Middletown

AGENDA FOR THE TOWN WORKSHOP

September 5, 2019
7:00 p.m.

PLEDGE TO THE FLAG

CALL TO ORDER

COMMUNITY DEPUTY REPORT

PERSONAL REQUESTS FOR AGENDA:

STAFF REPORTS:

Staff Planner
Engineer's Report
Main Street Manager
Zoning Administrator

CONSENT AGENDA

- Town Meeting Minutes
  - August 26, 2019 – Town Meeting

UNFINISHED BUSINESS:

- Staff Recommendations for Locations of Electronic Vehicle Charging Stations
- Review of LED Crosswalk Costs
- Recommendation from Public Works Committee on East Green Street Crosswalk Location
- Discussion of Proposed Text Amendments:
  - Accessory Structures
  - Residential Parking Requirements for Townhouses & Apartments

NEW BUSINESS:

- Proclamation for Middletown Goes Purple
- Review of Traffic Study for Memar Property

PUBLIC COMMENTS:

ANNOUNCEMENTS:

- *Month of September – Frederick County Goes Purple*
- *Month of September – Emergency Preparedness*
- *Heritage Festival – Saturday, September 28, 2019 from 10:00AM to 5:00PM*

ADJOURNMENT

Town of Middletown Planning Department

To: Burgess & Commissioners and Middletown Planning Commission

From: Cindy Unangst, Staff Planner

Date: 9/3/2019

RE: Monthly Planning Update – September

Site Plans, Plats and Minor Subdivisions:

Caroline's View/Horman Apartments- Site Plan approved – April 21, 2008 (no sunset provisions prior to November 14, 2010)
Improvement Plans conditionally approved – May 17, 2010 (no sunset provisions prior to 11/10)
Revised Improvement Plan mylars signed – July 21, 2017
Next step – submittal of PWAs for approval and apply for building and grading permits

Cross Stone Commons – Revised Site Plan conditionally approved – October 20, 2014
Improvement Plan mylars signed – November 6, 2015
Revised Forest Conservation Plan approved – January 21, 2019
Next step – submittal of architectural renderings for building #2 for review/approval

Dowd Property – Forest Stand Delineation approved – April 16, 2018
Revised Concept plan reviewed by PC – January 21, 2019
Special Exception materials submitted for self-storage use – December 21, 2018
Site plan and Preliminary Forest Conservation Plan reviewed by PC – August 19, 2019
Next step – resubmittal of site plan and PFCP; PC review/recommendation and BOA review/approval of special exception for self- storage use;

Franklin Commons -
Resubmitted site plan conditionally approved – May 21, 2018 (Plans expire May 21, 2021)
BOA approved height variance request – July 12, 2018 (BOA approval expires July 12, 2019)
Improvement plans conditionally re-approved – March 18, 2019 (Plans expire March 18, 2022)
Next step – submittal of letter of credit and signing of PWA's

Jiffas – Improvement Plan conditionally approved – October 20, 2008 (no sunset provisions prior to November 14, 2010)
Forest Conservation Plan approved – October 20, 2008
Architectural plans approved by PC – March 16, 2015
BOA approval for variance requests – March 29, 2016 (**Expired March 29, 2017**)
Next step – apply for variance requests for siting of duplex building

Middletown Water Storage Tank – Site Plan approved by PC – March 18, 2019 (Plans expire 3/18/22)
Final Forest Conservation Plan conditionally approved by PC – June 17, 2019
Improvement Plans conditionally approved – July 15, 2019 (Plans expire 7/15/22)

Miller (Ingalls) – Revised Concept Plan reviewed by PC – September 16, 2013
Improvement plans (Phase III) conditionally approved by PC – June 19, 2017 (Expires 6/19/20)
Phase III Revised Site plan approved by PC – June 17, 2019
Phase III Redline Site & Improvement Plans submitted for review/approval – Sept. 3, 2019
Next step – submittal of Phase IV site plan for review and approval

Richland Driving Range – Concept plan reviewed by PC – January 18, 2016
Revised Site Plan conditionally approved – January 15, 2018 (Plans expire January 15, 2021)
Improvement Plans reviewed and tabled by PC – September 17, 2018
Next step – submittal of improvement plans for review and approval

School Complex roadway plans – Improvement plans and FCP plans reviewed and approved by Town Board – May 8, 2017 (informed in June 2017 that funding was not approved for project)
SWM plans re-submitted to Frederick County and SCD for review/approval – 8/3/17
(Planning Commission reviewed plans as courtesy to Town Board. No expiration date of approval due to type of plans – i.e., no structures, etc. – just changes to roadways, sidewalks.)

St. Thomas More Academy Site Plan revision – conditionally approved August 20, 2018 (Expires August 20, 2021)

Tabor Barn Demolition Plan – plan submitted for review and approval – August 16, 2019

Annexations:

A.C. Jets Property- PC approval of annexation petition of 35.96 acres – December 21, 2009
Public hearing date - Monday, October 11, 2010
Annexation petition denied by Town Board – October 11, 2010

Admar Property – PC approval of consistency with zoning/comp plan – February 20, 2017
Public Hearing - April 5, 2018
Town Board passed annexation resolution – April 9, 2018

Text Amendments:

Reports: **2018 Annual Planning Report approved by Planning Commission – May 20, 2019**

Grants: **MEA Smart Energy Communities grant application – award granted – May 2017**

Meetings: **Next Middletown Green Team Meeting – September 17, 2019**

Next Joint town board/planning commission workshop – October 7, 2019 (Cindy will be at APA conference, so Drew will attend in her place.)

Public Works Monthly Report
Sept 4, 2019

COMPLETED WORK

Public Works
MMC Boiler completed. Fuel Tank removal in next 30 days. THHM report completed and sent to MDE. Washington St design parameter meeting completed. Inlet repair at Foxfield Swale. Brine System Construction. Cleaning Sewer lines.

New Projects
Garage Drive street light layout and cost estimate.
New 2019 Subaru delivered to Town.
Unbudgeted Expenses:

Sludge cost for FY $ 7,830.00, 36,000 gal hauled, 23,800 gal bedded **Total hauled** 81,000 gal **Bedded** 53,550 Gal
Water Use (Average Daily for the Month, Flows stated in gallons per day)
Permit Limits (gal) **387,000/504,000 AD/MMU** **250,000 AD** **250,000 AD**

MONTH	WATER USE		SPRING FLOW		East WWTP		West WWTP	
	past yr	present yr	past yr	present yr	past yr	present yr	past yr	present yr
January	305,633	311,859	64,653	124,387	247,000	268,000	201,000	562,000
February	294,927	306,568	100,583	125,499	337,000	258,000	386,000	591,000
March **	290,701	303,576	126,481	122,453	294,000	284,000	229,000	534,000
April **	321,448	321,847	136,331	129,642	282,000	228,000	235,000	401,000
May	316,907	328,737	137,261	132,987	384,000	279,000	658,745	542,000
June	304,003	321,467	137,335	135,541	303,000	219,000	345,000	233,000
July	325,311	302,495	133,855	129,973	288,000	218,000	260,000	260,000
August	320,355	301,201	127,445	113,503	267,000	159,000	268,000	158,000
September	323,961	311,932	74,907	121,589	240,000	351,000	191,000	540,000
October **	335,860	332,306	61,054	121,314	231,000	240,000	172,000	325,000
Novembr**	301,245	293,200	63,598	120,239	219,000	364,000	246,000	586,000
December	294,560	299,953	56,430	121,421	192,000	228,000	258,000	550,000
Avg Daily/yr	311243	311262	101661	124879	273667	258000	287479	440167
Avg Yr Flw	113.60	113.61	37.11	45.58	99.89	94.17	104.93	160.66

**Hydrants flushed this month
April 14 709,560 October 14 725,913, October 16 938,000 April 17 732,649. October 17 691,524 April 18 791859 October 18 668,188 April 2019 737,446.

Planned Work
WWTP weir flowmeter out of service, will require replacement (20+ yrs old).
Paving Projects
MMC Rear Access Ramp sketch for approval
Remsberg park turnaround and HC parking
Budget purchases and contracts
Continue Fire Hydrant ID tag and numbering system installation
Regulatory: Grease Ordinance completion. MDE Emergency Plan
Bid Sludge Hauling and Chemicals.
Reed Bed Development cost analysis.
New Budget Year Project Schedule

Reservoir Tank: Final documents are being prepared and we intend to be prepared to bid in October or earlier. Drew has sent request to AC Jets for a construction easement.

Open Projects

I & I Walnut to Jefferson St.: Submitted plans for permit, easement document created. Construction documents at 95% and ready to bid when the budget is available. Phased into two phases. No action.
Parking Review: Sidewalk and curb revisions for potential parking across from firehouse. Revised to lane shift and sent to SHA for review. No action.
Elm Street Parking Lot: Complete
ADA sidewalk ramp reconstructions: Ramp replacement continues on a yearly basis.
W WWTP. Final pond baffle is malfunctioning, Investigation needed. Needs review. Received chemical building plans for review. Provided info to Consultant for baffle replacement. No action
Develop Grease Trap Ordinance and Education Program: No Action
Water System:
Hydraulic Model: The model will be reviewed and updated by Ganett Flemming to include Main St, Middletown Glen. We have performed multiple hydrant tests to calibrate the model in April and GF is currently calibrating the model
System: May 417,799 5.8% (lots of rain, level issue) June 322,250 4.8%, July 305,583 4.09%, Aug 334,623 4.6% Sept 382,596 5.4%, October less than 1%.Dec: 182,952 3%, January 235,286 3.2%, February 465,429 7.36% level issue. March 505,580, 4.8%. Apr %4.5 329,183, May 2.85% 214,305 (inaccurate due to start and finish reservoir level) 4% likely. June 4.9% 350,861.July 19 (not yet calculated)
Streetscape/ Main St. Waterline Replacement: Water line work complete, PRV at Cone Branch Park remains only item to complete.
Broad St Streetscape: Meeting completed April 9 to review design preferences. Awaiting Board decision for crosswalk/ traffic calming. No action – in design.
SSO and I&I: No overflows in August.
MDE /Permits: West WWTP Discharge Permit Renewal submitted to MDE. MDE has responded that EWWTP design capacity can be certified as 0.350. The FrCO W&S plan must acknowledge the same capacity. Drew has met with FrCo to submit a revision to the W&S plan. No action.
MDE MS4 Permit Reports: Notice of Intent has been accepted. JR is writing the permit report for the year due on October 31, 2019. Drew is writing codes to presented for approval. Work continues.
Franklin St Conceptual Sidewalk Plans: Placed in 2017 budget. Action required by B&C to release for design we have included the topo and design in the Broad St project. Consultant has survey the area for inclusion in the Broad St project.
Remsburg Park: No action till the path is paved. Parking area projects on the to do list.
Municipal Center: Received proposals for replacement of the last 3 AC units. Awarded control system for new boiler and individual HVAC units. ADA ramp at rear access sketch plans. Met with CLEAResult PE Company representative for incentives for HVAC, lighting and other energy efficient replacement products.
Street Mill & Overlay: 2019 patching contract has begun. Contractor has worked on several locations and will return to continue the patching (85 % complete) in late June. July: Contractor will be returning to compete the contract this month.
Maintenance Facility: Proposals received March 28, 2018. Staff reviewing proposals for recommendation to Board. We have received 3 proposals ranging from $196,100 to $389,520. This is the complete engineering (Phase 1) and architectural services (Phase 2) price. Our budget is $75,000 for Phase 1. Staff will provide a more detailed memo in the near future. No action.
East WWTP: No issues.
Washington Street: Streetscape budget estimate and concept. No action.

Developments
Middletown County Park Improvements: Reviewed plans for water and sewer extension.
ADMAR Annexation: Met with Owner and Engineer to discuss summary of requirements for water treatment, pressure and fire service supply, appropriation permit, sewer service, water and traffic study. No action.
Cross Stone: Black Hog interior fit out in progress. My estimate for completion is end of August. Sept 16 is planned grand opening.
Coblentz Property / Middletown Glen: Phase 1 final paving has been completed.
Chesterbrook IP's: Fire Protection revisions.
Miller Property: Received Redline Asbuilts for review.
Natelli Field: Drainage Issue remains open but field has been dry for a couple months as of the August 2019 report.

TO:	**The Burgess and Commissioners**
FROM:	**Becky Axilbund, Main Street Middletown Manager**
RE:	**Burgess and Commissioners Workshop**
DATE:	**September 5, 2019**

Upcoming Dates for September:
Thursday, September 5 – Required Training for MD Heritage Area Grant
Thursday, September 12 – Frederick County Main Streets Meeting with OED
Friday, September 13 – Follow-Up Business Exchange with SHA at Zion Lutheran, 8:30am
October 7-11 – Business Appreciation Week

The Main Street Board of Directors to action on these items at the August 23 Board Meeting

1. The MS Board decided to have a Vendor Booth at Heritage Festival
2. The MS Board voted on the Business Partner of the Year – Announced during Business Appreciation Week – October 7-11.
3. The Board voted to host a follow-up meeting with SHA

ECONOMIC DEVELOPMENT

SHA Project

- As a result of emails and several days of personal visits to Main Street businesses, Main Street switched gears for our Business Exchange that was held August 16. Instead of the planned program, we set up for a round-table discussion between the business community and the State Highway Administration.
- Based on the discussion at the August meeting, Main Street staff has invited SHA to return and present an update on Friday, September 13th at 8:30am at Zion Lutheran.
- Main Street staff has reached out to the Frederick County Office of Economic Development to ask for a different approach to Business Appreciation Week for Main Street Middletown businesses. We are working on the details for this upcoming October event.
- Main Street staff has reached out to the Department of Housing and Economic Development to get the "OK" to switch some of our Façade Improvement funds to help offset other costs that are not normally associated with that grant. This is in response to businesses worrying about extra cleaning costs due to all of the construction.
- In response to concerns raised about the quality of information provided by SHA, I am in the process of setting up a meeting with Elizabeth Harris, the SHA Public Affairs Officer. Main Street's goal is to encourage her to have some different options for message content before the meeting on the 13th of September.

ORGANIZATION:

19 West Main Street:

- I submitted a letter and supporting documentation to the Maryland Historical Trust on July 24, 2019 so it could be reviewed by the Easement Committee in accordance with our legal agreement with MHT and the easement placed on the exterior of 19 and 21 West Main Street (for simplicity, the legal property is referred to as just 19 West Main).
- We asked for Conceptual Approval to lower the foundation of 21 West Main Street to the same level as 19 West Main Street so that the buildings have a barrier free access to each space.
- The Trust granted the request stating it was consistent with the Secretary of the Interior's Standards for Rehabilitation.
- A conference call was conducted on September 3 between Main Street, the Architect, and the administrator of the MHT Easement Committee. During this call, Main Street received direction for the next steps as did the Architect.
- Wednesday, September 11, we will be filming a video to kickoff a fundraising campaign for 19 West Main for rehabilitation expenses.

PROMOTIONS:

The Frederick News Post Best of the Best Voting Contest:

- This year, there is a new category – Best Small Town to Visit – and Middletown made the top five!
- In order to encourage voting, Main Street has scheduled two posts per day during the voting period of September 6 through the 12. Folks can (and please do!) vote every day during the contest.
- We are also encouraging voting through the quarter page ad in the Voting Guide, a digital ad that links directly to the voting page, and 250-printed cards to pass out around town to encourage voting.
- Staff suggestion: Schedule voting days on your calendar with a reminder!

National Main Street Campaign:

The National Main Street program is celebrating its 40th Anniversary and is starting a campaign in September that I recommend we follow along:

- September 2019 is Launch Month – and the National Main Street Center theme for this month is What Does Main Street Mean to You. Watch our Facebook feed!
- October 2019 is about the Main Street Staff, Board, and Elected Officials!

Out-of- County Advertising Campaign:

- Main Street Middletown receives generous funding from the Tourism Council of Frederick County via the Frederick Hotel Tax. We are charged to spending 50% of those funds in out-of-county advertising. We are proud to say that we will have the fullest advertising campaign to-date with advertising across the following outlets: Print ~ Social Media Ads on Facebook ~

Direct Digital Campaign to Targeted Audiences ~ Radio Spots in the Spring of 2020 ~ TV ads on WDVM starting in the Fall ~ Additional Video filming for Main Street use

- Filming for the first Middletown ad will begin on Wednesday, September 11.

Knight Pride, Valley Wide Event:

- The event went off without a hitch – we had wonderful weather, enthusiastic kids, happy parents, and helpful and polite vendors and volunteers.
- Janice Rockwell headed up this event committee and did a wonderful job pulling this event together for Middletown!
- Thanks also to the Town Staff that not only helped with this event, but who help Main Street with all of our events – from coordinating street closures, crews to help set up, clean-up, review parking plans, and more, all in the joint effort to make sure each event is well-run and enjoyed by all who attend!

DESIGN:

Frederick County Main Streets Public Art Project:

- We received over 20 responses from the RFP from Maryland artists to create a piece of public art that would be unique to each place, but tie the Main Streets, generally through the theme of our shared agricultural roots.
- During a conference call on August 9th, the Frederick Main Streets had reviewed all applicants and scored them on artistic design, artist experience, and understanding of the project. We narrowed the list down to five applicants.
- We will conduct artist interviews on Thursday, September 12th!

GRANTS:

Grants that Are in Progress:

Community Legacy – Façade Improvement FY 2018	$50,000	Most of these funds will assist 200 West Main Street's renovations.
Community Legacy – Façade Improvement FY 19	$15,000	No takers yet
Main Street Technical Assistance Grant FY 19	$12,000	For Architect (14K with a 2K match)
Main Street Improvement Grant FY19	$6300	Banners Already ordered Town Banners Order for CIV banners underway
MD NonProfit Grant FY 19	$8000	NonProfit Training/Strategic Planning/Policy and Procedure
MD Heritage Area Grant – FY 20	$15,525	Capital Project for the Foundation
Community Investment Tax Credits	$10,000	Tax Credits Given to Donors for Donations Received to Main Street Middletown

Grants that We are Waiting to Hear About:

Community Legacy FY 2020	$100,000	Rehab of 19 West Main
Community Legacy – FY 2020 Façade Improvement	$10,000	
Technical Assistance Grant FY 2020	$22,000	For Branding with Worx
Main Street Improvement Grant	$11,285	$2000 for Bench in front of MS

		$200 Selfie Station $2400 Bike Racks (with Green Team) $5185 Christmas Wreaths $1500 for CTS Banners
Future Possibilities:		
Preservation Maryland		For Paint Analysis Or Hazardous Materials Abatement

Grant Results from Preservation Maryland Six-to-Fix Program:
We applied in August for the state-wide, Preservation Maryland Six-to-Fix program. There was no monetary value attached to the application, as it is not a monetary award. Even though we were not selected, Preservation Maryland likes our project, and has offered to provide technical assistance to the Main Street board regarding ownership of a historic property.

Thank you for the continued support of Main Street Middletown!

Middletown

Town of Middletown
Zoning Administrator Monthly Staff Report

To: Burgess and Commissioners

From: Mark Hinkle, Zoning Administrator

Date: August 30, 2019

RE: Monthly Zoning Administrator Staff Report for August 2019

BOA Hearings: None

Storage Container & Dumpster Permit: 5 Boileau Ct., clean out dumpster.

Home Occupation Permit: 500 W. Main St. – Brittany's Family Daycare

Zoning Violations and Complaints:

- 1/14/2019 – 819 East Main Street, BB &T bank – Complaint received about unscreened dumpster, investigated and sent letter. Spoke with branch manager and agreed to allow them an extra 30 days so they can deal with their headquarters in North Carolina. The dumpster became obvious once the property next to them was cleared. Spoke with construction company and advised them what would be needed to be properly screened. ***Plan being submitted to headquarters in North Carolina to correct issue. On hold due to Parking lot realignment efforts.***
- 4/24/2019 – 5 East Main Street, Subway – Deteriorating signpost and signage for business no longer on site, letter sent, spoke with owner. Safeway will be assigning a new Franchisee in the next 6 months and they plan on renovating and improving the building and signage at that time. ***Working toward renovation of building and signage at same time.***
- 8/14/2019 – Multiple temporary signs, removed
- 8/14/2019 – 111 Manda Drive, dumpster, nothing found
- 8/14/2019 – 331 S. Jefferson St., burn barrel, nothing found, will continue to monitor
- 8/26/2019 – 211 E. Main St. – Dumpster not properly screened, letter sent.

Miscellaneous:

- Neighborhood visits while following up on other complaints
- Staff work on Accessory Structure code revision

- Numerous temporary signs removed
- Reached out to Clapp for some guidance on accessory structure uses in a Residential zone.

Permits:

August 2019 Zoning Certificates	Address	Permit #	M-town Received	M. Hinkle Approved	County Approval
Franklin-Deck	301 Ingalls Dr.	198018	7/22/2019	8/1/2019	Yes
Canty-Revision #189740	19 E. Main St	189470	8/5/2019	8/5/2019	Yes
Gureckis-Shed	710 E. Main St	Town	8/5/2019	8/5/2019	No
T&A Contractors-Deck	332 Ingalls Dr.	199101	8/7/2019	8/9/2019	Yes
Whitman-Hot tub	206 Ivy Hill Dr.	198376	7/29/2019	8/12/2019	Yes
Coffman-Deck	312 Ingalls Dr.	199512	8/13/2019	8/16/2019	Yes
McCahey-Fence	208 Rod Cir.	Town	8/15/2019	8/16/2019	No
Main's Property-New Tenant/sign	6 W. Main St.	Town	8/19/2019	8/21/2019	No
Lagnese-fence	606 Glenbrook Dr	Town	8/23/2019	8/23/2019	No
Haupt-Propane tank	2 Larch Ln.	Town	8/28/2019	8/30/2019	No

BURGESS AND COMMISSIONERS
OF MIDDLETOWN MARYLAND

TOWN MEETING MINUTES

REGULAR MEETING **August 26, 2019**

The second monthly meeting of the Burgess and Commissioners of Middletown was called to order on August 26, 2019, by Burgess Miller at 7:00 p.m. in the Middletown Municipal Center, 31 W. Main Street, Middletown, Maryland. Present were: Commissioners Larry Bussard, Jennifer Falcinelli, Christopher Goodman, and Rick Dietrick.

PUBLIC HEARING:

Ordinance No. 19-07-02 – Self Storage Text Amendments – An ordinance to amend Title 17 of the Middletown Municipal Code to add definitions for the terms "Personal Property", "Self-Storage Units", and "Storage"; to amend Title 17, Chapter 17.48, Section 17.48.340 to delete and repeal the requirement that self-storage facilities may only be permitted as an accessory use to a primary business.

Burgess Miller stated that we have discussed this item since January. Burgess Miller stated that self-storage is allowed in our current code as an accessory use, what this Ordinance does is moves it to a primary use. Drew stated that this hearing was properly advertised. Burgess Miller stated that we have memo from Cindy Unangst, Staff Planner with some minor changes being recommended by the Planning Commission.

Commissioner Falcinelli asked Drew to clarify how this all started. Drew stated that we had a developer bring to our attention the discrepancy within the Town Code regarding storage facilities as a primary versus accessory use. Drew stated that he reviewed this with the Town Attorney and the Board decided they wanted to fix the language in the code.

John Huegelmeyer, 110 Manda Drive – stated that he & his wife built their house in 1996. Since that time there have been several things proposed on the AC Jets property. Mr. Huegelmeyer asked if this Ordinance is approved tonight this essentially clears the way for the developer to build on the Dowd Property? It was stated that the developer could build a storage facility on that property today without the corrections being made in Ordinance 19-07-02. Mr. Huegelmeyer stated that he and his neighbors have some concerns about noise, odors and other potential issues. Mr. Huegelmeyer stated they would like to see a berm with screening, earth tones on buildings and the vehicle storage move to the opposite side of the property. Commissioner Goodman stated that all of this will be taken care of during the site plan approval stage and suggested that Mr. Huegelmeyer attend the upcoming Planning Commission meetings.

Lori Benedetto, 621 Glenbrook Drive – stated that just because it's allowed do, we need it? Burgess Miller stated that we cannot dictate what the developer does on their property.

William Heaton, 703 East Main Street – asked how provisions are made on the developer? Burgess Miller stated that they are made during the site plan review by the Planning Commission. Mr. Heaton then asked if those provision are not met by the developer what actions are taken? Drew stated that if the provision outlined on the site plan are not met and the developer is operating its business this then turns to become a zoning issue and our zoning administrator can issue fines.

Public Hearing adjourned 7:32pm.

CONSENT AGENDA:

- *Financial Statements*
- *Request for Closure of Prospect Street for Block Party – Saturday, September 28, 2019 from 4-8pm.*
- *Town Meeting Minutes – August 1, 2019 – Town Workshop*
  August 12, 2019 – Town Meeting

Motion by Commissioner Bussard to approve the consent agenda as presented, seconded by Commissioner Falcinelli. Motion carried 5-0.

PERSONAL REQUESTS FOR AGENDA:

Brian Lizzi, 102 Prospect Street – stated that he has seen people pass the library then turn into St. Thomas More parking lot turn around and drive the wrong way on Prospect Street to get to the library. Mr. Lizzi is wondering if we can put up more signage or have a deputy site there? The Director of Public Works will review the signage on Prospect Street to ensure the signs are appropriate.

Mr. Lizzi also asked about an alley if it was a public alley or not? Drew stated that the alley Mr. Lizzi is referring to is a public alley way that is not owned or maintained by the Town. Burgess Miller stated that we will provide notification to the affected residents that this is a public alley and should always remain clear.

UNFINISHED BUSINESS:

Ordinance 19-07-02 – Self Storage Text Amendment(vote) – Motion by Commissioner Goodman to approve Ordinance 19-07-02 as amended by a memo dated 8/20/19 from Cindy Unangst, Staff Planner, seconded by Commissioner Bussard. Motion carried 5-0.

Introduction of Ordinance 19-07-03 – Investment Policy Amendments (vote) – Drew stated that this is to amend Title 3, Chapter 3.04 of the Middletown Municipal Code to authorize the utilization of insured cash sweep (ICS) services as part of the Town's Investment Policy; to make corrections to antedated references to the Annotated Code of Maryland.

Motion by Commissioner Goodman to approve Ordinance 19-07-03 as presented, seconded by Commissioner Falcinelli. Motion carried 5-0.

Water & Sewer Billing Software – Credit Accounts (vote) – Commissioner Falcinelli stated that she received an email from a resident that the Town over billed her by $0.02 per quarter. Town staff investigated it and discovered that because our rates are odd numbers the billing system rounds up. Staff did an audit of several accounts and realized that most accounts were over charged $0.03 for 3 years equals $0.36. Commissioner Falcinelli stated that the water & sewer committee recommended not doing anything, but the Board feels differently.

Motion by Commissioner Falcinelli to credit each water & sewer account $0.36, which covers $0.03/Quarter over the three (3) year statute of limitation, seconded by Commissioner Goodman. Motion carried 5-0.

Speed Sign Data – Middletown Glen Ingalls Drive - Drew reviewed the data collected from the speed camera with the Board. Drew stated that the data does show that the 85% percentile is 15mph. The Board would like to hold a public meeting with the residents on Ingalls Drive to get their input on Thursday, October 3, 2019 at 7:00PM.

