	11468	11593	11846	11625	11661
Starting Vehs	1123	1100	1161	1155	1136	1114
Ending Vehs	1260	1161	1241	1233	1196	1208
Travel Distance (mi)	23368	22701	22780	23287	22931	23013
Travel Time (hr)	3320.1	3269.4	3347.6	3331.0	3224.9	3298.6
Total Delay (hr)	2676.8	2641.8	2718.7	2689.0	2593.3	2663.9
Total Stops	20110	18721	19163	19764	18849	19318
Fuel Used (gal)	1384.6	1351.9	1375.7	1386.7	1351.0	1370.0

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	11941	11529	11673	11924	11685	11750
Vehs Exited	11804	11468	11593	11846	11625	11661
Starting Vehs	1123	1100	1161	1155	1136	1114
Ending Vehs	1260	1161	1241	1233	1196	1208
Travel Distance (mi)	23368	22701	22780	23287	22931	23013
Travel Time (hr)	3320.1	3269.4	3347.6	3331.0	3224.9	3298.6
Total Delay (hr)	2676.8	2641.8	2718.7	2689.0	2593.3	2663.9
Total Stops	20110	18721	19163	19764	18849	19318
Fuel Used (gal)	1384.6	1351.9	1375.7	1386.7	1351.0	1370.0

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	1.0	0.2	2.8	1.5	47.0	2.0

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.7	0.2	0.0	0.0	0.4
Total Del/Veh (s)	10.0	0.7	1.0	0.8	348.1	93.3	336.8	88.0

10: MD 2-4 & Auto DR Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	46.0	3.4	6.3	23.2	8.5

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	9.1	1.4	1.0	1.6	20.8	16.3	3.8

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	5.3	5.1	1.5	4.3

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.2	0.1	3.5	4.9	1.9	1.8	1.4	2.7

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.1	3.3	3.1	0.7	0.8	5.0	7.0	3.2	5.0	2.5

21: Church St. Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	84.9	1.0	72.3	72.6	75.3	25.7	4.0	54.2



24: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.2	1.4	0.6	1.3	1.2

26: MD 2-4 & Steeple Chase Drive Performance by movement

Movement	WBT	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	5.1	3.5	1.2	0.4	2.6

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.7	9.1	4.7

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	4.1	1.2	1.2	2.8	1.3

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	2.2	0.8	2.0	1.8

33: MD 2-4 & Duke St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.1	2.8	3.2	3.4	24.6	3.4	3.9

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.5	1.1	34.3	13.9	51.9	11.8	6.8

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.2	0.1	14.4	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.2	3.0	2.3	214.3	197.6	212.8	9.3	10.6	9.8	3.9	4.8	3.5

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	8.4
Total Del/Veh (s)	112.3

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.2	24.8	8.5	23.7	4.1	6.1	8.2	5.6	2.9	14.6	5.8	3.8

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	8.6

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.5	0.1	0.1	0.1
Total Del/Veh (s)	6.3	2.1	0.8	0.7	11.2	5.5	1.7

40: Traskers Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1	2.7	0.5	0.2	0.0	0.0	0.0	0.4
Total Del/Veh (s)	39.6	1.6	32.1	33.9	0.8	7.0	3.2	0.8	9.7	2.1	1.9	3.7

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	3.2	0.8	0.5
Total Del/Veh (s)	67.4	16.8	3.0	2.2	16.2	2.5	6.5

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	5.4	2.2	0.7	0.4	1.9

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	63.9	46.2	24.0	303.8	41.5	16.8	11.5	15.0	5.6	63.5	5.2	5.1

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	36.0

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.2	0.2	0.2	0.0	0.0	0.0	0.5	0.3	0.1
Total Del/Veh (s)	237.0	47.7	18.5	58.1	72.8	48.9	13.5	7.6	6.3	35.9	10.4	9.7

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	25.3

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	161.3	159.1	161.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	142.6	48.1	6.6	35.7	49.5	16.1	96.3	101.6	95.3	114.4	92.1	28.3

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	77.2
Total Del/Veh (s)	68.1

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	16.1	1.4	5.6	2.9	0.8	0.8	0.3	4.4

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	10.3	7.4	9.2

55: Fox Run Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.1	0.0
Total Del/Veh (s)	1.5	0.1	1.8	0.4	0.1	6.4	5.4	3.8	5.2	5.2	2.7	2.7

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.3	0.0	0.0	0.0
Total Del/Veh (s)	4.8	0.6	8.1	7.7	3.2	2.1	0.8	0.5	4.5	1.4	1.2	1.7

58: Armory Rd Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	7.8	895.3	910.1	940.8	0.0	0.0	1017.7	1004.5	958.1	660.4
Total Del/Veh (s)	247.2	1517.5	43.6	67.1	5.1	4.1	87.0	140.4	118.3	122.3

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	0.1	39.6	0.0	0.1	0.4
Total Del/Veh (s)	1.0	1.2	558.0	561.1	17.2	16.3	193.7

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	4.0	0.2	0.2	0.0	0.0	0.1	0.1	0.0	0.0
Total Del/Veh (s)	29.0	4.7	6.3	29.5	25.1	8.4	14.2	9.0	6.3	12.1	10.3	8.0

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	11.4

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	40.4	6.0	2.8	1.3	0.9	2.6

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.0	3.0	2.0	1.3	14.3	26.1	8.4

67: MD 2-4 & Industry Ln & Main St Performance by movement

Movement	NBT	NBR	SBT	SWR2	All
Denied Del/Veh (s)	492.3	491.8	0.0	0.0	361.8
Total Del/Veh (s)	12.3	16.2	1.9	0.4	9.9

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	3.5	0.1	22.1	11.3

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.2	0.4	0.7	5.3	2.7	1.1

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.9	3.1	6.0	9.6	30.5	6.0	7.2

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	1.6	0.3	0.1	2.1	0.6	0.3	5.0	7.2	3.4	5.4	5.7	2.9

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.2

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	EBT	EBR	SBL	SBT	SBR	NWT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.2	0.1	10.3	3.0	1.1	2.5	1.4	4.1	6.6

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	4.1	0.1
Total Del/Veh (s)	10.2	0.4	4.2	2.5	0.7	0.3	0.1	2.9

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	1.2	1.3	2.0

84: Performance by movement

Movement	EBT	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0	0.0	0.0
Total Del/Veh (s)	0.0	2.6	21.5	0.0	2.2	2.8

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	1.4	1.9	1.2

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	5.1	2.0	0.0	2.0

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.1	1.0

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	1287.4	713.1
Total Del/Veh (s)	0.3	0.1	70.2	25.1

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	4.3	1.6	7.8	5.3

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.1	1.2

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.0	0.1	0.1	3.8	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	58.0	60.2	5.4	68.8	62.6	3.8	66.4	64.7	17.7	4.2	63.5	15.7

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	0.1
Total Del/Veh (s)	2.9	25.5

2403: MD 2-4 & Traskers Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	4.2	1.7	0.6	0.0	1.4

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	0.2	2.2	1.0	0.1	1.1	0.2	1.0

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBT	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	5.6	22.2	3.5	4.7	1.0	0.2	4.9

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	58.1	23.9	5.8	0.5	52.4	3.3	8.1

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.6	18.8	1.6	52.0	50.1	3.9	119.4	23.2	4.1	67.9	21.5	4.5

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	27.5

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	68.7	1.2	58.1	53.2	26.5	71.9	4.9	0.6	47.6	3.4	0.7	6.4

Total Network Performance

Denied Del/Veh (s)	504.2
Total Del/Veh (s)	153.1



Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	12.3	639.6	0.2	27
	85	0.8	8.5	0.1	45
	82	2.3	22.1	0.3	46
	107	1.7	27.3	0.3	46
	105	1.2	17.7	0.2	47
	24	1.2	12.8	0.2	45
Old Field La.	2411	4.9	12.3	0.1	31
Duke St	33	3.3	15.6	0.2	39
Church St.	2409	22.5	32.9	0.1	16
	16	6.7	15.0	0.1	26
Walmart South	31	2.0	11.6	0.1	41
Walmart North	29	1.2	7.6	0.1	42
Commerce Ln	2408	5.8	13.5	0.1	29
MD 402	2407	3.5	22.8	0.3	42
Steeple Chase Drive	26	3.5	25.5	0.3	43
Braschers Blvd	43	0.7	6.8	0.1	45
Fox Run	2405	1.0	8.1	0.1	46
Traskers	2403	1.1	13.1	0.2	45
Harrow Ln	2	1.0	8.7	0.1	42
Calvert Hospital Sou	2401	17.6	29.5	0.2	20
	91	4.9	13.3	0.1	32
Auto DR	10	3.4	13.3	0.1	35
Calvert Hospital Nor	69	3.5	6.4	0.0	24
	104	3.0	6.2	0.0	26
	28	1.5	8.2	0.1	36
	89	0.1	1.4	0.0	66
<b>Total</b>		<b>110.8</b>	<b>999.9</b>	<b>3.8</b>	<b>36</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	70.2	2963.5	0.1	6
	28	9.1	10.4	0.0	9
	104	40.8	47.0	0.1	6
Calvert Hospital Nor	69	22.1	25.4	0.0	6
Auto DR	10	6.3	9.4	0.0	16
	91	1.6	11.0	0.1	43
Stoakley	2401	15.7	23.8	0.1	18
	2	3.4	16.3	0.2	37
Traskers	2403	0.5	8.0	0.1	46
Chapline	2405	1.0	12.8	0.2	46
Braschers Blvd	43	0.5	7.8	0.1	47
	26	0.4	6.7	0.1	45
MD 402	2407	1.0	22.6	0.3	49
	2408	3.4	22.5	0.3	43
Walmart North	29	1.2	9.3	0.1	43
Walmart South	31	0.5	6.9	0.1	46
	16	0.8	10.5	0.1	46
MD 231	2409	21.5	28.9	0.1	14
Duke St	33	3.8	15.1	0.1	35
Sherry Lane	2411	3.4	15.3	0.2	40
	24	1.3	9.0	0.1	43
	105	0.9	12.4	0.2	46
	107	0.8	17.3	0.2	48
	82	1.2	26.3	0.3	48
	85	1.4	20.1	0.3	51
Industry Ln	67	2.2	11.8	0.1	33
<b>Total</b>		<b>214.8</b>	<b>3370.3</b>	<b>3.8</b>	<b>28</b>

Intersection: 2: MD 2-4 & Harrow Ln

Movement	SW
Directions Served	>
Maximum Queue (ft)	105
Average Queue (ft)	29
95th Queue (ft)	72
Link Distance (ft)	500
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Armory Rd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	102	21	1449
Average Queue (ft)	50	1	905
95th Queue (ft)	86	11	1622
Link Distance (ft)		300	1923
Upstream Blk Time (%)			1
Queuing Penalty (veh)			6
Storage Bay Dist (ft)	100		
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 10: MD 2-4 & Auto DR

Movement	EB	NB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	256	10	178	271
Average Queue (ft)	43	1	16	244
95th Queue (ft)	191	8	95	299
Link Distance (ft)	1098	660	183	183
Upstream Blk Time (%)			0	88
Queuing Penalty (veh)			0	869
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13:

Movement	EB	WB	WB	SB
Directions Served	LT	T	R	LR
Maximum Queue (ft)	80	6	13	161
Average Queue (ft)	11	0	0	70
95th Queue (ft)	50	4	5	127
Link Distance (ft)	674	301	301	486
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: MD 2-4

Movement	WB
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	4
95th Queue (ft)	29
Link Distance (ft)	210
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	96	73	89	9
Average Queue (ft)	37	19	12	0
95th Queue (ft)	69	52	52	4
Link Distance (ft)	869		786	782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		80		
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Intersection: 20: Merrimac Ct & Duke St

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	59	32
Average Queue (ft)	1	29	10
95th Queue (ft)	8	52	32
Link Distance (ft)	1114	782	253
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	248	374	881	141	65
Average Queue (ft)	197	130	457	137	37
95th Queue (ft)	273	327	770	141	63
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)				36	
Queuing Penalty (veh)				176	
Storage Bay Dist (ft)	225				
Storage Blk Time (%)	20	0			
Queuing Penalty (veh)	23	0			

Intersection: 24: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: MD 2-4 & Steeple Chase Drive

Movement	WB
Directions Served	R
Maximum Queue (ft)	99
Average Queue (ft)	28
95th Queue (ft)	87
Link Distance (ft)	279
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 28: MD 2-4

Movement	B104	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	94	114	146
Average Queue (ft)	6	10	124
95th Queue (ft)	68	57	142
Link Distance (ft)	190	65	65
Upstream Blk Time (%)	0	1	97
Queuing Penalty (veh)	3	12	1440
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: MD 2-4 & Walmart North

Movement	NB
Directions Served	L
Maximum Queue (ft)	53
Average Queue (ft)	17
95th Queue (ft)	42
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 31: MD 2-4 & Walmart South

Movement	EB	NB
Directions Served	R	T
Maximum Queue (ft)	11	11
Average Queue (ft)	0	0
95th Queue (ft)	8	7
Link Distance (ft)	249	665
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 33: MD 2-4 & Duke St

Movement	WB	NB	SB
Directions Served	R	T	L
Maximum Queue (ft)	59	10	122
Average Queue (ft)	4	0	46
95th Queue (ft)	29	7	93
Link Distance (ft)	287	822	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			250
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 34: MD 231

Movement	WB	WB	WB	NW
Directions Served	L	T	T	LR
Maximum Queue (ft)	34	109	344	48
Average Queue (ft)	2	4	41	12
95th Queue (ft)	17	55	222	38
Link Distance (ft)		449	449	235
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)	300			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	38	1197	212	49
Average Queue (ft)	5	1172	66	8
95th Queue (ft)	26	1188	164	33
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)	97			
Queuing Penalty (veh)	1271			
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR	
Maximum Queue (ft)	85	79	129	126	70	62	39	177	62	61	91	
Average Queue (ft)	31	33	49	50	19	23	8	68	22	18	39	
95th Queue (ft)	71	69	95	101	53	50	29	139	52	48	79	
Link Distance (ft)	420	420	420	1310	1310			1081			1569	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)							130	210			300	150
Storage Blk Time (%)									0			
Queuing Penalty (veh)									0			

Intersection: 38:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	81	4	58
Average Queue (ft)	16	0	23
95th Queue (ft)	58	3	48
Link Distance (ft)	1081		143
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		
Storage Blk Time (%)			
Queuing Penalty (veh)			



Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	LT	R	L	T	L	TR
Maximum Queue (ft)	55	64	11	62	194	34	131
Average Queue (ft)	15	18	0	18	54	6	32
95th Queue (ft)	43	48	8	46	142	25	91
Link Distance (ft)	261	231	231		642		301
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)				170		150	
Storage Blk Time (%)					0		0
Queuing Penalty (veh)					0		0

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	133	78	97	28	116	183
Average Queue (ft)	55	26	30	2	46	61
95th Queue (ft)	110	59	82	13	85	136
Link Distance (ft)	273	273	566			415
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)						0
Queuing Penalty (veh)						0

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB
Directions Served	R
Maximum Queue (ft)	90
Average Queue (ft)	40
95th Queue (ft)	67
Link Distance (ft)	273
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 45: Prince Frederick Blvd & Allnut Ct

