



AGENDA FOR THE TOWN WORKSHOP

September 9, 2019

7:00 p.m.

PLEDGE TO THE FLAG

CALL TO ORDER

PERSONAL REQUESTS FOR AGENDA:

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

REPORT OF COMMITTEES:

Water/Sewer	Commissioner Falcinelli
Public Works	Commissioner Bussard
Sustainability	Commissioner Dietrick
Planning Commission Liaison	Commissioner Catania
Parks & Recreation	Commissioner Goodman
Public Information	Commissioner Falcinelli

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*
- *Town Meeting Cancellation – Monday, September 23, 2019*

ADJOURNMENT

**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 our 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:

<i>Municipality</i>	<i>Multifamily dwellings (or apartments)</i>	<i>Townhouses</i>
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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- B VEHICLE TURNING MOVEMENT COUNTS
- C CAPACITY CALCULATIONS - EXISTING CONDITIONS
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INTRODUCTION

The Memar Corporation is proposing to construct 148 age restricted single family dwelling units along the west side of Coblenz 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 Coblenz 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:

- o Field inspection of the road network in the vicinity of the site to determine the existing pavement widths and traffic controls.
- o Manual turning movement traffic counts at seven (7) locations in the study area.
- o Determination of planned developments to be included in the analysis as background traffic.
- o Trip generation and distribution analyses for the planned development, as well as the subject site.
- o Analysis of the above data to determine the impact of the proposed development on the road network under study.
- o 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 Coblenz Road opposite of Smithfield Drive. Access to the site will be via the extension of Smithfield Drive from it's existing terminus west at Coblenz 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 @ Coblenz Road
- US 40 Alt @ Cone Branch Road-Lombardi Drive
- Hollow Road @ Layla Drive
- Coblenz 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

STSLTD 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.

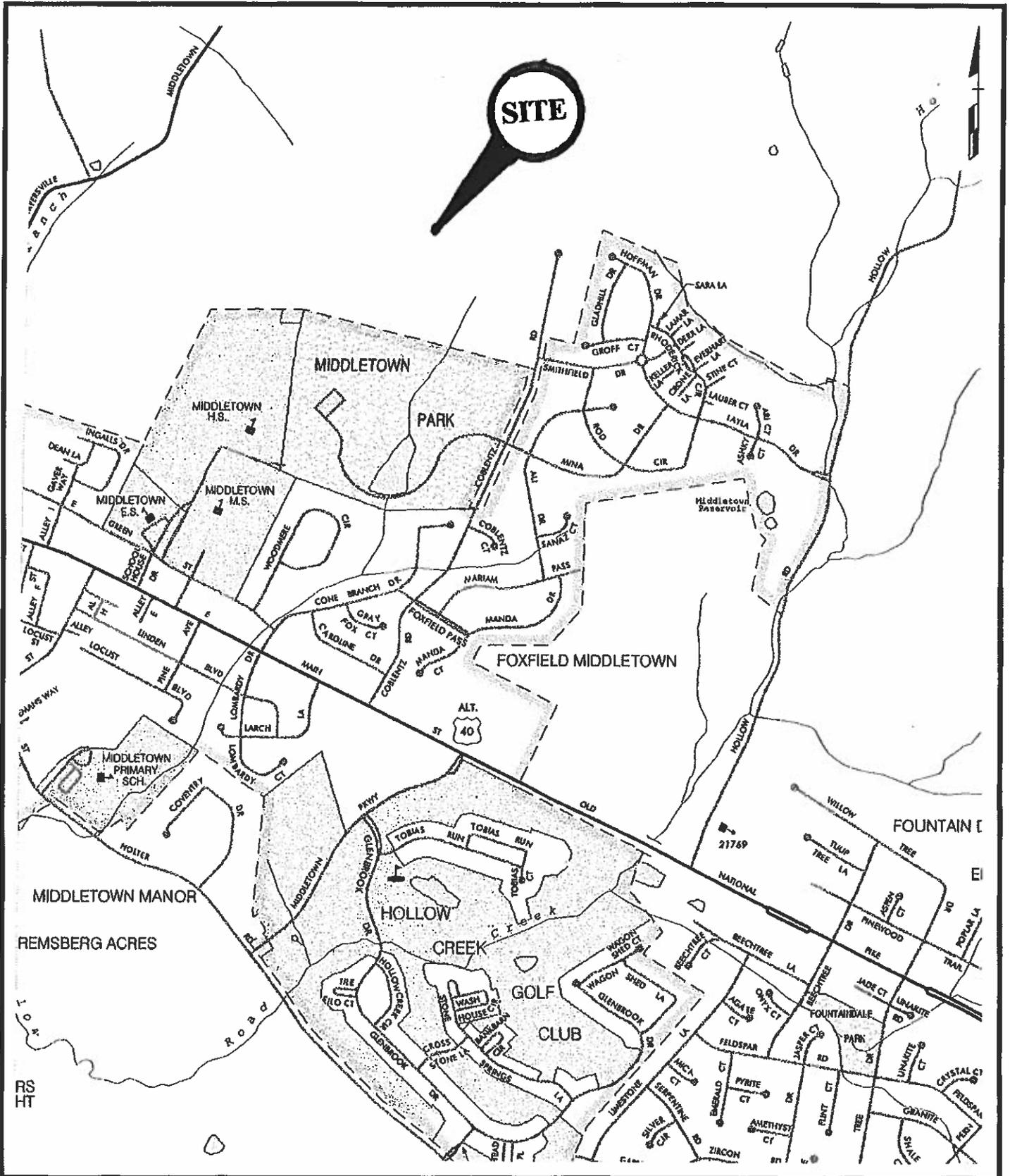


EXHIBIT 1
SITE LOCATION

NO SCALE

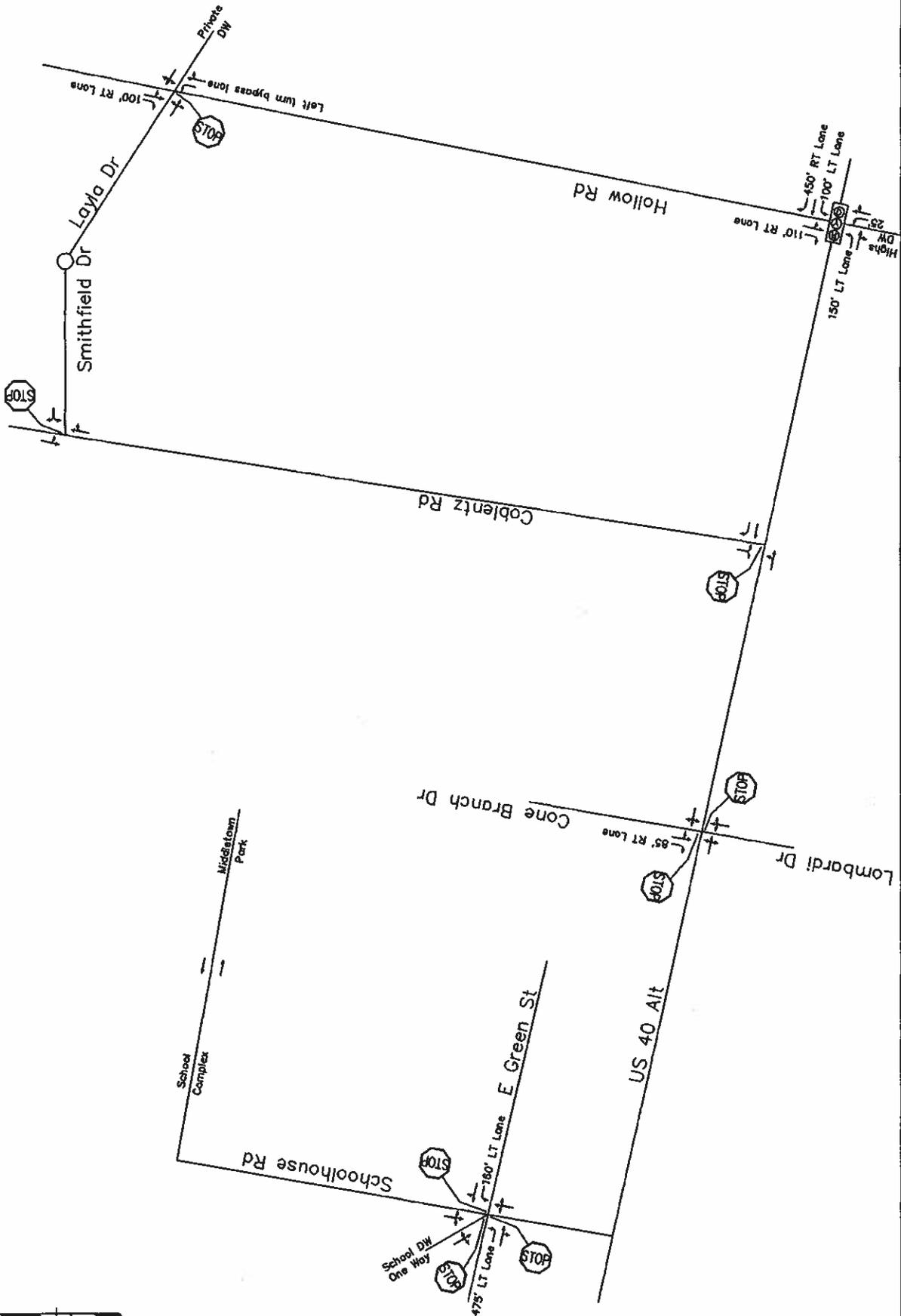


EXHIBIT 2
EXISTING LANE USE

NO SCALE

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**

<u>INTERSECTION</u>	<u>MORNING PEAK HOUR</u>	<u>EVENING PEAK HOUR</u>
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