Discussion of Electronic Vehicle Charging Stations and Upgrades – Drew stated that he met with Dave Kline with Potomac Edison last week regarding EV Charging Stations. Potomac Edison will install them free of charge and those who use the stations will pay for use by credit card. Staff was directed to identify locations for proposed EV Stations and present that information to the Board. The Board will review these recommendations next month.

NEW BUSINESS:

Sidewalk Inspections – Burgess Miller stated that when we started the sidewalk inspection program back in 2012 the residents along Main Street received a pass due to the Streetscape project. Now that part of that project is complete there are a few residents along Main Street that are on corner lots and their sidewalk along the side need repaired. Drew stated that staff is looking for some direction from the Board on how to proceed. It was stated that any resident on the East side of Town that has corner lot from Pine Avenue east should receive a letter with a reasonable time frame to make the necessary repairs to their sidewalks. Staff will begin a re-inspections of side street sidewalks for properties were the Streetscape Project has been completed.

Discussion of Installation of LED Enhanced Crosswalk – Middletown Parkway & Glenbrook Drive – Burgess Miller stated that in out budget we approved there is money to install LED Crosswalk signs that are solar powered at 3 locations throughout Town. Bruce received a quote today for 1 location (2 signs) the price is $11,025.19, for 3 locations (2 signs at each location) the price is $30,897.01. This price includes installation and a 5-year warranty.

Lori Benedetto, 621 Glenbrook Drive – stated that this year the high school and middle school kids will not have bus service to school they will now be walking to/from school.

Motion by Commissioner Goodman to approve this quote received of $30,897.01, motion received no second.

Motion by Commissioner Falcinelli to approve up to $30,897.01 but would like Staff to check with the County to see if we could possibly piggy back with them at a cheaper cost (staff is to report back at the September 5, 2019 workshop) and also to ask the County to share the cost of the sign on Holter Road, seconded by Commissioner Goodman. Motion carried 5-0.

Discussion of Crosswalk on East Green Street – The Board would like the Public Works Committee to look at a possible location for a crosswalk along East Green Street.

PUBLIC COMMENTS:

Burgess Miller states that the Town Attorney has announced his retirement at the end of September. Mr. Clapp has given us 1 recommendation but, would like to reach out to a few more. Burgess Miller asked of the Board wanted to be included in the interviews or are they ok with he and Drew doing the interviews and bring our recommendation back to the Board. It was the consensus of the Board to have Burgess Miller & Drew perform the interviews and bring their recommendation to the Board.

Eric Ware, 6 Washington Street – stated that he appreciates the Town looking into the idea of a crosswalk along East Green Street as he has a child that will be walking to/from school.

Commissioner Bussard states that he came across a resident blowing their grass into the roadway. Commissioner Bussard stated that it was so thick you could not see the yellow line on the road. Commissioner Bussard stated that this is very dangerous and would like to put a little blurb in the next Quarterly Update reminding residents not to blow their grass into the street as it is a safety issue.

ANNOUNCEMENTS:

Month of September – Frederick County Goes Purple
Month of September – Emergency Preparedness
Heritage Festival – Saturday, September 28, 2019 from 10am.-5pm.

Meeting adjourned at 8:40pm.

Respectfully submitted,

Proposed EV Station Locations

Town of Middletown - Frederick County

To: John Miller, Burgess

From: Mark Hinkle, Zoning Administrator

Date: August 26, 2019

Subject: Accessory structures and proposed changes

I have compiled some information regarding "accessory structures" from other municipalities like Middletown, for comparison. Also, included in this memo is a proposed change to the current Code

Items of note:

- Most allow as a minimum, the structure to occupy 30% of rear yard.
- Most allow accessory structures as close as 6 feet to the property line.
- More than half limited the height to between 15-20 feet.

Let me know if you have questions or need further information as the Town Board deliberates this issue.

Middletown:

CURRENT: Allowable Projections of Accessory Buildings into Yards. One-story accessory buildings with a maximum height of twenty-five (25) feet may project into yards provided that: (1) the building does not occupy more than thirty (30) percent of the rear yard; (2) when more than ten (10) feet from the building, it may project into the side or rear yards providing it projects no closer than six feet to the side or rear lot lines; (3) garage accessory buildings entered from alley or street in the case of double frontage lots are not closer than ten (10) feet to the street or alley line; (4) one-story accessory structures on townhouse lots may be located up to two feet of a side property line and six feet of a rear property line provided the accessory structure is no more than eighty (80) square feet in size; (5) any accessory structure greater than twenty (20) feet in height must provide an additional one foot of setback for each one foot of additional height; (6) all accessory structures defined as sheds must be located to the rear of the principal structure.

PROPOSED: Allowable Projections of Accessory Buildings into Yards. The following regulations apply to any accessory building, use or structure within the Town, irrespective of zoning district:

Location. All accessory buildings and structures shall be located behind the front building line of the principal building.

Easements. No accessory building or structure, except for public utility panels or boxes, shall be erected in any easement areas. All accessory buildings or structures shall be a minimum of one foot off easements.

Height and size. One-story or 10 feet in height, or a maximum of 15 feet with roof. Accessory buildings or structures may project into yards provided that: (1) An accessory structure shall be limited in size, when located on a residential zoned property, to the following. (a) The total square footage of all floors of the accessory structure shall not exceed the above grade finished square foot size of primary dwelling. (b) The footprint of an accessory structure may not exceed the greater of One-half of the footprint of the principal dwelling; or Six hundred square feet, except in the follow situation, One (1) accessory structure may exceed the footprint limits, provided that the footprint of that accessory structure does not exceed 2000 square feet, and provided that the lot size equals or exceeds 20,000 square feet. The square footage allowed for business purposes in an accessory structure shall be 600 square feet. (2) When more than ten (10) feet from the building, it may project into the side or rear yards providing it projects no closer than six feet to the side or rear lot lines; (3) garage accessory buildings entered from alley or street in the case of double frontage lots are not closer than ten (10) feet to the street or alley line; (4) one-story or 10 feet in height, or a maximum of 15 feet with roof accessory structures on townhouse lots may be located up to two feet of a side property line and six feet of a rear property line provided the accessory structure is no more than eighty (80) square feet in size.

It is the homeowner's responsibility to have the accessory structure approved by his or her homeowners' association where applicable. A Zoning Certificate from the Town does not negate a homeowners' association's covenants and/or restrictions.

Myersville:

§ 165-8. Accessory buildings. One-story accessory structures are permitted in rear yards and shall be distant at least 10 feet from alley lines and at least six feet from any lot lines of adjoining lots. [Amended 10-11-2005]

Accessory buildings may be erected as a part of the principal buildings or, if at least six feet therefrom, may be connected thereto by a breezeway or similar structure, provided that all yard requirements for a principal building are met.

Taneytown:

§ 205-24. Accessory buildings or structures. [Amended 10-11-1982 by Ord. No. 9-82] An accessory structure shall not be erected within 10 feet of a street line or five feet of any other property line or within a front yard of any property and shall not exceed 15 feet in height or occupy more than 30% of a required rear yard. The setback requirements of this section shall not apply to attached dwelling units as defined in this chapter. No more than two accessory buildings or structures shall be allowed on any lot on which there is located an attached dwelling as defined in this chapter.

Mt. Airy:

§ 112-34. Accessory structures. Permit required. Accessory structures over 100 square feet require a building permit. A. Location. Accessory structures are not permitted in front yard areas. Accessory structures 100 square feet or less shall be set back three feet from side and rear lot lines. Accessory structures over 100 square feet shall be set back a minimum of six feet from side and rear lot lines. B. Maximum lot coverage. The total coverage of any structure on one lot shall not exceed 30% of the total rear yard area. C. Height general rule. Accessory structures shall not exceed one story or 10 feet in height. For structures covered by a roof, the highest point of the roof shall not exceed 15 feet in height. [Amended 3-3-2003 by Ord. No. 2003-6] Garages may have up to two stories but shall not exceed the elevation of the principal structure. Garages exceeding one story must meet all setbacks and other requirements of this chapter that apply to the principal structure. (1) Any use of a garage or accessory structure as a residence shall be considered an accessory apartment and as such subject to the special exception process and standards provided under § 112-62F(22) of this chapter, as well as any other applicable rules, requirements and regulations for accessory apartments. (2) It is the homeowner's responsibility to have any accessory structure approved by his or her homeowners' association where applicable. A permit from the Town does not negate a homeowners' association covenants and/or restrictions. (3) D. Permitted accessory uses and structures: Detached garage (attached garages are considered part of the principal use and structure.) (1) (2) Swimming pool. (3) Garden or tool shed. (4) Freestanding gazebo. (5) Satellite dish. (6) Hot tub or sauna. E. :1 Homeowners' association. It is the homeowner's responsibility to have the accessory structure approved by his

or her homeowners' association where applicable. A permit from the Town does not negate a homeowners' association's covenants and/or restrictions.

New Windsor:

§ 215-88. Exceptions and yard requirements. Allowable projections of structures into yards and other exceptions to yard requirements. Except as otherwise provided herein, architectural features of buildings, such as window sills, cornices, roof overhangs and unenclosed porches, open fire escapes, fireproof outside stairways, chimneys and flues may project into the required yard not more than six feet. Ground floor terraces, patios or attached raised or elevated decks may extend into the rear yard, not, however, to within six feet of either side lot line. A. Side yards not required for second story residential uses in nonresidential structures. Side yards shall not be required for residential dwellings erected above commercial structures. B. Allowable projections of business structures into yards. Signs, awnings, canopies and marquees as attached to and part of a building may project into the front yard in the commercial districts only. C. Allowable projections of accessory buildings into yards. Accessory buildings may project into yards, provided that the building does not occupy more than 30% of the rear yard; when more than 10 feet from the building and 60 feet from the front yard, it may project into the side or rear yards, provided that it projects no closer than six feet to the side or rear lot lines; and garage accessory buildings entered from an alley or street, in case of double frontage lots, are not closer than 10 feet to the street or alley line. D. Allowance projections of fences into yards. Fences may be constructed in or project into yards, provided that no fence or planting more than three feet high shall be located within 30 feet of a street intersection, no fence more than four feet high may be located closer to the front of the lot than the principal building and no fence more than six feet high shall be allowed on any other part of the lot.

Antrim PA:

§ 150-65. Accessory building regulations. An accessory building not attached to the principal structure may be located in any required side or rear yard, provided that: (1) Such building shall not exceed 20 feet in height. Such building shall be set back five feet from any lot line, if accessory to a residential use. (2) All such buildings in the aggregate shall not occupy more than 30% of the area of the required rear or side yard where located.

Manchester:

The following regulations apply to any accessory building, use or structure within the Town, irrespective of zoning district: Location. All accessory buildings and structures shall be located behind the front building line of the principal building. No detached accessory building or structure shall be located closer than six feet to any principal building unless it exists fully in the rear of the building and does not exist outside of the footprint of the principal dwelling. All

accessory buildings or structures shall be located a minimum of five feet inside rear and side property lines unless otherwise noted in regulations. A. Easements. No accessory building or structure, except for utility panels or boxes, shall be erected in any easement areas. All accessory buildings or structures shall be a minimum of one foot off easements. B. Height. Any accessory building or structure shall not exceed one story or 10 feet in height, or a maximum of 15 feet with roof. Accessory buildings and structures may not exceed the height of any principal building. C. Area. In the R-40,000, R-20,000 and R-15,000 residential districts, the maximum total area of all accessory buildings or structures on any lot shall not exceed 50% of the perimeter area of the structure and shall not cover more than 50% of the rear yard. In the R-10,000 and R-7,500 residential districts and the BL Business Local district the maximum total area of all accessory buildings or structures shall not cover more than 75% of the rear yard. The maximum size of any one structure shall not exceed 1,000 square feet. The maximum total area of all accessory buildings or structures shall not exceed 1,500 square feet.

Havre de Grace:

Accessory structures and fences shall not be located in a front yard and shall not occupy more than 50% of the entire yard. Accessory structures and uses customarily incidental to any principal permitted use or conditional use shall be permitted without hearing.

MEMORANDUM

Date: 6/3/2019

To: Burgess and Commissioners, Middletown

From: Cynthia K. Unangst, Middletown Staff Planner

RE: Required residential parking regulations for apartments and townhouses

---

The subject of required residential parking for apartments and townhouses was discussed at the joint workshop of the Middletown Planning Commission and the Town Board on May 6, 2019. The regulations for other municipalities in Frederick County were reviewed at that workshop, and the Town Board decided that perhaps there should be some changes to the Middletown Code in relation to the required parking for apartments and townhouses. Below is the required parking chart showing the regulations for Middletown in relation to other municipalities.

Required Parking - Residential:

Municipality	*Multifamily dwellings (or apartments)*	*Townhouses*
Middletown	3 per dwelling unit	3 per dwelling unit
Brunswick	2 - 3 per unit depending on # of bedrooms	2 per dwelling unit + 0.5 per bedroom, per unit
Emmitsburg	2 per dwelling unit	2 per dwelling unit
Frederick City	min. 1.5 per dwelling unit max. 2.5 per dwelling unit	min. 2 per dwelling unit max. 3 per dwelling unit
Mount Airy	2 per dwelling unit	3 per dwelling unit
Myersville	2.5 per dwelling unit	2.5 per dwelling unit
New Market	2 per dwelling unit + 0.5 per bedroom over 2 bedrooms	2 per dwelling unit + 0.5 per bedroom over 2 bedrooms
Thurmont	2 per dwelling unit + 1 per five units	2 per dwelling unit + 1 per five units
Walkersville	3 per dwelling unit	3 per dwelling unit
Woodsboro	2 per dwelling unit	2 per dwelling unit

PROCLAMATION
OF
THE BURGESS AND COMMISSIONERS

MIDDLETOWN GOES PURPLE
SEPTEMBER 2019

WHEREAS: Substance abuse related deaths and overdoses are a community problem and finding solutions depends on involvement among people throughout the community; and

WHEREAS: The effects of opioid abuse and overdoses, in particular, are felt by a whole community and need to be addressed by the entire community; and

WHEREAS: Middletown supports those who struggle with addiction, their loved ones and first responders and providers who witness the realities of addiction daily; and

WHEREAS: Effective substance/opioid abuse prevention and recovery programs succeed because partnerships are created among social service agencies, schools, religious organizations, local governments, law enforcement agencies, and the business community; and

WHEREAS: All citizens should become involved in caring for our families and friends that are affected by addiction.

NOW THEREFORE WE, The Burgess and Commissioners of Middletown, do hereby proclaim the month of September 2019 as Middletown Goes Purple Month in the Town of Middletown and call upon all citizens, community agencies, religious organizations, medical facilities and businesses to increase their participation in efforts to prevent substance abuse, and support recovery efforts thereby strengthening the communities in which we live.

_____

For the Burgess and Commissioners,
John D. Miller, Burgess

Middletown, Maryland Founded in 1767

TRAFFIC IMPACT ANALYSIS
FOXFIELD SECTION 6
MIDDLETOWN, MARYLAND

Prepared For:

The Town of Middletown

June 19, 2019

Project Manager: **Mike Nalepa - Street Traffic Studies, Ltd.**

STS Job No.: 6663

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INTRODUCTION

The Memar Corporation is proposing to construct 148 age restricted single family dwelling units along the west side of Coblentz Road opposite of Smithfield Drive in the Town of Middletown. Access to the site will be via the extension of Smithfield Drive at it's existing intersection with Coblentz Road.

The objective of the analysis was to evaluate the impact the proposed development will have on the road network in the vicinity of the subject site. The methodology used for the analysis followed guidelines established by the Maryland State Highway Administration as outlined in the scoping email contained in Appendix A.

The principal scope of services performed as part of this study included:

- Field inspection of the road network in the vicinity of the site to determine the existing pavement widths and traffic controls.
- Manual turning movement traffic counts at seven (7) locations in the study area.
- Determination of planned developments to be included in the analysis as background traffic.
- Trip generation and distribution analyses for the planned development, as well as the subject site.
- Analysis of the above data to determine the impact of the proposed development on the road network under study.
- Preparation of a report detailing the results of the field studies and analyses performed.

BASE CONDITIONS

The Memar Corporation is proposing to construct 148 age restricted single family homes along the west side of Coblentz Road opposite of Smithfield Drive. Access to the site will be via the extension of Smithfield Drive from it's existing terminus west at Coblentz Road.

The site location is shown on Exhibit 1.

Existing Road Network

Based on the direction provided by the Town of Middletown the following intersections were analyzed as part of this study.

- US 40 Alt @ Hollow Road
- US 40 Alt @ Coblentz Road
- US 40 Alt @ Cone Branch Road-Lombardi Drive
- Hollow Road @ Layla Drive
- Coblentz Road @ Smithfield Drive
- Schoolhouse Road @ East Green Street
- Entrance to the school complex from Middletown Park

Field inspection of the intersections under study revealed the existing lane use illustrated in Exhibit 2.

Existing Traffic Volumes

STS LTD conducted manual turning movement counts in May 2019 between the hours of 6:00 - 9:00 AM and 4:00 - 7:00 PM to determine the existing traffic conditions. The existing peak hour volumes are shown in Exhibit 3 and the summarized data sheets showing the total vehicles observed are contained in Appendix B.

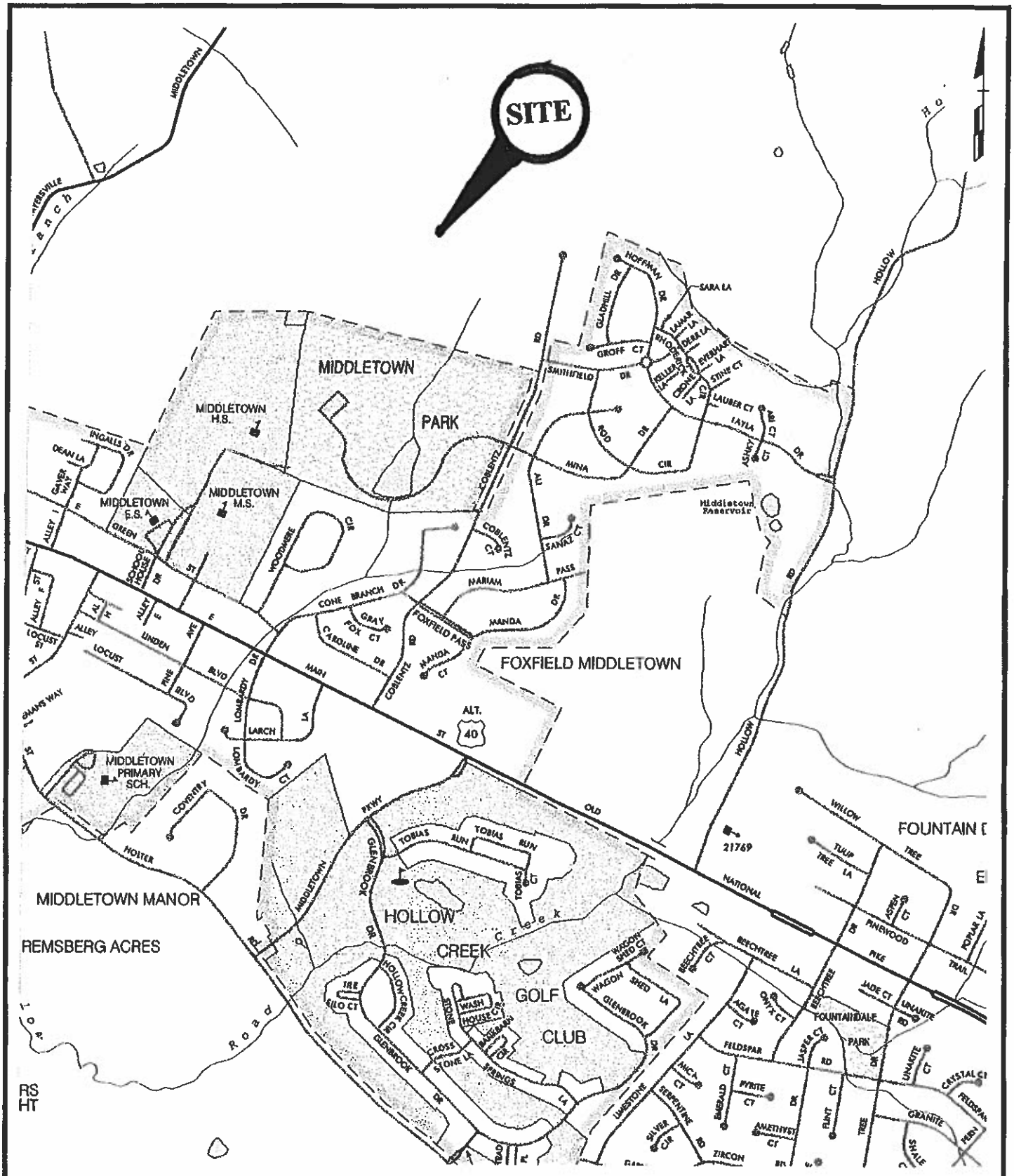


EXHIBIT 1
SITE LOCATION

NO SCALE

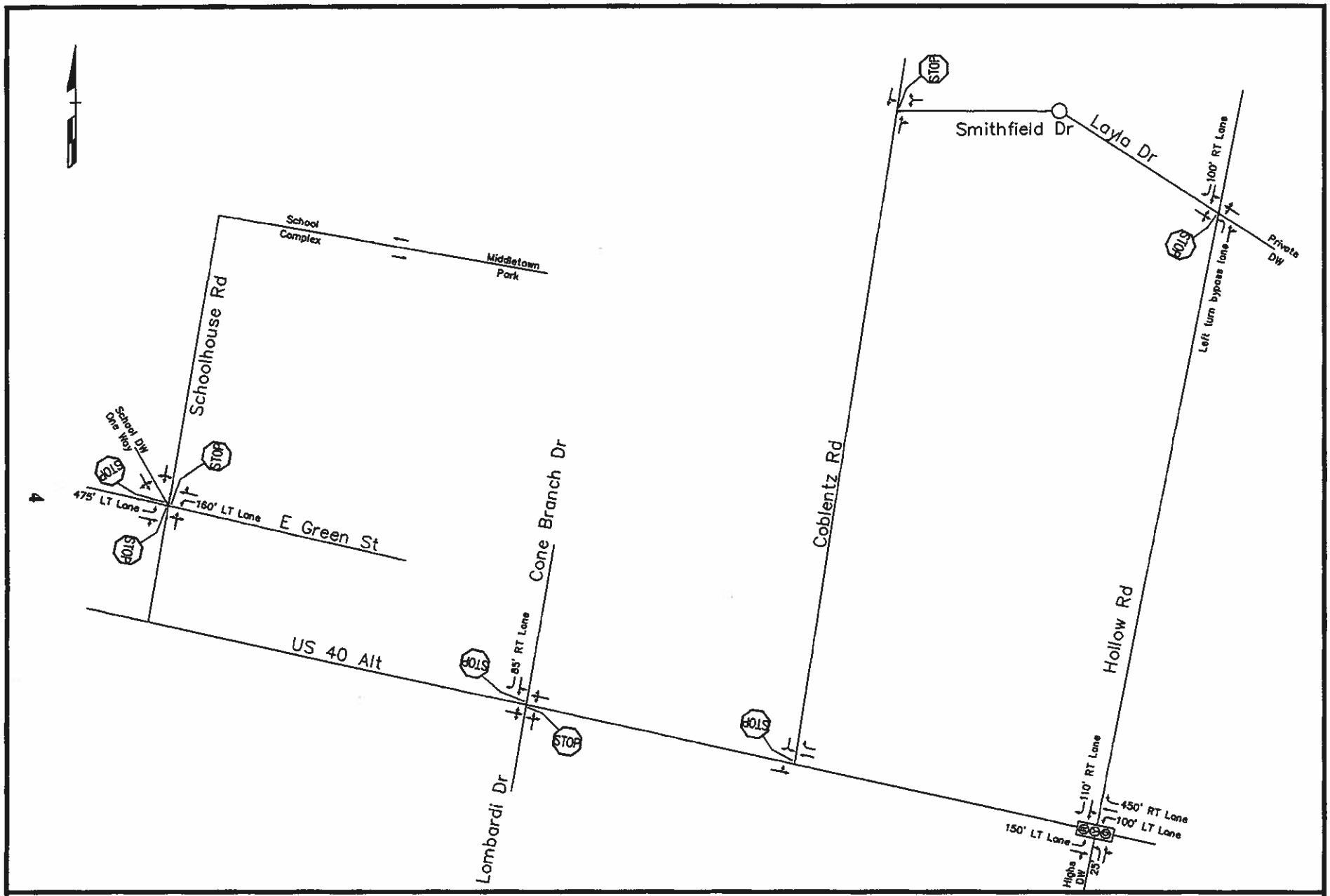
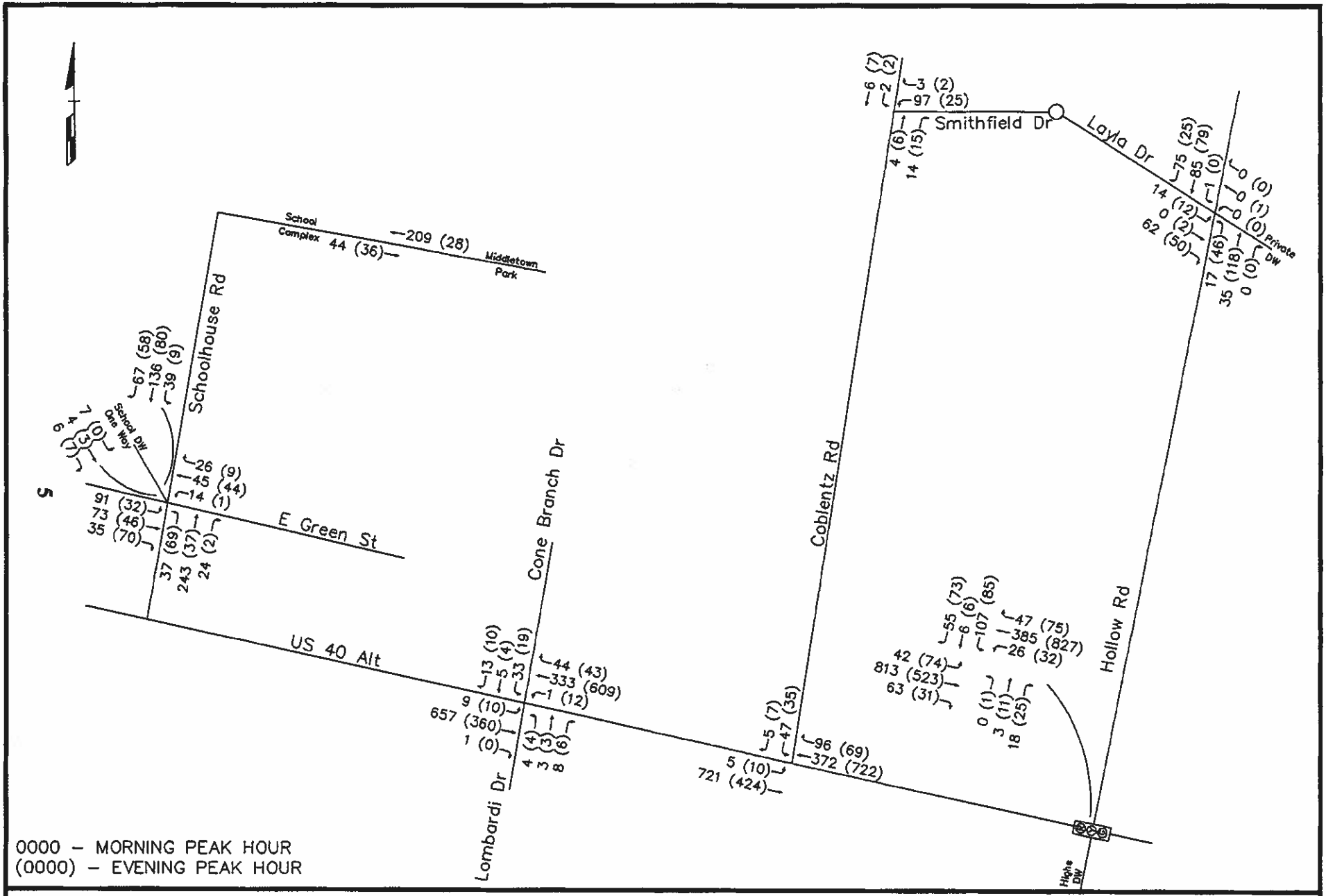


EXHIBIT 2
EXISTING LANE USE

NO SCALE



0000 – MORNING PEAK HOUR
(0000) – EVENING PEAK HOUR

NO SCALE

EXHIBIT 3
EXISTING TRAFFIC VOLUMES

Analysis of Existing Traffic Conditions

In accordance with Maryland State Highway Administration (MSHA) guidelines, intersection capacity analyses were performed applying the Critical Lane Volume (CLV) technique to all of the critical intersections. The results of the capacity analyses are shown in Table 1.