Movement	EB	WB	WB	WB	NB	NB	NB	B95	SB	SB	SB
Directions Served	LTR	L	L	TR	L	T	R	T	L	L	TR
Maximum Queue (ft)	162	175	414	114	113	371	225	130	108	124	249
Average Queue (ft)	68	148	215	47	12	235	96	10	54	69	81
95th Queue (ft)	135	208	499	93	67	384	246	59	95	117	170
Link Distance (ft)	162		783	783		299		249			566
Upstream Blk Time (%)	1					4					
Queuing Penalty (veh)	0					40					
Storage Bay Dist (ft)		150			200		200		250	250	
Storage Blk Time (%)		58	6			11	0				0
Queuing Penalty (veh)		38	4			25	1				0

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	197	96	158	421	54	182	164	510
Average Queue (ft)	79	32	76	202	12	87	107	142
95th Queue (ft)	185	74	139	375	41	162	178	341
Link Distance (ft)	409	409	1288	1288		1048		906
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					150		140	
Storage Blk Time (%)						1	8	2
Queuing Penalty (veh)						0	42	5

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	LT	R
Maximum Queue (ft)	640	653	629	34	404	95	225	834	434	308
Average Queue (ft)	601	615	270	5	310	24	168	428	193	130
95th Queue (ft)	714	687	755	20	426	69	286	760	378	269
Link Distance (ft)	604	604	604	333	333	333		1470	1355	
Upstream Blk Time (%)	42	44	5		13					
Queuing Penalty (veh)	0	0	0		37					
Storage Bay Dist (ft)							200			400
Storage Blk Time (%)							4	44	1	0
Queuing Penalty (veh)							15	88	3	0

Intersection: 50: Armory Rd & Allnut Ct

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	126	107	63	38
Average Queue (ft)	58	51	21	3
95th Queue (ft)	104	85	54	21
Link Distance (ft)	783	783		139
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 51:

Movement	NB
Directions Served	LTR
Maximum Queue (ft)	61
Average Queue (ft)	4
95th Queue (ft)	33
Link Distance (ft)	3312
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 55: Fox Run

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	9	38	8	73	72
Average Queue (ft)	0	4	0	40	31
95th Queue (ft)	5	20	5	62	58
Link Distance (ft)			127	817	76
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	125	60			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	36	53	45	25
Average Queue (ft)	7	24	11	3
95th Queue (ft)	29	46	39	17
Link Distance (ft)	279	159	139	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				150
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	TR	L	TR	LTR	L	TR
Maximum Queue (ft)	67	478	404	20	478	175
Average Queue (ft)	15	426	270	1	451	175
95th Queue (ft)	50	594	634	11	469	176
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	14	75	51		98	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					1	98
Queuing Penalty (veh)					9	156

Intersection: 59: Armory Rd

Movement	NB	SB	SB	SE
Directions Served	T	T	R	LR
Maximum Queue (ft)	4	1898	75	249
Average Queue (ft)	0	1890	22	108
95th Queue (ft)	3	1899	77	210
Link Distance (ft)	134	1883		554
Upstream Blk Time (%)		43		
Queuing Penalty (veh)		318		
Storage Bay Dist (ft)			50	
Storage Blk Time (%)		99	0	
Queuing Penalty (veh)		20	0	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	74	151	41	101	231	269
Average Queue (ft)	49	39	12	39	90	102
95th Queue (ft)	82	102	36	73	181	202
Link Distance (ft)		1114		260	782	1200
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		50			
Storage Blk Time (%)	20	1	0	6		
Queuing Penalty (veh)	10	2	0	1		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	39	99	51
Average Queue (ft)	9	15	4
95th Queue (ft)	33	57	26
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	SB	SB
Directions Served	L	R	T	R
Maximum Queue (ft)	52	35	237	263
Average Queue (ft)	20	13	51	137
95th Queue (ft)	48	37	145	234
Link Distance (ft)		584	952	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	225			250
Storage Blk Time (%)			0	2
Queuing Penalty (veh)			0	3

Intersection: 67: MD 2-4 & Industry Ln & Main St

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	424	1062
Average Queue (ft)	14	50
95th Queue (ft)	215	419
Link Distance (ft)	1049	1049
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB	SB	SB	B104	B104
Directions Served	R	T	T	T	T	T	T	T
Maximum Queue (ft)	29	46	124	141	190	300	421	507
Average Queue (ft)	1	2	37	50	111	274	73	483
95th Queue (ft)	11	25	93	118	265	294	299	503
Link Distance (ft)	431	183	183	183	190	190	403	403
Upstream Blk Time (%)			0	0	0	94	0	97
Queuing Penalty (veh)			0	0	4	928	3	1434
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	40	26	49
Average Queue (ft)	3	7	20
95th Queue (ft)	19	25	47
Link Distance (ft)	394		782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		1	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: Chesapeake Blvd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	181	52	49
Average Queue (ft)	81	12	13
95th Queue (ft)	142	39	38
Link Distance (ft)		3567	556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	400		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 77: Fox Run

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	6	19	45	37
Average Queue (ft)	0	1	22	17
95th Queue (ft)	4	9	45	40
Link Distance (ft)			196	107
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60	50		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB	EB	SB	SB	NW
Directions Served	L	R	L	R	R
Maximum Queue (ft)	158	116	60	25	20
Average Queue (ft)	71	22	4	1	2
95th Queue (ft)	139	70	47	18	12
Link Distance (ft)		809	771		1923
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150			100	
Storage Blk Time (%)	3	0	1		
Queuing Penalty (veh)	1	0	1		

Intersection: 80: Commerce Ln

Movement	EB	EB	NB	SB
Directions Served	L	R	L	R
Maximum Queue (ft)	26	68	52	8
Average Queue (ft)	4	25	4	0
95th Queue (ft)	18	55	25	4
Link Distance (ft)	458	458		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	150
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 82: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 84:

Movement	WB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	119	48	30
Average Queue (ft)	42	12	8
95th Queue (ft)	96	39	29
Link Distance (ft)			327
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		



Intersection: 85: MD 2-4

Movement	NB
Directions Served	T
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	520
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	73	74
Average Queue (ft)	8	33
95th Queue (ft)	36	53
Link Distance (ft)		24
Upstream Blk Time (%)		14
Queuing Penalty (veh)		73
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 89: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	774	792
Average Queue (ft)	750	756
95th Queue (ft)	764	777
Link Distance (ft)	733	733
Upstream Blk Time (%)	30	89
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

Movement	WB
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	21
95th Queue (ft)	44
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 105: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	UL	L	T	T	T	R
Maximum Queue (ft)	204	232	75	161	163	39	153	167	298	324	326	119
Average Queue (ft)	120	134	34	91	68	14	90	94	157	184	210	45
95th Queue (ft)	180	196	60	150	130	39	143	145	259	281	300	88
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250			370			370		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	245	170	192	168	61
Average Queue (ft)	106	84	90	79	24
95th Queue (ft)	187	146	158	150	53
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 2403: MD 2-4 & Traskers

Movement	EB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	R	T	T	T	R
Maximum Queue (ft)	44	93	85	139	14	53	55	72	6
Average Queue (ft)	7	5	5	10	1	4	4	6	0
95th Queue (ft)	30	40	42	64	6	32	33	46	4
Link Distance (ft)		436	436	436	436	789	789	789	789
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)	100								
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	WB
Directions Served	R	R
Maximum Queue (ft)	74	456
Average Queue (ft)	41	143
95th Queue (ft)	66	341
Link Distance (ft)	1288	593
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	34	170	141	192	296	26	244	36	47	93
Average Queue (ft)	9	84	36	60	99	1	108	4	5	20
95th Queue (ft)	28	146	105	153	231	11	200	19	30	68
Link Distance (ft)	458	458	498	498	498	498		1304	1304	1304
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)							300			
Storage Blk Time (%)							0			
Queuing Penalty (veh)							0			

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	
Directions Served	L	L	T	L	L	TR	UL	L	T	T	T	UL	
Maximum Queue (ft)	301	336	222	54	85	202	235	299	337	351	358	83	
Average Queue (ft)	174	209	94	13	38	96	73	173	180	214	247	27	
95th Queue (ft)	266	305	181	39	73	166	200	318	295	335	365	63	
Link Distance (ft)	449	449	449		503	503			718	718	718		
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)				380			425		425		400		
Storage Blk Time (%)							0		0				
Queuing Penalty (veh)							0		1				

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB
Directions Served	L	T	T	T
Maximum Queue (ft)	58	134	132	153
Average Queue (ft)	8	55	63	79
95th Queue (ft)	35	103	112	134
Link Distance (ft)		491	491	491
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	400			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	28	57	83	98	55	182	186	223	39	51	77	91
Average Queue (ft)	3	14	31	39	10	67	76	106	11	10	11	27
95th Queue (ft)	17	42	67	80	34	149	165	211	33	34	45	73
Link Distance (ft)		590	394	394		488	488	488	488		822	822
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150	450						400				
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	63	35
Average Queue (ft)	14	3
95th Queue (ft)	50	18
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 7064

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	15355	14687	15718	14853	15582	15239
Vehs Exited	14733	14131	15196	14410	14998	14695
Starting Vehs	1601	1678	1560	1849	1640	1648
Ending Vehs	2223	2234	2082	2292	2224	2204
Travel Distance (mi)	24857	24037	25341	24059	25357	24731
Travel Time (hr)	7207.2	7577.0	6825.0	7549.6	6846.4	7201.0
Total Delay (hr)	6531.5	6923.6	6128.2	6892.3	6152.9	6525.7
Total Stops	32309	30750	32545	31909	32020	31908
Fuel Used (gal)	2339.9	2394.7	2260.2	2392.4	2264.4	2330.3

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	15355	14687	15718	14853	15582	15239
Vehs Exited	14733	14131	15196	14410	14998	14695
Starting Vehs	1601	1678	1560	1849	1640	1648
Ending Vehs	2223	2234	2082	2292	2224	2204
Travel Distance (mi)	24857	24037	25341	24059	25357	24731
Travel Time (hr)	7207.2	7577.0	6825.0	7549.6	6846.4	7201.0
Total Delay (hr)	6531.5	6923.6	6128.2	6892.3	6152.9	6525.7
Total Stops	32309	30750	32545	31909	32020	31908
Fuel Used (gal)	2339.9	2394.7	2260.2	2392.4	2264.4	2330.3

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	865.9	47.7
Total Del/Veh (s)	1.0	1.1	0.1	4.5	1.7	514.3	22.7

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	929.3	935.4	5.9		0.6	471.5
Total Del/Veh (s)	13.4	0.9	114.5	86.6	1526.7		1500.3	218.7

10: MD 2-4 & Auto DR Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	252.4	4.5	7.4	23.8	10.9

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1032.9	1064.8	177.5
Total Del/Veh (s)	25.1	3.5	6.7	3.5	360.6	354.5	45.5

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	3.9	4.4	4.7	4.2

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	6.5	37.2	0.0	2.2	0.0	0.0	2.0
Total Del/Veh (s)	542.1	477.7	145.8	140.9	1.5	1.1	96.8

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.2	0.2	0.2	0.1
Total Del/Veh (s)	3.2	3.0	3.8	0.7	0.2	7.2	8.3	4.0	7.2	9.3	4.2	4.4

21: Church St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.6	0.0	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	112.9	80.8	283.2	289.0	21.5	3.7	133.4



24: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	3.3	1.1	1.2	2.3

26: MD 2-4 & Steeple Chase Drive Performance by movement

Movement	WBT	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	30.0	73.3	2.9	126.7	0.5	10.8

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	0.8	8.1	4.6

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	13.5	0.7	1.2	3.3	1.5

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.6	1.7	2.6	9.9	2.8

33: MD 2-4 & Duke St Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.7	4.5	3.7	32.7	6.2	6.8

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NWL	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.7	1.6	12.4	10.5	27.6	12.9	5.3

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.2	0.3	0.2	25.8	26.7	19.9	7.1	8.9	8.2	0.0	0.1	0.0
Total Del/Veh (s)	5.2	5.0	3.4	255.9	259.3	253.5	143.7	157.9	182.0	3.3	4.3	3.3

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	12.8
Total Del/Veh (s)	175.9

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
Total Del/Veh (s)	80.5	23.3	6.8	27.2	5.1	25.6	34.9	41.2	20.1	19.3	6.5	4.6

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	23.6

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	7.6	3.3	0.5
Total Del/Veh (s)	8.7	3.3	12.1	4.8	40.6	34.1	11.1

40: Traskers Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	2.0	1.9	0.7	19.7	14.4	13.6	0.0	0.0	0.0	8.8
Total Del/Veh (s)	67.7	1.6	54.9	64.6	2.3	20.9	16.2	1.9	29.8	5.0	3.3	15.5

42: Braschers Blvd Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.3	0.0	0.0	0.0	0.0	292.3	286.0	162.7
Total Del/Veh (s)	123.4	0.0	9.0	3.7	2.8	42.0	35.9	26.3

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	7.8	4.5	1.9	2.5	3.6

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	75.0	0.0	73.4	1.0	3.7	2.7	0.0	0.0	0.0
Total Del/Veh (s)	60.0	56.9	22.8	864.2	94.5	82.3	21.7	32.4	22.3	93.5	22.2	24.2

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	All
Denied Del/Veh (s)	6.3
Total Del/Veh (s)	94.2

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	808.9	771.5	0.0	0.0	0.0	0.0	0.0	1.6	0.5	0.3	318.5
Total Del/Veh (s)	116.9	28.0	24.6	0.6	58.2	38.4	32.8	88.2	30.7	27.4	50.3

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	814.5	824.4	812.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	115.2	68.4	9.1	65.6	40.3	8.1	91.9	103.0	90.0	70.7	46.0	71.2

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	440.6
Total Del/Veh (s)	67.8

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	30.3	26.7	0.0	0.0	2.3
Total Del/Veh (s)	36.6	5.5	48.6	988.4	609.3	31.8	64.7	111.5

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	9.0	7.7	8.4

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0	0.0	0.0	8.5	8.6	7.8
Total Del/Veh (s)	2.1	0.2	2.2	1.8	0.8	0.6	19.7	11.6	13.9	13.9	13.1	7.1

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	3.5
Total Del/Veh (s)	7.5

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	18.0	24.3	1200.1	1362.4	1403.3	0.0	0.0	0.0	0.3	0.2	6.0	553.8
Total Del/Veh (s)	153.4	171.5	142.6	202.8	146.9	14.8	0.9	0.8	56.9	75.4	74.3	70.2

58: Armory Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	163.0	161.4	1306.2	1261.0	1314.5	0.0	0.0	1804.7	1821.5	1837.6	1423.1
Total Del/Veh (s)	96.9	263.3	945.9	161.9	130.1	4.3	3.3	87.2	162.4	114.4	143.8

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.0	1.2	568.4	531.3	16.9	15.2	190.0

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	2369.8	2367.4	2326.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	64.1	36.0	21.2	3510.0	3240.0	213.5	208.3	191.6	11.3	6.2	5.2	

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	549.2
Total Del/Veh (s)	123.5

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	40.9	6.4	3.6	1.6	2.6	3.2

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.3	3.5	2.3	1.1	32.9	72.4	22.5

67: MD 2-4 & Industry Ln & Main St Performance by movement

Movement	NBT	NBR	SBT	SWT	SWR2	All
Denied Del/Veh (s)	1.8	2.9	0.0		0.0	1.0
Total Del/Veh (s)	3.9	6.6	7.3		0.3	6.1