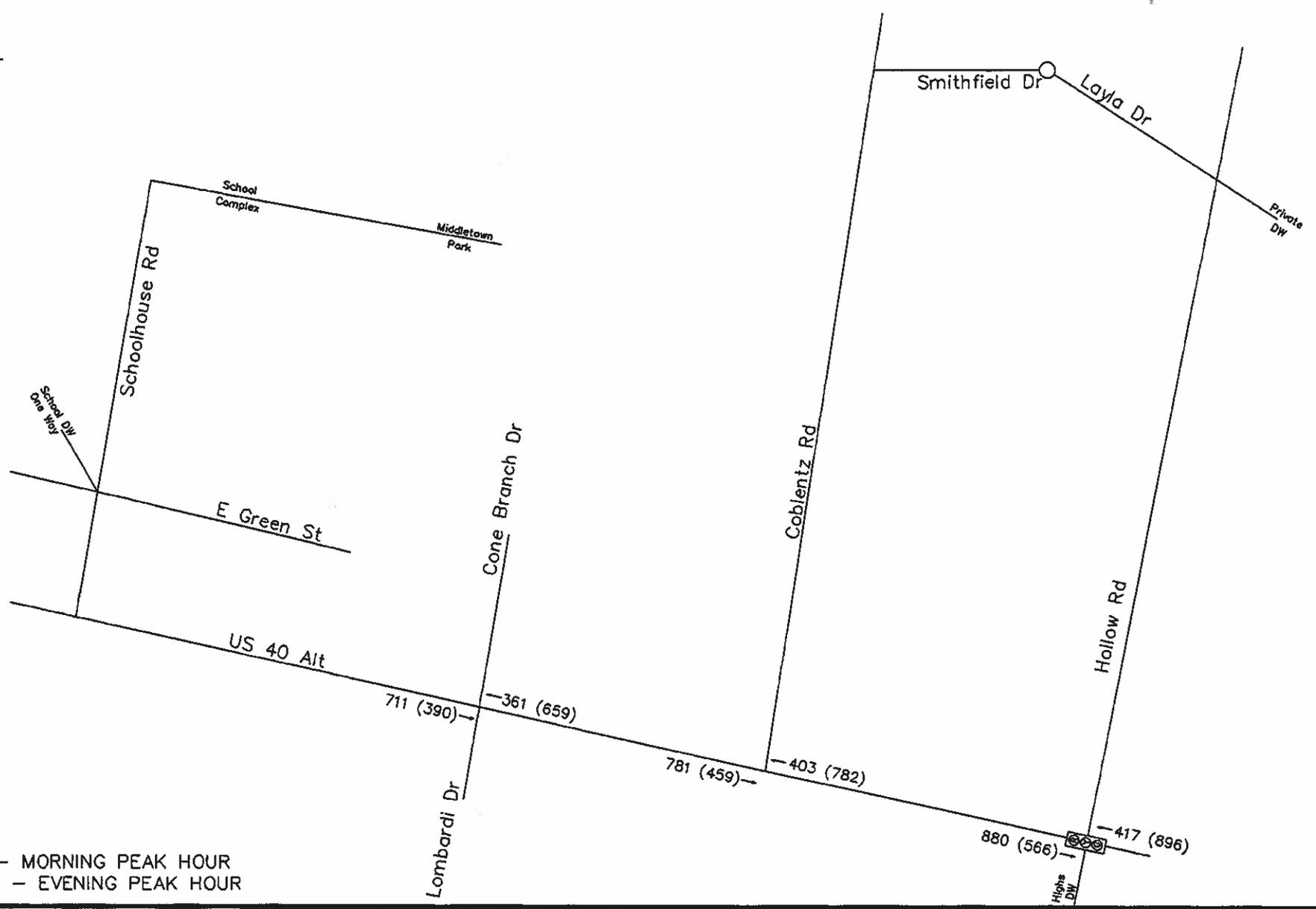
Due to development restrictions on the property, a design year of 2027 was assumed for this project and based on historical volume records the growth rate in this area was determined to be 1% per year. Therefore the 2027 Growth Adjusted volumes are shown in Exhibit 4.

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.