TABLE 1
RESULTS OF CLV CAPACITY ANALYSES
EXISTING TRAFFIC CONDITIONS

INTERSECTION	MORNING PEAK HOUR	EVENING PEAK HOUR
US 40 Alt @ Hollow Rd	B(1044)	B(1026)
US 40 Alt @ Coblentz Rd	A(783)	A(774)
US 40 Alt @ Cone Branch Rd	A(725)	A(718)
Hollow Rd @ Layla Dr	A(179)	A(189)
Coblentz Rd @ Smithfield Dr	A(120)	A(50)
Schoolhouse Rd @ E Green St	A(526)	A(344)

X(0000) - Level of Service(Critical Lane Volume)

Although MSHA guidelines establish Level of Service D as the acceptable threshold, the Town of Middletown requires that a Level of Service C be maintained. A review of the results shown in Table 1 reveal that the critical intersections are operating at acceptable levels of service during both the morning and evening peak periods'

The capacity calculations are contained in Appendix C.

BACKGROUND TRAFFIC

Proposed Road Improvements

There are no improvements funded for construction in either the State Highway Administration (SHA) publication Consolidated Transportation Program which would have a significant effect on traffic in the area. There is a reconstruction project along US 40 Alternate within the study area; however this improvement will not add capacity at any of the study intersections along US 40 Alternate.

Growth in Thru Traffic

Due to development restrictions on the property, a design year of 2027 was assumed for this project and based on historical volume records the growth rate in this area was determined to be 1% per year. Therefore the 2027 Growth Adjusted volumes are shown in Exhibit 4.

Planned Developments

To provide an adequate assessment of traffic volumes traffic from approved, but un-built or completed projects within the study area must be included. The Town of Middletown did not identify any current projects within the study area that would have a significant impact on traffic at the study intersections.

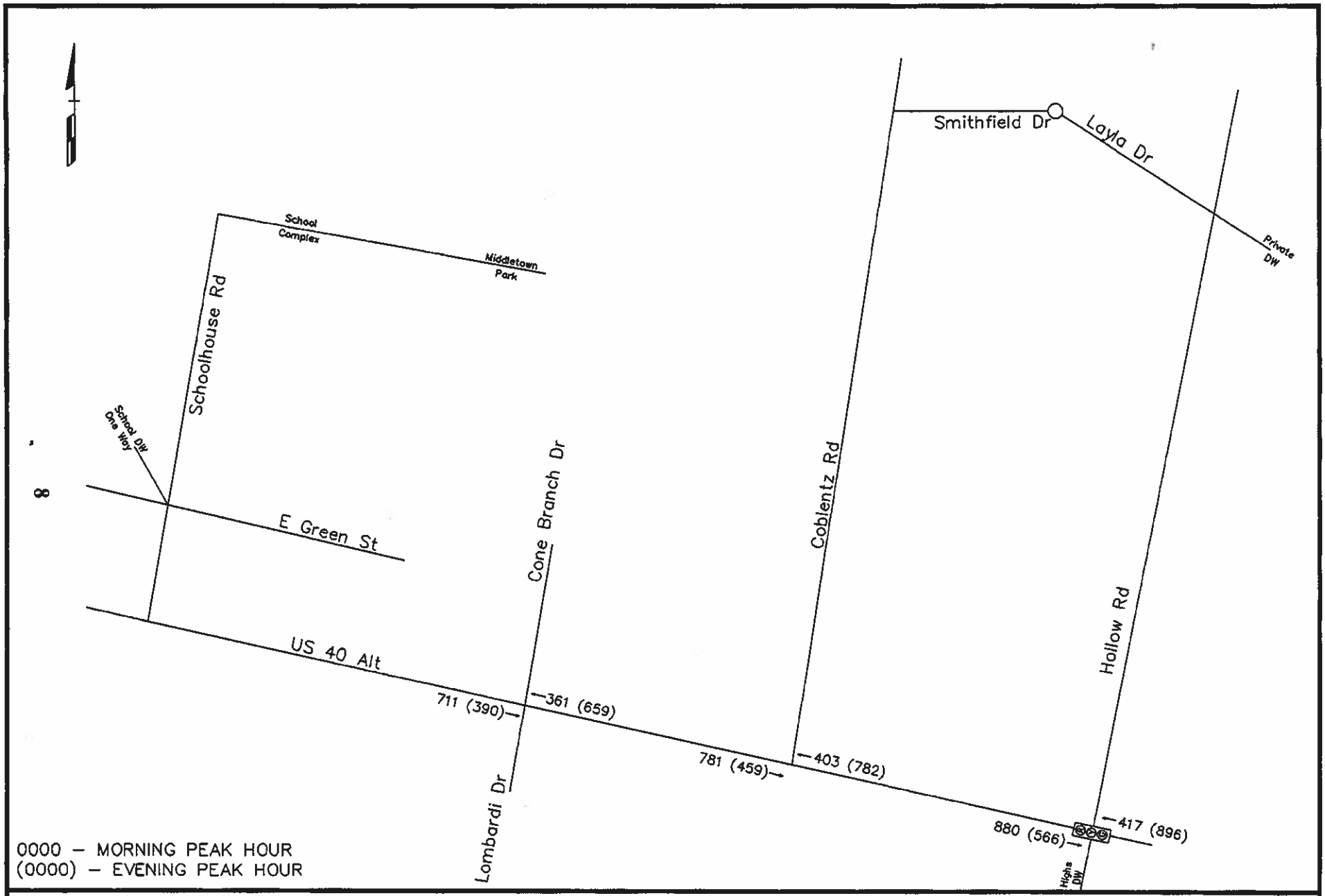


EXHIBIT 4
2027 GROWTH ADJUSTMENT

NO SCALE

SITE TRAFFIC ANALYSIS

The Memar Corporation is proposing to construct 148 age restricted single family homes along the west side of Coblentz Road opposite of Smithfield Drive. Access to the site will be via the extension of Smithfield Drive from it's existing terminus west at Coblentz Road.

Trip Generation

To determine the traffic associated with the proposed development trip generation rates found in the Institute of Transportation Engineer's publication, Trip Generation, Tenth Edition were used. The trip generation rates and trips generated are shown in Table 2.

TABLE 2
TRIP GENERATION
FOXFIELD SECTION 6

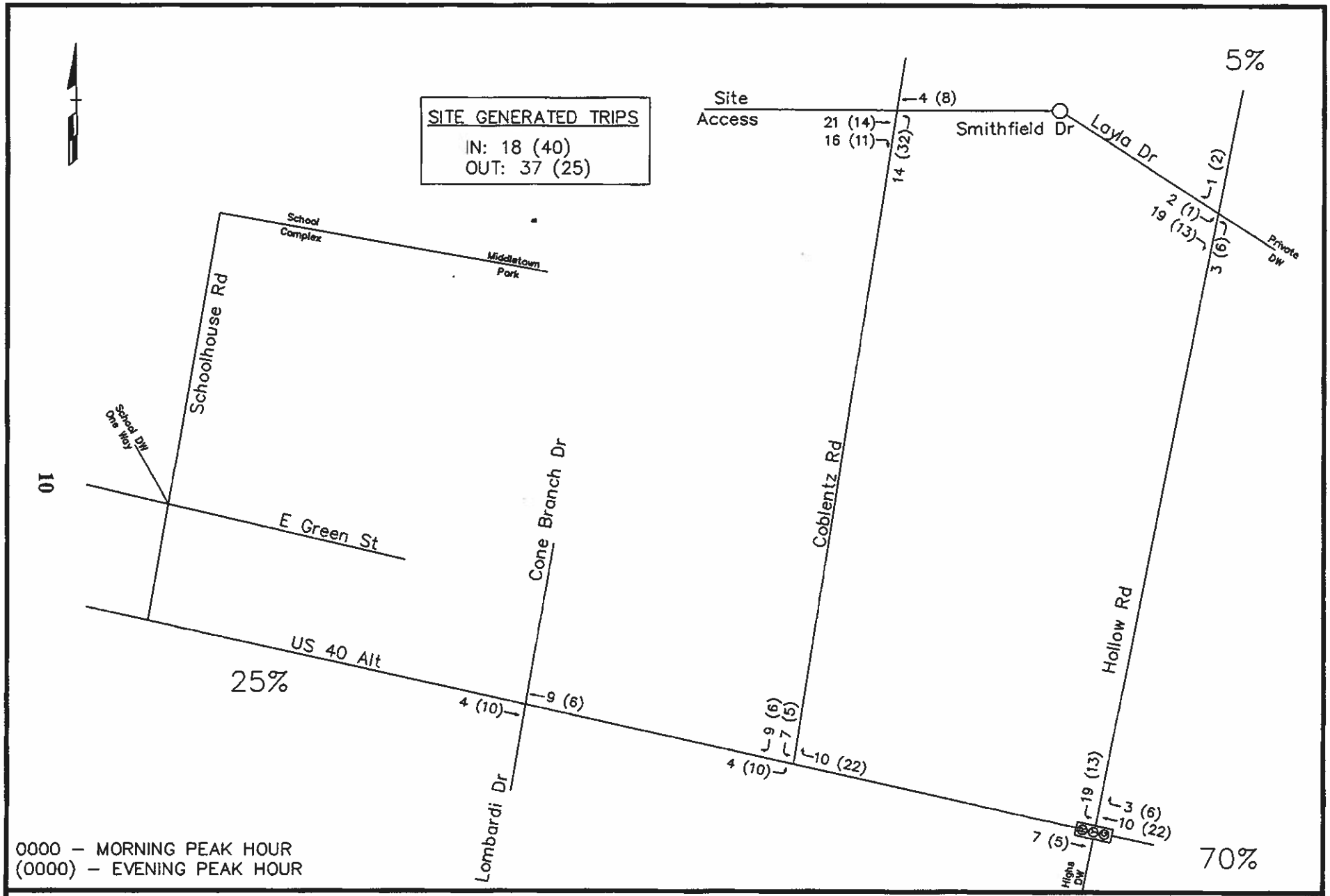
LAND USE	MORNING PEAK HOUR			EVENING PEAK HOUR		
Generation Rate	IN	OUT	TOTAL	IN	OUT	TOTAL
Sr Housing Detached (251)						
Trips/du	Ln(T)=0.76Ln(X)+0.21			Ln(T)=0.78Ln(X)+0.28		
Trips/148 du's	18	37	55	40	25	65

Trip Distribution

The trips generated by the site were assigned to the road network as shown in Exhibit 5. The Total Traffic Volumes are shown in Exhibit 6.

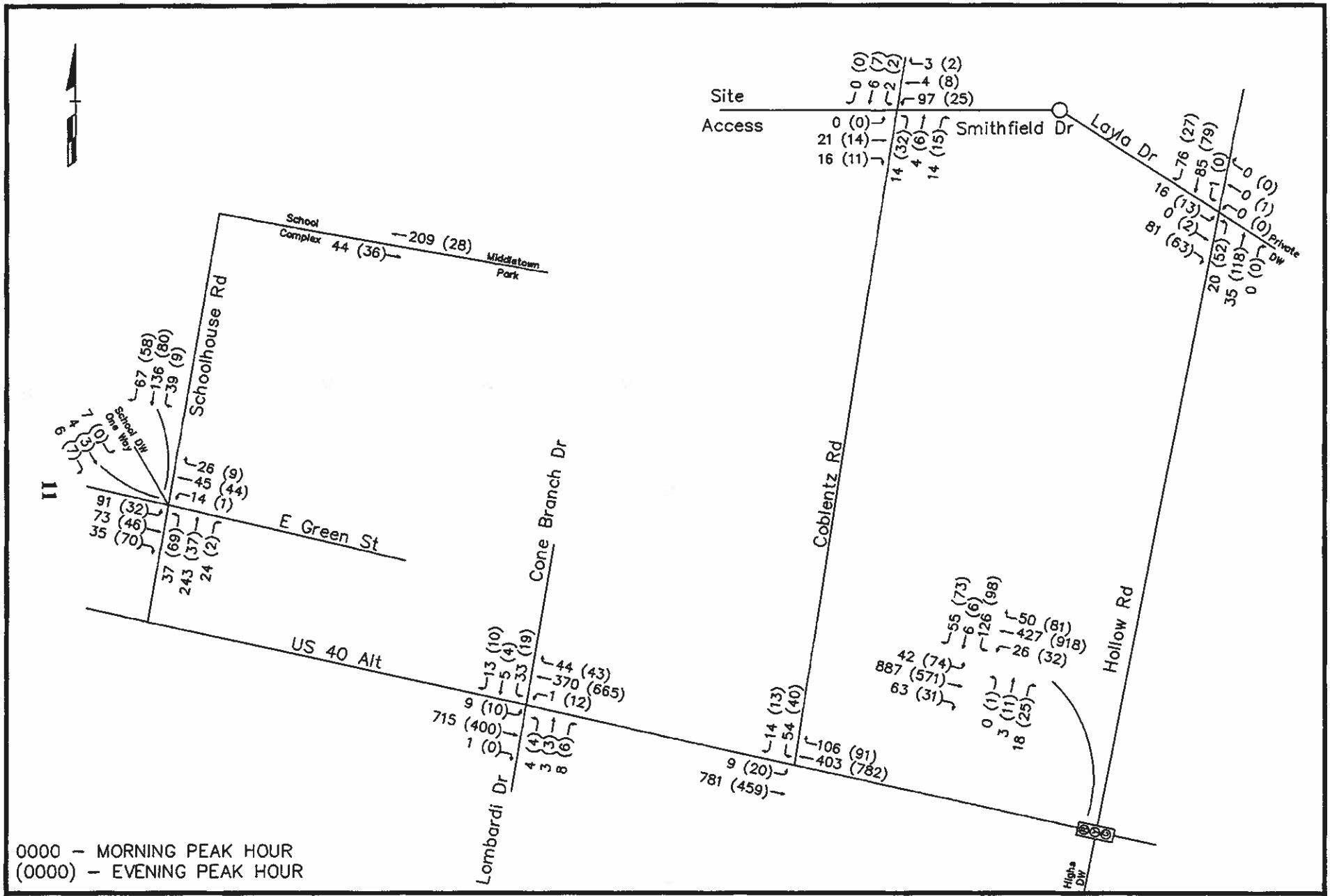
Analysis of Total Traffic Conditions

Intersection capacity analyses were performed applying the Critical Lane Volume (CLV) technique to all of the critical intersections. The results of the capacity analyses are shown in Table 3.



NO SCALE

EXHIBIT 5
SITE GENERATED TRIPS



0000 – MORNING PEAK HOUR
(0000) – EVENING PEAK HOUR

NO SCALE

EXHIBIT 6
TOTAL TRAFFIC VOLUMES

TABLE 3

RESULTS OF CLV CAPACITY ANALYSES

TOTAL TRAFFIC CONDITIONS

INTERSECTION	MORNING PEAK HOUR	EVENING PEAK HOUR
US 40 Alt @ Hollow Rd	B(1139)	B(1131)
US 40 Alt @ Coblentz Rd	A(867)	A(855)
US 40 Alt @ Cone Branch Rd	A(783)	A(774)
Hollow Rd @ Layla Dr	A(203)	A(209)
Coblentz Rd @ Smithfield Dr	A(169)	A(108)

X(0000) - Level of Service(Critical Lane Volume)

The capacity calculations are contained in Appendix D.

A review of the capacity analyses results in Table 3 reveal that all of the critical intersections are projected to operate within acceptable limits after full development of the Foxfields Section 6 project. The Foxfield Section 6 development does not have an impact on the Schoolhouse Road/East Green Street intersection so a capacity analyses for total traffic conditions was not performed at this intersection.

Queuing Analyses

Queuing analyses were performed at the US 40 Alternate/Hollow Road intersection to determine if the projected volumes at this intersection would result queues that would extend beyond the turn lanes provided. The MSHA procedures for projecting queue lengths were used and based on the projected levels of service at the intersection a 100 second cycle length was assumed. The results of the queuing analyses are shown below.

Eastbound US 40 Alt left turns. A 150 foot left turn lane is provided and the evening peak hour has the highest projected volume (74 left turns). Based on this volume a queue of 73 feet could be expected; therefore the existing 150 foot left turn lane is adequate to accommodate the projected queue. (PM Peak Hour: 74 x 100/3600 x 1.4 x 25 = 73 feet)

Westbound US 40 Alt left turns. A 100 foot left turn lane is provided and the evening peak hour has the highest projected volume (32 left turns). Based on this volume a queue of 31 feet could be expected; therefore the existing 100 foot left turn lane is adequate to accommodate the projected queue. (PM Peak Hour: 32 x 100/3600 x 1.4 x 25 = 31 feet)

Westbound US 40 Alt right turns. A 450 foot right turn lane is provided and the evening peak hour has the highest projected volume (81 right turns). Based on this volume a queue of 79 feet could be expected; therefore the existing 450 foot right turn lane is adequate to accommodate the projected queue. (PM Peak Hour: 81 x 100/3600 x 1.4 x 25 = 79 feet)

Southbound Hollow Road right turns. A 110 foot right turn lane is provided and the evening peak hour has the highest projected volume (73 right turns). Based on this volume a queue of 71 feet could be expected; therefore the existing 110 foot right turn lane is adequate to accommodate the projected queue. (PM Peak Hour: 73 x 100/3600 x 1.4 x 25 = 71 feet)

The queuing analyses show that the existing turn lanes are sufficient to accommodate the projected queues at this intersection.

CONCLUSIONS

The field studies and analyses performed as part of this study reveal that the Foxfields Section 6 project can develop as proposed and acceptable levels of service will be maintained at all of the study intersections.

APPENDIX A

SCOPING LETTER & CONCEPT PLAN

Mike Nalepa

From: Trevor Frederick <trevor@fsa-md.com>
Sent: Monday, March 4, 2019 11:43 AM
To: Mike Nalepa
Cc: fred@fsa-md.com
Subject: Foxfield Section 6 TIS
Attachments: Attachments.html

Citrix Attachments — Expires August 31, 2019

7090 Concept Plan 01302018.pdf	7.6 MB
Memar Traffic Count Location Map.jpg	2.1 MB

Download Attachments

Trevor Frederick uses Citrix Files to share documents securely.

Hi Mike,

We are working on a new residential subdivision in Middletown, Maryland for 148 age restricted units. The town is requesting a traffic study for the project. Please see email below.

Can you provide us with a proposal to complete this work?

I've attached a copy of the concept plan for your use.

Thanks,
Trevor

From: Drew Bowen <abowen@ci.middletown.md.us>
Sent: Thursday, February 28, 2019 11:18 AM
To: Trevor Frederick <trevor@fsa-md.com>; Bruce Carbaugh <bcarbaugh@ci.middletown.md.us>
Subject: RE: Traffic Study Intersection Map

Trevor:

Please see attached map. I have identified seven (7) locations where traffic counts would be useful to determine traffic flow as it relates to the Memar Property.

- **Hollow Road & Layla Drive** ***(Shown in Red to indicate a location we discussed at our meeting)***
- **East Main Street & Coblentz Road** ***(Shown in Red to indicate a location we discussed at our meeting)***
- **East Main Street & Cone Branch Drive** ***(Shown in Yellow)***

- **US Alt. 40 (Old National Pike) & Hollow Road** ***(Shown in Yellow)***
- **Coblentz Road & Smithfield Drive** ***(Shown in Yellow)***
- **Schoolhouse Drive & East Green Street** ***(Shown in Blue)***
- **Access Road from Middletown Park into School Property** ***(Shown in Blue)***

FCPS recently completed a traffic study for the Middletown School Complex and I provided Fred with their contact information. The engineer probably has traffic count numbers for the areas shown in blue that you could use for this traffic study and would not need to have updated numbers since the study is recent.

The reason for the additional locations is to clearly identify the school traffic from the regular traffic. You would not want traffic count numbers from the school traffic effecting the impacts to the Memar Property since those impacts do not have to be addressed by the developer. Any questions, please feel free to call.

Thanks Drew

Andrew J. Bowen
Town Administrator
Burgess and Commissioners
Middletown, MD 21769
31 West Main Street
Middletown, MD 21769
Office – 301.371.6171
Cell – 240.674.8937
abowen@ci.middletown.md.us

From: Trevor Frederick <trevor@fsa-md.com>
Sent: Tuesday, February 26, 2019 5:02 PM
To: Bruce Carbaugh <bcarbaugh@ci.middletown.md.us>
Cc: Drew Bowen <abowen@ci.middletown.md.us>
Subject: RE: Traffic Study Intersection Map

Ok, I will sit tight until I hear back from you.

-Trevor

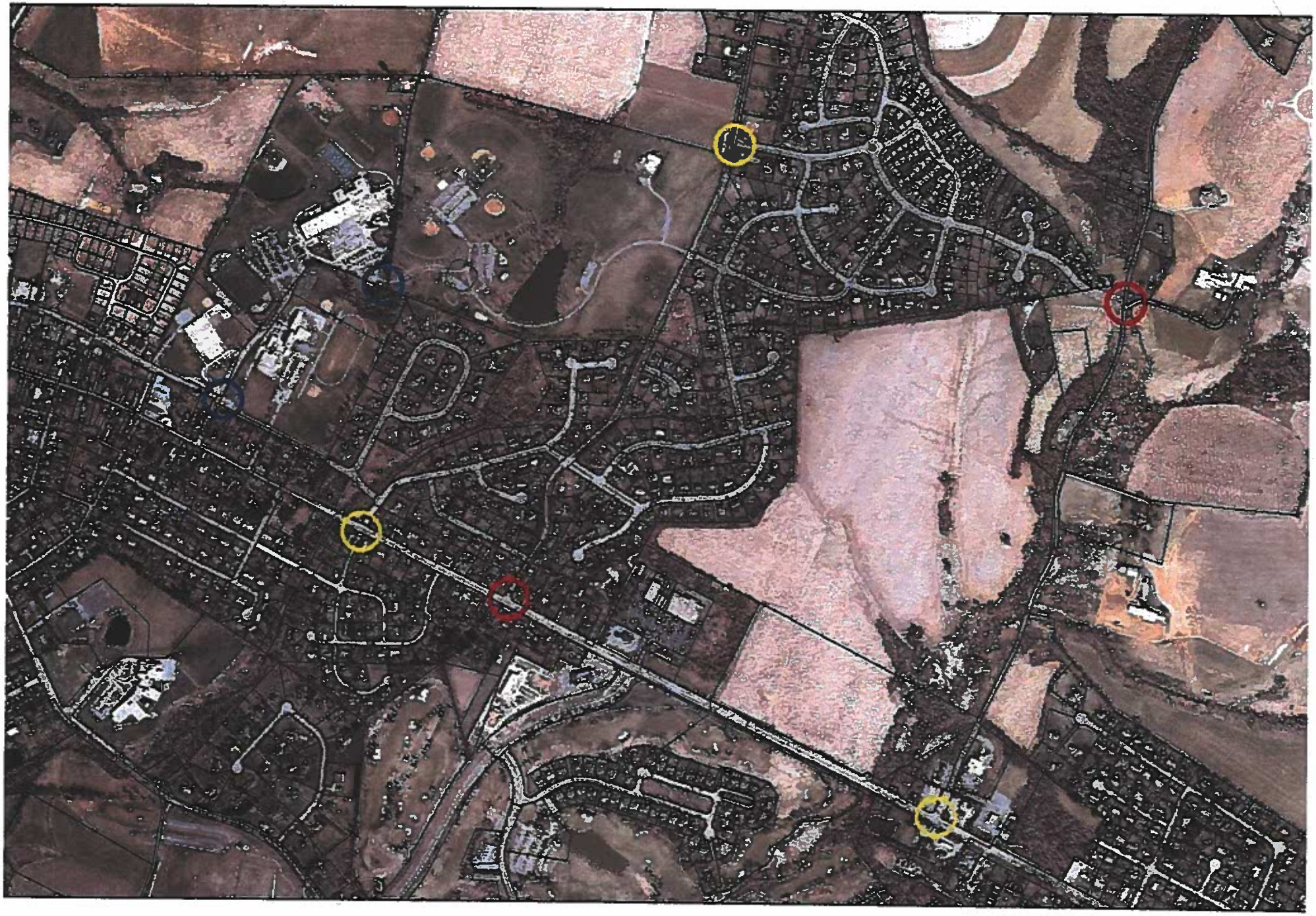
From: Bruce Carbaugh <bcarbaugh@ci.middletown.md.us>
Sent: Tuesday, February 26, 2019 2:57 PM
To: Trevor Frederick <trevor@fsa-md.com>
Cc: Drew Bowen <abowen@ci.middletown.md.us>
Subject: Traffic Study Intersection Map

Trevor,

I sent the map too soon, Drew and I will be meeting this week to discuss and I will get back to you.

Bruce A. Carbaugh

Town of Middletown
Director of Public Works
P 301-371-6171



Town of Middletown - Frederick County

Foxfield Section 6

CONCEPT PLAN - FOR REVIEW

FREDERICK SEIBERT & ASSOCIATES, INC.