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.7	4.6	0.1	18.7	11.0

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	1.5	0.0	0.0	0.1
Total Del/Veh (s)	3.2	18.6	0.4	0.8	24.9	15.7	9.6

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	41.0	54.2	6.6	8.0	165.9	40.9	39.4

77: Fox Run Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.2	0.1
Total Del/Veh (s)	13.9	0.3	1.8	0.3	0.2	4.4	28.7	27.1	7.7	5.1	3.8	10.0

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	EBT	EBR	SBL	SBT	SBR	NWT	NWR	All
Denied Del/Veh (s)	7.3	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	343.1	196.2	880.4	385.1	148.3	337.6	2.1	4.3	154.7

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	4.0	0.1
Total Del/Veh (s)	5.4	0.5	3.8	2.4	0.4	0.3	0.1	2.0

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	2.4	3.1	2.0

84: Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	4.8	66.9	2.3	5.8

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	6.9	2.4	3.7

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	5.5	1.7	0.0	2.0

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	0.0	0.8

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	1500.8	986.6
Total Del/Veh (s)	0.3	0.2	58.5	22.9

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	5.6	2.1	9.0	6.7

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	3.0	2.1

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Denied Del/Veh (s)	0.1	0.1	0.1	684.2	671.2	729.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	151.7	152.6	10.1	202.1	172.5	14.9	78.8	78.5	31.8	4.9	62.8	24.7

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	SBR	All
Denied Del/Veh (s)	0.0	96.1
Total Del/Veh (s)	4.7	60.4

2403: MD 2-4 & Traskers Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.9	6.1	3.0	0.9	0.3	2.2

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBT	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.5	10.2	2.2	0.9	2.1	1.0	2.3

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	1.2	568.0	0.0	0.0	0.0	0.0	101.1
Total Del/Veh (s)	44.4	119.4	3.0	4.3	2.1	0.6	23.9

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.2	0.1	16.0	7.2	1.7	64.6	3.7	8.3

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	28.5	21.8	3.0	51.9	59.3	5.0	165.0	26.4	6.4	67.9	26.5	4.3

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	29.8

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	63.7	60.1	1.4	59.0	70.7	51.3	62.0	12.5	1.0	62.3	12.3	0.8

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	17.9

Total Network Performance

Denied Del/Veh (s)	794.5
Total Del/Veh (s)	266.6



Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	3.9	20.3	0.2	40
	85	0.5	8.2	0.1	47
	82	1.4	21.2	0.3	48
	107	1.3	26.9	0.3	47
	105	1.0	17.4	0.2	47
	24	1.1	12.8	0.2	45
Old Field La.	2411	12.5	19.9	0.1	19
Duke St	33	4.7	17.0	0.2	36
Church St.	2409	23.8	34.2	0.1	15
	16	4.7	13.0	0.1	31
Walmart South	31	1.4	11.0	0.1	44
Walmart North	29	0.7	7.1	0.1	45
Commerce Ln	2408	7.2	14.9	0.1	27
MD 402	2407	3.0	21.5	0.3	45
Steeple Chase Drive	26	3.0	24.2	0.3	45
Braschers Blvd	43	0.8	6.8	0.1	44
Fox Run	2405	2.2	9.3	0.1	40
Traskers	2403	1.5	13.4	0.2	43
Harrow Ln	2	1.1	8.8	0.1	42
Calvert Hospital Sou	2401	32.3	44.2	0.2	14
	91	6.5	14.9	0.1	29
Auto DR	10	4.5	14.4	0.1	33
Calvert Hospital Nor	69	4.6	7.5	0.0	20
	104	3.5	6.7	0.0	24
	28	1.9	8.5	0.1	35
	89	0.2	1.4	0.0	64
<b>Total</b>		<b>129.2</b>	<b>405.7</b>	<b>3.8</b>	<b>34</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	58.5	4572.6	0.1	7
	28	8.1	9.4	0.0	10
	104	35.5	41.8	0.1	7
Calvert Hospital Nor	69	18.7	22.1	0.0	7
Auto DR	10	7.4	10.5	0.0	15
	91	2.1	11.6	0.1	41
Stoakley	2401	24.7	32.9	0.1	13
	2	5.8	18.8	0.2	32
Traskers	2403	0.9	8.3	0.1	44
Chapline	2405	2.1	13.8	0.2	42
Braschers Blvd	43	1.1	8.4	0.1	44
	26	0.4	6.8	0.1	44
MD 402	2407	2.1	23.6	0.3	47
	2408	3.8	22.5	0.3	43
Walmart North	29	1.2	9.4	0.1	42
Walmart South	31	0.8	7.3	0.1	44
	16	1.5	11.2	0.1	43
MD 231	2409	26.5	33.9	0.1	12
Duke St	33	7.3	18.6	0.1	28
Sherry Lane	2411	12.3	24.2	0.2	25
	24	3.5	11.3	0.1	34
	105	2.9	14.5	0.2	40
	107	2.0	18.6	0.2	44
	82	2.4	27.5	0.3	46
	85	6.9	25.7	0.3	40
Industry Ln	67	7.8	17.3	0.1	22
<b>Total</b>		<b>246.4</b>	<b>5022.6</b>	<b>3.8</b>	<b>26</b>

Intersection: 2: MD 2-4 & Harrow Ln

Movement	SW
Directions Served	>
Maximum Queue (ft)	539
Average Queue (ft)	514
95th Queue (ft)	535
Link Distance (ft)	500
Upstream Blk Time (%)	98
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Armory Rd

Movement	EB	EB	B108	WB	SB
Directions Served	L	T	T	TR	LR
Maximum Queue (ft)	106	128	385	346	1935
Average Queue (ft)	33	10	24	282	1638
95th Queue (ft)	92	112	240	431	2492
Link Distance (ft)		421	695	300	1923
Upstream Blk Time (%)		0	1	77	63
Queuing Penalty (veh)		5	7	0	326
Storage Bay Dist (ft)	100				
Storage Blk Time (%)	4				
Queuing Penalty (veh)	7				

Intersection: 10: MD 2-4 & Auto DR

Movement	EB	NB	SB	SB
Directions Served	R	T	T	TR
Maximum Queue (ft)	363	10	176	280
Average Queue (ft)	117	0	26	246
95th Queue (ft)	349	7	117	289
Link Distance (ft)	1098	660	183	183
Upstream Blk Time (%)			0	84
Queuing Penalty (veh)			0	1229
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13:

Movement	EB	WB	WB	SB
Directions Served	LT	T	R	LR
Maximum Queue (ft)	272	131	164	545
Average Queue (ft)	28	25	15	505
95th Queue (ft)	133	161	123	524
Link Distance (ft)	674	301	301	486
Upstream Blk Time (%)		6	2	100
Queuing Penalty (veh)		38	14	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 16: MD 2-4

Movement	WB	NB
Directions Served	R	T
Maximum Queue (ft)	60	11
Average Queue (ft)	9	0
95th Queue (ft)	43	8
Link Distance (ft)	210	491
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	B96	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	522	105	889	524	19
Average Queue (ft)	232	21	490	126	1
95th Queue (ft)	688	78	1089	455	9
Link Distance (ft)	869		786	628	782
Upstream Blk Time (%)	5		35	1	
Queuing Penalty (veh)	3		166	6	
Storage Bay Dist (ft)		80			
Storage Blk Time (%)	51	0			
Queuing Penalty (veh)	13	0			

Intersection: 20: Merrimac Ct & Duke St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	17	35	69	94
Average Queue (ft)	1	5	31	44
95th Queue (ft)	9	23	55	74
Link Distance (ft)	287	1114	782	253
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	250	550	1226	142	58
Average Queue (ft)	228	253	1171	135	32
95th Queue (ft)	286	579	1385	157	61
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)			39	26	
Queuing Penalty (veh)			281	213	
Storage Bay Dist (ft)	225				
Storage Blk Time (%)	44	0			
Queuing Penalty (veh)	24	0			

Intersection: 24: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 26: MD 2-4 & Steeple Chase Drive

Movement	WB	NB
Directions Served	R	R
Maximum Queue (ft)	296	552
Average Queue (ft)	218	133
95th Queue (ft)	375	474
Link Distance (ft)	279	1537
Upstream Blk Time (%)	20	
Queuing Penalty (veh)	100	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: MD 2-4

Movement	B104	B104	SB	SB
Directions Served	T	T	T	T
Maximum Queue (ft)	47	97	106	155
Average Queue (ft)	2	9	19	123
95th Queue (ft)	28	84	81	146
Link Distance (ft)	190	190	65	65
Upstream Blk Time (%)		1	3	94
Queuing Penalty (veh)		16	61	2047
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	138	122	57
Average Queue (ft)	27	46	2
95th Queue (ft)	88	95	31
Link Distance (ft)	252		429
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		350	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 31: MD 2-4 & Walmart South

Movement	EB
Directions Served	R
Maximum Queue (ft)	223
Average Queue (ft)	78
95th Queue (ft)	181
Link Distance (ft)	249
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: MD 2-4 & Duke St

Movement	WB	SB	SB
Directions Served	R	L	T
Maximum Queue (ft)	185	222	108
Average Queue (ft)	55	102	4
95th Queue (ft)	143	182	55
Link Distance (ft)	287		718
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		250	
Storage Blk Time (%)		1	0
Queuing Penalty (veh)		3	0

Intersection: 34: MD 231

Movement	WB	WB	NW
Directions Served	L	T	LR
Maximum Queue (ft)	23	68	40
Average Queue (ft)	1	6	12
95th Queue (ft)	11	48	37
Link Distance (ft)		449	235
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	98	1202	1271	41
Average Queue (ft)	15	1170	785	7
95th Queue (ft)	58	1190	1749	30
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)	0	93	10	
Queuing Penalty (veh)	0	1355	75	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	149	71	118	116	104	96	142	744	162	101	116
Average Queue (ft)	40	28	46	43	32	32	47	253	44	42	49
95th Queue (ft)	118	60	86	88	75	80	158	772	183	84	98
Link Distance (ft)	420	420	420	1310	1310			1081			1569
Upstream Blk Time (%)								7			
Queuing Penalty (veh)								61			
Storage Bay Dist (ft)						130	210		300	150	
Storage Blk Time (%)						1	0	18	0	0	
Queuing Penalty (veh)						1	0	40	0	1	

Intersection: 38:

Movement	EB	WB	WB	SB
Directions Served	LT	T	R	LR
Maximum Queue (ft)	186	344	118	134
Average Queue (ft)	35	60	11	58
95th Queue (ft)	124	373	100	118
Link Distance (ft)	1081	674		143
Upstream Blk Time (%)		6		4
Queuing Penalty (veh)		52		0
Storage Bay Dist (ft)			250	
Storage Blk Time (%)		8	0	
Queuing Penalty (veh)		7	0	



Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LT	LT	R	L	T	R	L	TR
Maximum Queue (ft)	127	162	52	194	663	655	125	207
Average Queue (ft)	48	88	9	32	247	60	15	94
95th Queue (ft)	101	154	44	125	571	370	60	190
Link Distance (ft)	261	231	231		642	642		301
Upstream Blk Time (%)					8	4		
Queuing Penalty (veh)					0	0		
Storage Bay Dist (ft)				170			150	
Storage Blk Time (%)					12			2
Queuing Penalty (veh)					5			0

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	234	36	108	25	224	458
Average Queue (ft)	113	5	34	1	95	432
95th Queue (ft)	237	21	86	11	228	443
Link Distance (ft)	273	273	566			415
Upstream Blk Time (%)	3					43
Queuing Penalty (veh)	3					0
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)						40
Queuing Penalty (veh)						36

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB	NB	SB
Directions Served	R	T	R
Maximum Queue (ft)	105	70	37
Average Queue (ft)	39	2	4
95th Queue (ft)	76	49	31
Link Distance (ft)	273	397	436
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 45: Prince Frederick Blvd & Allnut Ct

Movement	EB	WB	WB	WB	NB	NB	NB	B95	B101	SB	SB	SB
Directions Served	LTR	L	L	TR	L	T	R	T	T	L	L	TR
Maximum Queue (ft)	160	175	814	828	186	405	225	346	922	262	275	581
Average Queue (ft)	65	173	794	637	17	374	192	325	871	254	272	567
95th Queue (ft)	125	179	809	1122	95	389	293	337	1026	300	280	630
Link Distance (ft)	162		783	783		299		249	906			566
Upstream Blk Time (%)	1		86	40		39		42	5			22
Queuing Penalty (veh)	0		178	84		620		671	84			283
Storage Bay Dist (ft)		150			200		200			250	250	
Storage Blk Time (%)		99	7			39	2			16	38	2
Queuing Penalty (veh)		159	12			269	27			69	165	14

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	453	433	64	28	174	651	136	578
Average Queue (ft)	427	326	16	2	26	410	24	343
95th Queue (ft)	441	586	50	16	97	637	90	529
Link Distance (ft)	409	409	1288	1288		1048		906
Upstream Blk Time (%)	89	21						
Queuing Penalty (veh)	0	0						
Storage Bay Dist (ft)					150		140	
Storage Blk Time (%)						31	0	30
Queuing Penalty (veh)						9	1	7

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	LT	R
Maximum Queue (ft)	633	652	632	24	396	133	225	717	636	425
Average Queue (ft)	593	624	306	3	262	14	149	337	253	312
95th Queue (ft)	727	640	794	15	404	74	270	673	551	465
Link Distance (ft)	604	604	604	333	333	333		1470	1355	
Upstream Blk Time (%)	21	70	9		6					
Queuing Penalty (veh)	0	0	0		18					
Storage Bay Dist (ft)							200			400
Storage Blk Time (%)							0	35	0	12
Queuing Penalty (veh)							1	71	0	36

Intersection: 50: Armory Rd & Allnut Ct

Movement	EB	EB	NB	NB	B108	SB
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	747	735	174	789	436	171
Average Queue (ft)	296	394	171	747	397	131
95th Queue (ft)	680	775	179	906	560	187
Link Distance (ft)	783	783		695	421	139
Upstream Blk Time (%)	0	4		94	71	53
Queuing Penalty (veh)	3	28		442	336	317
Storage Bay Dist (ft)			150			
Storage Blk Time (%)			98	0		
Queuing Penalty (veh)			279	0		

Intersection: 51:

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	18	23
Average Queue (ft)	1	1
95th Queue (ft)	13	16
Link Distance (ft)	3312	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 55: Fox Run

Movement	EB	EB	EB	WB	WB	NB	SB
Directions Served	L	T	TR	L	TR	LTR	LTR
Maximum Queue (ft)	53	17	4	33	28	221	118
Average Queue (ft)	18	1	0	3	4	64	87
95th Queue (ft)	44	9	3	19	17	148	111
Link Distance (ft)		277	277		127	817	76
Upstream Blk Time (%)							29
Queuing Penalty (veh)							0
Storage Bay Dist (ft)	125			60			
Storage Blk Time (%)				0			
Queuing Penalty (veh)				0			

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	292	202	127	19	84	518
Average Queue (ft)	259	175	39	1	6	179
95th Queue (ft)	321	193	103	10	52	488
Link Distance (ft)	279	159	139	139		817
Upstream Blk Time (%)	37	100	2			2
Queuing Penalty (veh)	61	0	7			5
Storage Bay Dist (ft)					150	
Storage Blk Time (%)						20
Queuing Penalty (veh)						2