8



0000 - MORNING PEAK HOUR
(0000) - EVENING PEAK HOUR

NO SCALE

EXHIBIT 4
2027 GROWTH ADJUSTMENT

SITE TRAFFIC ANALYSIS

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

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

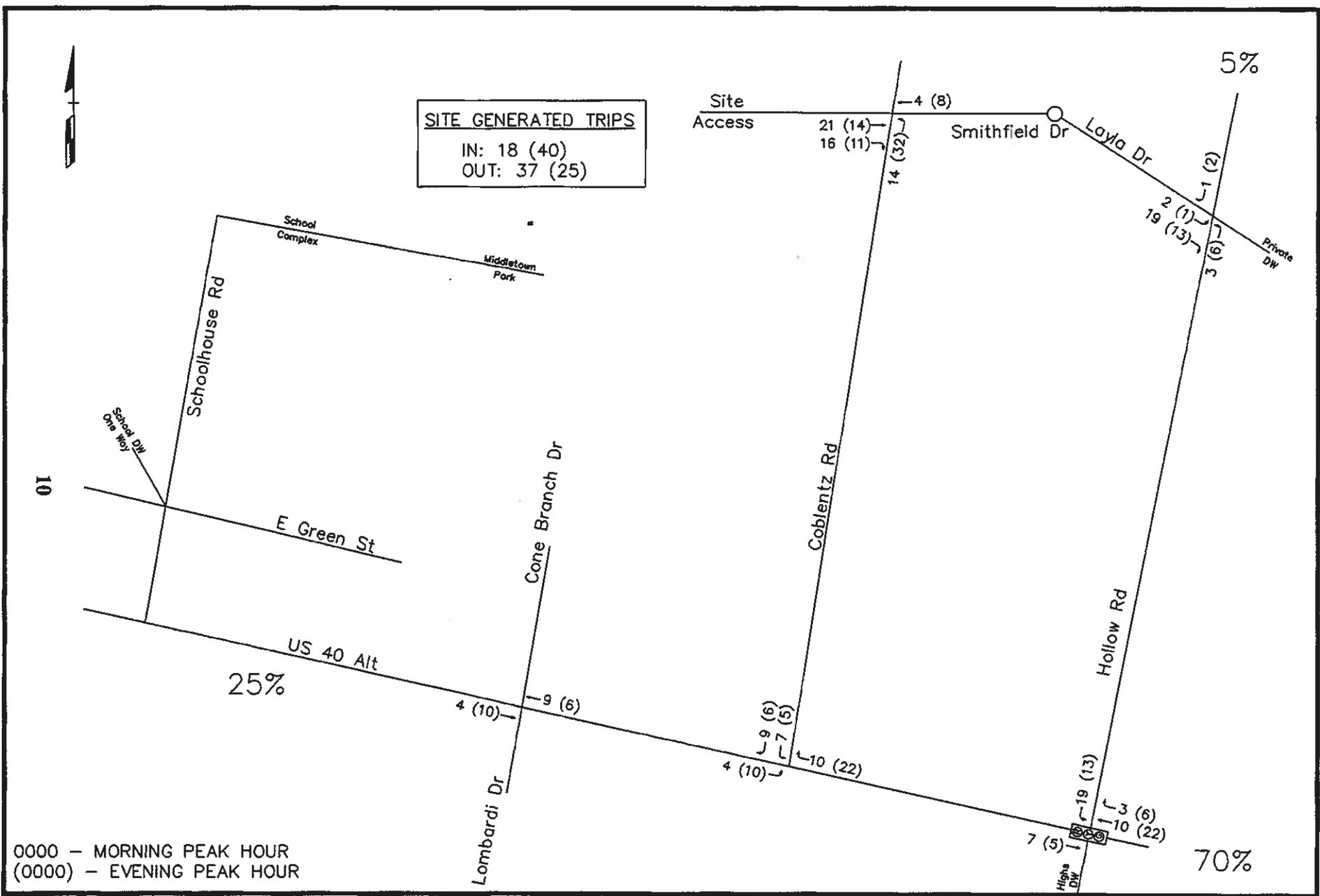
Trip Distribution

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

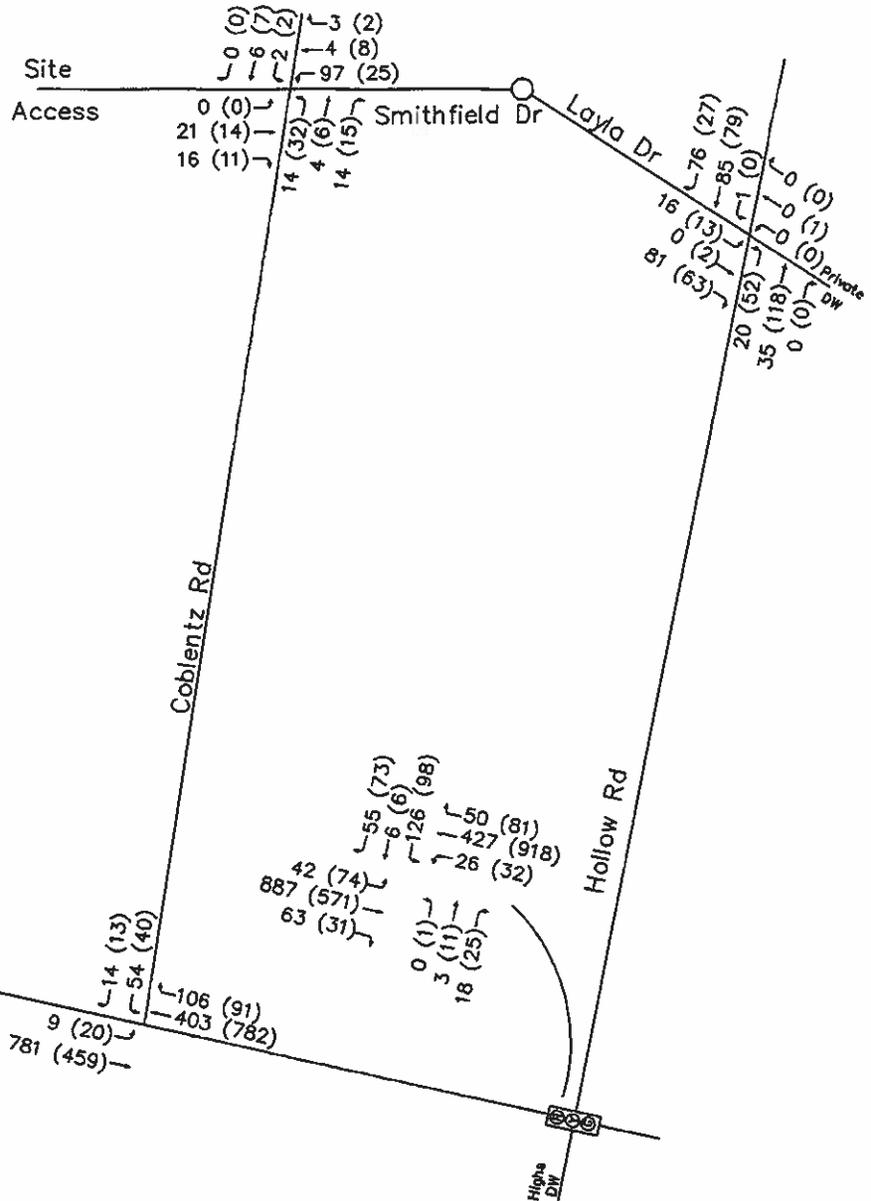
Intersection capacity analyses were performed applying the Critical Lane Volume (CLV) technique to all of the critical intersections. The results of the capacity analyses are shown in Table 3.

SITE GENERATED TRIPS
 IN: 18 (40)
 OUT: 37 (25)



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

<u>INTERSECTION</u>	<u>MORNING PEAK HOUR</u>	<u>EVENING PEAK HOUR</u>
US 40 Alt @ Hollow Rd	B(1139)	B(1131)
US 40 Alt @ Coblenz Rd	A(867)	A(855)
US 40 Alt @ Cone Branch Rd	A(783)	A(774)
Hollow Rd @ Layla Dr	A(203)	A(209)
Coblenz 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: $74 \times 100/3600 \times 1.4 \times 25 = 73$ 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: $32 \times 100/3600 \times 1.4 \times 25 = 31$ 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: $81 \times 100/3600 \times 1.4 \times 25 = 79$ 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: $73 \times 100/3600 \times 1.4 \times 25 = 71$ 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

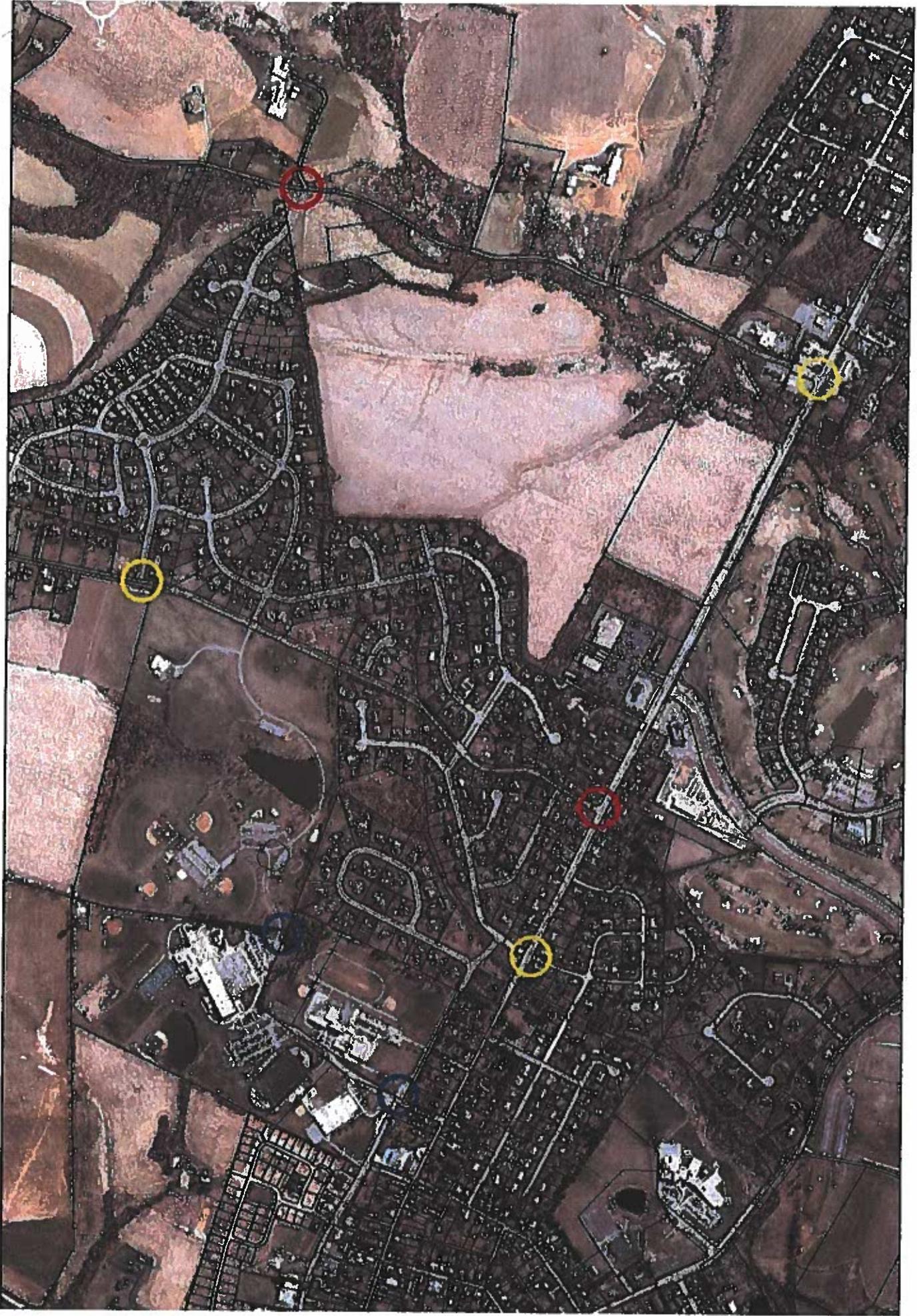
From: Bruce Carbaugh <bcarbaugh@ci.middletown.md.us>
Sent: Tuesday, February 26, 2019 2:57 PM
To: Trevor Frederick <trevor@fsa-md.com>
Cc: Drew Bowen <abowen@ci.middletown.md.us>
Subject: Traffic Study Intersection Map