APPENDIX B

VEHICLE TURNING MOVEMENT COUNTS

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US-40 ALT
and: Hollow Rd
Counted by: CB

Location : Frederick County
Date : 05/09/19
Weather : Cloudy
Entered by SKN

Day: Thursday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Hollow Rd				TRAFFIC FROM SOUTH on: High's Gas Station				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	2	1	5	8	1	1	0	2	9	80	0	89	3	15	1	19	118
15-30	2	1	19	22	1	0	0	1	12	134	3	149	0	30	2	32	204
30-45	7	2	11	20	3	0	0	3	10	149	6	165	4	52	3	59	247
45-00	7	3	16	26	4	1	0	5	4	134	6	144	5	68	9	82	257
07:00-15	17	4	27	48	4	1	0	5	10	179	5	194	3	111	15	129	376
15-30	15	0	35	50	5	1	0	6	20	203	5	228	8	71	19	98	382
30-45	11	1	17	29	4	1	0	5	13	225	16	254	11	99	7	117	405
45-00	12	1	28	41	5	0	0	5	20	206	16	242	4	104	6	114	402
08:00-15	4	3	29	36	4	0	2	6	19	194	13	226	1	97	3	101	369
15-30	8	2	21	31	3	1	2	6	9	144	11	164	4	94	12	110	311
30-45	14	2	28	44	6	1	2	9	8	167	8	183	4	90	11	105	341
45-00	10	0	36	46	1	2	0	3	9	241	9	259	4	87	10	101	409
AM 3 HOUR TOTALS	109	20	272	401	41	9	6	56	143	2056	98	2297	51	918	98	1067	3821
1 HOUR TOTALS																	
06-07	18	7	51	76	9	2	0	11	35	497	15	547	12	165	15	192	826
615-715	33	10	73	116	12	2	0	14	36	596	20	652	12	261	29	302	1084
630-730	46	9	89	144	16	3	0	19	44	665	22	731	20	302	46	368	1262
645-745	50	8	95	153	17	4	0	21	47	741	32	820	27	349	50	426	1420
07-08	55	6	107	168	18	3	0	21	63	813	42	918	26	385	47	458	1565
715-815	42	5	109	156	18	2	2	22	72	828	50	950	24	371	35	430	1558
730-830	35	7	95	137	16	2	4	22	61	769	56	886	20	394	28	442	1487
745-845	38	8	106	152	18	2	6	26	56	711	48	815	13	385	32	430	1423
08-09	36	7	114	157	14	4	6	24	45	746	41	832	13	368	36	417	1430
PEAK HOUR																	
07-08	55	6	107	168	18	3	0	21	63	813	42	918	26	385	47	458	1565
PM																	
04:00-15	13	2	22	37	7	2	0	9	15	134	14	163	9	165	24	198	407
15-30	25	0	16	41	4	1	0	5	9	127	28	164	8	204	30	242	452
30-45	29	4	22	55	5	2	0	7	7	127	15	149	6	178	35	219	430
45-00	16	4	15	35	9	2	1	12	9	108	18	135	9	219	19	247	429
05:00-15	20	2	32	54	8	3	0	11	6	127	23	156	9	193	17	219	440
15-30	22	0	20	42	7	2	1	10	5	115	18	138	5	217	24	246	436
30-45	15	1	18	34	5	3	0	8	12	146	23	181	13	197	19	229	452
45-00	16	3	15	34	5	3	0	8	8	135	10	153	5	220	15	240	435
06:00-15	22	0	17	39	10	0	1	11	9	128	13	150	3	193	15	211	411
15-30	19	1	15	35	7	2	0	9	7	108	12	127	10	148	19	177	348
30-45	17	2	24	43	8	0	0	8	8	110	15	133	6	140	24	170	354
45-00	10	2	11	23	7	2	0	9	2	79	9	90	5	150	19	174	296
PM 3 HOUR TOTALS	224	21	227	472	82	22	3	107	97	1444	198	1739	88	2224	260	2572	4890
1 HOUR TOTALS																	
04-05	83	10	75	168	25	7	1	33	40	496	75	611	32	788	108	908	1718
415-515	90	10	85	185	26	8	1	35	31	489	84	604	32	794	101	927	1751
430-530	87	10	89	186	29	9	2	40	27	477	74	578	29	807	95	931	1735
445-545	73	7	85	165	29	10	2	41	32	498	82	610	36	826	79	941	1757
05-06	73	6	85	164	25	11	1	37	31	523	74	628	32	827	75	934	1763
515-615	75	4	70	149	27	8	2	37	34	524	64	622	26	827	73	926	1734
530-630	72	5	65	142	27	8	1	36	36	517	58	611	31	758	68	857	1646
545-645	74	6	71	151	30	5	1	36	32	481	50	563	24	701	73	798	1548
06-07	68	5	67	140	32	4	1	37	26	425	49	500	24	631	77	732	1409
PEAK HOUR																	
05-06	73	6	85	164	25	11	1	37	31	523	74	628	32	827	75	934	1763

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US-40 ALT
and: Hollow Rd
Counted by: CB bikes only

Location : Frederick County
Date : 05/09/19
Weather : Cloudy
Entered by SKN

Day: Thursday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Hollow Rd				TRAFFIC FROM SOUTH on: High's Gas Station				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
615-715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
630-730	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 615-715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
PM																	
04:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

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PEDESTRIAN COUNT - SUMMARY

Location: Frederick County

Intersection of: US-40 ALT | Date: 05/09/19 | Day: Thursday

and: Hollow Rd | Weather: Cloudy

Counted by: CB | Entered By: SKN

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		
TIME	EB	WB	NB	SB	EB	WB	NB	SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
07:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
08:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS									
06-07	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0
PEAK HOUR 615-715	0	0	0	0	0	0	0	0	0
PM									
04:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	1	0	0	0	0	1
05:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	2	1	0	0	3
45-00	0	0	0	0	0	0	0	0	0
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	1	2	1	0	0	4
1 HOUR TOTALS									
04-05	0	0	0	1	0	0	0	0	1
415-515	0	0	0	1	0	0	0	0	1
430-530	0	0	0	1	0	0	0	0	1
445-545	0	0	0	1	2	1	0	0	4
05-06	0	0	0	0	2	1	0	0	3
515-615	0	0	0	0	2	1	0	0	3
530-630	0	0	0	0	2	1	0	0	3
545-645	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0
PEAK HOUR 445-545	0	0	0	1	2	1	0	0	4

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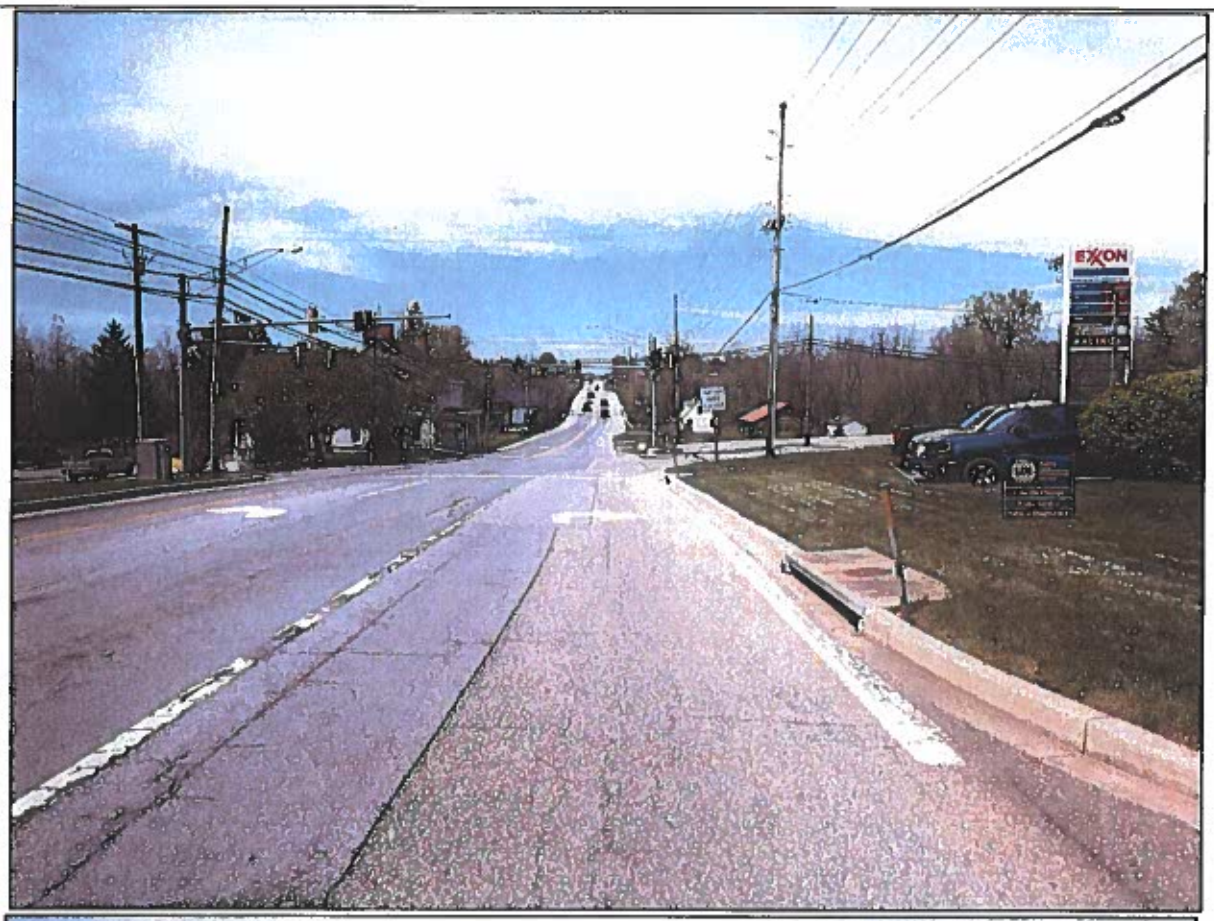
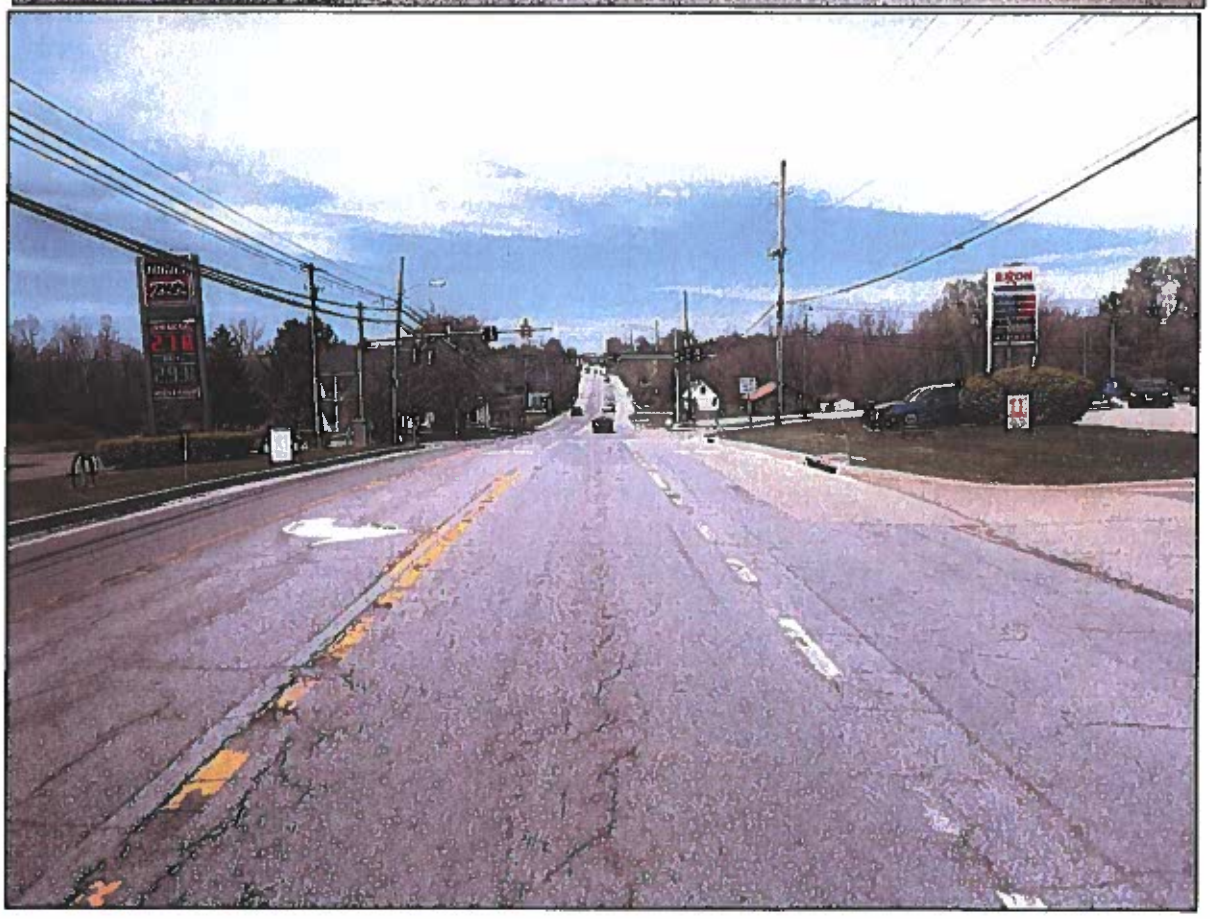
EB US 40 Alt approaching Hollow Rd





WB US 40 Alt approaching Hollow Rd

Highs DW approaching US 40 Alt

SB Hollow Rd approaching US 40 Alt

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US 40-ALT
and: Coblentz Rd
Counted by: CB

Location : Frederick County
Date : 05/08/19
Weather : Partly Cloudy
Entered by SKN

Day: Wednesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Coblentz Rd				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	2	0	4	6	0	0	0	0	0	89	2	91	0	21	0	21	118
15-30	0	0	3	3	0	0	0	0	0	91	1	92	0	19	1	20	115
30-45	0	0	7	7	0	0	0	0	0	128	0	128	0	33	6	39	174
45-00	0	0	5	5	0	0	0	0	0	121	2	123	0	62	17	79	207
07:00-15	0	0	12	12	0	0	0	0	0	141	3	144	0	105	55	160	316
15-30	2	0	15	17	0	0	0	0	0	198	0	198	0	82	25	107	322
30-45	2	0	7	9	0	0	0	0	0	189	1	190	0	90	8	98	297
45-00	1	0	13	14	0	0	0	0	0	193	1	194	0	95	8	103	311
08:00-15	1	0	8	9	0	0	0	0	0	110	1	111	0	94	7	101	221
15-30	3	0	15	18	0	0	0	0	0	109	3	112	0	64	10	74	204
30-45	0	0	22	22	0	0	0	0	0	111	0	111	0	81	7	88	221
45-00	1	0	15	16	0	0	0	0	0	150	2	152	0	51	6	57	225
AM 3 HOUR TOTALS	12	0	126	138	0	0	0	0	0	1630	16	1646	0	797	150	947	2731
1 HOUR TOTALS																	
06-07	2	0	19	21	0	0	0	0	0	429	5	434	0	135	24	159	614
615-715	0	0	27	27	0	0	0	0	0	481	6	487	0	219	79	298	812
630-730	2	0	39	41	0	0	0	0	0	588	5	593	0	282	103	385	1019
645-745	4	0	39	43	0	0	0	0	0	649	6	655	0	339	105	444	1142
07-08	5	0	47	52	0	0	0	0	0	721	5	726	0	372	96	468	1246
715-815	6	0	43	49	0	0	0	0	0	690	3	693	0	361	48	409	1151
730-830	7	0	43	50	0	0	0	0	0	601	6	607	0	343	33	376	1033
745-845	5	0	58	63	0	0	0	0	0	523	5	528	0	334	32	366	957
08-09	5	0	60	65	0	0	0	0	0	480	6	486	0	290	30	320	871
PEAK HOUR																	
07-08	5	0	47	52	0	0	0	0	0	721	5	726	0	372	96	468	1246
PM																	
04:00-15	3	0	6	9	0	0	0	0	0	117	0	117	0	142	14	156	282
15-30	1	0	3	4	0	0	0	0	0	98	2	100	0	149	15	164	268
30-45	1	0	5	6	0	0	0	0	0	114	1	115	0	181	13	194	315
45-00	2	0	12	14	0	0	0	0	0	94	3	97	0	177	16	193	304
05:00-15	1	0	10	11	0	0	0	0	0	122	4	126	0	183	23	206	343
15-30	3	0	8	11	0	0	0	0	0	94	2	96	0	181	17	198	305
30-45	2	0	10	12	0	0	0	0	0	95	3	98	0	160	11	171	281
45-00	0	0	14	14	0	0	0	0	0	100	4	104	0	165	18	183	301
08:00-15	1	0	14	15	0	0	0	0	0	104	3	107	0	167	19	186	308
15-30	1	0	15	16	0	0	0	0	0	89	3	92	0	139	18	157	265
30-45	2	0	13	15	0	0	0	0	0	76	0	76	0	114	11	125	216
45-00	0	0	4	4	0	0	0	0	0	63	0	63	0	119	11	130	197
PM 3 HOUR TOTALS	17	0	114	131	0	0	0	0	0	1166	25	1191	0	1677	186	2083	3385
1 HOUR TOTALS																	
04-05	7	0	26	33	0	0	0	0	0	423	6	429	0	649	58	707	1169
415-515	5	0	30	35	0	0	0	0	0	428	10	438	0	690	67	757	1230
430-530	7	0	35	42	0	0	0	0	0	424	10	434	0	722	69	791	1267
445-545	8	0	40	48	0	0	0	0	0	405	12	417	0	701	67	768	1233
05-06	8	0	42	48	0	0	0	0	0	411	13	424	0	689	69	758	1230
515-615	6	0	46	52	0	0	0	0	0	393	12	405	0	673	65	738	1195
530-630	4	0	53	57	0	0	0	0	0	388	13	401	0	631	66	697	1155
545-645	4	0	56	60	0	0	0	0	0	369	10	379	0	585	66	651	1090
06-07	4	0	46	50	0	0	0	0	0	332	6	338	0	539	59	598	986
PEAK HOUR																	
430-530	7	0	35	42	0	6	0	0	0	424	10	434	0	722	69	791	1267

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US-40 ALT
and: Coblentz Rd
Counted by: CB bikes only

Location : Frederick County
Date : 05/08/19
Weather : Partly Cloudy
Entered by SKN

Day: Wednesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Coblentz Rd				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-15	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
30-45	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07-08	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
715-815	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
730-830	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 07-08	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PM																	
04:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PEDESTRIAN COUNT - SUMMARY

Intersection of: US-40 ALT
and: Coblentz Rd
Counted by: CB

Location: Frederick County
Date: 05/08/19 Day: Wednesday
Weather: Partly Cloudy
Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
07:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
08:00-15	1	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	1	0	0	0	0	0	0	0	1
1 HOUR TOTALS									
06-07	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0
715-815	1	0	0	0	0	0	0	0	1
730-830	1	0	0	0	0	0	0	0	1
745-845	1	0	0	0	0	0	0	0	1
08-09	1	0	0	0	0	0	0	0	1
PEAK HOUR 730-830	1	0	0	0	0	0	0	0	1
PM									
04:00-15	1	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	1	0	0	0	0	0	0	0	1
05:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	3	3	0	0	0	0	0	0	6
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	5	3	0	0	0	0	0	0	8
1 HOUR TOTALS									
04-05	2	0	0	0	0	0	0	0	2
415-515	1	0	0	0	0	0	0	0	1
430-530	1	0	0	0	0	0	0	0	1
445-545	1	0	0	0	0	0	0	0	1
05-06	3	3	0	0	0	0	0	0	6
515-615	3	3	0	0	0	0	0	0	6
530-630	3	3	0	0	0	0	0	0	6
545-645	3	3	0	0	0	0	0	0	6
06-07	0	0	0	0	0	0	0	0	0
PEAK HOUR 515-615	3	3	0	0	0	0	0	0	6

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EB US 40 Alt approaching Coblentz Rd

WB US 40 Alt approaching Coblentz Rd

SB Coblentz Rd approaching US 40 Alt

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: US-40 ALT
and: Cone Branch Dr
Counted by: ET

Location : Frederick County
Date : 05/08/19
Weather : Cloudy
Entered by SKN

Day: Wednesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Cone Branch Dr				TRAFFIC FROM SOUTH on: Lombardy Dr				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	1	7	8	0	0	2	2	0	71	1	72	0	14	0	14	96
15-30	0	0	2	2	0	0	1	1	0	128	1	129	0	24	1	25	157
30-45	1	1	3	5	0	0	0	0	1	127	2	130	0	30	1	31	166
45-00	1	0	5	6	0	1	3	4	0	104	1	105	0	53	4	57	172
07:00-15	2	0	4	6	1	1	0	2	0	145	4	149	0	80	4	84	241
15-30	3	2	6	11	1	1	1	3	0	173	4	177	0	90	9	99	290
30-45	3	1	9	13	1	1	2	4	1	164	0	165	0	75	13	88	270
45-00	5	2	14	21	1	0	5	6	0	175	1	176	1	88	18	107	310
08:00-15	1	0	8	9	0	0	2	2	0	115	0	115	2	73	8	83	209
15-30	3	1	4	8	0	0	1	1	0	104	0	104	0	57	3	60	173
30-45	3	0	7	10	2	0	4	6	0	97	3	100	0	83	3	86	202
45-00	3	0	14	17	0	0	2	2	0	139	2	141	0	60	1	61	221
AM 3 HOUR TOTALS	25	8	83	116	6	4	23	33	2	1542	19	1563	3	727	65	795	2507
1 HOUR TOTALS																	
06-07	2	2	17	21	0	1	6	7	1	430	5	436	0	121	6	127	591
615-715	4	1	14	19	1	2	4	7	1	504	8	513	0	187	10	197	736
630-730	7	3	18	28	2	3	4	9	1	549	11	561	0	253	18	271	869
645-745	9	3	24	36	3	4	6	13	1	586	9	596	0	298	30	328	973
07-08	13	5	33	51	4	3	8	15	1	657	9	667	1	333	44	378	1111
715-815	12	5	37	54	3	2	10	15	1	627	5	633	3	326	48	377	1079
730-830	12	4	35	51	2	1	10	13	1	558	1	580	3	293	42	338	982
745-845	12	3	33	48	3	0	12	15	0	491	4	495	3	301	32	336	894
08-09	10	1	33	44	2	0	9	11	0	455	5	460	2	273	15	290	805
PEAK HOUR 07-08	13	5	33	51	4	3	8	15	1	657	9	667	1	333	44	378	1111
PM																	
04:00-15	1	0	8	9	2	0	2	4	0	104	2	106	2	156	16	174	293
15-30	2	2	3	7	2	0	0	2	0	83	4	87	5	156	8	169	265
30-45	3	0	3	6	0	0	0	0	0	92	2	94	2	148	7	157	257
45-00	4	2	5	11	0	3	4	7	0	81	2	83	3	149	12	164	265
05:00-15	0	1	6	7	0	0	0	0	0	81	0	81	1	145	8	154	242
15-30	6	0	7	13	0	0	1	1	0	88	1	89	1	132	9	142	225
30-45	2	0	4	6	1	1	1	3	2	76	2	80	2	138	6	146	235
45-00	2	2	4	8	0	0	0	0	0	60	3	63	2	135	11	148	219
06:00-15	3	1	8	12	1	1	3	5	0	52	1	53	0	99	7	106	176
15-30	5	0	2	7	1	0	0	1	0	57	4	61	1	100	1	102	171
30-45	5	0	8	13	0	0	0	0	1	72	2	75	0	117	5	122	210
45-00	2	0	2	4	0	0	2	2	1	63	0	64	0	131	6	137	207
PM 3 HOUR TOTALS	35	8	60	103	7	5	13	25	4	889	23	916	19	1606	96	1721	2765
1 HOUR TOTALS																	
04-05	10	4	19	33	4	3	6	13	0	360	10	370	12	609	43	664	1080
415-515	9	5	17	31	2	3	4	9	0	337	8	345	11	598	35	644	1029
430-530	13	3	21	37	0	3	5	8	0	322	5	327	7	574	36	617	989
445-545	12	3	22	37	1	4	6	11	2	306	5	313	7	564	35	606	967
05-06	10	3	21	34	1	1	2	4	2	285	6	293	6	550	34	590	921
515-615	13	3	23	39	2	2	5	9	2	256	7	265	5	504	33	542	855
530-630	12	3	18	33	3	2	4	9	2	245	10	257	5	472	25	502	801
545-645	15	3	22	40	2	1	3	6	1	241	10	252	3	451	24	478	776
06-07	15	1	20	36	2	1	5	8	2	244	7	253	1	447	19	467	764
PEAK HOUR 04-05	10	4	19	33	4	3	6	13	0	360	10	370	12	609	43	664	1080

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Location : Frederick County

STREET TRAFFIC STUDIES LTD

Intersection of: US-40 ALT
and: Cone Branch DR
Counted by: ET bikes only

Date : 05/08/19
Weather : Cloudy
Entered by SKN

Day: Wednesday

TIME	TRAFFIC FROM NORTH on: Cone Branch Dr				TRAFFIC FROM SOUTH on: Lombardy Dr				TRAFFIC FROM WEST on: US-40 ALT				TRAFFIC FROM EAST on: US-40 ALT				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
08:00-15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1 HOUR TOTALS																	
06-07	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
730-830	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
745-845	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08-09	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR 730-830	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PM																	
04:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
515-615	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
530-630	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
545-645	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

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PEDESTRIAN COUNT - SUMMARY

Intersection of: US-40 ALT
and: Cone Branch Dr
Counted by: ET

Location: Frederick County
Date: 05/08/19 Day: Wednesday
Weather: Cloudy
Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	1	0	0	0	0	0	0	0	1
30-45	0	0	0	0	0	1	0	0	1
45-00	1	1	0	0	0	0	0	0	2
07:00-15	0	2	0	0	0	0	0	0	2
15-30	1	0	0	0	0	0	0	0	1
30-45	1	0	0	0	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0
08:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	1	0	0	1
30-45	0	0	0	0	1	0	0	1	2
45-00	0	0	0	0	1	0	0	1	2
AM 3 HOUR TOTALS	4	3	0	0	2	2	0	2	13
1 HOUR TOTALS									
06-07	2	1	0	0	0	1	0	0	4
615-715	2	3	0	0	0	1	0	0	6
630-730	2	3	0	0	0	1	0	0	6
645-745	3	3	0	0	0	0	0	0	6
07-08	2	2	0	0	0	0	0	0	4
715-815	2	0	0	0	0	0	0	0	2
730-830	1	0	0	0	0	1	0	0	2
745-845	0	0	0	0	1	1	0	1	3
08-09	0	0	0	0	2	1	0	2	5
PEAK HOUR 615-715	2	3	0	0	0	1	0	0	6
PM									
04:00-15	1	1	0	0	0	0	0	0	2
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	1	0	0	0	1
45-00	0	1	0	0	0	0	0	0	1
05:00-15	1	0	0	0	0	0	2	0	3
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
06:00-15	0	0	0	0	0	0	0	0	0
15-30	1	1	0	0	0	0	0	0	2
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	3	3	0	0	1	0	2	0	9
1 HOUR TOTALS									
04-05	1	2	0	0	1	0	0	0	4
415-515	1	1	0	0	1	0	2	0	5
430-530	1	1	0	0	1	0	2	0	5
445-545	1	1	0	0	0	0	2	0	4
05-06	1	0	0	0	0	0	2	0	3
515-615	0	0	0	0	0	0	0	0	0
530-630	1	1	0	0	0	0	0	0	2
545-645	1	1	0	0	0	0	0	0	2
06-07	1	1	0	0	0	0	0	0	2
PEAK HOUR 415-515	1	1	0	0	1	0	2	0	5