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LTR	L	TR
Maximum Queue (ft)	85	509	492	7	482	175
Average Queue (ft)	37	475	472	0	451	174
95th Queue (ft)	80	496	524	5	471	180
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	40	98	95		98	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					1	99
Queuing Penalty (veh)					18	227

Intersection: 59: Armory Rd

Movement	NB	NB	SB	SB	SE
Directions Served	L	T	T	R	LR
Maximum Queue (ft)	20	5	1899	75	264
Average Queue (ft)	1	0	1889	41	113
95th Queue (ft)	10	4	1898	102	221
Link Distance (ft)	134	134	1883		554
Upstream Blk Time (%)			43		
Queuing Penalty (veh)			609		
Storage Bay Dist (ft)				50	
Storage Blk Time (%)			98	0	
Queuing Penalty (veh)			74	3	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	TR	LTR	LTR
Maximum Queue (ft)	75	278	253	798	298
Average Queue (ft)	69	123	253	654	44
95th Queue (ft)	84	249	269	1068	187
Link Distance (ft)		1114	260	782	1200
Upstream Blk Time (%)			100	38	
Queuing Penalty (veh)			0	189	
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	58	3	100		
Queuing Penalty (veh)	46	6	35		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	48	173	101
Average Queue (ft)	12	24	9
95th Queue (ft)	39	107	52
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	59	39	4	669	275
Average Queue (ft)	19	13	0	187	209
95th Queue (ft)	51	38	3	620	315
Link Distance (ft)		584		952	
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				1	
Storage Bay Dist (ft)	225		400		250
Storage Blk Time (%)				0	25
Queuing Penalty (veh)				2	26

Intersection: 67: MD 2-4 & Industry Ln & Main St

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	209	438	108
Average Queue (ft)	7	43	11
95th Queue (ft)	106	282	134
Link Distance (ft)	520	520	520
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	3	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB	SB	SB	B104	B104
Directions Served	R	T	T	T	T	T	T	T
Maximum Queue (ft)	123	124	137	166	190	307	448	516
Average Queue (ft)	28	13	55	74	134	273	132	482
95th Queue (ft)	91	70	116	150	276	296	419	506
Link Distance (ft)	431	183	183	183	190	190	403	403
Upstream Blk Time (%)				0	1	88	2	93
Queuing Penalty (veh)				1	8	1276	47	2030
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	EB	WB	SB
Directions Served	L	T	R	LR
Maximum Queue (ft)	31	45	26	210
Average Queue (ft)	5	7	5	53
95th Queue (ft)	23	64	21	197
Link Distance (ft)	394	394		782
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			1	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 75: Chesapeake Blvd

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	303	1196	40	62
Average Queue (ft)	75	256	4	20
95th Queue (ft)	239	1179	22	58
Link Distance (ft)		1562	3567	556
Upstream Blk Time (%)		12		
Queuing Penalty (veh)		193		
Storage Bay Dist (ft)	400			
Storage Blk Time (%)	0	16		
Queuing Penalty (veh)	0	92		

Intersection: 77: Fox Run

Movement	EB	NB	SB
Directions Served	T	LTR	LTR
Maximum Queue (ft)	26	75	73
Average Queue (ft)	5	30	35
95th Queue (ft)	45	72	60
Link Distance (ft)	127	196	107
Upstream Blk Time (%)	2	0	0
Queuing Penalty (veh)	1	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)	4		
Queuing Penalty (veh)	0		

Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB	EB	SB	SB	B102	B103
Directions Served	L	R	L	R	T	T
Maximum Queue (ft)	126	664	860	125	1403	3577
Average Queue (ft)	15	259	535	12	754	1211
95th Queue (ft)	70	692	1179	72	1852	3680
Link Distance (ft)		809	771		1323	3567
Upstream Blk Time (%)		5	58		48	17
Queuing Penalty (veh)		4	567		469	163
Storage Bay Dist (ft)	150			100		
Storage Blk Time (%)	0	50	66	0		
Queuing Penalty (veh)	0	18	53	0		

Intersection: 80: Commerce Ln

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	13	58	44
Average Queue (ft)	4	22	3
95th Queue (ft)	13	50	20
Link Distance (ft)	458	458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 82: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 84:

Movement	WB	WB	NB	NB
Directions Served	T	T	L	R
Maximum Queue (ft)	171	137	80	31
Average Queue (ft)	74	9	21	5
95th Queue (ft)	145	80	61	23
Link Distance (ft)		584		327
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150		150	
Storage Blk Time (%)	1		0	
Queuing Penalty (veh)	8		0	



Intersection: 85: MD 2-4

Movement	SB	SB	SE
Directions Served	T	T	R
Maximum Queue (ft)	106	108	54
Average Queue (ft)	11	18	4
95th Queue (ft)	55	66	28
Link Distance (ft)	1268	1268	1385
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	62	64
Average Queue (ft)	7	32
95th Queue (ft)	32	47
Link Distance (ft)		24
Upstream Blk Time (%)		16
Queuing Penalty (veh)		120
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 89: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	771	785
Average Queue (ft)	721	748
95th Queue (ft)	933	828
Link Distance (ft)	733	733
Upstream Blk Time (%)	22	70
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	62	105	106	200
Average Queue (ft)	31	4	4	7
95th Queue (ft)	52	74	76	102
Link Distance (ft)	141	532	532	532
Upstream Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 105: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	UL	L	T	T	T	R
Maximum Queue (ft)	452	471	117	275	488	466	285	298	362	404	431	96
Average Queue (ft)	271	273	50	274	467	249	184	182	246	290	316	32
95th Queue (ft)	454	463	95	276	478	602	269	269	346	386	406	66
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)					87	16						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)				250			370	370				
Storage Blk Time (%)				83	34				0			
Queuing Penalty (veh)				271	83				1			

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	260	266	266	269	86
Average Queue (ft)	129	140	152	148	34
95th Queue (ft)	230	249	255	259	71
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	2				

Intersection: 2403: MD 2-4 & Traskers

Movement	EB
Directions Served	R
Maximum Queue (ft)	68
Average Queue (ft)	28
95th Queue (ft)	54
Link Distance (ft)	231
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	T	T	T	R
Maximum Queue (ft)	153	116	97	105	142	57	57	85	107	37
Average Queue (ft)	12	51	20	25	38	13	14	18	22	7
95th Queue (ft)	75	104	68	82	118	44	45	61	76	26
Link Distance (ft)	277		436	436	436	436	789	789	789	789
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		100								
Storage Blk Time (%)	0	3								
Queuing Penalty (veh)	1	0								

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	WB	NB
Directions Served	R	R	R
Maximum Queue (ft)	603	652	12
Average Queue (ft)	245	617	0
95th Queue (ft)	548	639	9
Link Distance (ft)	1288	593	1304
Upstream Blk Time (%)		100	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	41	130	129	168	261	39	217	37	50	86
Average Queue (ft)	6	56	43	69	129	6	114	3	6	16
95th Queue (ft)	24	106	102	148	220	23	199	18	30	56
Link Distance (ft)	458	458	498	498	498	498		1304	1304	1304
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)							300			
Storage Blk Time (%)										
Queuing Penalty (veh)										

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	TR	UL	L	T	T	T
Maximum Queue (ft)	221	272	159	46	109	124	243	324	339	382	401	337
Average Queue (ft)	110	143	57	2	39	56	116	105	203	162	189	216
95th Queue (ft)	186	228	123	23	85	102	210	276	376	309	307	306
Link Distance (ft)	449	449	449			503	503			718	718	718
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				450	380			425	425			
Storage Blk Time (%)								0	1			
Queuing Penalty (veh)								0	6			

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB	SB
Directions Served	UL	L	T	T	T
Maximum Queue (ft)	94	56	261	299	308
Average Queue (ft)	30	8	160	186	206
95th Queue (ft)	68	36	238	268	293
Link Distance (ft)			491	491	491
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	400	400			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	48	117	192	240	91	231	249	275	48	74	189	220
Average Queue (ft)	8	57	126	143	31	122	134	162	10	21	97	128
95th Queue (ft)	32	107	183	208	73	200	219	257	33	55	173	200
Link Distance (ft)		590	394	394		488	488	488	488		822	822
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				450				400			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	204	27
Average Queue (ft)	107	7
95th Queue (ft)	185	23
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 17104

## **2035 Alternative 3**

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:27	8:27	8:27	8:27	8:27	8:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	13144	12903	12892	12886	12972	12957
Vehs Exited	12802	12645	12645	12628	12878	12724
Starting Vehs	1326	1416	1425	1401	1330	1372
Ending Vehs	1668	1674	1672	1659	1424	1606
Travel Distance (mi)	26138	25730	25758	25532	26098	25851
Travel Time (hr)	2373.7	2490.4	2452.6	2404.9	2220.0	2388.3
Total Delay (hr)	1677.4	1802.8	1767.3	1722.5	1526.6	1699.3
Total Stops	32165	32940	31793	32184	30550	31923
Fuel Used (gal)	1278.1	1290.4	1281.9	1266.8	1243.1	1272.1

Interval #0 Information Seeding

Start Time	6:57
End Time	7:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:27
End Time	8:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	13144	12903	12892	12886	12972	12957
Vehs Exited	12802	12645	12645	12628	12878	12724
Starting Vehs	1326	1416	1425	1401	1330	1372
Ending Vehs	1668	1674	1672	1659	1424	1606
Travel Distance (mi)	26138	25730	25758	25532	26098	25851
Travel Time (hr)	2373.7	2490.4	2452.6	2404.9	2220.0	2388.3
Total Delay (hr)	1677.4	1802.8	1767.3	1722.5	1526.6	1699.3
Total Stops	32165	32940	31793	32184	30550	31923
Fuel Used (gal)	1278.1	1290.4	1281.9	1266.8	1243.1	1272.1



2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.1	2.6	1.0	5.6	1.3	14.7	4.0

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.7	0.7	0.0	0.0	0.4
Total Del/Veh (s)	25.5	0.5	5.1	3.0	52.3	45.4	16.9

10: MD 2-4 & Auto DR Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	276.5	4.6	4.0	15.0	10.0

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	7.1	1.4	1.9	2.6	21.0	13.9	4.0

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	7.0	6.5	4.4	5.9

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	0.1	3.2	4.2	1.8	1.7	1.4	2.6

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	3.2	2.7	2.6	0.7	0.7	6.7	6.8	3.5	4.7	2.5

21: Church St. Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	55.4	0.6	53.8	56.9	53.6	32.4	4.5	42.1

24: MD 2-4 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	1.4	3.4	1.7	2.0

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.8	0.7	4.4	3.2

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	15.2	1.6	1.9	3.1	1.9

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	2.8	1.0	2.1	2.1

33: MD 2-4 & Duke St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	2.9	4.9	3.4	38.7	7.1	6.5

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	18.8	0.1
Total Del/Veh (s)	88.8	54.3	21.6	35.7	980.3	856.7	67.8

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.1	0.1	14.8	21.9	17.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	3.2	2.5	194.2	190.7	192.9	7.7	8.4	7.1	4.0	4.7	4.0

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	8.8
Total Del/Veh (s)	108.8

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	32.0	26.5	9.9	42.9	7.2	8.2	9.7	5.1	2.6	11.8	5.8	4.0

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.5

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Total Del/Veh (s)	5.9	2.2	0.8	0.7	12.2	6.3	1.9

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	2.8	0.5	0.3	0.0	0.0	0.0
Total Del/Veh (s)	32.4	34.7	1.6	24.1	26.1	3.4	8.7	3.4	1.3	13.6	3.2	2.3

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	4.3

42: Braschers Blvd Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	3.2	0.7	0.5
Total Del/Veh (s)	54.1	0.2	8.2	2.3	1.4	7.2	0.9	2.5

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.7	14.3	2.3	5.6	2.1	3.9

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.5	0.3	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Total Del/Veh (s)	68.7	57.8	30.4	135.4	81.1	13.5	9.1	10.7	2.3	10.2	4.6	2.0

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	16.9

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.9	27.6	10.1	29.9	12.0	11.9	15.6	14.0	11.2	33.4	5.7	3.7

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	13.9

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	322.3	319.1	303.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	112.3	81.7	7.4	33.9	50.6	11.7	344.4	364.4	380.2	331.2	286.9	159.5

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	146.9
Total Del/Veh (s)	133.2

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.1	0.2	0.0	0.3
Total Del/Veh (s)	25.4	6.1	7.9	1.4	1.0	2.2	6.5

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	70.0	7.3	46.4

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	2.9	0.6	0.3	2.1	0.4	0.2	7.8	9.0	4.7	5.4	5.3	3.3

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.7

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.0	6.4	3.1	6.4	3.4	1.8	0.7	0.5	3.9	1.5	1.5

58: Armory Rd Performance by movement

Movement	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	69.3	300.7	356.4	279.7	0.0	0.0	275.3	310.2	291.8	164.9
Total Del/Veh (s)	312.4	805.6	62.8	20.0	5.1	3.8	92.3	166.6	124.4	103.4

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	2.3	0.0	0.0	0.1	0.6
Total Del/Veh (s)	0.9	1.2	693.5	657.9	27.2	26.7	209.9

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	4.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.0	6.5	8.5	26.2	29.2	8.0	12.2	8.1	5.6	12.1	10.2	7.3

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.1

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	38.2	4.7	2.7	1.1	0.7	2.6

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.4	3.6	1.7	1.2	12.0	10.4	3.9

67: MD 2-4 & Industry Ln/Main St Performance by movement

Movement	WBT	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	407.0	407.1	0.0	281.6
Total Del/Veh (s)	0.3	2.7	13.0	16.2	2.5	9.9

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.7	4.9	0.1	10.2	7.8

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	0.2	0.3	0.6	5.0	2.7	1.1

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.4	2.5	5.8	9.3	34.0	6.0	7.3

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1
Total Del/Veh (s)	2.2	0.3	0.2	2.2	0.7	0.4	4.8	6.3	3.2	5.9	7.1	2.7

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	1.2

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	EBT	SBL	SBR	NWT	NWR	All
Denied Del/Veh (s)	0.0	0.0	0.4	1.6	0.0	0.0	0.3
Total Del/Veh (s)	66.3	0.3	2.4	2.2	1.0	3.7	9.6

80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.4	0.1
Total Del/Veh (s)	5.5	0.6	5.6	2.3	0.7	0.3	0.1	3.4

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	1.8	2.4	2.5

84: Performance by movement

Movement	EBT	WBT	NBL	NBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.4	8.6	0.0	2.4	1.5

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SET	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	2.0	0.1	1.8	1.6

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.8	4.7	2.1	0.1	1.9

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.0	1.0

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	121.0	61.4
Total Del/Veh (s)	0.3	0.1	27.3	13.5

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	4.7	1.7	7.5	6.0

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.3	2.2	1.6

113: MD 2-4 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	77.5	77.2	14.4	115.8	109.8	22.3	94.9	12.9	4.5	78.8	7.0	1.0

113: MD 2-4 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	16.9

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.1	0.1	3.8	0.5	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	59.4	62.9	10.3	80.1	72.2	3.5	79.6	20.1	5.5	73.3	16.4	2.4

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	25.5

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	37.4	1.6	5.8	54.9	6.5	8.9	1.3	9.0

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.5	49.9	45.8	2.1	67.5	8.4	0.9	80.9	18.7	2.7	14.1



2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	490.7	500.6	492.1	0.0	0.0	0.0	0.4	0.0	0.0
Total Del/Veh (s)	72.3	55.5	10.9	124.0	138.6	66.4	91.4	35.7	10.2	309.8	47.9	3.3