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

APPENDIX B
VEHICLE TURNING MOVEMENT COUNTS

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY
 Intersection of: US-40 ALT
 and: Hollow Rd
 Counted by: CB

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 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																	
08:00-15	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	18	28	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	378
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	208	16	242	4	104	8	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	916	88	1067	3821
1 HOUR TOTALS																	
08-07	18	7	51	76	9	2	0	11	35	497	15	547	12	165	15	192	826
815-715	33	10	73	116	12	2	0	14	36	596	20	652	12	261	29	302	1084
830-730	46	9	89	144	16	3	0	19	44	665	22	731	20	302	46	368	1262
845-745	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	28	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	18	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	38	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	28	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	116	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	16	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	68	2224	260	2572	4890
1 HOUR TOTALS																	
04-05	83	10	75	168	25	7	1	33	40	496	75	611	32	768	108	906	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	607	95	931	1735
445-545	73	7	85	165	29	10	2	41	32	496	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	1783
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	1783

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STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY

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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

STSLTD STSLTD STSLTD STSLTD STSLTD

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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	
15-30	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	
45-00	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 HOUR																	
TOTALS																	
08-07	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
815-715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
830-730	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
845-745	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	
715-815	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	
745-845	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	
PEAK HOUR																	
815-715	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
45-00	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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	1	0	1	1	
1 HOUR																	
TOTALS																	
04-05	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	1	0	1	1	
430-530	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	
05-06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
515-815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
530-830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
545-845	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	
PEAK HOUR																	
415-515	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD



EB US 40 Alt approaching Hollow Rd



WB US 40 Alt approaching Hollow Rd



Higs DW approaching US 40 Alt



SB Hollow Rd approaching US 40 Alt

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY
 Intersection of: US 40-ALT
 and: Coblenz Rd
 Counted by: CB

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 Day: Wednesday
 STREET
 TRAFFIC
 STUDIES
 LTD

TIME	TRAFFIC FROM NORTH on: Coblenz 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																	
08:00-15	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	82	17	99	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	128	138	0	0	0	0	0	1630	16	1646	0	797	150	947	2731
1 HOUR																	
TOTALS																	
08-07	2	0	19	21	0	0	0	0	0	429	5	434	0	135	24	159	614
815-715	0	0	27	27	0	0	0	0	0	481	8	489	0	219	79	298	812
830-730	2	0	39	41	0	0	0	0	0	588	5	593	0	282	103	385	1019
845-745	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	801	6	807	0	343	33	376	1033
745-845	6	0	58	63	0	0	0	0	0	523	5	528	0	334	32	366	957
08-09	5	0	80	85	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	1186	25	1191	0	1877	186	2063	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	6	0	42	48	0	0	0	0	0	411	13	424	0	689	69	758	1230
515-615	6	0	48	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	389	10	399	0	585	68	653	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: Coblenz Rd
 Counted by: CB bikes only

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 Day: Wednesday
 STREET TRAFFIC STUDIES LTD

TIME	TRAFFIC FROM NORTH on: Coblenz 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
830-730	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
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
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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EB US 40 Alt approaching Coblentz Rd



WB US 40 Alt approaching Coblenz 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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

STSLTD STSLTD STSLTD STSLTD STSLTD

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																	
08:00-15	0	1	7	8	0	0	2	2	0	71	1	72	0	14	0	14	98
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	168
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	60	4	64	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	738
830-730	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	588	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	560	3	293	42	338	962
745-845	12	3	33	48	3	0	12	15	0	491	4	495	3	301	32	336	894
08-09 PEAK HOUR 07-08	10	1	33	44	2	0	9	11	0	455	5	460	2	273	16	290	805
13	5	33	51	4	3	8	15	1	657	9	667	1	333	44	378	1111	
PM																	
04:00-15	1	0	6	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	80	3	83	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	987
05-06	10	3	21	34	1	1	2	4	2	285	6	293	8	550	34	590	921
515-616	13	3	23	39	2	2	5	9	2	256	7	265	5	604	33	642	965
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 PEAK HOUR 04-05	15	1	20	36	2	1	5	8	2	244	7	253	1	447	19	467	784
10	4	18	33	4	3	6	13	0	360	10	370	12	609	43	664	1080	

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 VEHICLE TURNING MOVEMENT COUNT - SUMMARY

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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

STSLTD STSLTD STSLTD STSLTD STSLTD

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	0	1	0	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	0
30-45	0	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	0
07:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	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	0
08:00-15	0	1	0	1	0	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	0
30-45	0	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	0
AM																		
3 HOUR																		
TOTALS	0	2	0	2	0	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	0	1
615-715	0	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	0
645-745	0	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	0
715-815	0	1	0	1	0	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	0	1
745-845	0	1	0	1	0	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	0	1
PEAK HOUR																		
730-830	0	1	0	1	0	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	0
15-30	0	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	0	1
45-00	0	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	0
15-30	0	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	0
45-00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30-45	0	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	0
PM																		
3 HOUR																		
TOTALS	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	2
1 HOUR																		
TOTALS																		
04-05	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
415-515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
430-530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
445-545	0	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	0	1
515-615	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
530-630	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
545-645	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
06-07	0	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	0	1

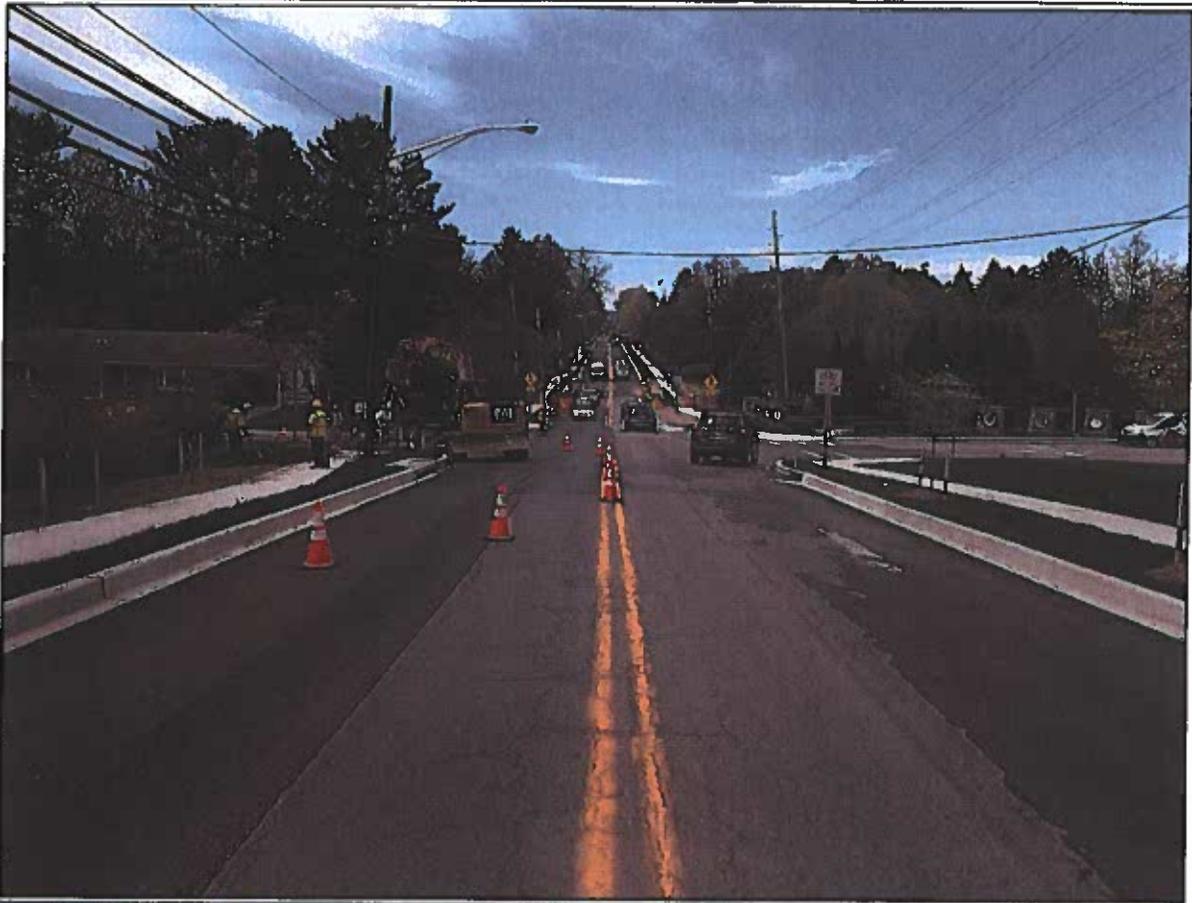
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EB US 40 Alt approaching Lombardi Dr