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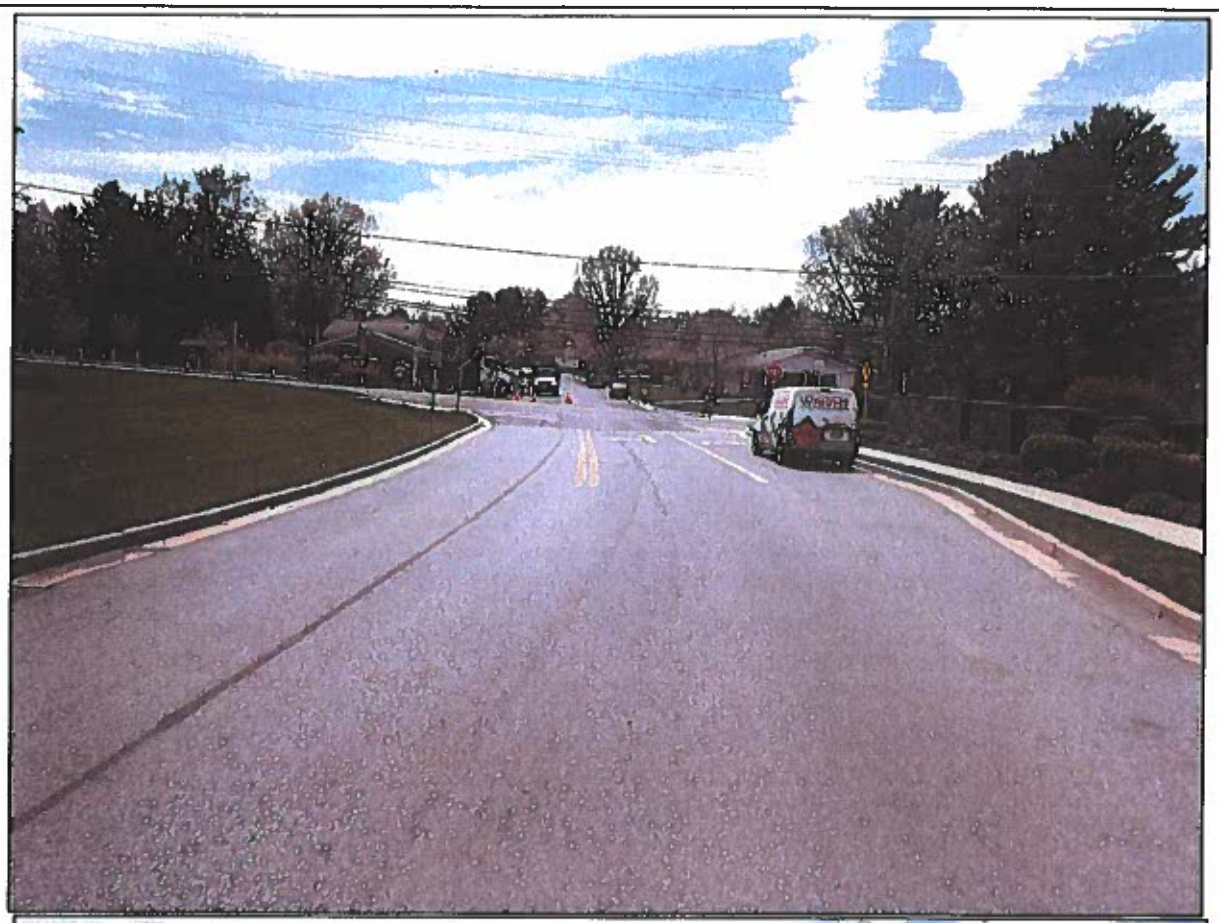
EB US 40 Alt approaching Lombardi Dr

WB US 40 Alt approaching Cone Branch Dr

NB Lombardi Dr approaching US 40 Alt



SB Cone Branch Dr approaching US 40 Alt

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Coblentz Rd
and: Smithfield Dr
Counted by: CB

Location : Frederick County
Date : 05/07/19
Weather : Clear
Entered by SKN

Day: Tuesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Coblentz Rd				TRAFFIC FROM SOUTH on: Coblentz Rd				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on: Smithfield Dr				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	1	1	2	0	0	1	1	0	0	0	0	1	0	0	1	4
15-30	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
30-45	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
45-00	0	0	1	1	0	1	0	1	0	0	0	0	6	0	0	6	8
07:00-15	0	0	0	0	0	0	1	1	0	0	0	0	44	0	1	45	46
15-30	0	2	0	2	0	0	3	3	0	0	0	0	40	0	2	42	47
30-45	0	3	1	4	0	2	2	4	0	0	0	0	6	0	0	6	14
45-00	0	1	1	2	0	2	8	10	0	0	0	0	7	0	0	7	19
08:00-15	0	1	0	1	0	0	3	3	0	0	0	0	5	0	1	6	10
15-30	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	7
30-45	0	1	0	1	0	0	3	3	0	0	0	0	10	0	0	10	14
45-00	0	1	2	3	0	4	6	10	0	0	0	0	7	0	0	7	20
AM 3 HOUR TOTALS	0	10	6	16	0	9	29	38	0	0	0	0	135	0	4	139	193
1 HOUR TOTALS																	
06-07	0	1	2	3	0	1	3	4	0	0	0	0	9	0	0	9	16
615-715	0	0	1	1	0	1	3	4	0	0	0	0	52	0	1	53	58
630-730	0	2	1	3	0	1	6	7	0	0	0	0	90	0	3	93	103
645-745	0	5	2	7	0	3	6	9	0	0	0	0	98	0	3	99	115
07-08	0	6	2	8	0	4	14	18	0	0	0	0	97	0	3	100	126
715-815	0	7	2	9	0	4	16	20	0	0	0	0	58	0	3	61	90
730-830	0	5	2	7	0	4	13	17	0	0	0	0	25	0	1	26	50
745-845	0	3	1	4	0	2	14	16	0	0	0	0	29	0	1	30	50
08-09	0	3	2	5	0	4	12	16	0	0	0	0	29	0	1	30	51
PEAK HOUR 07-08	0	6	2	8	0	4	14	18	0	0	0	0	97	0	3	100	126
PM																	
04:00-15	0	0	1	1	0	1	5	6	0	0	0	0	6	0	0	6	13
15-30	0	1	0	1	0	2	4	6	0	0	0	0	5	0	0	5	12
30-45	0	1	0	1	0	1	1	2	0	0	0	0	8	0	1	9	12
45-00	0	1	1	2	0	0	5	5	0	0	0	0	6	0	1	7	14
05:00-15	0	1	0	1	0	2	4	6	0	0	0	0	5	0	0	5	12
15-30	0	4	1	5	0	3	5	8	0	0	0	0	6	0	0	6	19
30-45	0	1	0	1	0	0	6	6	0	0	0	0	2	0	0	2	9
45-00	0	0	1	1	0	1	5	6	0	0	0	0	8	0	0	8	15
06:00-15	0	2	1	3	0	0	6	6	0	0	0	0	2	0	2	4	13
15-30	0	1	0	1	0	1	2	3	0	0	0	0	4	0	0	4	8
30-45	0	0	0	0	0	0	3	3	0	0	0	0	3	0	0	3	6
45-00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	4
PM 3 HOUR TOTALS	0	12	5	17	0	11	46	57	0	0	0	0	58	0	5	63	137
1 HOUR TOTALS																	
04-05	0	3	2	5	0	4	15	19	0	0	0	0	25	0	2	27	51
415-515	0	4	1	5	0	5	14	19	0	0	0	0	24	0	2	26	50
430-530	0	7	2	9	0	6	15	21	0	0	0	0	25	0	2	27	57
445-545	0	7	2	9	0	5	20	25	0	0	0	0	19	0	1	20	54
05-06	0	6	2	8	0	6	20	26	0	0	0	0	21	0	0	21	55
515-615	0	7	3	10	0	4	22	26	0	0	0	0	18	0	2	20	56
530-630	0	4	2	6	0	2	19	21	0	0	0	0	16	0	2	18	45
545-645	0	3	2	5	0	2	16	18	0	0	0	0	17	0	2	19	42
06-07	0	3	1	4	0	1	11	12	0	0	0	0	12	0	3	15	31
PEAK HOUR 430-530	0	7	2	9	0	6	15	21	0	0	0	0	25	0	2	27	57

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Coblentz Rd
and: Smithfield Dr
Counted by: CB bikes only

Location : Frederick County
Date : 05/07/19
Weather : Clear
Entered by SKN

Day: Tuesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Coblentz Rd				TRAFFIC FROM SOUTH on: Coblentz Rd				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on: Smithfield Dr				TOTAL N+S + E+W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
615-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
630-730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
645-745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 615-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
PM																	
04:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PEDESTRIAN COUNT - SUMMARY

Location: Frederick County

Intersection of: Coblentz Rd

Date: 05/07/19 Day: Tuesday

and: Smithfield Dr

Weather: Clear

Counted by: CB

Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
07:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
08:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS									
06-07	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0
PEAK HOUR 07-08	0	0	0	0	0	0	0	0	0
PM									
04:00-15	0	0	1	1	0	0	0	0	2
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	1	0	0	0	0	0	1
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	2	1	0	0	0	0	3
1 HOUR TOTALS									
04-05	0	0	1	1	0	0	0	0	2
415-515	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0
05-06	0	0	1	0	0	0	0	0	1
515-615	0	0	1	0	0	0	0	0	1
530-630	0	0	1	0	0	0	0	0	1
545-645	0	0	1	0	0	0	0	0	1
06-07	0	0	0	0	0	0	0	0	0
PEAK HOUR 04-05	0	0	1	1	0	0	0	0	2

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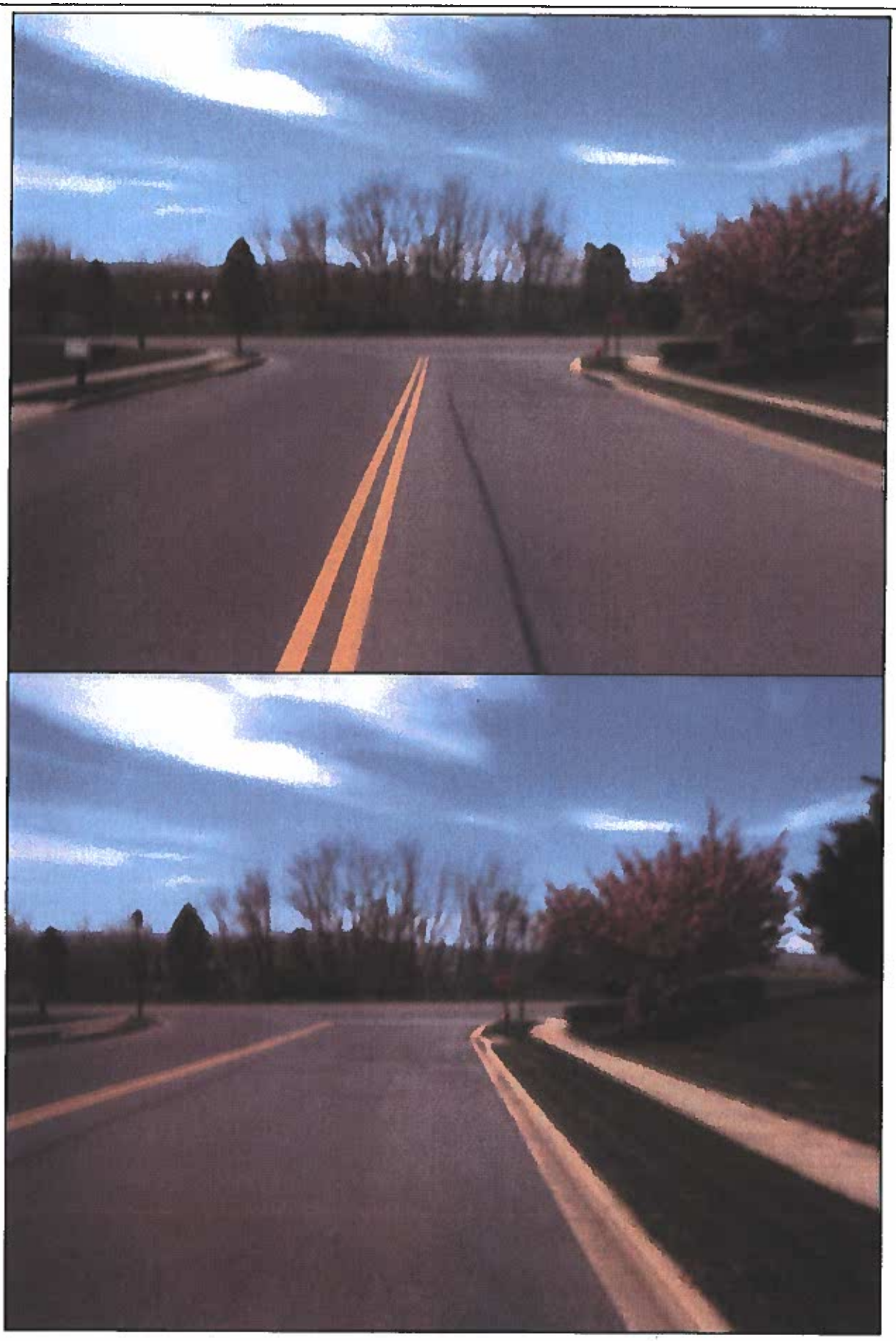
NB Coblentz Rd approaching Smithfield Dr

SB Coblentz Rd approaching Smithfield Dr



WB Smithfield Dr approaching Coblentz Rd

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Hollow Rd
and: Layla Dr
Counted by: ET

Location : Frederick County
Date : 05/09/19
Weather : Cloudy
Entered by SKN

Day: Thursday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Hollow Rd				TRAFFIC FROM SOUTH on: Hollow Rd				TRAFFIC FROM WEST on: Layla Dr				TRAFFIC FROM EAST on: Private Farm				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	8	0	8	0	2	0	2	3	0	1	4	0	0	0	0	14
15-30	2	8	0	10	1	2	0	3	12	0	0	12	0	0	0	0	25
30-45	0	11	0	11	0	1	0	1	6	0	2	10	0	0	0	0	22
45-00	8	16	1	25	0	10	0	10	5	0	0	5	0	0	0	0	40
07:00-15	27	26	0	53	7	7	0	14	15	0	3	18	0	0	0	0	85
15-30	36	22	0	58	3	9	0	12	22	0	5	27	0	0	0	0	97
30-45	6	20	1	27	2	9	0	11	13	0	4	17	0	0	0	0	55
45-00	6	17	0	23	5	10	0	15	12	0	2	14	0	0	0	0	52
08:00-15	0	19	0	19	7	10	0	17	12	0	4	16	0	0	0	0	52
15-30	3	16	0	19	5	10	0	15	9	0	1	10	0	0	0	0	44
30-45	6	20	0	26	7	7	0	14	15	1	2	18	0	1	0	1	59
45-00	3	19	0	22	7	7	0	14	16	0	2	18	0	0	0	0	54
AM 3 HOUR TOTALS	97	202	2	301	44	84	0	128	142	1	26	169	0	1	0	1	599
1 HOUR TOTALS																	
06-07	10	43	1	54	1	15	0	16	28	0	3	31	0	0	0	0	101
615-715	37	61	1	99	8	20	0	28	40	0	5	45	0	0	0	0	172
630-730	71	75	1	147	10	27	0	37	50	0	10	60	0	0	0	0	244
645-745	77	84	2	163	12	35	0	47	55	0	12	67	0	0	0	0	277
07-08	75	85	1	161	17	35	0	52	62	0	14	76	0	0	0	0	289
715-815	48	78	1	127	17	38	0	55	59	0	15	74	0	0	0	0	256
730-830	15	72	1	88	19	39	0	58	46	0	11	57	0	0	0	0	203
745-845	15	72	0	87	24	37	0	61	48	1	9	58	0	1	0	1	207
08-09	12	74	0	86	26	34	0	60	52	1	9	62	0	1	0	1	209
PEAK HOUR 07-08	75	85	1	161	17	35	0	52	62	0	14	76	0	0	0	0	289
PM																	
04:00-15	8	21	0	29	7	13	0	20	6	0	10	16	0	0	0	0	65
15-30	3	21	0	24	13	27	0	40	16	1	3	20	0	0	0	0	84
30-45	7	17	0	24	18	33	0	51	7	0	3	10	0	0	0	0	85
45-00	10	16	0	26	7	26	0	33	10	1	2	13	0	1	0	1	73
05:00-15	5	25	0	30	8	32	0	40	17	0	4	21	0	0	0	0	91
15-30	6	17	0	23	13	26	0	39	9	0	5	14	0	0	0	0	76
30-45	5	12	0	17	13	27	0	40	6	0	7	13	0	0	0	0	70
45-00	0	16	0	16	10	24	0	34	7	0	1	8	0	0	0	0	58
06:00-15	7	24	0	31	8	16	0	24	8	0	1	9	0	0	0	0	64
15-30	3	9	1	13	11	22	0	33	13	1	8	22	0	0	0	0	68
30-45	5	26	1	32	10	14	0	24	2	0	0	2	1	0	0	1	59
45-00	1	11	2	14	14	19	0	33	2	0	1	3	0	0	1	1	51
PM 3 HOUR TOTALS	60	215	4	279	132	279	0	411	103	3	45	151	1	1	1	3	844
1 HOUR TOTALS																	
04-05	28	75	0	103	45	99	0	144	39	2	18	59	0	1	0	1	307
415-515	25	79	0	104	46	118	0	164	50	2	12	64	0	1	0	1	333
430-530	28	75	0	103	46	117	0	163	43	1	14	58	0	1	0	1	325
445-545	26	70	0	96	41	111	0	152	42	1	18	61	0	1	0	1	310
05-06	16	70	0	86	44	109	0	153	39	0	17	56	0	0	0	0	295
515-615	18	69	0	87	44	93	0	137	30	0	14	44	0	0	0	0	268
530-630	15	61	1	77	42	89	0	131	34	1	17	52	0	0	0	0	260
545-645	15	75	2	92	39	76	0	115	30	1	10	41	1	0	0	1	249
06-07 PEAK HOUR 415-515	16	70	4	90	43	71	0	114	25	1	10	36	1	0	1	2	242
	25	79	0	104	46	118	0	164	50	2	12	64	0	1	0	1	333

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Hollow Rd
and: Layla Dr
Counted by: ET bikes only

Location : Frederick County
Date : 05/09/19
Weather : Cloudy
Entered by SKN

Day: Thursday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Hollow Rd				TRAFFIC FROM SOUTH on: Hollow Rd				TRAFFIC FROM WEST on: Layla Dr				TRAFFIC FROM EAST on: Private Farm				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08-09	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR 08-09	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PM																	
04:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR 515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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PEDESTRIAN COUNT - SUMMARY

Intersection of: Hollow Rd
and: Layla Dr
Counted by: ET

Location: Frederick County
Date: 05/079/19 Day: Thursday
Weather: Cloudy
Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	1	0	1
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
07:00-15	0	0	0	0	0	0	0	1	1
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
08:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	1	1
45-00	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	0	0	0	0	0	0	1	2	3
1 HOUR TOTALS									
06-07	0	0	0	0	0	0	1	0	1
615-715	0	0	0	0	0	0	1	1	2
630-730	0	0	0	0	0	0	0	1	1
645-745	0	0	0	0	0	0	0	1	1
07-08	0	0	0	0	0	0	0	1	1
715-815	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	1	1
08-09	0	0	0	0	0	0	0	1	1
PEAK HOUR 615-715	0	0	0	0	0	0	1	1	2
PM									
04:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
05:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
06:00-15	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0
1 HOUR TOTALS									
04-05	0	0	0	0	0	0	0	0	0
415-515	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0
06-07	0	0	0	0	0	0	0	0	0
PEAK HOUR 04-05	0	0	0	0	0	0	0	0	0

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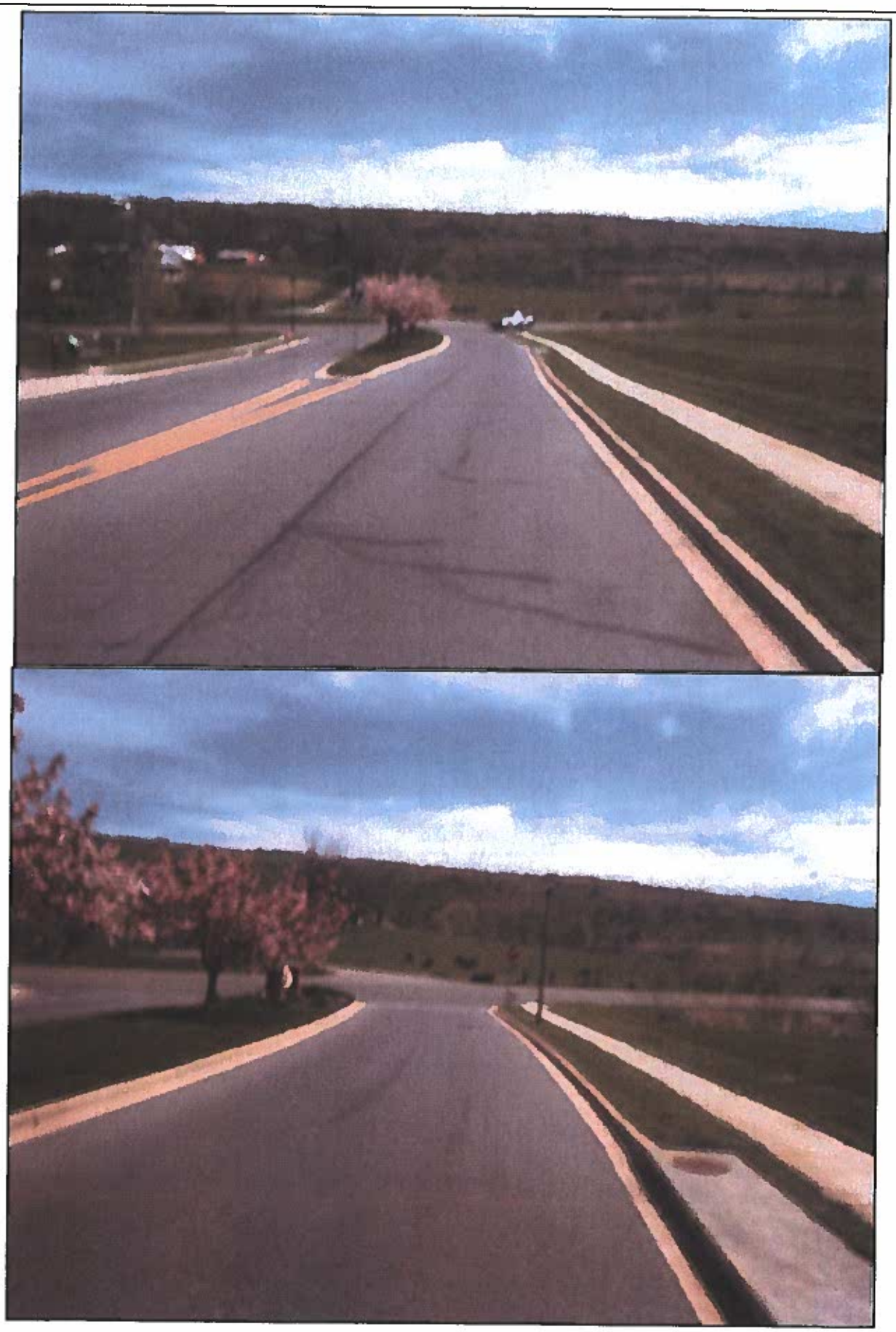
NB Hollow Rd approaching Layla Dr

SB Hollow Rd approaching Layla Dr



EB Layla Dr approaching Hollow Rd

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Schoolhouse Dr
and: E Green St
Counted by: ET

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

Location : Frederick County
Date : 05/07/19
Weather : Clear
Entered by SKN

Day: Tuesday

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STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Schoolhouse Dr				TRAFFIC FROM SOUTH on: Schoolhouse Dr				TRAFFIC FROM WEST on: E Green St				TRAFFIC FROM EAST on: E Green St				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	2	0	2	0	4	1	5	5	5	3	13	0	2	1	3	23
15-30	7	2	0	9	5	8	0	13	6	0	17	23	0	0	0	0	45
30-45	1	2	0	3	4	9	0	13	5	7	12	24	0	1	0	1	41
45-00	8	1	1	10	9	24	0	33	3	6	19	28	0	0	2	2	73
07:00-15	16	26	5	49	9	104	1	114	4	3	45	52	0	1	3	4	219
15-30	29	72	28	129	8	115	0	123	9	7	31	47	1	3	11	15	314
30-45	14	22	3	39	12	11	12	35	11	35	11	57	7	20	1	28	159
45-00	8	14	3	25	8	13	11	32	11	28	4	43	6	21	11	38	138
08:00-15	6	3	2	11	15	7	3	25	13	8	4	25	0	12	2	14	75
15-30	6	2	0	8	28	10	0	38	18	6	9	33	1	9	5	15	94
30-45	5	4	0	9	41	30	2	73	32	9	14	55	2	11	2	15	152
45-00	4	13	1	18	18	13	1	32	29	12	13	54	0	12	0	12	116
AM 3 HOUR TOTALS	104	185	43	312	157	348	31	536	146	126	182	454	17	92	38	147	1449
1 HOUR TOTALS																	
06-07	16	7	1	24	18	45	1	64	19	18	51	88	0	3	3	6	182
615-715	32	33	6	71	27	145	1	173	18	16	93	127	0	2	5	7	378
630-730	54	103	34	191	30	252	1	283	21	23	107	151	1	5	16	22	647
645-745	67	123	37	227	38	254	13	305	27	51	106	184	8	24	17	49	765
07-08	67	136	39	242	37	243	24	304	35	73	91	199	14	45	26	85	830
715-815	57	111	36	204	43	146	26	215	44	78	50	172	14	58	25	95	686
730-830	34	41	8	83	63	41	26	130	53	77	28	158	14	62	19	95	466
745-845	25	23	5	53	92	60	16	168	74	51	31	156	9	53	20	82	459
08-09	21	22	3	46	102	60	6	168	92	35	40	167	3	44	9	56	437
PEAK HOUR 07-08	67	136	39	242	37	243	24	304	35	73	91	199	14	45	26	85	830
PM																	
04:00-15	20	26	5	51	23	15	0	38	26	8	11	45	1	16	3	20	154
15-30	14	19	1	34	14	9	0	23	16	15	7	38	0	10	2	12	107
30-45	11	22	2	35	12	8	0	20	11	9	10	30	0	10	2	12	97
45-00	13	13	1	27	20	5	2	27	17	14	4	35	0	8	2	10	99
05:00-15	5	8	2	15	13	4	0	17	20	10	7	37	2	15	2	19	88
15-30	9	6	2	17	13	19	3	35	13	14	15	42	0	10	2	12	106
30-45	16	9	4	29	10	19	1	30	10	9	12	31	3	11	2	16	106
45-00	6	6	1	13	17	16	1	34	8	8	5	21	1	11	1	13	81
06:00-15	5	3	0	8	9	7	1	17	11	7	12	30	0	6	3	9	64
15-30	2	4	0	6	7	14	0	21	7	8	21	36	0	5	1	6	69
30-45	34	25	2	61	4	14	0	18	8	7	15	30	1	9	1	11	120
45-00	7	12	4	23	12	31	1	44	6	7	10	23	0	8	2	10	100
PM 3 HOUR TOTALS	142	153	24	319	154	161	9	324	153	116	129	398	8	119	23	150	1191
1 HOUR TOTALS																	
04-05	58	80	9	147	69	37	2	108	70	46	32	148	1	44	9	54	457
415-515	43	62	6	111	59	26	2	87	64	48	28	140	2	43	8	53	391
430-530	38	49	7	94	58	36	5	99	61	47	36	144	2	43	8	53	390
445-545	43	36	9	88	56	47	6	109	60	47	38	145	5	44	8	57	399
05-06	36	29	9	74	53	58	5	116	51	41	39	131	6	47	7	60	381
515-615	36	24	7	67	49	61	6	116	42	38	44	124	4	38	8	50	357
530-630	29	22	5	56	43	56	3	102	36	32	50	118	4	33	7	44	320
545-645	47	38	3	88	37	51	2	90	34	30	53	117	2	31	6	39	334
06-07	48	44	6	98	32	66	2	100	32	29	58	119	1	28	7	36	353
PEAK HOUR 04-05	58	80	9	147	69	37	2	108	70	46	32	148	1	44	9	54	457