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	92.4
Total Del/Veh (s)	67.4

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	42.2	16.9	14.9	3.0	54.4	9.4	14.8

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	204.2	234.5	4.4	44.0	144.5	63.2	222.1	36.3	4.1	68.1	39.5	16.0

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	71.8

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.8	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	65.0	1.4	55.5	63.9	23.9	69.4	5.6	0.6	48.6	10.5	1.5	8.5

Total Network Performance

Denied Del/Veh (s)	215.1
Total Del/Veh (s)	209.8

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	13.0	512.4	0.2	27
	85	1.1	8.8	0.1	44
	82	2.8	22.6	0.3	45
	107	1.8	27.3	0.3	46
	105	1.3	17.7	0.2	47
	24	1.4	13.0	0.2	44
Old Field La.	2411	5.6	13.1	0.1	30
Duke St	33	5.0	17.3	0.2	35
Church St.	2409	35.4	45.7	0.1	11
	16	8.5	16.8	0.1	24
Walmart South	31	2.5	12.2	0.1	39
Walmart North	29	1.6	8.0	0.1	40
Commerce Ln	2408	14.9	22.5	0.1	18
MD 402	2407	34.2	53.3	0.3	18
	113	12.5	31.6	0.3	30
Braschers Blvd	43	2.3	11.6	0.1	39
Fox Run	2405	8.4	15.4	0.1	24
Traskers	2403	6.2	18.0	0.2	32
Harrow Ln	2	2.6	10.5	0.1	35
Calvert Hospital Sou	2401	20.0	31.8	0.2	19
	91	5.2	13.6	0.1	31
Auto DR	10	4.6	14.5	0.1	32
Calvert Hospital Nor	69	4.9	7.8	0.0	20
	104	3.5	6.7	0.0	24
	28	1.8	8.4	0.1	35
	89	0.1	1.4	0.0	65
<b>Total</b>		<b>201.0</b>	<b>961.9</b>	<b>3.8</b>	<b>29</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	27.3	167.1	0.1	14
	28	4.4	5.7	0.0	16
	104	19.7	26.0	0.1	11
Calvert Hospital Nor	69	10.2	13.6	0.0	12
Auto DR	10	4.0	7.1	0.0	22
	91	2.3	11.8	0.1	40
Stoakley	2401	16.4	24.5	0.1	18
	2	6.2	18.5	0.2	33
Traskers	2403	8.9	16.2	0.1	23
Chapline	2405	18.8	30.5	0.2	19
Braschers Blvd	43	5.6	13.1	0.1	28
	113	6.9	15.9	0.1	28
MD 402	2407	48.6	67.3	0.3	14
	2408	11.4	30.8	0.3	31
Walmart North	29	1.9	10.0	0.1	40
Walmart South	31	0.6	7.1	0.1	45
	16	3.7	13.4	0.1	36
MD 231	2409	39.5	46.8	0.1	8
Duke St	33	7.8	19.2	0.1	27
Sherry Lane	2411	10.5	22.4	0.2	27
	24	3.4	11.2	0.1	35
	105	2.1	13.6	0.2	42
	107	1.4	17.9	0.2	46
	82	1.8	26.7	0.3	47
	85	2.0	20.8	0.3	49
Industry Ln	67	2.4	12.0	0.1	32
<b>Total</b>		<b>267.9</b>	<b>669.3</b>	<b>3.8</b>	<b>25</b>

Intersection: 2: MD 2-4 & Harrow Ln

Movement	SW
Directions Served	>
Maximum Queue (ft)	75
Average Queue (ft)	24
95th Queue (ft)	54
Link Distance (ft)	500
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Armory Rd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	58	35	667
Average Queue (ft)	15	3	258
95th Queue (ft)	46	18	546
Link Distance (ft)		300	1923
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: MD 2-4 & Auto DR

Movement	EB	NB	NB	SB	SB
Directions Served	R	T	T	T	TR
Maximum Queue (ft)	424	11	6	174	280
Average Queue (ft)	210	0	0	27	208
95th Queue (ft)	519	8	4	121	348
Link Distance (ft)	1098	660	660	183	183
Upstream Blk Time (%)				0	56
Queuing Penalty (veh)				0	555
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 13:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	72	16	156
Average Queue (ft)	10	1	65
95th Queue (ft)	52	10	123
Link Distance (ft)	674	301	486
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: MD 2-4

Movement	WB	NB	NB	SB	SB	SB	SB
Directions Served	R	T	T	T	T	T	T
Maximum Queue (ft)	54	117	76	65	141	147	157
Average Queue (ft)	6	4	3	2	10	16	33
95th Queue (ft)	34	76	53	34	109	145	208
Link Distance (ft)	210	491	491	665	665	665	665
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB
Directions Served	L	R	LT
Maximum Queue (ft)	87	70	53
Average Queue (ft)	36	17	7
95th Queue (ft)	63	51	34
Link Distance (ft)	869		786
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		80	
Storage Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	

Intersection: 20: Merrimac Ct & Duke St

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	18	57	33
Average Queue (ft)	1	30	7
95th Queue (ft)	9	52	28
Link Distance (ft)	1114	782	253
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	232	197	646	141	80
Average Queue (ft)	137	67	388	137	47
95th Queue (ft)	215	141	580	143	73
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)				37	
Queuing Penalty (veh)				130	
Storage Bay Dist (ft)	225				
Storage Blk Time (%)	2				
Queuing Penalty (veh)	3				

Intersection: 24: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	98	200
Average Queue (ft)	3	7
95th Queue (ft)	69	101
Link Distance (ft)	488	488
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 28: MD 2-4

Movement	B104	SB	SB
Directions Served	T	T	T
Maximum Queue (ft)	151	118	150
Average Queue (ft)	11	42	74
95th Queue (ft)	95	125	172
Link Distance (ft)	190	65	65
Upstream Blk Time (%)	0	3	32
Queuing Penalty (veh)	2	40	467
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB
Directions Served	R	L	T
Maximum Queue (ft)	29	83	14
Average Queue (ft)	1	28	0
95th Queue (ft)	12	64	10
Link Distance (ft)	252		429
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		350	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 31: MD 2-4 & Walmart South

Movement	EB
Directions Served	R
Maximum Queue (ft)	61
Average Queue (ft)	7
95th Queue (ft)	37
Link Distance (ft)	249
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: MD 2-4 & Duke St

Movement	WB	NB	NB	NB	SB
Directions Served	R	T	T	T	UL
Maximum Queue (ft)	65	54	37	36	193
Average Queue (ft)	6	10	5	2	79
95th Queue (ft)	36	78	47	30	159
Link Distance (ft)	287	822	822	822	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					250
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 34: MD 231

Movement	EB	EB	EB	WB	WB	WB	NB
Directions Served	T	T	TR	L	T	T	LR
Maximum Queue (ft)	406	389	357	31	304	600	181
Average Queue (ft)	303	322	207	3	44	344	81
95th Queue (ft)	466	453	451	18	237	716	203
Link Distance (ft)	333	333	333		449	449	235
Upstream Blk Time (%)	16	20	16		0	17	5
Queuing Penalty (veh)	53	68	52		0	84	0
Storage Bay Dist (ft)				300			
Storage Blk Time (%)					0		
Queuing Penalty (veh)					0		

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	66	1201	163	45
Average Queue (ft)	8	1151	39	10
95th Queue (ft)	36	1263	122	35
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)		82		
Queuing Penalty (veh)		650		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	89	79	120	92	91	97	33	140	61	56	108
Average Queue (ft)	29	36	48	40	34	33	8	56	19	21	50
95th Queue (ft)	68	72	97	81	72	67	27	113	50	50	99
Link Distance (ft)	420	420	420	1310	1310			1081			1569
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						130	210			300	150
Storage Blk Time (%)						0	0				
Queuing Penalty (veh)						0	0				

Intersection: 38:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	100	17	66
Average Queue (ft)	18	1	24
95th Queue (ft)	63	7	52
Link Distance (ft)	1081		143
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	250		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	NB	SB	SB	
Directions Served	LT	LT	R	L	T	R	L	TR	
Maximum Queue (ft)	56	85	91	90	189	11	39	149	
Average Queue (ft)	19	28	16	20	64	0	6	54	
95th Queue (ft)	48	64	64	57	153	8	26	126	
Link Distance (ft)	261	218	218		641	641		301	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)				170			150		
Storage Blk Time (%)					0			0	
Queuing Penalty (veh)					0			0	

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	39	62	105	11	82	111
Average Queue (ft)	8	27	16	1	29	14
95th Queue (ft)	28	52	65	9	62	63
Link Distance (ft)	267	267	567			415
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB	SB
Directions Served	R	T
Maximum Queue (ft)	125	89
Average Queue (ft)	43	3
95th Queue (ft)	88	59
Link Distance (ft)	267	434
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 45: Prince Frederick Blvd & Allnut Ct

Movement	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	L	L	TR	L	T	R	L	TR
Maximum Queue (ft)	178	120	109	79	34	277	180	76	167
Average Queue (ft)	75	53	30	30	7	146	12	29	56
95th Queue (ft)	141	119	89	62	29	250	72	60	133
Link Distance (ft)	172		385	385		297			567
Upstream Blk Time (%)	1					0			
Queuing Penalty (veh)	0					0			
Storage Bay Dist (ft)		150			200		200	250	
Storage Blk Time (%)		3	0			3	0		
Queuing Penalty (veh)		1	0			1	0		

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	36	86	153	144	96	265	147	183
Average Queue (ft)	10	36	53	59	11	183	69	73
95th Queue (ft)	33	71	104	108	56	284	128	146
Link Distance (ft)	409	409	1280	1280		1042		900
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)					150		140	
Storage Blk Time (%)						9	1	0
Queuing Penalty (veh)						1	3	1

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B47	B100
Directions Served	L	T	R	L	T	R	L	TR	LT	R	T	T
Maximum Queue (ft)	636	652	629	29	425	143	225	1405	1060	412	304	352
Average Queue (ft)	598	623	324	4	389	19	192	1066	702	303	99	60
95th Queue (ft)	730	638	819	18	462	80	290	1761	1540	512	407	327
Link Distance (ft)	604	604	604	333	333	333		1470	1355		413	539
Upstream Blk Time (%)	32	66	11		35			27	20		13	2
Queuing Penalty (veh)	0	0	0		113			139	116		76	10
Storage Bay Dist (ft)							200			400		
Storage Blk Time (%)							5	76	28	9		
Queuing Penalty (veh)							14	151	101	20		

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	B99
Directions Served	T
Maximum Queue (ft)	125
Average Queue (ft)	5
95th Queue (ft)	79
Link Distance (ft)	1042
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: Armory Rd & Allnut Ct

Movement	EB	EB	NB	NB	SB
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	147	128	113	194	50
Average Queue (ft)	64	54	39	15	3
95th Queue (ft)	119	95	96	155	26
Link Distance (ft)	251	251		694	138
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)			150		
Storage Blk Time (%)			2		
Queuing Penalty (veh)			5		

Intersection: 51:

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	788	52
Average Queue (ft)	216	2
95th Queue (ft)	985	25
Link Distance (ft)	3312	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 55: Fox Run

Movement	EB	WB	WB	NB	SB
Directions Served	L	L	TR	LTR	LTR
Maximum Queue (ft)	25	37	16	93	68
Average Queue (ft)	1	7	1	51	32
95th Queue (ft)	9	29	7	81	56
Link Distance (ft)			127	817	76
Upstream Blk Time (%)					0
Queuing Penalty (veh)					0
Storage Bay Dist (ft)	125	60			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	TR	L	T
Maximum Queue (ft)	45	66	3	34	4
Average Queue (ft)	20	25	0	4	0
95th Queue (ft)	45	50	2	20	3
Link Distance (ft)	87	159	138		817
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LTR	L	TR
Maximum Queue (ft)	58	489	419	13	478	175
Average Queue (ft)	14	301	166	0	390	159
95th Queue (ft)	46	555	480	7	626	234
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	14	28	24		77	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					2	86
Queuing Penalty (veh)					6	51

Intersection: 59: Armory Rd

Movement	NB	SB	SB	SE
Directions Served	L	T	R	LR
Maximum Queue (ft)	11	1897	75	275
Average Queue (ft)	0	1878	25	129
95th Queue (ft)	5	1982	82	252
Link Distance (ft)	134	1883		554
Upstream Blk Time (%)		50		
Queuing Penalty (veh)		229		
Storage Bay Dist (ft)			50	
Storage Blk Time (%)		99	0	
Queuing Penalty (veh)		20	0	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	75	158	47	102	251	229
Average Queue (ft)	54	49	11	42	89	90
95th Queue (ft)	82	129	36	84	184	185
Link Distance (ft)		1114		260	782	1200
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	50		50			
Storage Blk Time (%)	30	3	0	7		
Queuing Penalty (veh)	15	4	0	1		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	51	81	57
Average Queue (ft)	10	13	4
95th Queue (ft)	36	53	24
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	52	53	4	108	122
Average Queue (ft)	15	18	0	47	63
95th Queue (ft)	42	46	4	82	104
Link Distance (ft)		584		952	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225		400		250
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 67: MD 2-4 & Industry Ln/Main St

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	424	638
Average Queue (ft)	28	35
95th Queue (ft)	309	349
Link Distance (ft)	1049	1049
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB	SB	SB	B104	B104
Directions Served	R	T	T	T	T	T	T	T
Maximum Queue (ft)	37	136	168	185	190	304	485	511
Average Queue (ft)	3	22	61	86	103	221	245	315
95th Queue (ft)	20	91	133	170	258	390	585	665
Link Distance (ft)	431	183	183	183	190	190	403	403
Upstream Blk Time (%)		0	0	0	0	58	3	30
Queuing Penalty (veh)		0	0	1	3	572	45	441
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	35	26	48
Average Queue (ft)	4	7	23
95th Queue (ft)	20	25	48
Link Distance (ft)	394		782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		1	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: Chesapeake Blvd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	162	52	53
Average Queue (ft)	78	11	13
95th Queue (ft)	132	36	41
Link Distance (ft)		3567	556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	400		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 77: Fox Run

Movement	EB	EB	WB	NB	SB
Directions Served	L	R	L	LTR	LTR
Maximum Queue (ft)	28	3	23	41	47
Average Queue (ft)	2	0	1	20	20
95th Queue (ft)	13	2	10	45	44
Link Distance (ft)		127		196	107
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	60		50		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB	EB	SB	NW
Directions Served	L	R	L	R
Maximum Queue (ft)	174	287	3	16
Average Queue (ft)	98	35	0	2
95th Queue (ft)	178	200	2	12
Link Distance (ft)		809	771	1923
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)	14	0		
Queuing Penalty (veh)	0	0		



Intersection: 80: Commerce Ln

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	13	100	34
Average Queue (ft)	4	36	3
95th Queue (ft)	14	78	20
Link Distance (ft)	458	458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 82: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 84:

Movement	WB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	61	36	31
Average Queue (ft)	12	13	11
95th Queue (ft)	42	38	35
Link Distance (ft)			327
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: MD 2-4

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	6	6
Average Queue (ft)	0	0
95th Queue (ft)	4	4
Link Distance (ft)	520	520
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	38	49
Average Queue (ft)	2	25
95th Queue (ft)	16	47
Link Distance (ft)		24
Upstream Blk Time (%)		6
Queuing Penalty (veh)		22
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 89: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	760	768
Average Queue (ft)	302	364
95th Queue (ft)	857	923
Link Distance (ft)	733	733
Upstream Blk Time (%)	2	8
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