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
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY

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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

STSLTD STSLTD STSLTD STSLTD STSLTD

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	8	0	0	8	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	8	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: Coblenz Rd
 and: Smithfield Dr
 Counted by: CB bikes only

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

STSLTD STSLTD STSLTD STSLTD STSLTD

Day: Tuesday

STREET
 TRAFFIC
 STUDIES
 LTD

TIME	TRAFFIC FROM NORTH on: Coblenz Rd				TRAFFIC FROM SOUTH on: Coblenz 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																	
08:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
07:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
08:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
AM																	
3 HOUR																	
TOTALS	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
1 HOUR																	
TOTALS																	
08-07	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
815-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
830-730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
845-745	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
07-08	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	
730-830	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	
08-09	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HOUR																	
815-715	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
PM																	
04:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
06:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
PM																	
3 HOUR																	
TOTALS	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	
415-515	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	
445-545	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	
515-615	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	
545-645	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	
PEAK HOUR																	
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

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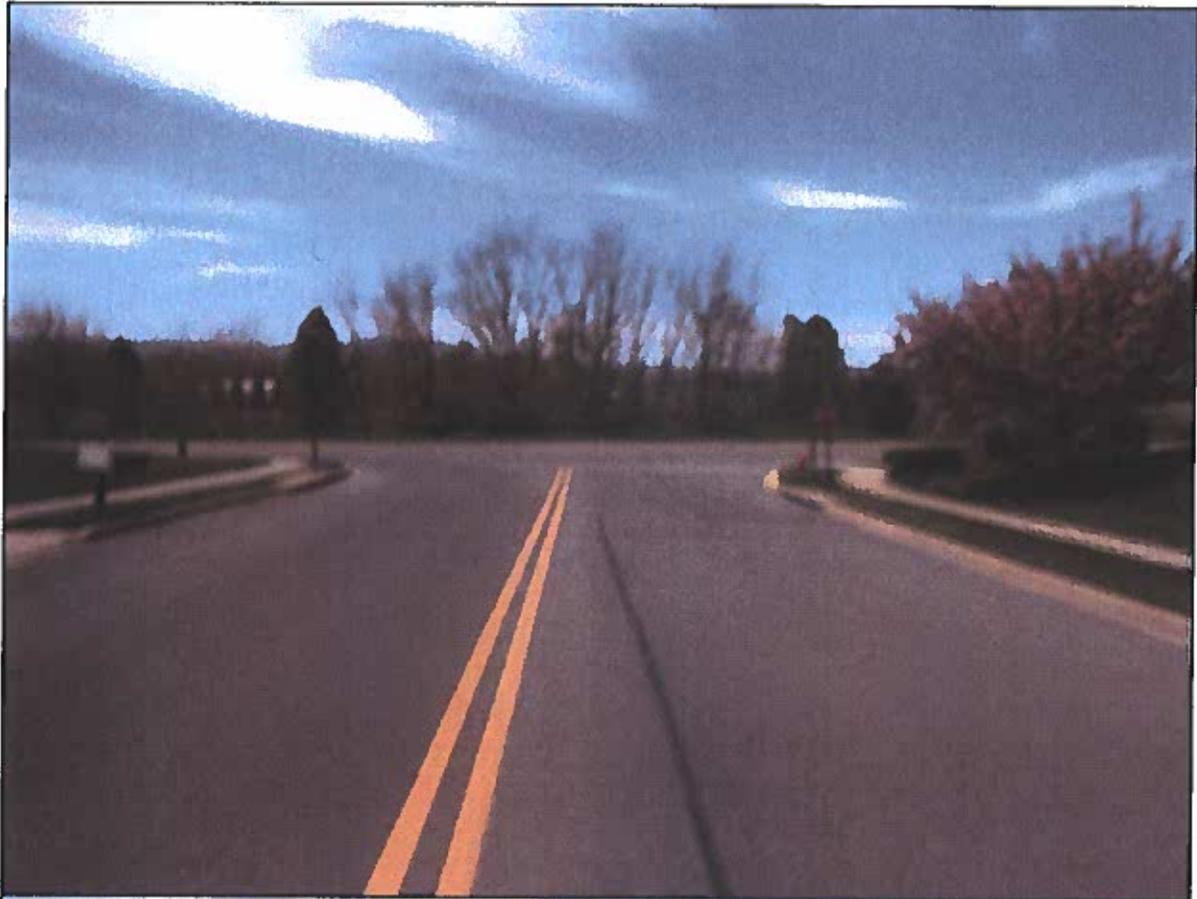
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NB Coblentz Rd approaching Smithfield Dr



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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

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

Day: Thursday

STSLTD STSLTD STSLTD STSLTD STSLTD
 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	26
30-45	0	11	0	11	0	1	0	1	8	0	2	10	0	0	0	0	22
45-00	8	18	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	86
15-30	38	22	0	58	3	9	0	12	22	0	6	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	6	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	81	1	99	8	20	0	28	40	0	5	45	0	0	0	0	172
630-730	71	76	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	36	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	36	0	52	62	0	14	76	0	0	0	0	289
PM																	
04:00-15	8	21	0	29	7	13	0	20	8	0	10	16	0	0	0	0	85
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	18	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	28	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	68
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	88
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	216	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	326
445-545	28	70	0	98	41	111	0	152	42	1	18	61	0	1	0	1	310
05-06	18	70	0	88	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	78	0	115	30	1	10	41	1	0	0	1	249
06-07	16	70	4	90	43	71	0	114	25	1	10	36	1	0	1	2	242
PEAK HOUR																	
415-515	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

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	
15-30	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	1	0	0	0	0	1	
45-00	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	1	
1 HOUR																	
TOTALS																	
06-07	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
815-715	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	
645-745	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	
715-815	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	
745-845	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
08-09	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	
PEAK HOUR																	
08-09	1	0	0	1	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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	
1 HOUR																	
TOTALS																	
04-05	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	
430-530	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	
05-06	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	
530-630	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	
06-07	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	

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PEDESTRIAN COUNT - SUMMARY

Intersection of:
and:
Counted by:

Hollow Rd
Layla Dr
ET

Location: Frederick County
Data: 05/079/19
Weather: Cloudy
Entered By: SKN

Day: Thursday

TIME	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		TOTAL
	EB	WB	NB	SB	EB	WB	NB	SB	
AM									
08:00-15	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
830-730	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
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
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