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Middletown Elementary School
and: E Green St
Counted by: ET

Location : Frederick County
Date : 05/07/19
Weather : Sunny
Entered by SKN

Day: Tuesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Middletown Elementary				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on:				TRAFFIC FROM EAST on:				TOTAL N+S + E+W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00-15	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15-30	3	1	1	5	0	0	0	0	0	0	0	0	0	0	0	0	5
30-45	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	4
45-00	2	3	2	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:00-15	1	5	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
15-30	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
30-45	5	5	2	12	0	0	0	0	0	0	0	0	0	0	0	0	12
45-00	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
AM 3 HOUR TOTALS	14	19	12	45	0	0	0	0	0	0	0	0	0	0	0	0	45
1 HOUR TOTALS																	
06-07	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
615-715	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	0	3
630-730	3	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
645-745	4	2	6	12	0	0	0	0	0	0	0	0	0	0	0	0	12
07-08	6	4	7	17	0	0	0	0	0	0	0	0	0	0	0	0	17
715-815	7	9	6	22	0	0	0	0	0	0	0	0	0	0	0	0	22
730-830	4	9	7	20	0	0	0	0	0	0	0	0	0	0	0	0	20
745-845	8	14	6	28	0	0	0	0	0	0	0	0	0	0	0	0	28
08-09	8	13	4	25	0	0	0	0	0	0	0	0	0	0	0	0	25
PEAK HOUR 745-845	8	14	6	28	0	0	0	0	0	0	0	0	0	0	0	0	28
PM																	
04:00-15	2	2	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
15-30	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
30-45	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
45-00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00-15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
15-30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 3 HOUR TOTALS	7	8	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
1 HOUR TOTALS																	
04-05	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
415-515	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
430-530	3	3	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
445-545	1	3	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05-06	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
515-615	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
530-630	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
545-645	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06-07	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR 04-05	7	3	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Location : Frederick County

Intersection of: Schoolhouse Dr

Date : 05/07/19

Day: Tuesday

STREET TRAFFIC STUDIES LTD

and: E Green St

Weather : Clear

Counted by: ET bikes only

Entered by SKN

TIME	TRAFFIC FROM NORTH on: Schoolhouse Dr				TRAFFIC FROM SOUTH on: Schoolhouse Dr				TRAFFIC FROM WEST on: E Green St				TRAFFIC FROM EAST on: E Green St				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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	1	0	1	0	0	0	0	1
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 3 HOUR TOTALS	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
1 HOUR TOTALS																	
06-07	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
615-715	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
630-730	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
645-745	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745-845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																	
06-07	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
PM																	
04:00-15	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
PM 3 HOUR TOTALS	0	0	0	0	0	0	1	1	0	1	0	1	0	2	0	2	4
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06-07	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
PEAK HOUR																	
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2

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PEDESTRIAN COUNT - SUMMARY

Intersection of: Schoolhouse Dr
and: E Green St
Counted by: ET

Location: Frederick County
Date: 05/07/19 Day: Tuesday
Weather: Clear
Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	0	0	0	0	0	0	0	0	0
15-30	1	1	0	0	1	1	0	0	4
30-45	0	2	0	0	0	0	0	0	2
45-00	0	0	0	0	0	1	1	1	3
07:00-15	0	0	0	0	0	2	1	1	4
15-30	1	1	0	0	0	0	0	0	2
30-45	20	7	0	0	0	0	6	3	36
45-00	6	6	0	0	0	0	0	0	12
08:00-15	1	1	0	0	0	0	0	0	2
15-30	2	2	0	0	0	0	3	2	9
30-45	6	1	0	0	0	0	10	5	22
45-00	0	0	0	0	0	0	1	2	3
AM 3 HOUR TOTALS	37	21	0	0	1	4	22	14	99
1 HOUR TOTALS									
06-07	1	3	0	0	1	2	1	1	9
615-715	1	3	0	0	1	4	2	2	13
630-730	1	3	0	0	0	3	2	2	11
645-745	21	8	0	0	0	3	8	5	45
07-08	27	14	0	0	0	2	7	4	54
715-815	28	15	0	0	0	0	6	3	52
730-830	29	16	0	0	0	0	9	5	59
745-845	15	10	0	0	0	0	13	7	45
08-09	9	4	0	0	0	0	14	9	36
PEAK HOUR									
730-830	29	16	0	0	0	0	9	5	59
PM									
04:00-15	1	1	0	0	1	0	3	2	8
15-30	0	0	2	1	0	0	0	2	5
30-45	0	1	0	0	0	0	1	0	2
45-00	1	1	0	0	0	0	1	0	3
05:00-15	0	2	0	0	0	0	0	0	2
15-30	1	0	0	0	0	0	1	1	3
30-45	2	1	0	0	0	0	0	0	3
45-00	0	0	0	1	0	1	0	0	2
06:00-15	3	2	0	0	0	0	0	1	6
15-30	0	0	0	0	0	0	0	0	0
30-45	1	1	0	0	0	0	0	0	2
45-00	4	3	0	0	1	1	0	0	9
PM 3 HOUR TOTALS	13	12	2	2	2	2	6	6	45
1 HOUR TOTALS									
04-05	2	3	2	1	1	0	5	4	18
415-515	1	4	2	1	0	0	2	2	12
430-530	2	4	0	0	0	0	3	1	10
445-545	4	4	0	0	0	0	2	1	11
05-06	3	3	0	1	0	1	1	1	10
515-615	6	3	0	1	0	1	1	2	14
530-630	5	3	0	1	0	1	0	1	11
545-645	4	3	0	1	0	1	0	1	10
06-07	8	6	0	0	1	1	0	1	17
PEAK HOUR									
04-05	2	3	2	1	1	0	5	4	18

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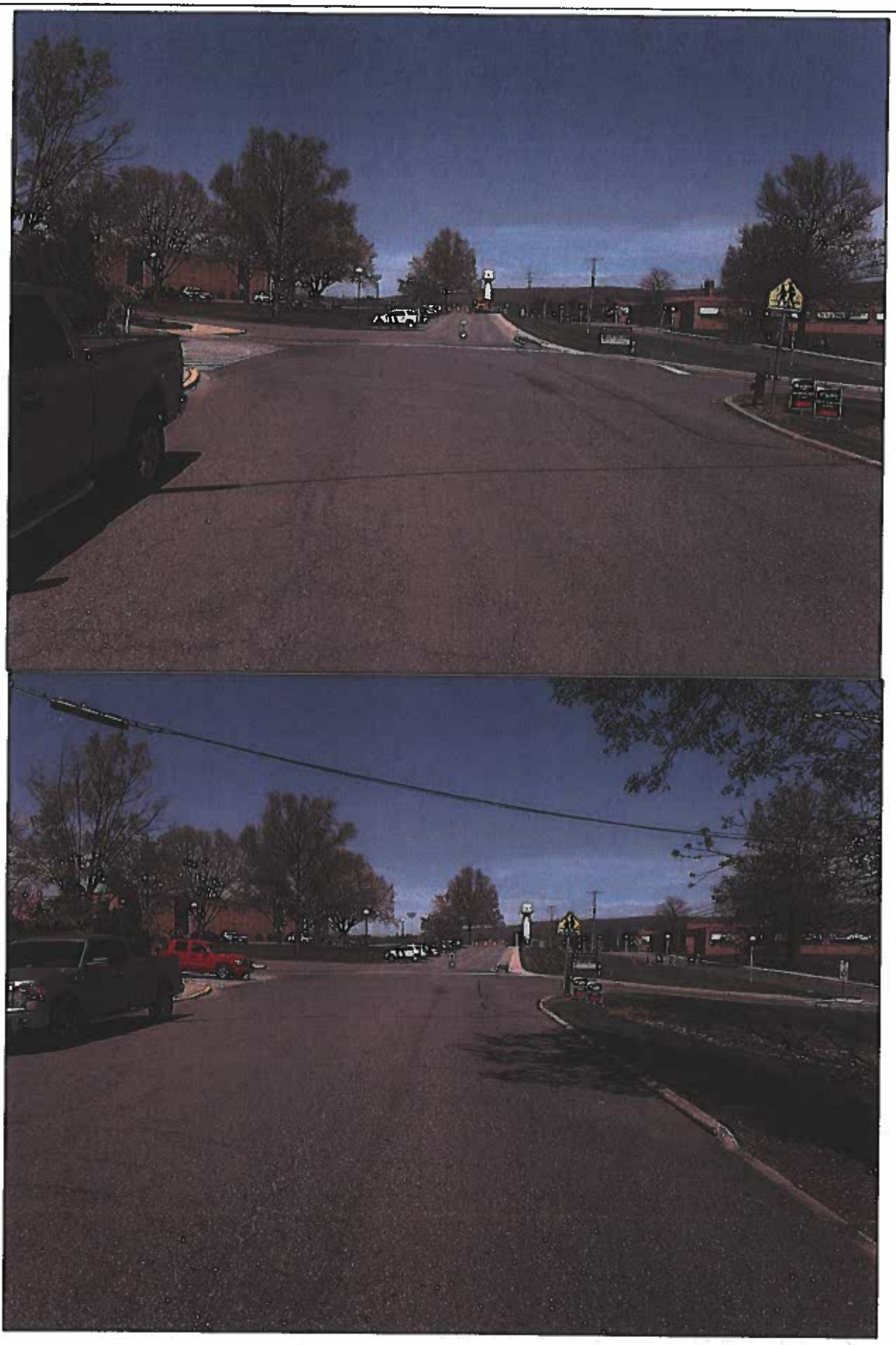
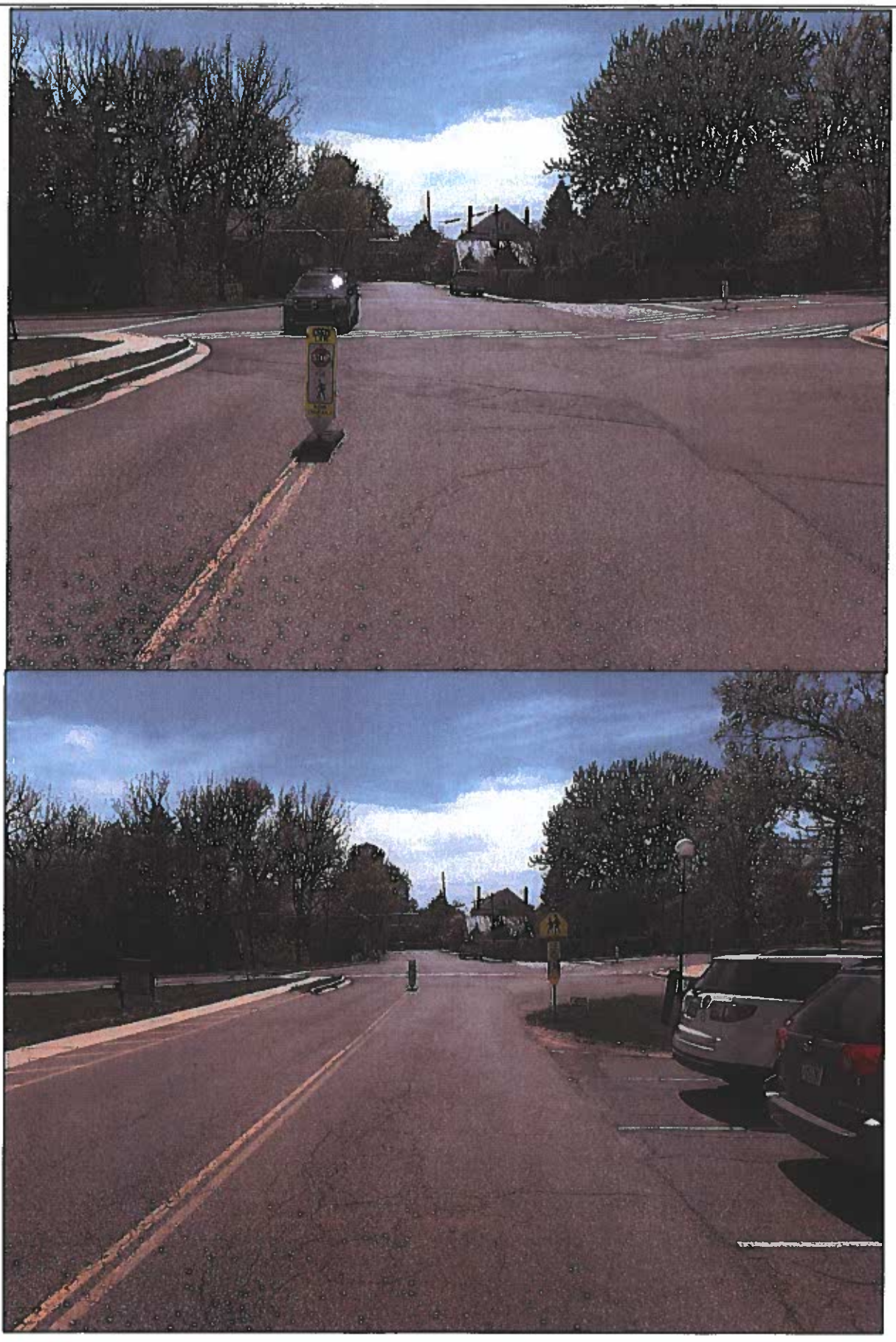
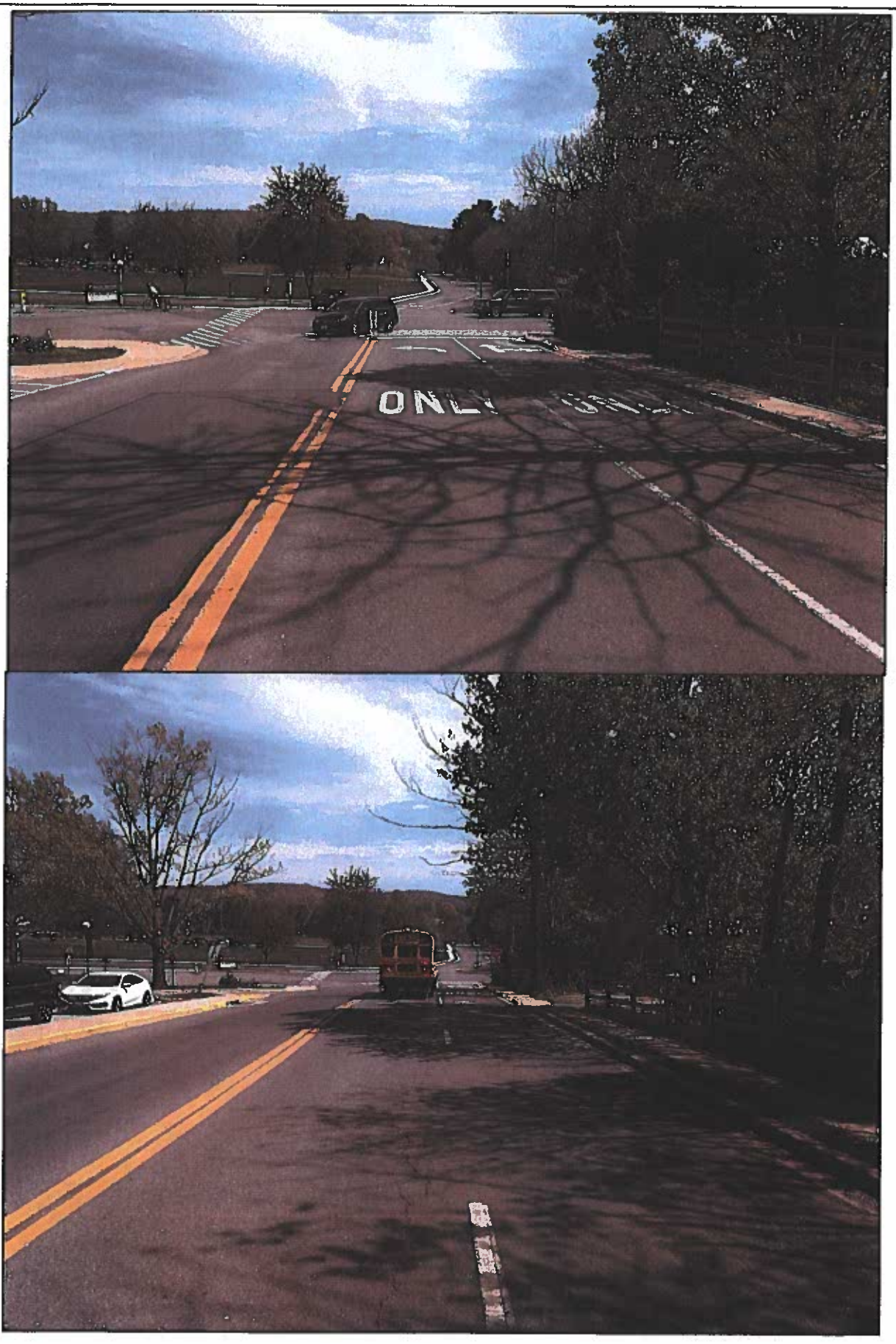


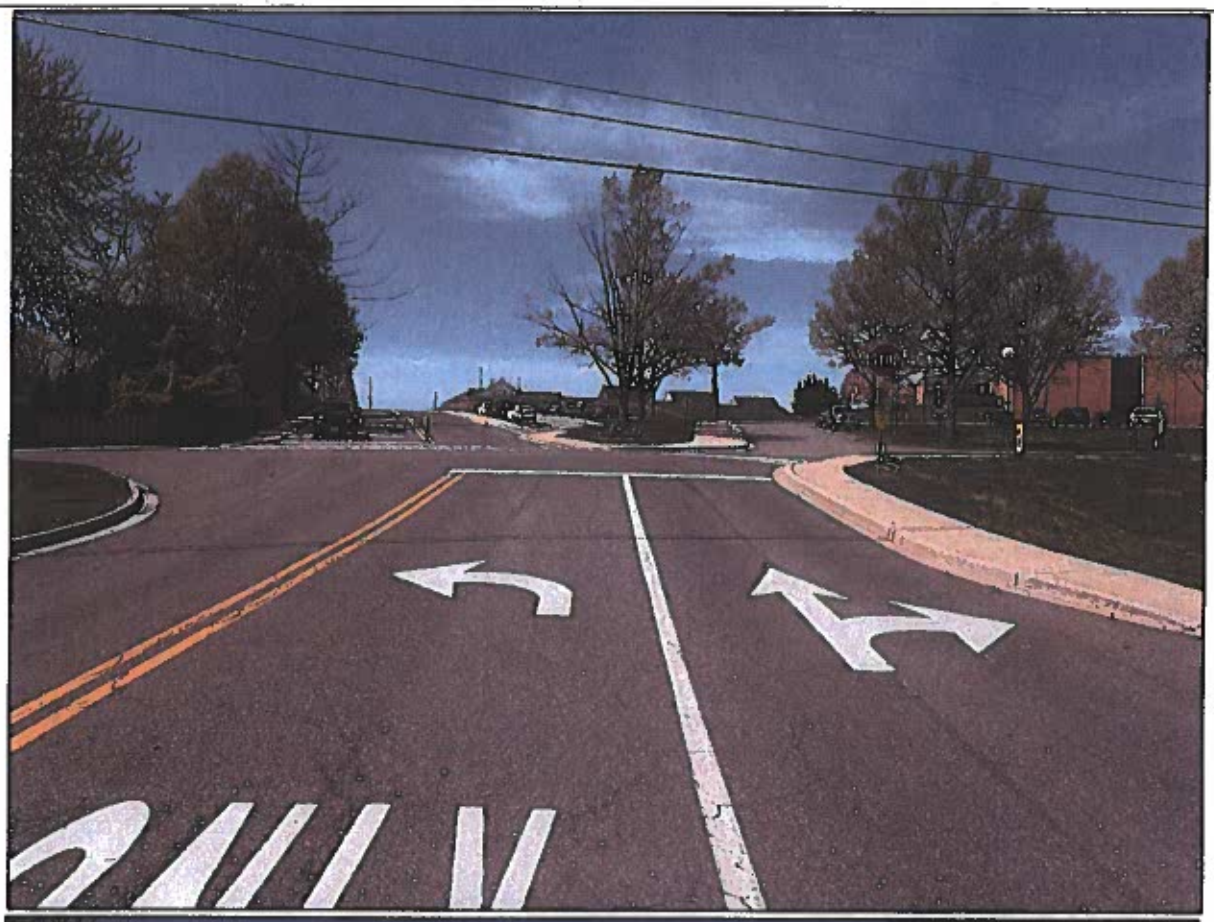
NB Schoolhouse Dr approaching E Green St

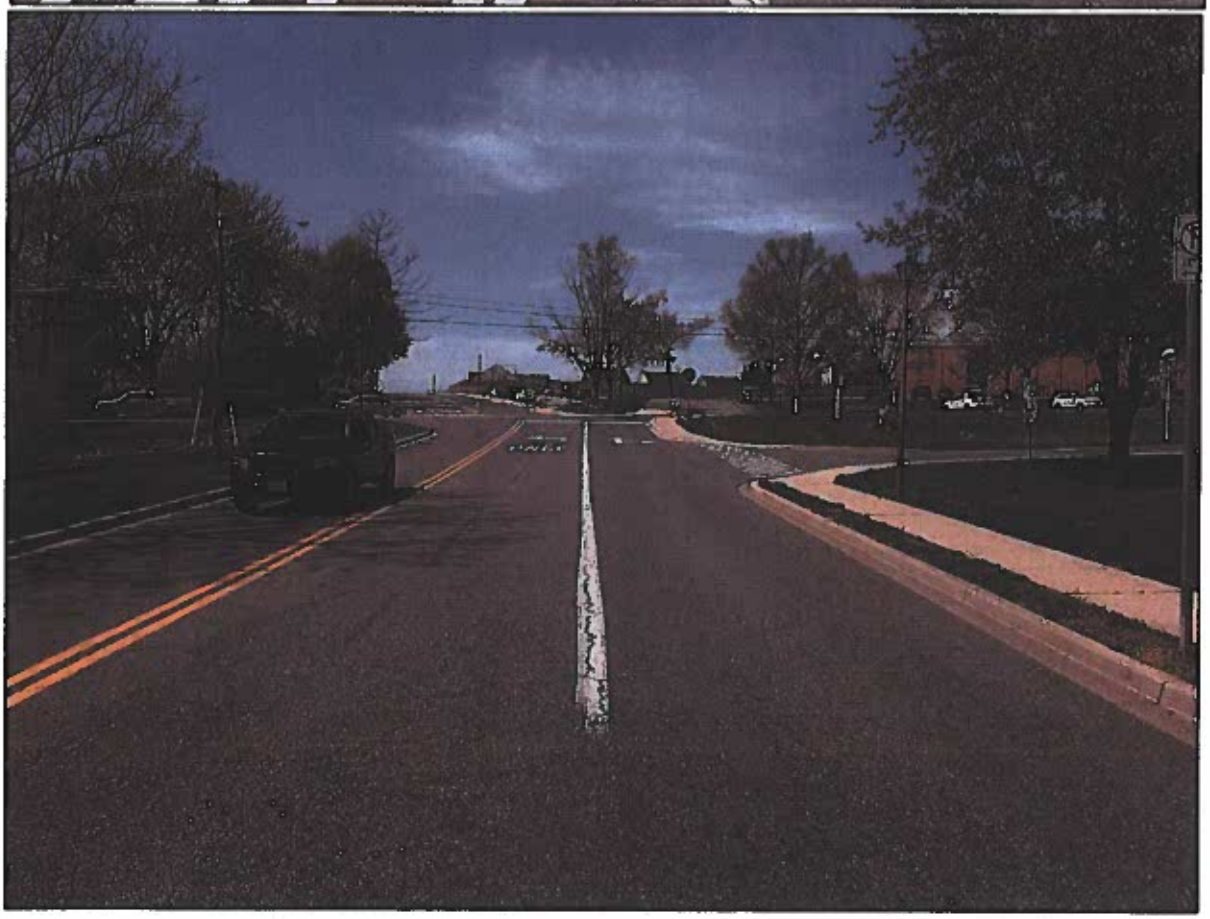


SB Schoolhouse Dr approaching E Green St

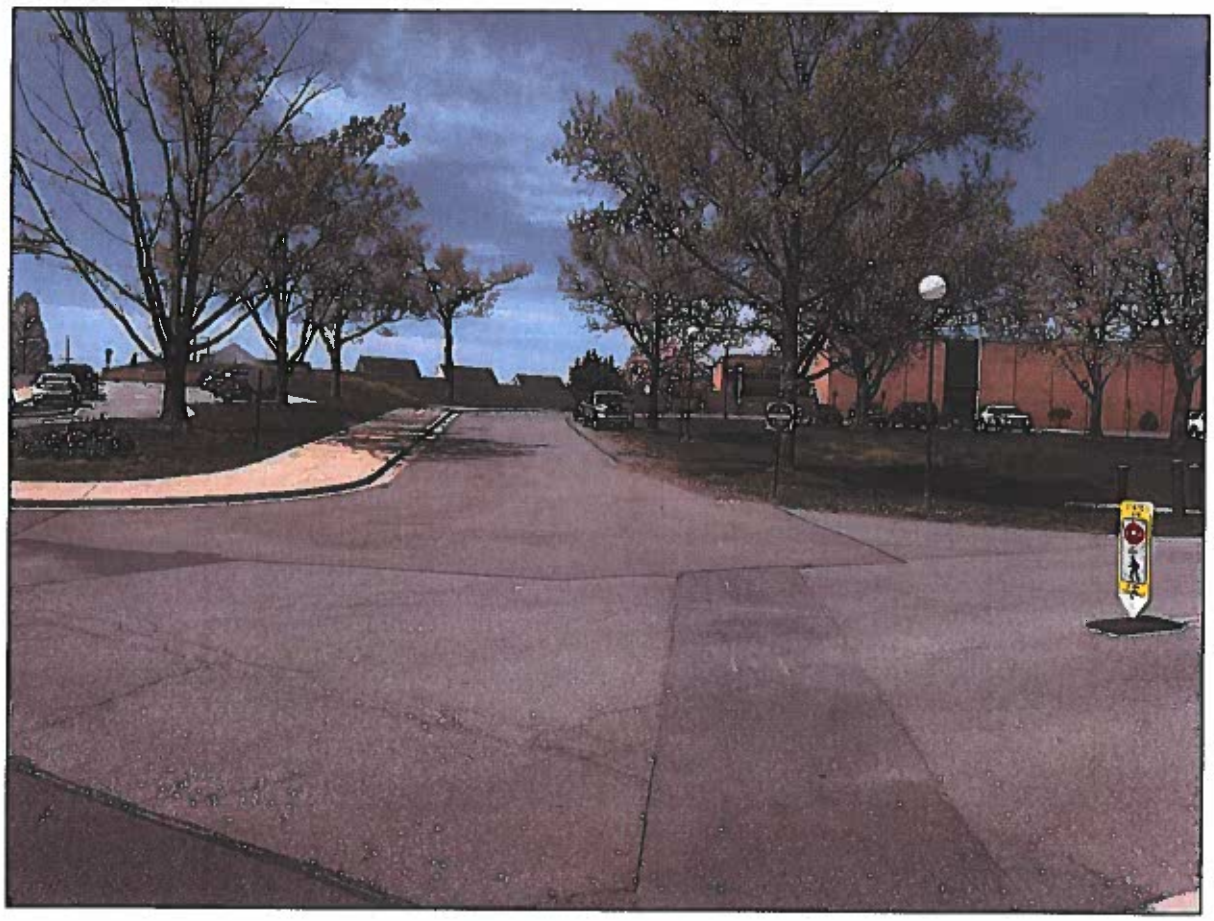


EB E Green St approaching Schoolhouse Dr





WB E Green St approaching Schoolhouse Dr



School Driveway at intersection

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Middletown Park
and: School Complex
Counted by: SKN