Movement	WB
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	19
95th Queue (ft)	39
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 105: MD 2-4

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 113: MD 2-4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	LT	R	L	T	T	T	R	L	T
Maximum Queue (ft)	179	76	153	225	162	73	823	1063	608	20	222	358
Average Queue (ft)	88	26	53	104	61	20	66	102	93	2	134	88
95th Queue (ft)	159	60	131	206	119	56	446	540	389	15	212	248
Link Distance (ft)	385	385		251	251		1294	1294	1294	1294		585
Upstream Blk Time (%)				5			0	0	0			
Queuing Penalty (veh)				6			0	0	0			
Storage Bay Dist (ft)			150			250					200	
Storage Blk Time (%)			2	11							3	3
Queuing Penalty (veh)			2	3							22	4

Intersection: 113: MD 2-4

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	280	130	44
Average Queue (ft)	44	47	4
95th Queue (ft)	150	104	23
Link Distance (ft)	585	585	585
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	L	L	T	T	T	R
Maximum Queue (ft)	192	223	112	182	180	31	130	125	285	326	345	109
Average Queue (ft)	116	128	38	102	75	13	55	70	152	183	209	50
95th Queue (ft)	181	198	79	162	148	37	102	112	259	295	322	92
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				250			370		370			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	324	397	295	290	66
Average Queue (ft)	199	210	200	174	31
95th Queue (ft)	302	309	283	260	58
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	2	0			
Queuing Penalty (veh)	11	0			

Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	SB	
Directions Served	L	R	L	T	T	T	T	T	T	T	R	
Maximum Queue (ft)	108	35	157	131	161	216	97	296	271	276	26	
Average Queue (ft)	45	14	65	44	60	93	17	133	112	137	2	
95th Queue (ft)	88	39	127	106	127	184	62	267	241	264	14	
Link Distance (ft)	218	218		768	768	768	768	489	489	489	489	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				375								
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	WB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	R	L	L	T	T	T	R	L	L	T
Maximum Queue (ft)	80	68	47	57	81	204	250	268	60	76	40	484
Average Queue (ft)	31	16	7	7	28	105	148	186	12	20	4	197
95th Queue (ft)	68	47	29	31	63	192	234	272	37	55	22	383
Link Distance (ft)	265	265				434	434	434	434			768
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)			100	475	475					350	350	
Storage Blk Time (%)		0	0									1
Queuing Penalty (veh)		0	0									0

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	490	374	36
Average Queue (ft)	182	192	10
95th Queue (ft)	364	344	32
Link Distance (ft)	768	768	768
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	200	343	218	275	626	275	220	578	581	603	304	262
Average Queue (ft)	42	169	55	247	605	260	48	230	257	292	83	246
95th Queue (ft)	122	299	168	335	616	335	130	510	538	574	198	299
Link Distance (ft)		1280			588			1286	1286	1286	1286	
Upstream Blk Time (%)					59							
Queuing Penalty (veh)					0							
Storage Bay Dist (ft)	225		225	250		250	375					250
Storage Blk Time (%)		7	0	2	56	5		4				28
Queuing Penalty (veh)		8	0	17	342	32		2				141

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	275	1178	1134	1062	64
Average Queue (ft)	260	928	742	431	20
95th Queue (ft)	312	1631	1446	932	48
Link Distance (ft)		1294	1294	1294	1294
Upstream Blk Time (%)		9	0		
Queuing Penalty (veh)		45	2		
Storage Bay Dist (ft)	250				
Storage Blk Time (%)	58	1			
Queuing Penalty (veh)	295	5			

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	36	168	296	391	422	38	299	141	179	231
Average Queue (ft)	7	76	173	229	285	5	171	16	30	67
95th Queue (ft)	27	141	280	364	415	21	282	76	100	167
Link Distance (ft)	458	458	498	498	498	498		1286	1286	1286
Upstream Blk Time (%)					0					
Queuing Penalty (veh)					0					
Storage Bay Dist (ft)							300			
Storage Blk Time (%)			1				0			
Queuing Penalty (veh)			0				3			

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	TR	L	L	T	T	T
Maximum Queue (ft)	472	496	443	356	75	82	416	340	422	561	588	564
Average Queue (ft)	445	449	326	80	16	34	223	173	276	352	349	367
95th Queue (ft)	521	514	550	362	52	70	432	430	491	624	575	536
Link Distance (ft)	449	449	449			503	503			718	718	718
Upstream Blk Time (%)	64	66	29	0			1			3	0	0
Queuing Penalty (veh)	215	222	96	0			2			21	0	0
Storage Bay Dist (ft)				450	380			425	425			
Storage Blk Time (%)			29	0				0	17	1		
Queuing Penalty (veh)			30	0				2	117	1		

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T	R
Maximum Queue (ft)	85	56	396	400	417	348
Average Queue (ft)	32	10	171	200	227	112
95th Queue (ft)	71	40	281	310	348	422
Link Distance (ft)			491	491	491	491
Upstream Blk Time (%)			1	1	1	4
Queuing Penalty (veh)			2	2	3	20
Storage Bay Dist (ft)	400	400				
Storage Blk Time (%)			1			
Queuing Penalty (veh)			1			



Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T	
Maximum Queue (ft)	29	57	86	93	45	211	232	280	51	51	253	268	
Average Queue (ft)	3	15	35	45	7	81	90	120	13	11	92	124	
95th Queue (ft)	18	42	70	83	26	174	185	237	38	36	198	240	
Link Distance (ft)		590	394	394		488	488	488	488		822	822	
Upstream Blk Time (%)													
Queuing Penalty (veh)													
Storage Bay Dist (ft)	150							450					
Storage Blk Time (%)													
Queuing Penalty (veh)													

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	238	48
Average Queue (ft)	79	6
95th Queue (ft)	188	26
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 5944

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:27	6:27	6:27	6:27	6:27	6:27
Total Time (min)	90	90	90	90	90	90
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	15760	16061	16281	16095	16385	16114
Vehs Exited	15504	15790	15704	15587	15694	15656
Starting Vehs	1747	1801	1768	1791	1809	1780
Ending Vehs	2003	2072	2345	2299	2500	2220
Travel Distance (mi)	28172	28582	28807	28535	28951	28610
Travel Time (hr)	5458.1	5439.8	5520.7	5592.6	5562.9	5514.8
Total Delay (hr)	4715.4	4682.2	4759.0	4834.2	4795.9	4757.3
Total Stops	42943	44314	41380	43744	50778	44619
Fuel Used (gal)	2054.0	2053.2	2086.8	2084.3	2091.9	2074.0

Interval #0 Information Seeding

Start Time	4:57
End Time	5:27
Total Time (min)	30
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:27
End Time	6:27
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	15760	16061	16281	16095	16385	16114
Vehs Exited	15504	15790	15704	15587	15694	15656
Starting Vehs	1747	1801	1768	1791	1809	1780
Ending Vehs	2003	2072	2345	2299	2500	2220
Travel Distance (mi)	28172	28582	28807	28535	28951	28610
Travel Time (hr)	5458.1	5439.8	5520.7	5592.6	5562.9	5514.8
Total Delay (hr)	4715.4	4682.2	4759.0	4834.2	4795.9	4757.3
Total Stops	42943	44314	41380	43744	50778	44619
Fuel Used (gal)	2054.0	2053.2	2086.8	2084.3	2091.9	2074.0

2: MD 2-4 & Harrow Ln Performance by movement

Movement	EBR	NBT	NBR	SBL	SBT	SBR	SWR2	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0
Total Del/Veh (s)	1.1	1.4	0.3	77.2	7.6	1.7	32.5	8.4

8: Armory Rd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.8	0.8	0.0	0.0	0.4
Total Del/Veh (s)	23.7	0.5	5.1	3.0	35.1	29.8	11.4

10: MD 2-4 & Auto DR Performance by movement

Movement	EBT	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.6	5.2	1.1	1.6	3.0

13: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	191.2	143.2	28.4
Total Del/Veh (s)	11.4	2.2	1.5	2.4	225.1	173.0	33.3

16: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.3	4.7	5.4	13.6	9.5

18: Old Field La. & Main St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.4	3.1	5.3	2.3	1.6	1.7	2.7

20: Merrimac Ct & Duke St Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.3	0.2	0.2	0.0
Total Del/Veh (s)	3.1	2.6	4.8	2.5	1.5	8.1	10.8	4.3	9.3	9.6	5.3	4.5

21: Church St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.2	0.0	0.0	3.8	1.8	1.1
Total Del/Veh (s)	45.3	35.7	114.0	112.4	36.1	4.2	67.9

24: MD 2-4 Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.2	5.4	1.3	3.7

28: MD 2-4 Performance by movement

Movement	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.0	0.7	0.5	1.2

29: MD 2-4 & Walmart North Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	1.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.3	34.0	2.1	1.3	3.2	2.8

31: MD 2-4 & Walmart South Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	643.4	0.0	0.0	0.0	30.3
Total Del/Veh (s)	185.1	2.0	3.2	5.0	9.3

33: MD 2-4 & Duke St Performance by movement

Movement	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.1	4.4	3.8	47.6	11.3	10.4

34: MD 231 Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.4	0.1	0.0
Total Del/Veh (s)	64.9	6.5	15.8	13.7	316.4	381.1	46.0

35: Auto DR Performance by movement

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Denied Del/Veh (s)	0.1	0.2	0.2	1.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.9	4.0	2.7	53.8	48.8	52.5	8.1	8.7	8.3	4.5	5.1	4.5

35: Auto DR Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	28.2

36: Stoakley Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	34.1	23.6	8.7	27.5	8.1	7.3	12.6	4.7	2.4	14.9	7.5	5.5

36: Stoakley Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	9.9

38: Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.7	0.0
Total Del/Veh (s)	7.2	3.1	0.9	0.9	23.3	17.0	3.9

40: Traskers Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.0	0.0	2.6	0.6	0.3	0.0	0.0	0.0
Total Del/Veh (s)	30.7	30.1	1.5	29.7	25.9	1.6	15.3	7.8	1.4	22.9	5.6	3.7

40: Traskers Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	8.5

42: Braschers Blvd Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	177.6	173.2	98.6
Total Del/Veh (s)	71.7	7.2	2.0	295.2	223.5	16.8	19.7

43: MD 2-4 & Braschers Blvd Performance by movement

Movement	EBT	EBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	13.0	0.0	0.0	0.1
Total Del/Veh (s)	130.2	410.0	2.0	24.8	18.1

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	1.0	0.1	0.5	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	70.6	93.2	30.1	120.9	29.8	7.8	7.7	10.0	2.7	19.3	18.8	21.2

45: Prince Frederick Blvd & Allnut Ct Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	19.9

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	34.5	36.5	34.7	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.3	0.0
Total Del/Veh (s)	98.3	118.6	102.7	455.1	15.6	18.0	10.0	7.7	5.8	84.5	80.0	61.5

46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	6.6
Total Del/Veh (s)	60.8

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	879.0	891.6	870.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	67.3	77.7	9.0	39.2	40.9	7.9	471.8	460.2	469.8	231.4	239.3	265.2

49: MD 231 & Prince Frederick Blvd Performance by movement

Movement	All
Denied Del/Veh (s)	480.8
Total Del/Veh (s)	162.7

50: Armory Rd & Allnut Ct Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.8	0.1	0.0	0.0	0.2
Total Del/Veh (s)	35.6	1.5	5.7	4.5	0.6	0.8	0.6	7.6

51: Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	166.6	7.4	110.3

55: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	68.0	55.9	53.8
Total Del/Veh (s)	3.1	0.9	0.6	1.9	6.5	0.5	22.0	16.8	11.1	21.2	16.0	13.4

55: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	22.7
Total Del/Veh (s)	10.7

56: Steeple Chase Drive Performance by movement

Movement	EBL	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.7	3.7	12.9	13.9	3.0	0.8	0.5	4.5	2.1	2.0	3.6

58: Armory Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	368.9	456.6	1408.2	1250.0	1506.8	0.0	0.0	1493.8	1505.6	1273.1	950.6
Total Del/Veh (s)	254.2	404.9	1563.5	162.8	152.8	4.0	2.9	179.4	312.4	302.5	177.0

59: Armory Rd Performance by movement

Movement	NBL	NBT	SBT	SBR	SEL	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	1.2	1.1	989.7	924.7	16.9	10.5	205.8

61: Main St & Duke St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	3.7	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	45.9	25.2	14.2	26.8	25.4	18.0	25.3	21.2	17.6	14.8	11.3	8.2

61: Main St & Duke St Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	20.9

62: Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	46.1	4.4	2.3	0.9	0.6	2.4

65: Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.1	3.3	1.9	1.1	13.7	12.9	4.2

67: MD 2-4 & Industry Ln/Main St Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.0	1.6	2.8	0.0	0.8
Total Del/Veh (s)	2.6	3.7	5.8	8.2	6.5

69: MD 2-4 & Calvert Hospital North Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	47.4	5.8	0.0	1.5	4.1

72: Old Field La. & Merrimac Ct Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Total Del/Veh (s)	3.2	0.8	0.5	0.6	7.2	4.7	2.5

75: Chesapeake Blvd Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.2	2.4	8.6	9.9	19.6	4.2	8.0

77: Fox Run Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1	0.1	0.1	0.2	0.1
Total Del/Veh (s)	1.6	0.3	0.3	1.9	0.5	0.3	4.1	6.1	2.8	3.9	5.4	2.6

77: Fox Run Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	2.1

79: Chesapeake Blvd & Fox Run & Chesapeake Blvd Performance by movement

Movement	EBL	EBT	SBL	SBR	NWT	NWR	All
Denied Del/Veh (s)	0.1	0.0	0.2	0.8	0.0	0.0	0.1
Total Del/Veh (s)	19.8	0.3	2.2	1.8	1.1	3.5	3.2



80: Commerce Ln Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	4.2	0.1
Total Del/Veh (s)	7.5	0.5	4.1	2.4	0.3	0.5	0.1	2.0

82: MD 2-4 Performance by movement

Movement	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.6	8.0	6.4	5.5

84: Performance by movement

Movement	EBT	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	1.5	9.2	2.3	1.7

85: MD 2-4 Performance by movement

Movement	NBT	SBT	SER	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	25.4	2.0	14.7

86: Performance by movement

Movement	EBT	EBR	WBL	WBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	5.1	1.9	0.1	1.8

88: Performance by movement

Movement	WBT	NER	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	0.1	1.0

89: MD 2-4 Performance by movement

Movement	WBR	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	991.7	612.5
Total Del/Veh (s)	0.3	0.2	10.9	5.4

91: MD 2-4 Performance by movement

Movement	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.7	4.8	1.6	2.7	3.7

105: MD 2-4 Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	5.6	3.8

113: MD 2-4 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	82.5	82.2	23.4	131.7	103.8	18.1	73.3	14.6	4.5	114.8	48.4	2.1

113: MD 2-4 Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	37.2

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.1	0.2	786.2	757.8	751.3	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	240.1	236.7	17.9	216.0	185.1	11.0	290.1	26.0	3.3	84.9	23.1	3.4

2401: MD 2-4 & Stoakley/Calvert Hospital South Performance by movement

Movement	All
Denied Del/Veh (s)	89.3
Total Del/Veh (s)	61.5

2403: MD 2-4 & Traskers Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	72.0	1.7	5.9	64.2	2.8	7.5	0.9	7.2