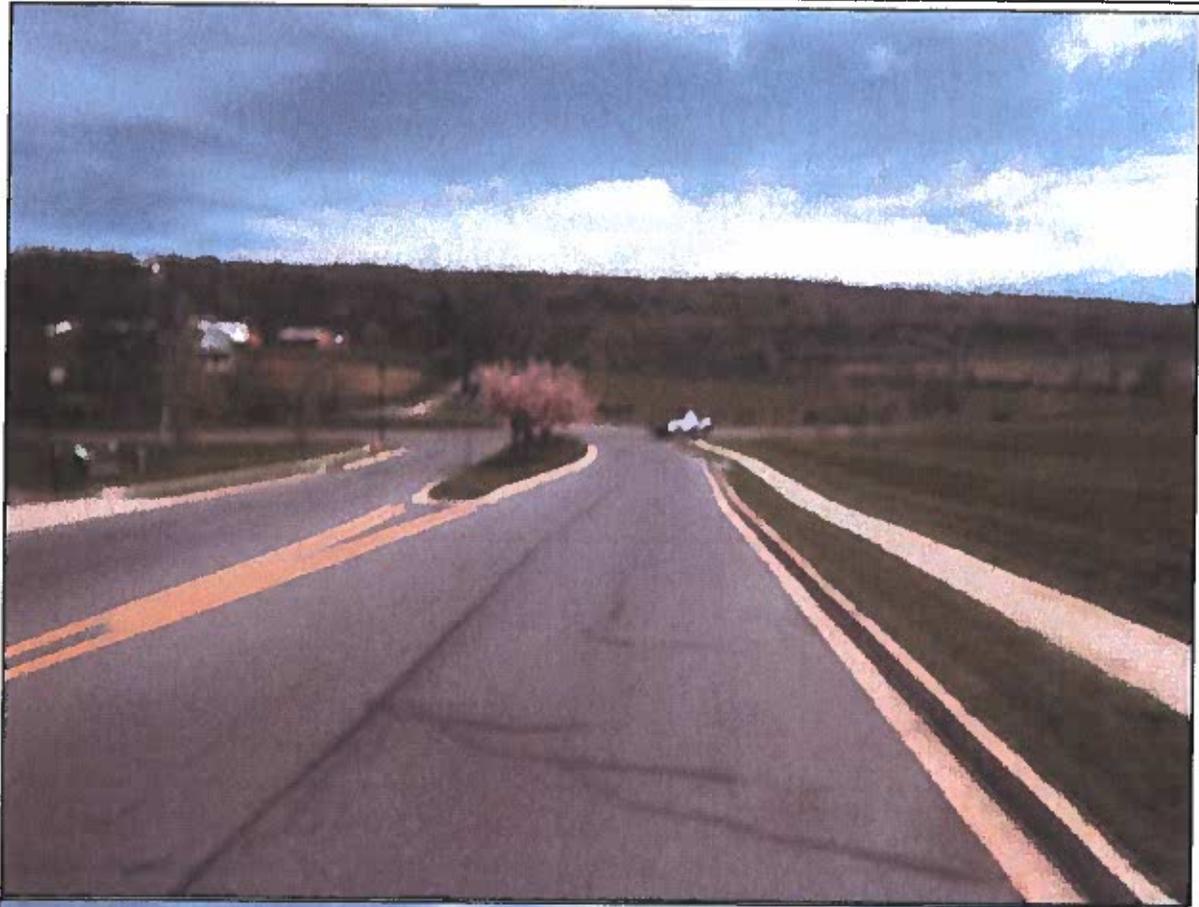
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NB Hollow Rd approaching Layla Dr



SB Hollow Rd approaching Layla Dr



EB Layla Dr approaching Hollow Rd

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 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

STSLTD STSLTD STSLTD STSLTD STSLTD
 Day: Tuesday
 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	28	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	16	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	16	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	165	43	312	157	348	31	536	148	128	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	376
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	108	184	8	24	17	49	765
07-08	67	136	39	242	37	243	24	304	35	73	91	199	14	45	26	65	830
715-815	57	111	38	204	43	146	26	215	44	78	50	172	14	56	25	95	688
730-830	34	41	8	83	63	41	26	130	53	77	28	158	14	62	19	95	468
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	38	242	37	243	24	304	35	73	91	199	14	45	26	65	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	8	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	8	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	8	7	10	23	0	8	2	10	100
PM 3 HOUR TOTALS	142	153	24	319	154	161	9	324	153	118	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	38	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

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 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	18	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
830-730	3	2	3	8	0	0	0	0	0	0	0	0	0	0	0	0	8
845-745	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
08:00-15	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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STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD

STSLTD STSLTD STSLTD STSLTD STSLTD

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

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

Day: Tuesday

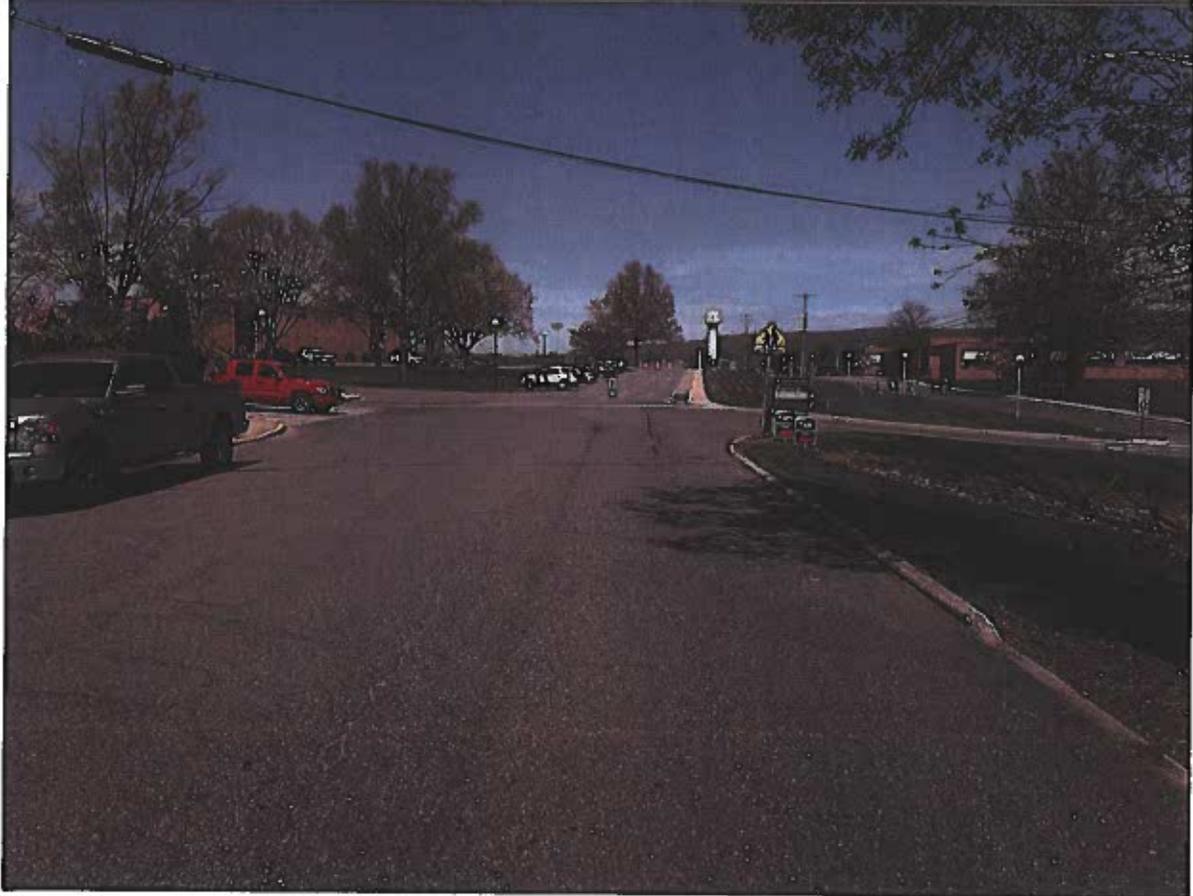
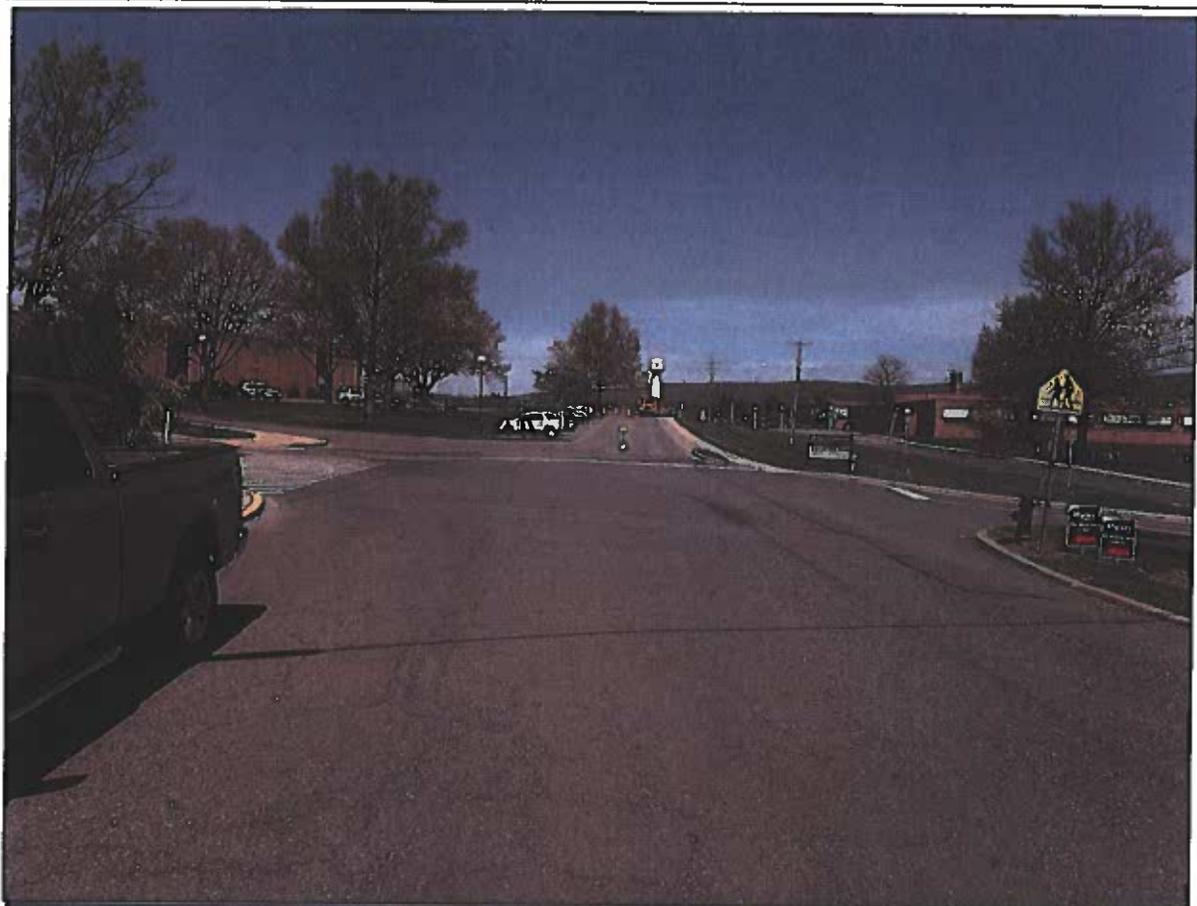
STREET
 TRAFFIC
 STUDIES
 LTD