Location : Frederick County
Date : 05/07/19
Weather : Clear
Entered by SKN

Day: Tuesday

STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on:				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on: School Complex				TRAFFIC FROM EAST on: Middletown Park				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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	2	0	2	0	0	0	0	2
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	15
07:00-15	0	0	0	0	0	0	0	0	0	6	0	6	0	71	0	71	77
15-30	0	0	0	0	0	0	0	0	0	36	0	36	0	118	0	118	154
30-45	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7
45-00	0	0	0	0	0	0	0	0	0	5	0	5	0	4	0	4	9
08:00-15	0	0	0	0	0	0	0	0	0	1	0	1	0	6	0	6	7
15-30	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7
30-45	0	0	0	0	0	0	0	0	0	6	0	6	0	14	0	14	20
45-00	0	0	0	0	0	0	0	0	0	7	0	7	0	8	0	8	15
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	67	0	67	0	249	0	249	316
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	2	0	2	0	18	0	18	20
615-715	0	0	0	0	0	0	0	0	0	8	0	8	0	89	0	89	97
630-730	0	0	0	0	0	0	0	0	0	42	0	42	0	207	0	207	249
645-745	0	0	0	0	0	0	0	0	0	44	0	44	0	209	0	209	253
07-08	0	0	0	0	0	0	0	0	0	49	0	49	0	198	0	198	247
715-815	0	0	0	0	0	0	0	0	0	44	0	44	0	133	0	133	177
730-830	0	0	0	0	0	0	0	0	0	10	0	10	0	20	0	20	30
745-845	0	0	0	0	0	0	0	0	0	14	0	14	0	29	0	29	43
08-09	0	0	0	0	0	0	0	0	0	16	0	16	0	33	0	33	49
PEAK HOUR 645-745	0	0	0	0	0	0	0	0	0	44	0	44	0	209	0	209	253
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	6	0	6	0	7	0	7	13
15-30	0	0	0	0	0	0	0	0	0	5	0	5	0	8	0	8	13
30-45	0	0	0	0	0	0	0	0	0	8	0	8	0	5	0	5	13
45-00	0	0	0	0	0	0	0	0	0	5	0	5	0	6	0	6	11
05:00-15	0	0	0	0	0	0	0	0	0	8	0	8	0	3	0	3	11
15-30	0	0	0	0	0	0	0	0	0	16	0	16	0	11	0	11	27
30-45	0	0	0	0	0	0	0	0	0	7	0	7	0	8	0	8	15
45-00	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
06:00-15	0	0	0	0	0	0	0	0	0	3	0	3	0	3	0	3	6
15-30	0	0	0	0	0	0	0	0	0	6	0	6	0	9	0	9	15
30-45	0	0	0	0	0	0	0	0	0	3	0	3	0	9	0	9	12
45-00	0	0	0	0	0	0	0	0	0	9	0	9	0	5	0	5	14
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	78	0	78	0	78	0	78	156
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	24	0	24	0	26	0	26	50
415-515	0	0	0	0	0	0	0	0	0	26	0	26	0	22	0	22	48
430-530	0	0	0	0	0	0	0	0	0	37	0	37	0	25	0	25	62
445-545	0	0	0	0	0	0	0	0	0	36	0	36	0	28	0	28	64
05-06	0	0	0	0	0	0	0	0	0	33	0	33	0	28	0	26	59
515-615	0	0	0	0	0	0	0	0	0	28	0	28	0	26	0	26	54
530-630	0	0	0	0	0	0	0	0	0	18	0	18	0	24	0	24	42
545-645	0	0	0	0	0	0	0	0	0	14	0	14	0	25	0	25	39
06-07	0	0	0	0	0	0	0	0	0	21	0	21	0	26	0	26	47
PEAK HOUR 445-545	0	0	0	0	0	0	0	0	0	36	0	36	0	28	0	28	64

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VEHICLE TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Middletown Park
and: School Complex
Counted by: SKN bikes only

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

Location : Frederick County
Date : 05/07/19
Weather : Clear
Entered by SKN

Day: Tuesday

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STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on:				TRAFFIC FROM SOUTH on:				TRAFFIC FROM WEST on: School Complex				TRAFFIC FROM EAST on: Middletown Park				TOTAL N + S + E + W
	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	RIGHT	THRU	LEFT	TOTAL	LEFT	THRU	RIGHT	TOTAL	
AM																	
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00-15	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
30-45	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
AM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
1 HOUR TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615-715	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
630-730	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
07-08	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
715-815	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
730-830	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
745-845	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08-09	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
PEAK HOUR 645-745	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
15-30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
45-00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00-15	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
30-45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
45-00	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
PM 3 HOUR TOTALS	0	0	0	0	0	0	0	0	0	4	0	4	0	4	0	4	8
1 HOUR TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
415-515	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445-545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515-615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530-630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545-645	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06-07	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6
PEAK HOUR 06-07	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	6

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PEDESTRIAN COUNT - SUMMARY

Intersection of: Middletown Park
and: School Complex
Counted by: SKN

Location: Frederick County
Date: 05/07/19 Day: Tuesday
Weather: Clear
Entered By: SKN

TIME	NORTH LEG EB	NORTH LEG WB	EAST LEG NB	EAST LEG SB	SOUTH LEG EB	SOUTH LEG WB	WEST LEG NB	WEST LEG SB	TOTAL
AM									
06:00-15	1	1	0	0	0	0	0	0	2
15-30	0	0	0	0	1	1	0	0	2
30-45	0	0	0	0	1	0	0	0	1
45-00	0	0	0	0	0	0	0	0	0
07:00-15	1	1	0	0	20	2	0	0	24
15-30	0	0	0	0	30	4	0	0	34
30-45	0	0	0	0	0	1	0	0	1
45-00	0	0	0	0	1	1	0	0	2
08:00-15	0	0	0	0	1	1	0	0	2
15-30	0	0	0	0	0	0	0	0	0
30-45	0	2	0	0	1	2	0	0	5
45-00	1	0	0	0	4	4	0	0	9
AM 3 HOUR TOTALS	3	4	0	0	59	16	0	0	82
1 HOUR TOTALS									
06-07	1	1	0	0	2	1	0	0	5
615-715	1	1	0	0	22	3	0	0	27
630-730	1	1	0	0	51	6	0	0	59
645-745	1	1	0	0	50	7	0	0	59
07-08	1	1	0	0	51	8	0	0	61
715-815	0	0	0	0	32	7	0	0	39
730-830	0	0	0	0	2	3	0	0	5
745-845	0	2	0	0	3	4	0	0	9
08-09	1	2	0	0	6	7	0	0	16
PEAK HOUR									
07-08	1	1	0	0	51	8	0	0	61
PM									
04:00-15	0	0	0	0	0	0	0	0	0
15-30	0	1	0	0	0	0	0	0	1
30-45	1	0	0	0	0	0	0	0	1
45-00	2	1	0	0	0	0	0	0	3
05:00-15	2	2	0	0	0	1	0	0	5
15-30	2	0	0	0	0	0	0	0	2
30-45	1	0	0	0	0	0	0	0	1
45-00	1	1	0	0	1	0	0	0	3
06:00-15	0	2	0	0	1	0	0	0	3
15-30	0	0	0	0	1	1	0	0	2
30-45	2	2	0	0	0	0	0	0	4
45-00	2	0	0	0	0	0	0	0	2
PM 3 HOUR TOTALS	13	9	0	0	3	2	0	0	27
1 HOUR TOTALS									
04-05	3	2	0	0	0	0	0	0	5
415-515	5	4	0	0	0	1	0	0	10
430-530	7	3	0	0	0	1	0	0	11
445-545	7	3	0	0	0	1	0	0	11
05-06	6	3	0	0	1	1	0	0	11
515-615	4	3	0	0	2	0	0	0	9
530-630	2	3	0	0	3	1	0	0	9
545-645	3	5	0	0	3	1	0	0	12
06-07	4	4	0	0	2	1	0	0	11
PEAK HOUR									
545-645	3	5	0	0	3	1	0	0	12

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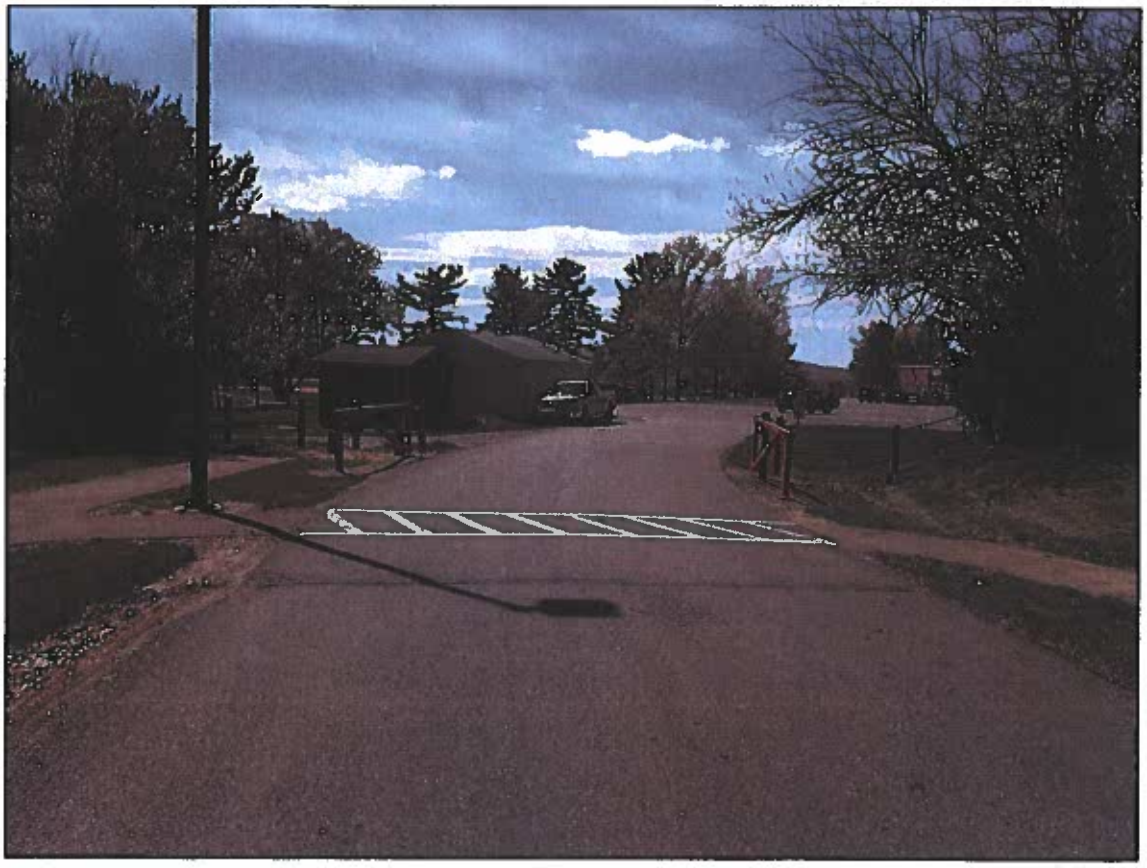
EB School complex entering park



WB park access entering school complex

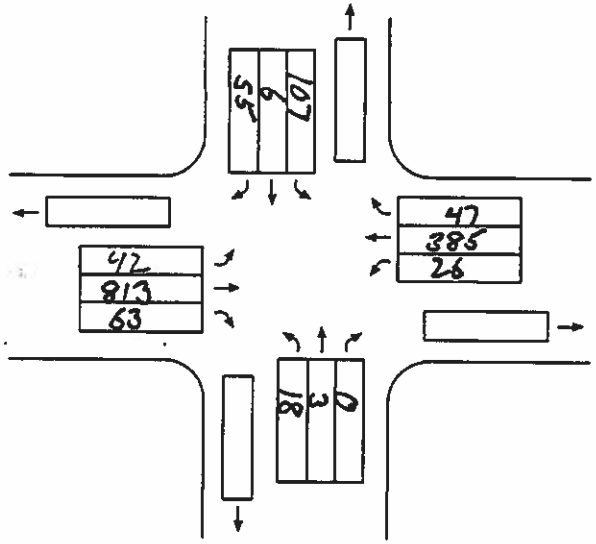
APPENDIX C

CAPACITY CALCULATIONS - EXISTING CONDITIONS

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

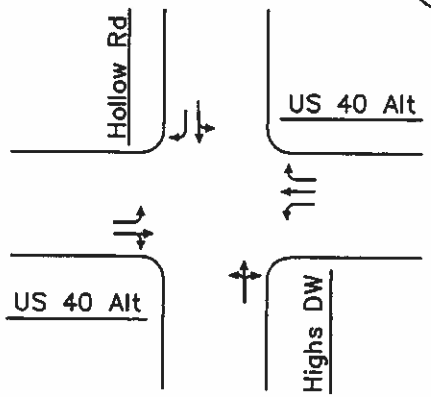
Count Date: Thurs 5/9/19
Conditions/ Design Year: Existing Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Hollow Rd

Morning Peak Hour 7:00 / 8:00 AM

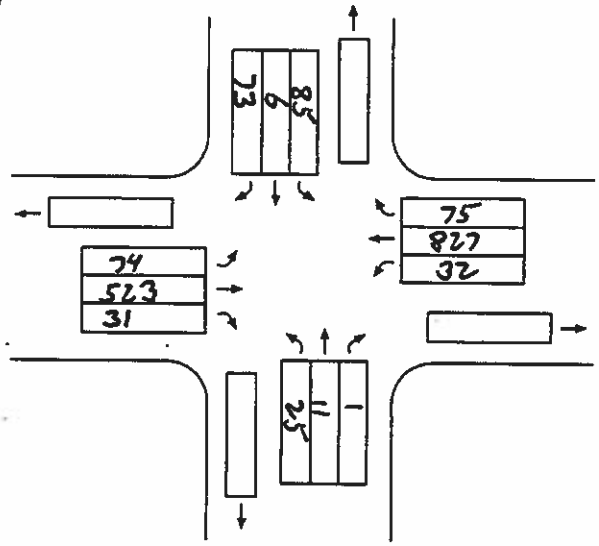


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour 5:00 / 6:00 PM



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	20+3	1.0	23	107	130	
	SB	118+6	1.0	124	18	142	✓
	EB	813+63	1.0	876	26	902	✓
	WB	385	1.0	385	42	427	

Remarks:

* critical volume TOTAL 1044 V/C
LEVEL OF SERVICE B

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	28+11+1	1.0	40	85	125	✓
	SB	94+6	1.0	100	25	125	
	EB	523+31	1.0	554	32	586	
	WB	827	1.0	827	74	901	✓

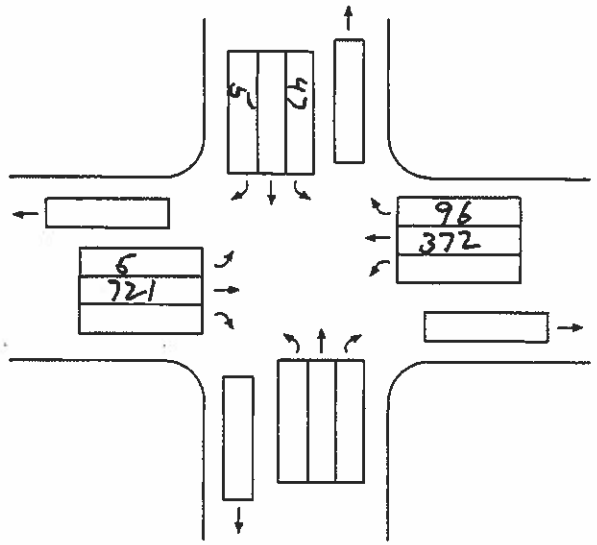
Remarks:

* critical volume TOTAL 1026 V/C
LEVEL OF SERVICE B

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

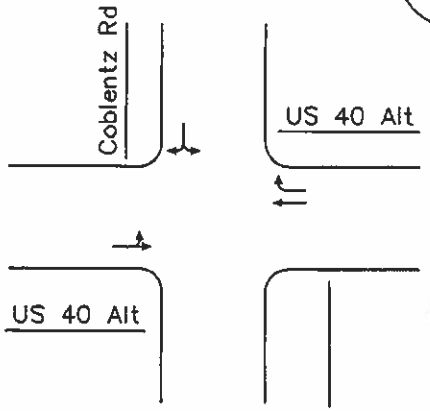
Count Date: Wed 5/8/19
Conditions/ Design Year: Existing Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Coblentz Rd

Morning Peak Hour 7:00/8:00 AM

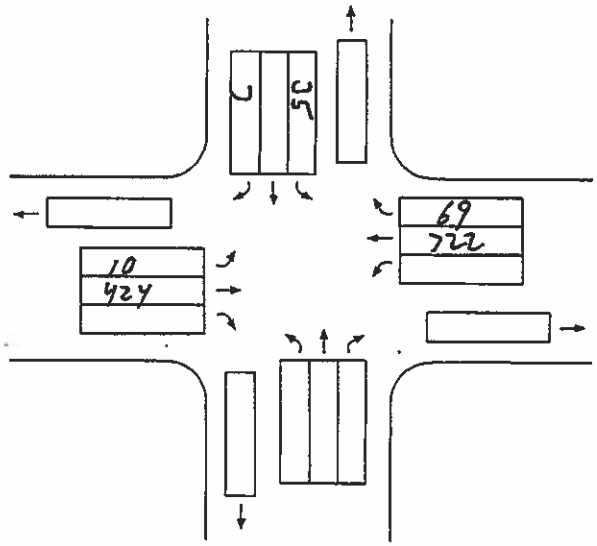


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour 4:30/5:30 PM



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	SB	47+5	1.0	52	–	52	✓
	EB	10*+721	1.0	731	–	731	✓
	WB	372	1.0	372	5	377	

Remarks:

* critical volume TOTAL 783 V/C
LEVEL OF SERVICE A

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	SB	35+7	1.0	42	–	42	✓
	EB	30*+424	1.0	454	–	454	
	WB	722	1.0	722	10	732	✓

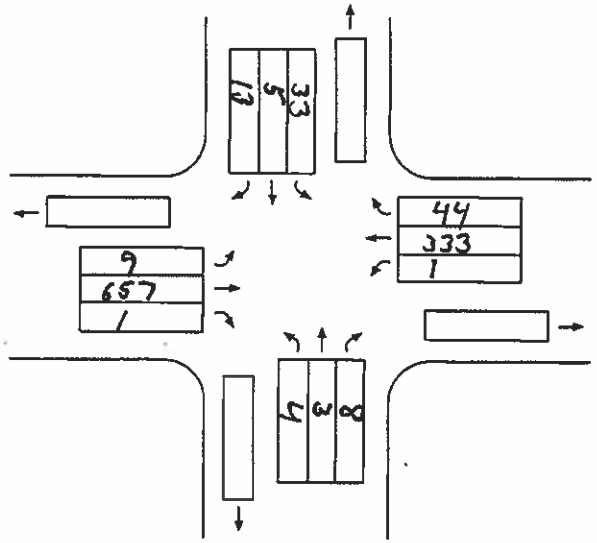
Remarks:

* critical volume TOTAL 774 V/C
LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

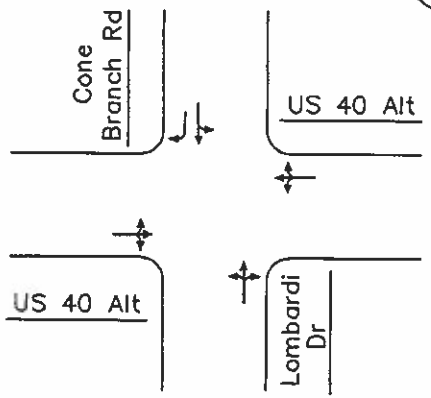
Count Date: Wed 5/8/19
Conditions/ Design Year: Existing Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Cone Branch Rd–Lombardi Dr

Morning Peak Hour 7:00/8:00 AM

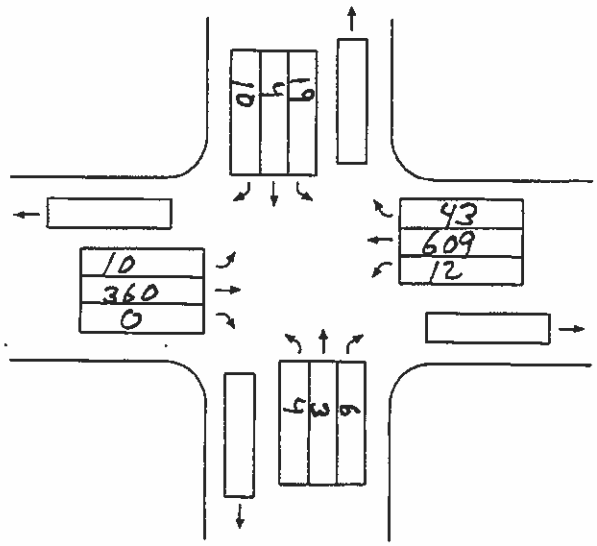


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour 4:00/5:00 PM



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	4+3+8	1.0	15	33	48	✓
	SB	33+5	1.0	38	4	42	
	EB	18*+657+1	1.0	676	1	677	✓
	WB	3*+333+44	1.0	380	9	389	

Remarks:

* critical volume TOTAL 725 V/C
LEVEL OF SERVICE A

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	4+3+6	1.0	13	19	32	✓
	SB	19+4	1.0	23	4	27	
	EB	30*+360	1.0	390	12	402	
	WB	24*+609+43	1.0	676	10	686	✓

Remarks:

* critical volume TOTAL 718 V/C
LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

Count Date: Thurs 5/9/19 Location: Hollow Rd @ Layla Dr

Conditions/ Design Year: Existing Traffic Volumes

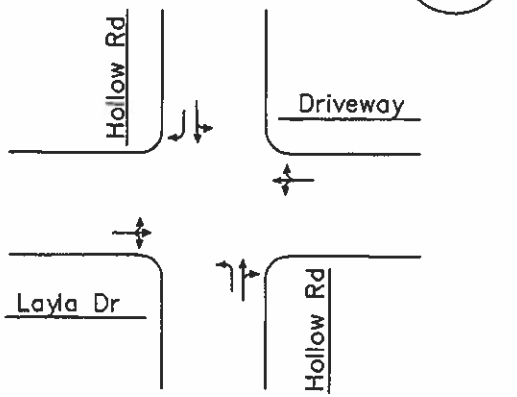
Computed By: MN Date:

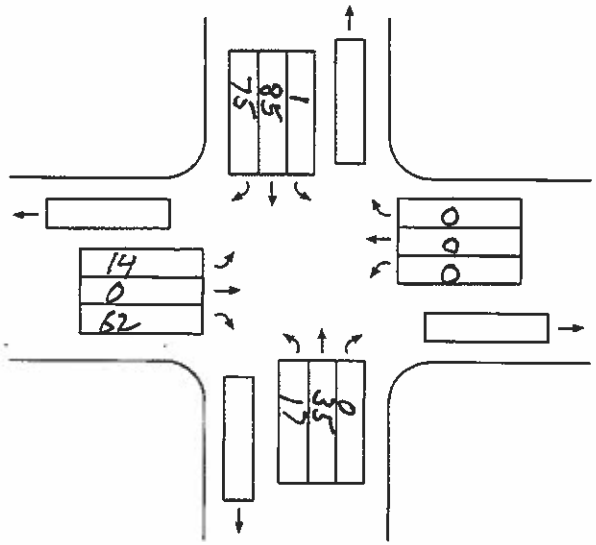
Morning Peak Hour 7:00 / 8:00 AM

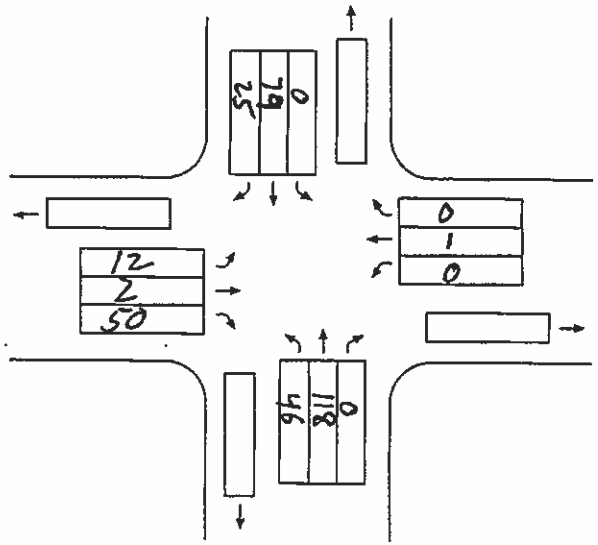
Evening Peak Hour 4:15 / 5:15 PM

Indicate North by Arrow

LANE CONFIGURATION







Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	35	1.0	35	1	36	
	SB	1+85	1.0	86	17	103	✓
	EB	14+62	1.0	76	0	76	✓
	WB	0	1.0	0	14	14	