2405: MD 2-4 & Chapline /Fox Run Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	118.6	69.7	13.7	105.9	2.5	0.7	129.5	33.9	2.2	27.3

2407: MD 2-4 & MD 402 Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	642.1	643.7	621.1	1211.1	1220.7	1234.3	52.5	37.7	35.0	31.3	26.0	16.3
Total Del/Veh (s)	164.2	177.8	96.6	102.9	111.1	54.3	601.3	53.6	12.8	461.7	151.0	9.7

2407: MD 2-4 & MD 402 Performance by movement

Movement	All
Denied Del/Veh (s)	410.0
Total Del/Veh (s)	129.3

2408: MD 2-4 & Commerce Ln Performance by movement

Movement	WBL	WBT	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	81.9	0.1	20.8	15.6	2.7	66.1	10.2	14.3

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	50.4	42.8	76.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	274.7	74.7	3.3	59.0	205.9	87.9	76.2	30.7	8.0	82.6	54.7	4.7

2409: MD 2-4 & MD 231/Church St. Performance by movement

Movement	All
Denied Del/Veh (s)	2.9
Total Del/Veh (s)	63.3

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.7	0.2	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	74.2	74.5	1.5	75.2	80.4	67.3	67.9	11.3	0.7	70.8	17.2	0.6

2411: MD 2-4 & Sherry Lane/Old Field La. Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	21.3

Total Network Performance

Denied Del/Veh (s)	575.1
Total Del/Veh (s)	258.2

Arterial Level of Service: NB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Main St	67	3.7	19.9	0.2	40
	85	0.5	8.2	0.1	47
	82	1.6	21.4	0.3	48
	107	1.4	27.0	0.3	46
	105	1.0	17.4	0.2	47
	24	1.2	12.8	0.2	45
Old Field La.	2411	11.3	18.7	0.1	21
Duke St	33	4.6	16.9	0.2	36
Church St.	2409	27.7	38.0	0.1	14
	16	5.4	13.7	0.1	29
Walmart South	31	1.6	11.2	0.1	43
Walmart North	29	2.1	8.5	0.1	38
Commerce Ln	2408	15.6	23.2	0.1	17
MD 402	2407	53.3	111.8	0.3	13
	113	12.2	30.5	0.3	31
Braschers Blvd	43	2.1	11.4	0.1	40
Fox Run	2405	2.5	9.6	0.1	39
Traskers	2403	2.0	13.9	0.2	42
Harrow Ln	2	1.3	9.1	0.1	40
Calvert Hospital Sou	2401	26.0	37.7	0.2	16
	91	5.4	13.9	0.1	31
Auto DR	10	5.3	15.2	0.1	31
Calvert Hospital Nor	69	5.8	8.7	0.0	18
	104	3.8	7.0	0.0	23
	28	2.0	8.7	0.1	34
	89	0.2	1.5	0.0	63
<b>Total</b>		<b>199.5</b>	<b>515.7</b>	<b>3.8</b>	<b>29</b>

Arterial Level of Service: SB MD 2-4

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	89	10.9	1694.0	0.1	24
	28	0.5	1.9	0.0	49
	104	2.5	8.8	0.1	33
Calvert Hospital Nor	69	1.5	4.9	0.0	33
Auto DR	10	1.1	4.2	0.0	36
	91	2.5	12.0	0.1	39
Stoakley	2401	23.1	31.2	0.1	14
	2	8.9	21.2	0.2	28
Traskers	2403	7.4	14.8	0.1	25
Chapline	2405	33.7	45.3	0.2	13
Braschers Blvd	43	24.1	31.5	0.1	12
	113	48.7	57.6	0.1	8
MD 402	2407	150.6	194.7	0.3	6
	2408	13.0	32.0	0.3	30
Walmart North	29	1.3	9.5	0.1	42
Walmart South	31	1.4	7.9	0.1	41
	16	9.8	19.5	0.1	25
MD 231	2409	54.7	62.0	0.1	6
Duke St	33	12.2	23.5	0.1	22
Sherry Lane	2411	17.2	29.1	0.2	21
	24	5.7	13.5	0.1	29
	105	5.5	17.0	0.2	34
	107	5.2	21.6	0.2	38
	82	8.0	33.0	0.3	38
	85	25.4	44.0	0.3	23
Industry Ln	67	8.3	17.9	0.1	21
<b>Total</b>		<b>483.3</b>	<b>2452.4</b>	<b>3.8</b>	<b>18</b>

Intersection: 2: MD 2-4 & Harrow Ln

Movement	NB	NB	NB	SB	SB	SB	SB	SW
Directions Served	T	T	R	L	T	T	T	>
Maximum Queue (ft)	4	10	4	254	245	260	212	243
Average Queue (ft)	0	0	0	137	11	10	8	111
95th Queue (ft)	3	5	3	233	133	128	128	209
Link Distance (ft)	489	489	489		787	787	787	500
Upstream Blk Time (%)					0	0	0	
Queuing Penalty (veh)					0	0	0	
Storage Bay Dist (ft)				400				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Armory Rd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	39	43	508
Average Queue (ft)	12	2	178
95th Queue (ft)	37	17	399
Link Distance (ft)		300	1923
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	100		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: MD 2-4 & Auto DR

Movement	NB	NB
Directions Served	T	T
Maximum Queue (ft)	10	11
Average Queue (ft)	0	1
95th Queue (ft)	7	9
Link Distance (ft)	660	660
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	198	13	500
Average Queue (ft)	17	1	413
95th Queue (ft)	98	7	645
Link Distance (ft)	674	301	486
Upstream Blk Time (%)			55
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: MD 2-4

Movement	WB	SB	SB	SB	SB
Directions Served	R	T	T	T	T
Maximum Queue (ft)	90	158	182	184	71
Average Queue (ft)	14	61	74	77	16
95th Queue (ft)	57	263	302	309	127
Link Distance (ft)	210	665	665	665	665
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 18: Old Field La. & Main St

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	61	50	155	4	24
Average Queue (ft)	30	17	22	0	1
95th Queue (ft)	54	45	88	3	12
Link Distance (ft)	869		786	782	782
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		80			
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

Intersection: 20: Merrimac Ct & Duke St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	21	79	77	98
Average Queue (ft)	1	18	30	44
95th Queue (ft)	9	54	59	76
Link Distance (ft)	287	1114	782	253
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 21: Church St.

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	LT	T	R
Maximum Queue (ft)	249	464	1122	142	104
Average Queue (ft)	158	95	768	133	44
95th Queue (ft)	269	359	1211	156	80
Link Distance (ft)		918	1200	134	134
Upstream Blk Time (%)			3	35	0
Queuing Penalty (veh)			23	153	0
Storage Bay Dist (ft)	225				
Storage Blk Time (%)	10				
Queuing Penalty (veh)	5				

Intersection: 24: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	11	25
Average Queue (ft)	0	1
95th Queue (ft)	8	11
Link Distance (ft)	488	488
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Intersection: 28: MD 2-4

Movement	NB	B104	B104
Directions Served	T	T	T
Maximum Queue (ft)	7	76	194
Average Queue (ft)	0	4	28
95th Queue (ft)	5	48	153
Link Distance (ft)	403	190	190
Upstream Blk Time (%)		0	3
Queuing Penalty (veh)		0	50
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: MD 2-4 & Walmart North

Movement	EB	NB	NB	NB	NB
Directions Served	R	L	T	T	T
Maximum Queue (ft)	191	185	60	45	77
Average Queue (ft)	56	63	5	4	7
95th Queue (ft)	161	133	39	51	69
Link Distance (ft)	252		429	429	429
Upstream Blk Time (%)	2				
Queuing Penalty (veh)	0				
Storage Bay Dist (ft)		350			
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 31: MD 2-4 & Walmart South

Movement	EB
Directions Served	R
Maximum Queue (ft)	297
Average Queue (ft)	264
95th Queue (ft)	287
Link Distance (ft)	249
Upstream Blk Time (%)	93
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 33: MD 2-4 & Duke St

Movement	WB	SB	SB	SB	SB
Directions Served	R	UL	T	T	T
Maximum Queue (ft)	264	240	566	737	739
Average Queue (ft)	120	119	24	71	65
95th Queue (ft)	222	212	233	422	398
Link Distance (ft)	287		718	718	718
Upstream Blk Time (%)	0		0	0	0
Queuing Penalty (veh)	0		0	1	2
Storage Bay Dist (ft)		250			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		2			

Intersection: 34: MD 231

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	TR	L	T	LR
Maximum Queue (ft)	386	372	366	25	202	130
Average Queue (ft)	288	287	128	2	30	48
95th Queue (ft)	437	437	383	14	126	150
Link Distance (ft)	333	333	333		449	235
Upstream Blk Time (%)	10	12	4			1
Queuing Penalty (veh)	47	54	18			0
Storage Bay Dist (ft)				300		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 35: Auto DR

Movement	SE	NW	NE	SW
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	678	195	61
Average Queue (ft)	21	326	39	15
95th Queue (ft)	56	676	131	45
Link Distance (ft)	146	1098	1569	1562
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 36: Stoakley

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	93	88	101	111	160	84	74	142	46	132	159
Average Queue (ft)	31	31	45	49	64	30	31	47	13	47	67
95th Queue (ft)	70	68	86	95	126	66	65	105	38	92	127
Link Distance (ft)	420	420	420	1310	1310			1081			1569
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)						130	210			300	150
Storage Blk Time (%)						1	0			0	0
Queuing Penalty (veh)						1	0			0	1

Intersection: 38:

Movement	EB	WB	SB
Directions Served	LT	R	LR
Maximum Queue (ft)	136	23	122
Average Queue (ft)	34	1	50
95th Queue (ft)	97	10	101
Link Distance (ft)	1081		143
Upstream Blk Time (%)			2
Queuing Penalty (veh)			0
Storage Bay Dist (ft)	250		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 40: Traskers

Movement	EB	WB	WB	NB	NB	SB	SB
Directions Served	LT	LT	R	L	T	L	TR
Maximum Queue (ft)	121	93	39	164	380	70	230
Average Queue (ft)	57	40	3	27	143	18	108
95th Queue (ft)	101	80	26	80	287	51	199
Link Distance (ft)	261	218	218		641		301
Upstream Blk Time (%)					0		
Queuing Penalty (veh)					0		
Storage Bay Dist (ft)				170	150		
Storage Blk Time (%)					4	2	
Queuing Penalty (veh)					1	0	

Intersection: 42: Braschers Blvd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	44	32	72	98	179	324
Average Queue (ft)	5	8	6	27	89	147
95th Queue (ft)	24	28	39	115	232	461
Link Distance (ft)			567			415
Upstream Blk Time (%)						26
Queuing Penalty (veh)						0
Storage Bay Dist (ft)				250	200	
Storage Blk Time (%)					22	8
Queuing Penalty (veh)					198	5

Intersection: 43: MD 2-4 & Braschers Blvd

Movement	EB	SB	SB	SB	SB
Directions Served	R	T	T	T	R
Maximum Queue (ft)	269	433	423	436	202
Average Queue (ft)	148	211	199	179	36
95th Queue (ft)	316	561	547	522	239
Link Distance (ft)	267	434	434	434	434
Upstream Blk Time (%)	34	15	5	5	1
Queuing Penalty (veh)	31	139	46	48	5
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 45: Prince Frederick Blvd & Allnut Ct

Movement	EB	WB	WB	WB	NB	NB	NB	B95	SB	SB
Directions Served	LTR	L	L	TR	L	T	R	T	L	TR
Maximum Queue (ft)	174	94	70	84	29	281	186	30	194	407
Average Queue (ft)	71	39	22	20	5	151	18	2	57	150
95th Queue (ft)	137	85	64	57	23	260	101	27	198	441
Link Distance (ft)	172		385	385		297		249		567
Upstream Blk Time (%)	1					0				3
Queuing Penalty (veh)	0					4				24
Storage Bay Dist (ft)		150			200		200		250	
Storage Blk Time (%)						4	0		0	11
Queuing Penalty (veh)						2	0		0	10

Intersection: 46: Prince Frderick Blvd/Prince Frederick Blvd & MD 402

Movement	EB	EB	WB	WB	NB	NB	SB	SB	B101	B95	B95
Directions Served	L	TR	L	TR	L	TR	L	TR	T	T	
Maximum Queue (ft)	388	376	511	367	31	210	165	801	213	195	60
Average Queue (ft)	202	208	231	64	5	63	120	437	84	61	2
95th Queue (ft)	386	459	764	314	22	142	215	1098	314	259	42
Link Distance (ft)	409	409	1280	1280		1042		900	249	297	297
Upstream Blk Time (%)	4	24	0	1				26	20	3	0
Queuing Penalty (veh)	0	0	0	4				217	166	14	0
Storage Bay Dist (ft)					150		140				
Storage Blk Time (%)						1	6	36			
Queuing Penalty (veh)						0	35	87			

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	B47	B100
Directions Served	L	T	R	L	T	R	L	TR	LT	R	T	T
Maximum Queue (ft)	648	650	626	33	412	66	225	1538	1468	425	533	658
Average Queue (ft)	592	623	395	6	340	13	196	1371	1388	419	466	548
95th Queue (ft)	751	637	863	21	451	42	298	1791	1748	492	653	842
Link Distance (ft)	604	604	604	333	333	333		1470	1355		413	539
Upstream Blk Time (%)	23	74	15		12			55	79		85	78
Queuing Penalty (veh)	0	0	0		38			294	705		758	695
Storage Bay Dist (ft)							200			400		
Storage Blk Time (%)							16	78	1	75		
Queuing Penalty (veh)							49	156	5	180		

Intersection: 49: MD 231 & Prince Frederick Blvd

Movement	B99
Directions Served	T
Maximum Queue (ft)	1053
Average Queue (ft)	730
95th Queue (ft)	1430
Link Distance (ft)	1042
Upstream Blk Time (%)	6
Queuing Penalty (veh)	58
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 50: Armory Rd & Allnut Ct

Movement	EB	EB	NB	SB
Directions Served	L	R	L	TR
Maximum Queue (ft)	227	118	100	34
Average Queue (ft)	109	50	40	2
95th Queue (ft)	204	90	79	15
Link Distance (ft)	251	251		138
Upstream Blk Time (%)	0			
Queuing Penalty (veh)	1			
Storage Bay Dist (ft)			150	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 51:

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	1463	45
Average Queue (ft)	587	2
95th Queue (ft)	1804	27
Link Distance (ft)	3312	1470
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 55: Fox Run

Movement	EB	EB	EB	WB	WB	WB	NB	SB
Directions Served	L	T	TR	L	T	TR	LTR	LTR
Maximum Queue (ft)	75	41	19	34	33	36	240	132
Average Queue (ft)	22	3	1	6	4	6	83	92
95th Queue (ft)	57	24	9	25	23	24	179	116
Link Distance (ft)		265	265		127	127	817	76
Upstream Blk Time (%)								51
Queuing Penalty (veh)								0
Storage Bay Dist (ft)	125			60				
Storage Blk Time (%)	0			0	0			
Queuing Penalty (veh)	0			0	0			

Intersection: 56: Steeple Chase Drive

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	44	131	64	25	7
Average Queue (ft)	21	49	21	2	0
95th Queue (ft)	46	92	49	14	3
Link Distance (ft)	87	159	138		817
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)				150	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 58: Armory Rd