TIME	TRAFFIC FROM NORTH on: 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	1	0	1	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	1	0	1	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	1	0	1	1	1
05-06	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
515-615	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
630-630	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	2
645-645	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	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

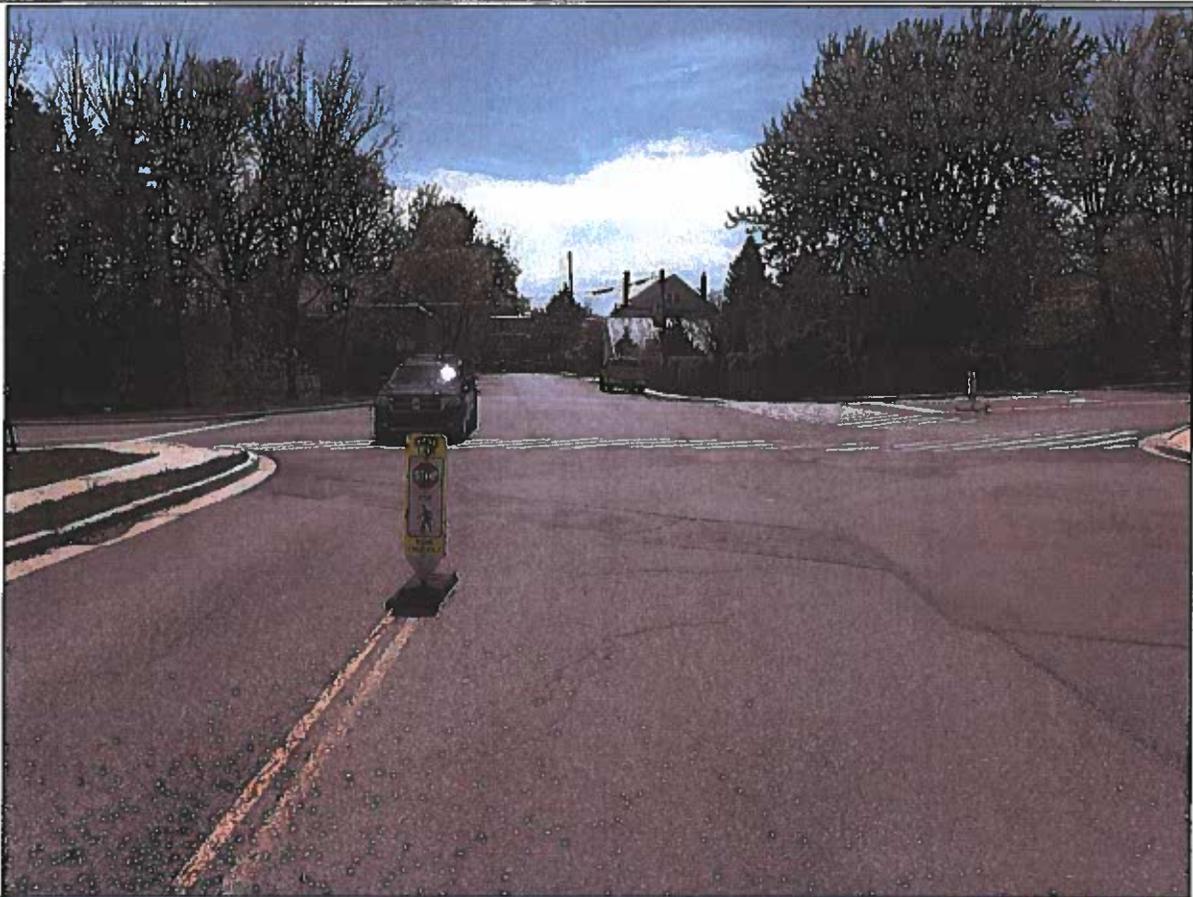
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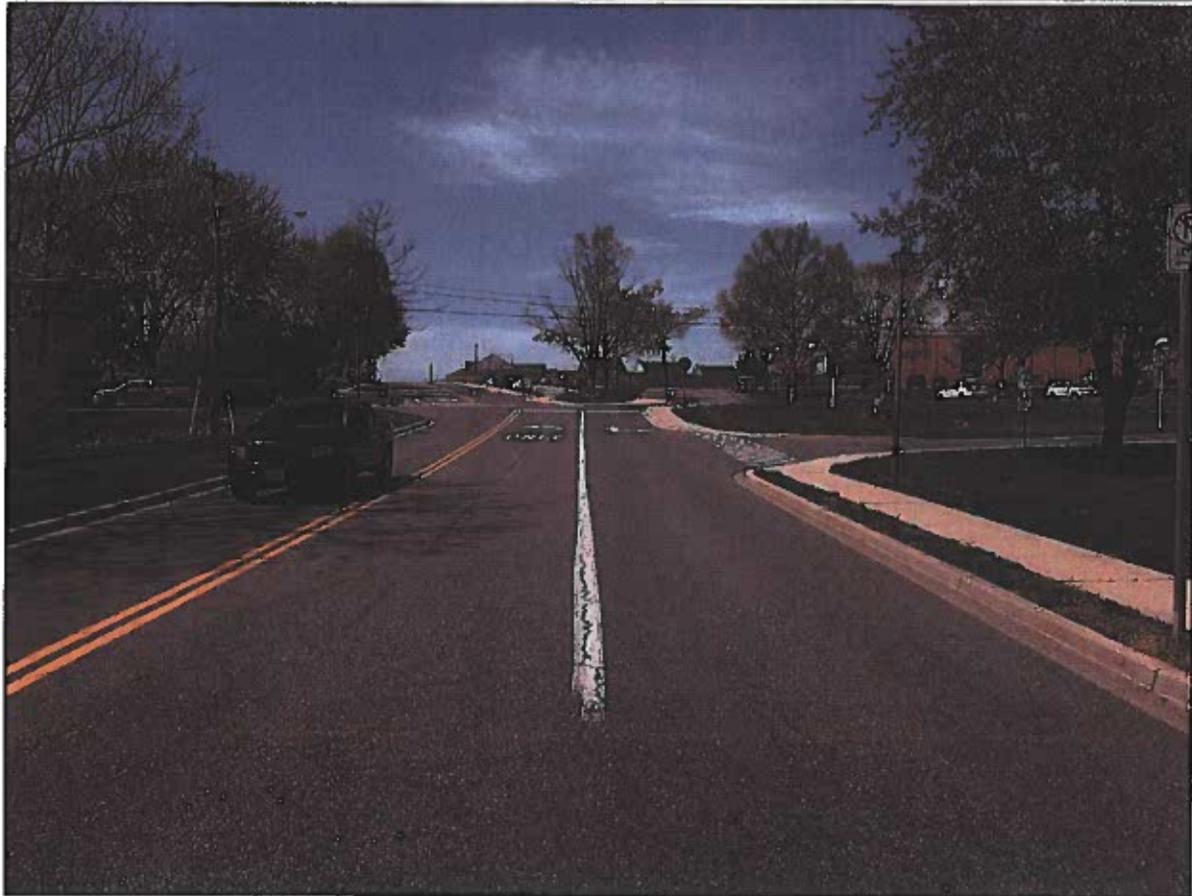
NB Schoolhouse Dr approaching E Green St