Remarks:

* critical volume TOTAL 179 V/C

LEVEL OF SERVICE A

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	118	1.0	118	0	118	
	SB	79	1.0	79	46	125	✓
	EB	12+2+50	1.0	64	0	64	✓
	WB	1	1.0	1	12	13	

Remarks:

* critical volume TOTAL 189 V/C

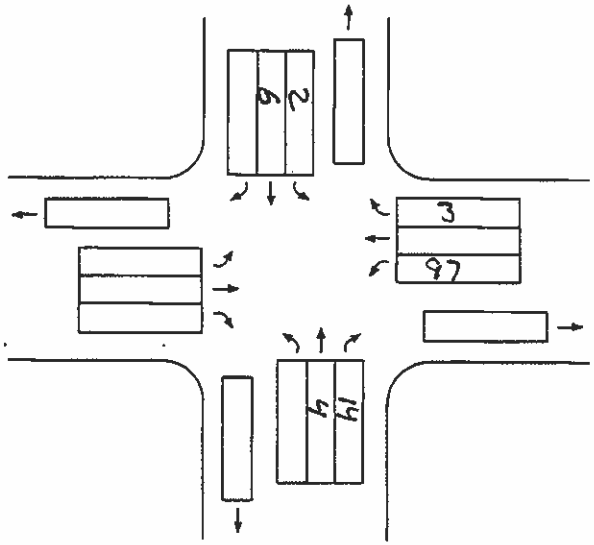
LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

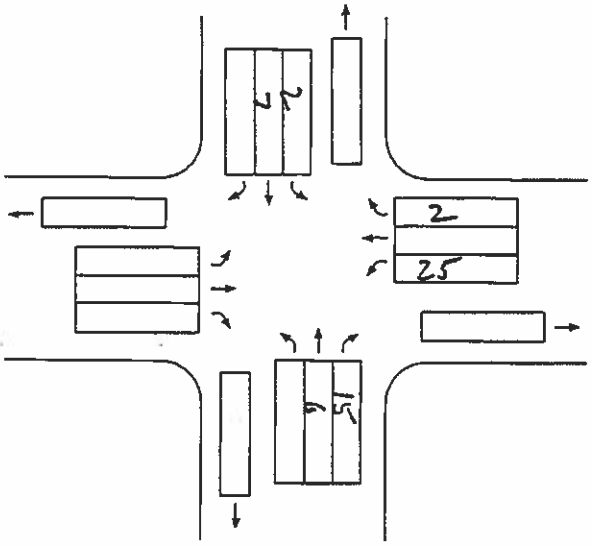
Count Date: Tu 5/7/19
Conditions/ Design Year: Existing Traffic Volumes
Computed By: MN Date:

Location: Coblentz Rd @ Smithfield Dr

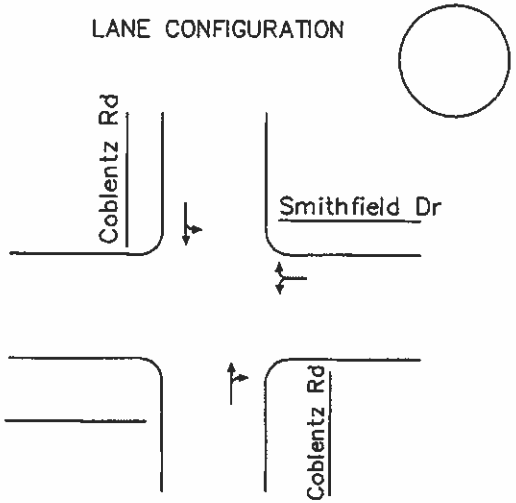
Morning Peak Hour 7:00/8:00 AM



Evening Peak Hour 4:30/5:30 PM



LANE CONFIGURATION



Phasing Ø

Left Turn Adjustments

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	4+14	1.0	18	2	20	✓
	SB	2+6	1.0	8	-	8	
	WB	97+3	1.0	100	-	100	✓

Remarks:

* critical volume TOTAL 120 V/C
LEVEL OF SERVICE A

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	6+15	1.0	21	2	23	✓
	SB	2+7	1.0	9	-	9	
	WB	25+2	1.0	27	-	27	✓

Remarks:

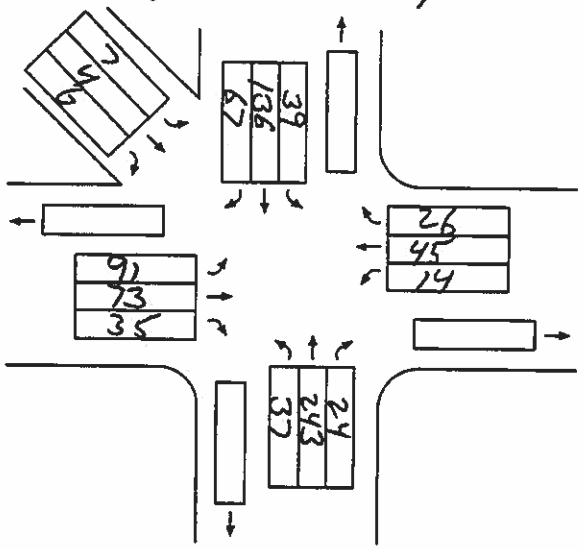
* critical volume TOTAL 50 V/C
LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

Count Date: Tu 5/7/19
Conditions/ Design Year: Existing Traffic Volumes
Computed By: MN Date:

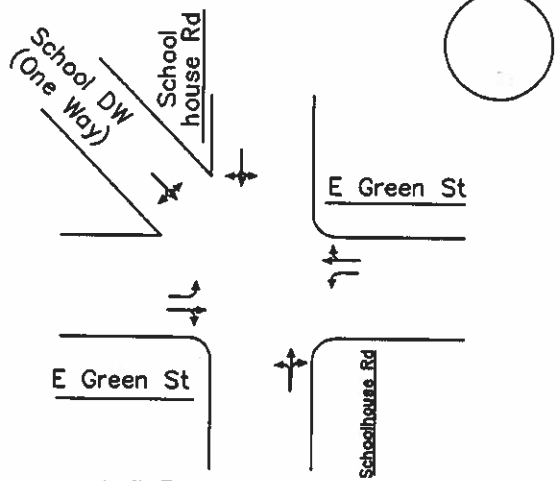
Location: E Green St @ Schoolhouse Rd

Morning Peak Hour 7:00/8:00 AM

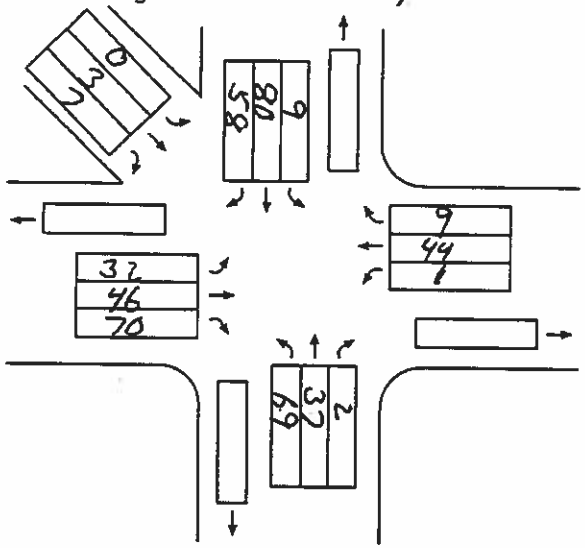


LANE CONFIGURATION

Indicate North by Arrow



Evening Peak Hour 4:00/5:00 PM



Left Turn Adjustments

Phasing ☒

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	*41+243+24	1.0	308	39	347	✓
	SB	*78+136+67	1.0	281	37	318	
	EB	73+135	1.0	108	14	122	
	WB	45+126	1.0	71	91	162	✓
	SE	7+4+6	1.0	17	—	17	✓

Remarks:

* critical volume TOTAL 526 V/C

LEVEL OF SERVICE A

ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	*76+37+2	1.0	115	9	124	
	SB	*10+80+58	1.0	148	69	217	✓
	EB	46+70	1.0	116	1	117	✓
	WB	44+9	1.0	53	32	85	
	SE	317	1.0	10	—	10	✓

Remarks:

* critical volume TOTAL 344 V/C

LEVEL OF SERVICE A

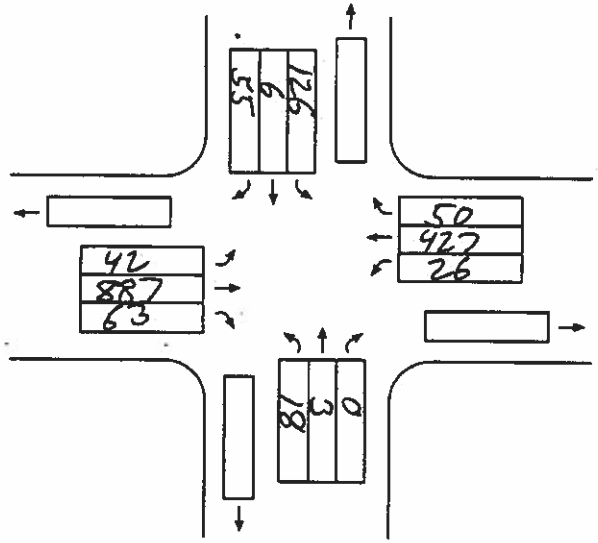
APPENDIX D

CAPACITY CALCULATIONS - TOTAL CONDITIONS

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

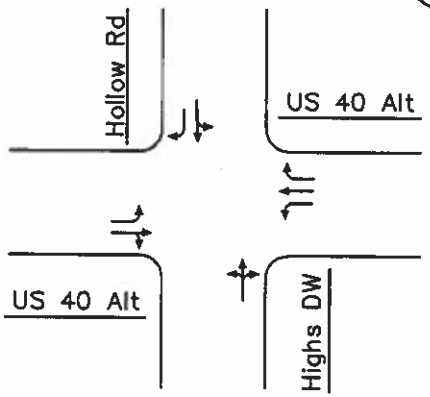
Count Date: NA
Conditions/ Design Year: Total Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Hollow Rd

Morning Peak Hour

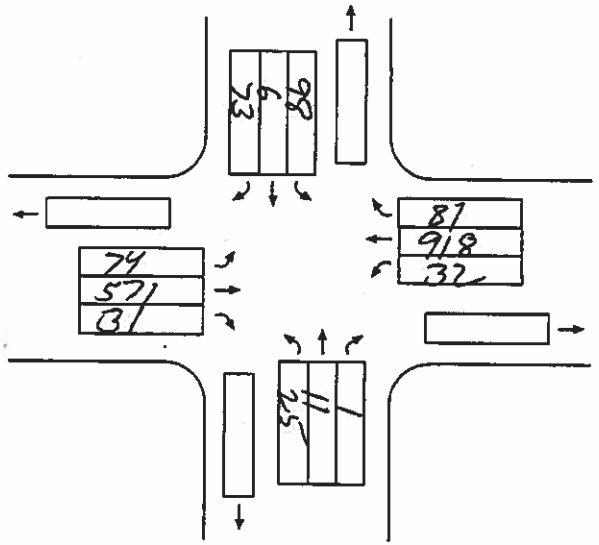


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	28*+3	1.0	23	126	149	
	SB	139*+6	1.0	145	18	163	✓
	EB	887+63	1.0	950	26	976	✓
	WB	427	1.0	427	42	469	

Remarks:

* critical volume TOTAL 1139 V/C
LEVEL OF SERVICE B

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	28*+11+1	1.0	40	98	138	
	SB	108*+6	1.0	114	25	139	✓
	EB	571+31	1.0	602	32	634	
	WB	918	1.0	918	74	992	✓

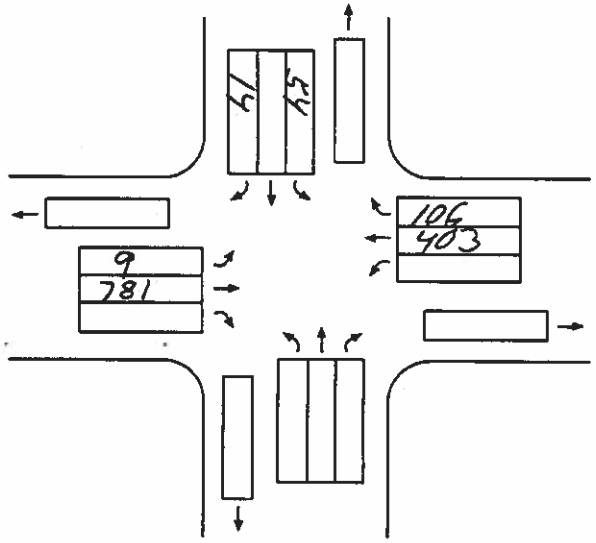
Remarks:

* critical volume TOTAL 1131 V/C
LEVEL OF SERVICE B

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

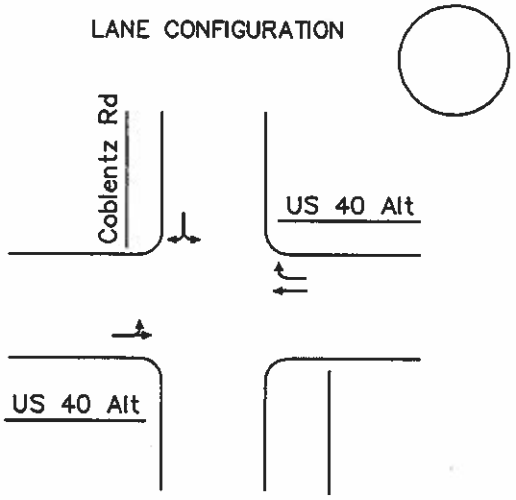
Count Date: NA
Conditions/ Design Year: Total Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Coblentz Rd

Morning Peak Hour

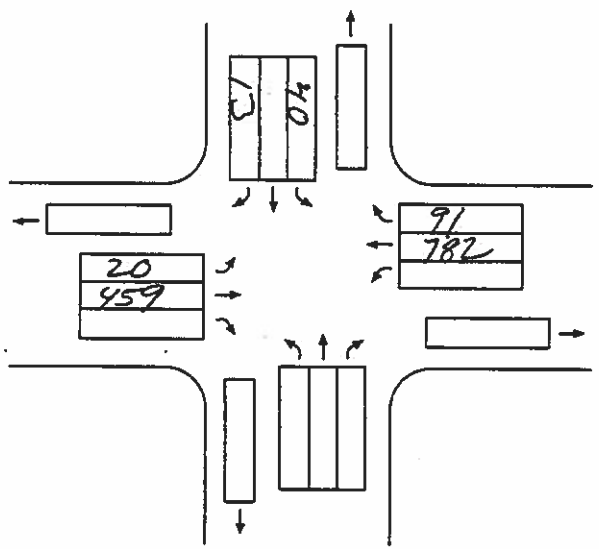


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour



Phasing Ø

Left Turn Adjustments

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	SB	54+14	1.0	68	—	68	✓
	EB	18+781	1.0	799	—	799	✓
	WB	403	1.0	403	9	412	

Remarks:

* critical volume TOTAL 867 V/C

LEVEL OF SERVICE

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	SB	40+13	1.0	53	—	53	✓
	EB	80+459	1.0	539	—	539	
	WB	782	1.0	782	20	802	✓

Remarks:

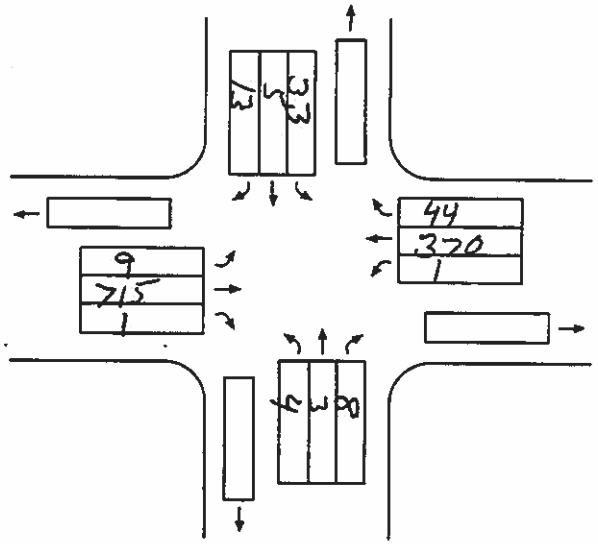
* critical volume TOTAL 855 V/C

LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

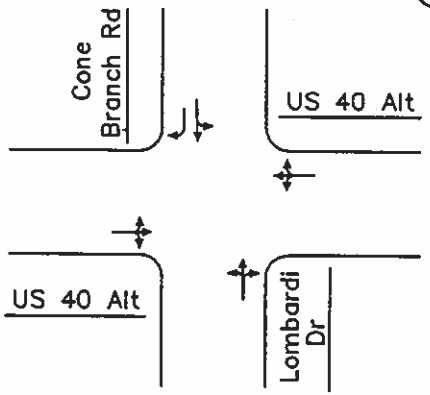
Count Date: NA
Conditions/ Design Year: Total Traffic Volumes
Computed By: MN Date:
Location: US 40 Alt @ Cone Branch Rd–Lombardi Dr

Morning Peak Hour

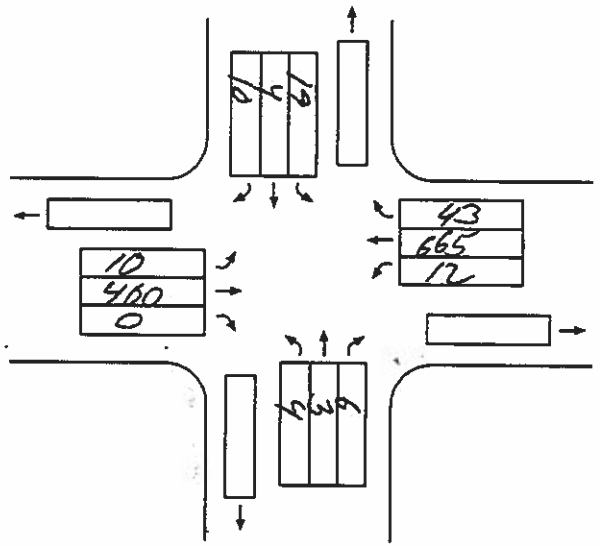


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	4+3+8	1.0	15	33	48	✓
	SB	33+5	1.0	38	4	42	
	EB	18*+715+1	1.0	734	1	735	✓
	WB	3*+370+44	1.0	417	9	426	

Remarks:

* critical volume TOTAL 783 V/C
LEVEL OF SERVICE A

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	4+3+6	1.0	13	19	32	✓
	SB	19+4	1.0	23	4	27	
	EB	30*+400	1.0	430	12	442	
	WB	24*+665+43	1.0	732	10	742	✓

Remarks:

* critical volume TOTAL 774 V/C
LEVEL OF SERVICE A

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

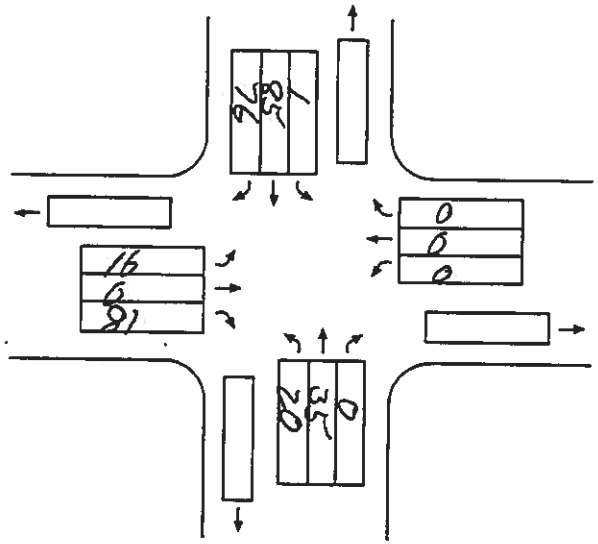
Count Date: NA

Conditions/ Design Year: Total Traffic Volumes

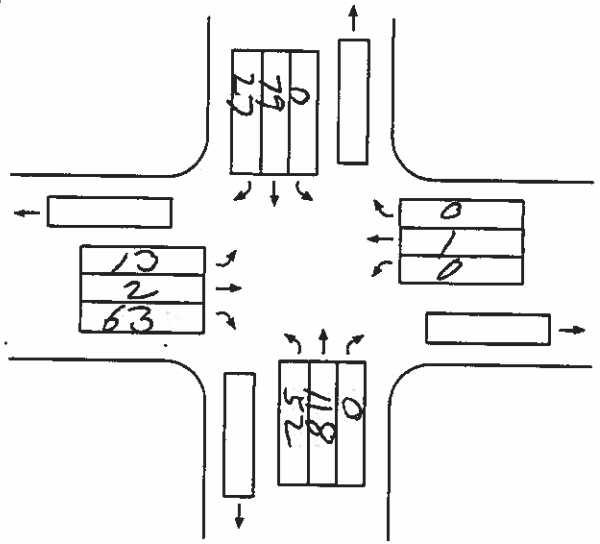
Computed By: MN Date:

Location: Hollow Rd @ Layla Dr

Morning Peak Hour

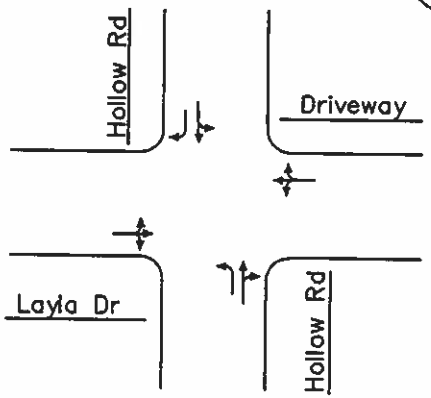


Evening Peak Hour



Indicate North by Arrow

LANE CONFIGURATION



Left Turn Adjustments

Phasing Ø

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	35	1.0	35	1	36	
	SB	1+85	1.0	86	20	106	✓
	EB	16+81	1.0	97	0	97	✓
	WB	0	1.0	6	16	16	

Remarks:

* critical volume TOTAL 203 V/C

LEVEL OF SERVICE

Ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	118	1.0	118	0	118	
	SB	79	1.0	79	52	131	✓
	EB	13+2+63	1.0	78	0	78	✓
	WB	1	1.0	1	13	14	

Remarks:

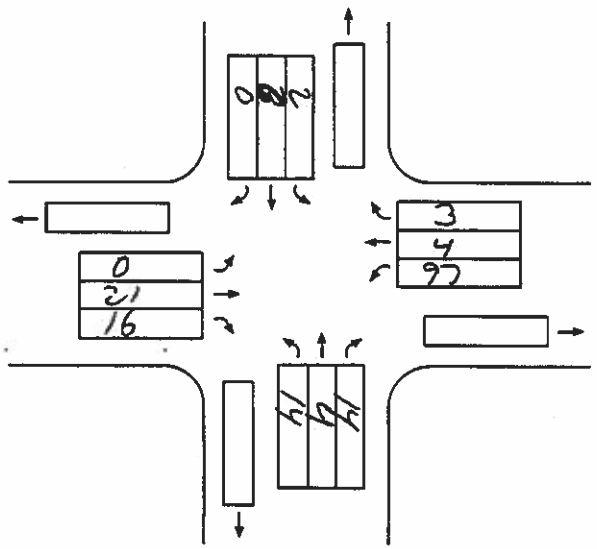
* critical volume TOTAL 209 V/C

LEVEL OF SERVICE

TURNING MOVEMENT SUMMARY AND LEVEL OF SERVICE

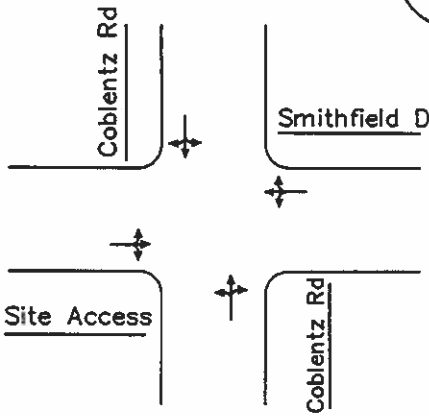
Count Date: NA
Conditions/ Design Year: Total Traffic Volumes
Computed By: MN Date:
Location: Coblentz Rd @ Smithfield Dr

Morning Peak Hour

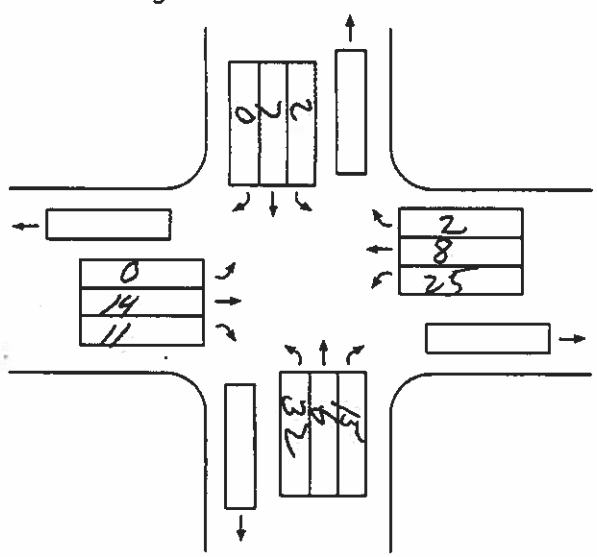


Indicate North by Arrow

LANE CONFIGURATION



Evening Peak Hour



Left Turn Adjustments

Phasing ☒

Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent
1	0 to 199	1.1
2	200 to 599	2.0
3	600 to 799	3.0
4	800 to 999	4.0
5	1000+	5.0

No. of Lanes	Lane Use Factor
1	1.00
2	.55
3	.40
4	.30

Service Level	Critical Lane Vol. Tot.
A	1000 or Less
B	1000 to 1150
C	1150 to 1300
D	1300 to 1450
E	1450 to 1600
F	Greater than 1600

ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	15*+4+14	1.0	33	2	35	✓
	SB	2+6	1.0	8	14	22	
	EB	21+16	1.0	37	97	134	✓
	WB	97+4+3	1.0	104	0	104	

Remarks:

* critical volume TOTAL 169 V/C

LEVEL OF SERVICE A

ø	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	NB	35*+6+15	1.0	56	2	58	✓
	SB	2+7	1.0	9	32	41	
	EB	14+11	1.0	25	25	50	✓
	WB	25+8+2	1.0	35	0	35	

Remarks:

* critical volume TOTAL 108 V/C

LEVEL OF SERVICE A