Movement	EB	WB	WB	NB	SB	SB
Directions Served	LTR	L	TR	LTR	L	TR
Maximum Queue (ft)	73	497	493	4	478	175
Average Queue (ft)	37	473	430	0	449	174
95th Queue (ft)	74	502	650	2	467	181
Link Distance (ft)	59	469	469	1883	431	
Upstream Blk Time (%)	51	95	87		100	
Queuing Penalty (veh)	0	0	0		0	
Storage Bay Dist (ft)						150
Storage Blk Time (%)					2	100
Queuing Penalty (veh)					11	130

Intersection: 59: Armory Rd

Movement	NB	NB	SB	SB	SE
Directions Served	L	T	T	R	LR
Maximum Queue (ft)	35	11	1898	75	241
Average Queue (ft)	2	1	1891	36	82
95th Queue (ft)	14	11	1898	97	184
Link Distance (ft)	134	134	1883		554
Upstream Blk Time (%)			67		
Queuing Penalty (veh)			446		
Storage Bay Dist (ft)				50	
Storage Blk Time (%)			99	0	
Queuing Penalty (veh)			74	3	

Intersection: 61: Main St & Duke St

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	75	234	69	220	402	210
Average Queue (ft)	61	78	24	90	164	74
95th Queue (ft)	86	195	64	173	377	164
Link Distance (ft)		1114		260	782	1200
Upstream Blk Time (%)				0	0	
Queuing Penalty (veh)				0	1	
Storage Bay Dist (ft)	50		50			
Storage Blk Time (%)	40	3	3	28		
Queuing Penalty (veh)	32	5	6	10		

Intersection: 62:

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	43	87	51
Average Queue (ft)	9	16	5
95th Queue (ft)	33	58	30
Link Distance (ft)	754	1440	628
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 65:

Movement	EB	EB	NB	SB	SB
Directions Served	L	R	L	T	R
Maximum Queue (ft)	36	44	4	98	149
Average Queue (ft)	14	19	0	38	66
95th Queue (ft)	40	44	3	71	117
Link Distance (ft)		584		952	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	225		400		250
Storage Blk Time (%)					
Queuing Penalty (veh)					



Intersection: 67: MD 2-4 & Industry Ln/Main St

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	523	559	215
Average Queue (ft)	48	71	7
95th Queue (ft)	295	371	109
Link Distance (ft)	520	520	520
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	1	6	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 69: MD 2-4 & Calvert Hospital North

Movement	WB	NB	NB	NB
Directions Served	R	T	T	T
Maximum Queue (ft)	238	161	169	180
Average Queue (ft)	63	25	78	98
95th Queue (ft)	190	102	150	177
Link Distance (ft)	431	183	183	183
Upstream Blk Time (%)		0	0	0
Queuing Penalty (veh)		0	0	1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 72: Old Field La. & Merrimac Ct

Movement	EB	WB	SB
Directions Served	L	R	LR
Maximum Queue (ft)	40	26	63
Average Queue (ft)	4	5	39
95th Queue (ft)	24	21	59
Link Distance (ft)	394		782
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		1	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 75: Chesapeake Blvd

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	168	60	45
Average Queue (ft)	78	11	13
95th Queue (ft)	135	43	37
Link Distance (ft)		3567	556
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	400		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 77: Fox Run

Movement	WB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	9	2	41	63
Average Queue (ft)	0	0	24	33
95th Queue (ft)	4	1	46	54
Link Distance (ft)		809	196	107
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	50			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 79: Chesapeake Blvd & Fox Run & Chesapeake Blvd

Movement	EB	SB	NW
Directions Served	L	L	R
Maximum Queue (ft)	69	3	16
Average Queue (ft)	21	0	1
95th Queue (ft)	52	2	7
Link Distance (ft)		771	1923
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 80: Commerce Ln

Movement	EB	EB	NB
Directions Served	L	R	L
Maximum Queue (ft)	17	80	46
Average Queue (ft)	3	21	4
95th Queue (ft)	12	54	23
Link Distance (ft)	458	458	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Intersection: 82: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	66	69
Average Queue (ft)	10	11
95th Queue (ft)	78	86
Link Distance (ft)	1772	1772
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 84:

Movement	WB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	60	54	31
Average Queue (ft)	13	18	8
95th Queue (ft)	44	46	29
Link Distance (ft)			327
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150	150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 85: MD 2-4

Movement	SB	SB	SE
Directions Served	T	T	R
Maximum Queue (ft)	475	510	36
Average Queue (ft)	177	206	3
95th Queue (ft)	711	787	19
Link Distance (ft)	1268	1268	1385
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 86:

Movement	EB	WB
Directions Served	R	L
Maximum Queue (ft)	49	35
Average Queue (ft)	4	23
95th Queue (ft)	23	45
Link Distance (ft)		24
Upstream Blk Time (%)		7
Queuing Penalty (veh)		25
Storage Bay Dist (ft)	150	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 88:

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 89: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	298	446
Average Queue (ft)	10	25
95th Queue (ft)	151	245
Link Distance (ft)	733	733
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 91: MD 2-4

Movement	WB	NB	NB
Directions Served	R	T	T
Maximum Queue (ft)	58	119	103
Average Queue (ft)	29	4	3
95th Queue (ft)	49	79	72
Link Distance (ft)	141	532	532
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 105: MD 2-4

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	153	154
Average Queue (ft)	5	5
95th Queue (ft)	108	108
Link Distance (ft)	793	793
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 113: MD 2-4

Movement	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB	SB
Directions Served	LT	R	L	LT	R	L	T	T	T	R	L	T
Maximum Queue (ft)	210	122	160	223	204	72	413	196	412	39	225	609
Average Queue (ft)	76	32	56	94	85	18	100	98	122	7	194	452
95th Queue (ft)	169	78	126	184	160	51	277	167	298	27	279	756
Link Distance (ft)	385	385		251	251		1294	1294	1294	1294		585
Upstream Blk Time (%)				1	0		0		0			18
Queuing Penalty (veh)				1	0		0		0			170
Storage Bay Dist (ft)			150			250					200	
Storage Blk Time (%)			2	5							12	47
Queuing Penalty (veh)			2	2							131	123

Intersection: 113: MD 2-4

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	624	624	145
Average Queue (ft)	432	428	8
95th Queue (ft)	725	706	89
Link Distance (ft)	585	585	585
Upstream Blk Time (%)	6	5	0
Queuing Penalty (veh)	52	46	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB
Directions Served	L	LT	R	L	LT	R	L	L	T	T	T	R
Maximum Queue (ft)	566	557	274	275	500	465	339	343	356	370	384	62
Average Queue (ft)	385	384	77	273	468	230	209	229	233	273	290	28
95th Queue (ft)	650	643	232	284	483	588	345	362	327	361	367	55
Link Distance (ft)	1310	1310	1310		450	450			787	787	787	787
Upstream Blk Time (%)					86	16						
Queuing Penalty (veh)					0	0						
Storage Bay Dist (ft)				250			370	370				
Storage Blk Time (%)				81	30		0	0	0			
Queuing Penalty (veh)				264	72		0	2	0			

Intersection: 2401: MD 2-4 & Stoakley/Calvert Hospital South

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	322	408	368	363	87
Average Queue (ft)	139	301	287	270	40
95th Queue (ft)	286	373	358	351	71
Link Distance (ft)		532	532	532	532
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)	0	5			
Queuing Penalty (veh)	0	7			

Intersection: 2403: MD 2-4 & Traskers

Movement	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	R	L	T	T	T	T	T	T	T	R
Maximum Queue (ft)	179	61	108	37	61	94	32	290	284	284	33
Average Queue (ft)	81	30	43	6	15	34	3	105	94	105	4
95th Queue (ft)	150	55	89	26	46	80	18	247	241	246	19
Link Distance (ft)	218	218		768	768	768	768	489	489	489	489
Upstream Blk Time (%)								0	0	0	
Queuing Penalty (veh)								3	3	3	
Storage Bay Dist (ft)			375								
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	EB	WB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	R	L	LT	R	L	L	T	T	T	R	L	L
Maximum Queue (ft)	128	275	273	125	122	128	101	96	131	30	134	316
Average Queue (ft)	10	220	167	37	45	67	15	19	43	8	70	99
95th Queue (ft)	69	313	336	113	115	129	57	60	100	26	152	306
Link Distance (ft)	216	265	265				434	434	434	434		
Upstream Blk Time (%)		17	13									
Queuing Penalty (veh)		32	25									
Storage Bay Dist (ft)				100	475	475					350	350
Storage Blk Time (%)			17	0								0
Queuing Penalty (veh)			14	1								0

Intersection: 2405: MD 2-4 & Chapline /Fox Run

Movement	SB	SB	SB	SB
Directions Served	T	T	T	R
Maximum Queue (ft)	643	656	649	178
Average Queue (ft)	285	284	284	17
95th Queue (ft)	642	638	630	162
Link Distance (ft)	768	768	768	768
Upstream Blk Time (%)	1	1	1	0
Queuing Penalty (veh)	11	6	10	1
Storage Bay Dist (ft)				
Storage Blk Time (%)	16			
Queuing Penalty (veh)	22			



Intersection: 2407: MD 2-4 & MD 402

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB	SB
Directions Served	L	LT	R	L	LT	R	L	T	T	T	R	L
Maximum Queue (ft)	250	965	250	275	644	275	400	1051	1025	983	429	262
Average Queue (ft)	179	789	220	260	608	256	362	655	618	470	83	258
95th Queue (ft)	310	915	322	319	626	350	449	1341	1277	1032	251	268
Link Distance (ft)		1280			588			1286	1286	1286	1286	
Upstream Blk Time (%)					56			7	1	0		
Queuing Penalty (veh)					0			45	7	0		
Storage Bay Dist (ft)	225		225	250		250	375					250
Storage Blk Time (%)	0	62	4	2	55	2	59	0				42
Queuing Penalty (veh)	4	367	22	30	495	19	373	0				392

Intersection: 2407: MD 2-4 & MD 402

Movement	SB	SB	SB	SB	SB
Directions Served	L	T	T	T	R
Maximum Queue (ft)	275	1326	1341	1333	935
Average Queue (ft)	274	1256	1242	1216	115
95th Queue (ft)	276	1428	1448	1467	552
Link Distance (ft)		1294	1294	1294	1294
Upstream Blk Time (%)		24	6	5	0
Queuing Penalty (veh)		208	52	42	1
Storage Bay Dist (ft)	250				
Storage Blk Time (%)	72	15			
Queuing Penalty (veh)	664	73			

Intersection: 2408: MD 2-4 & Commerce Ln

Movement	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	T	T	T	R	L	T	T	T
Maximum Queue (ft)	48	176	366	430	472	69	237	284	51	138
Average Queue (ft)	8	72	143	164	231	10	121	12	6	20
95th Queue (ft)	28	139	324	373	443	36	220	186	43	83
Link Distance (ft)	458	458	498	498	498	498		1286	1286	1286
Upstream Blk Time (%)			1	1	1			0		
Queuing Penalty (veh)			3	4	6			0		
Storage Bay Dist (ft)							300			
Storage Blk Time (%)			4							
Queuing Penalty (veh)			0							

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	NB
Directions Served	L	L	T	R	L	L	TR	L	L	T	T	T
Maximum Queue (ft)	474	486	303	90	128	121	455	88	173	343	383	443
Average Queue (ft)	456	459	134	7	48	66	288	24	72	223	262	304
95th Queue (ft)	469	476	253	92	101	115	478	63	145	318	362	407
Link Distance (ft)	449	449	449			503	503			718	718	718
Upstream Blk Time (%)	71	74	0	0			0					
Queuing Penalty (veh)	328	342	1	0			1					
Storage Bay Dist (ft)				450	380			425	425			
Storage Blk Time (%)			0	0						0		
Queuing Penalty (veh)			1	0						0		

Intersection: 2409: MD 2-4 & MD 231/Church St.

Movement	SB	SB	SB	SB	SB
Directions Served	L	L	T	T	T
Maximum Queue (ft)	99	276	492	504	509
Average Queue (ft)	36	35	386	413	428
95th Queue (ft)	76	208	534	544	545
Link Distance (ft)			491	491	491
Upstream Blk Time (%)			8	10	11
Queuing Penalty (veh)			74	90	103
Storage Bay Dist (ft)	400	400			
Storage Blk Time (%)		0	15		
Queuing Penalty (veh)		0	9		

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	LT	L	LTR	L	T	T	T	R	L	T	T
Maximum Queue (ft)	107	151	283	299	90	214	260	292	33	82	276	289
Average Queue (ft)	14	61	178	200	35	116	136	168	7	24	153	181
95th Queue (ft)	56	116	270	290	74	196	224	259	25	63	249	270
Link Distance (ft)		590	394	394		488	488	488	488		822	822
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	150				450					400		
Storage Blk Time (%)	0	0										
Queuing Penalty (veh)	0	0										

Intersection: 2411: MD 2-4 & Sherry Lane/Old Field La.

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	264	32
Average Queue (ft)	157	5
95th Queue (ft)	250	20
Link Distance (ft)	822	822
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 9848

## **Appendix E – Origin Destination Study**



STOAKLEY RD

CALVERT MEMORIAL HOSPITAL

280  
(100%)

TRASKERS LN

94  
(100%)

MD 2-4

CHAPLINE DR

FOX RUN BLVD

27 (10%)

23 (24%)

STEEPLECHASE DR

FUTURE UNDERPASS

MD 402

16 (6%)

2 (2%)

### LEGEND

STOAKLEY RD

# OF VEHICLES -ORIGIN → # OF VEHICLES TURNING FROM ORIGIN ( %) % OF VEHICLES TURNING FROM ORIGIN

TRASKERS LN

# OF VEHICLES -ORIGIN → # OF VEHICLES TURNING FROM ORIGIN ( %) % OF VEHICLES TURNING FROM ORIGIN

MD 765A

MD 231

MD 2-4

PRINCE FREDERICK

MD 2-4 SOUTHBOUND  
ORIGIN / DESTINATION  
STUDY 3:00 PM - 5:30 PM

SCALE:  
N.T.S.

FIGURE 1

1/2011



STOAKLEY RD      7 (8%)  
 17 (4%)  
 26 (8%)      CALVERT MEMORIAL HOSPITAL

TRASKERS LN

MD 2-4

3 (3%)  
 14 (4%)  
 24 (8%)      CHAPLINE DR      FOX RUN BLVD

STEEPLECHASE DR

FUTURE UNDERPASS

MD 402

316 (100%)

**LEGEND**

- MD 231      # OF VEHICLES -ORIGIN → # OF VEHICLES TURNING FROM ORIGIN ( %) % OF VEHICLES TURNING FROM ORIGIN
- MD 765A      # OF VEHICLES -ORIGIN → # OF VEHICLES TURNING FROM ORIGIN ( %) % OF VEHICLES TURNING FROM ORIGIN
- MD 402      # OF VEHICLES -ORIGIN → # OF VEHICLES TURNING FROM ORIGIN ( %) % OF VEHICLES TURNING FROM ORIGIN

MD 765A      394 (100%)  
 92 (100%)

MD 231

MD 2-4

PRINCE FREDERICK		
MD 2-4 NORTHBOUND ORIGIN / DESTINATION STUDY 3:00 PM - 5:30 PM		
SCALE: N.T.S.	FIGURE 2	1/2011