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

STSLTD STSLTD STSLTD STSLTD STSLTD STSLTD
 VEHICLE TURNING MOVEMENT COUNT - SUMMARY
 Intersection of: Middletown Park
 and: School Complex
 Counted by: SKN

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

STSLTD STSLTD STSLTD STSLTD STSLTD
 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																	
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	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	8	0	8	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	8	0	8	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																	
08-07	0	0	0	0	0	0	0	0	0	2	0	2	0	18	0	18	20
815-715	0	0	0	0	0	0	0	0	0	8	0	8	0	89	0	89	97
830-730	0	0	0	0	0	0	0	0	0	42	0	42	0	207	0	207	249
845-745	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																	
845-745	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
08:00-15	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	16
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	28	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	38
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

STSLTD STSLTD STSLTD STSLTD STSLTD

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	
15-30	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	
45-00	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	
15-30	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	
45-00	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	
15-30	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	1	
45-00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
AM																	
3 HOUR										1	0	1	0	3	0	3	
TOTALS	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	4	
1 HOUR																	
TOTALS																	
06-07	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	1	0	1	1	
830-730	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
845-745	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	2	0	2	2	
715-815	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	1	0	1	1	
745-845	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
08-09	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	2	
PEAK HOUR																	
845-745	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	1	
15-30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
30-45	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	
05:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	
08:00-15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
15-30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
30-45	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	5	
PM																	
3 HOUR										4	0	4	0	4	0	4	
TOTALS	0	0	0	0	0	0	0	0	0	4	0	4	0	4	0	8	
1 HOUR																	
TOTALS																	
04-05	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	
415-515	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	
430-530	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	
05-06	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	
530-630	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	1	0	1	1	
06-07	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	4	
PEAK HOUR																	
06-07	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	6	

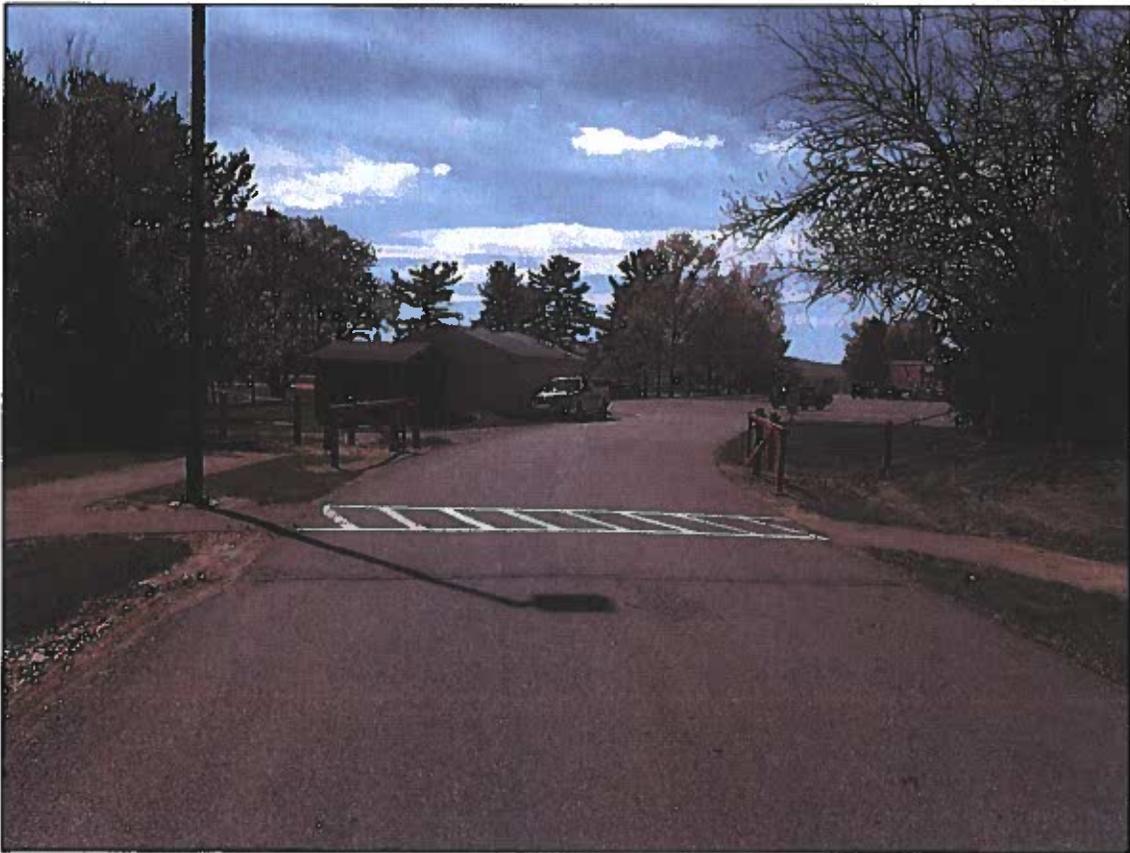
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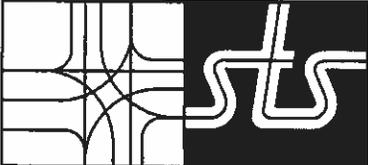
EB School complex entering park



WB park access entering school complex

APPENDIX C

CAPACITY CALCULATIONS - EXISTING CONDITIONS



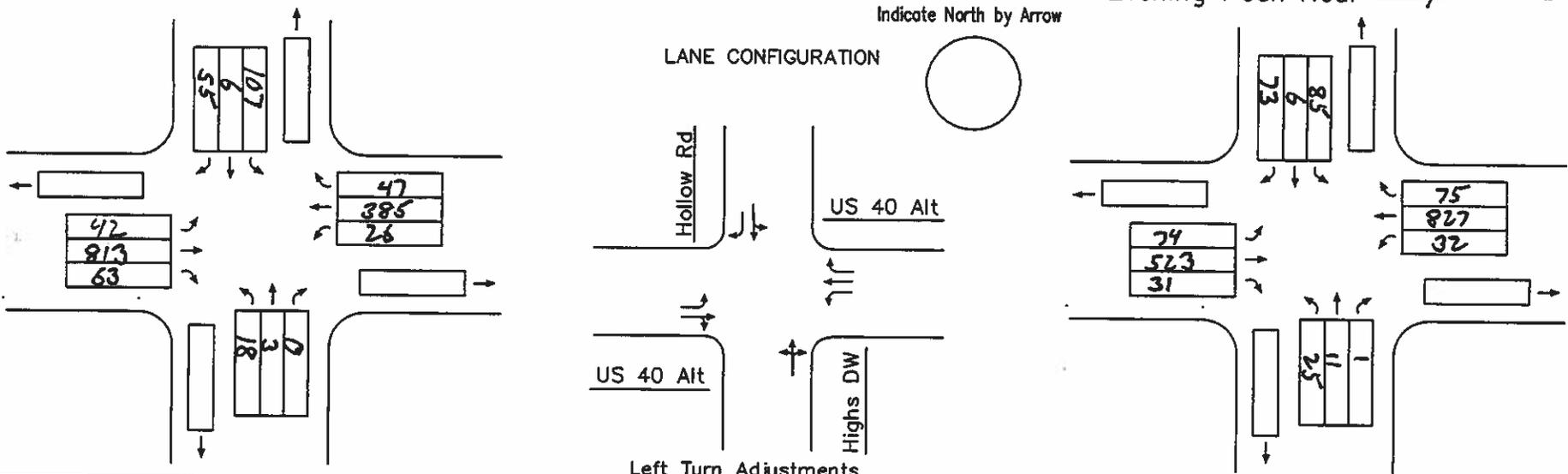
TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

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

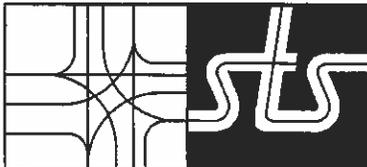
Evening Peak Hour 5:00 / 6:00 PM



Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	1000+	5.0		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 *	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		NB	28*+11+1	1.0	40	85	125 ✓
	SB	118*+6	1.0	124	18	142 ✓		SB	94+6	1.0	100	25	125 ✓
	EB	813+63	1.0	876	26	902 ✓		EB	523+31	1.0	554	32	586 ✓
	WB	385	1.0	385	42	427 ✓		WB	827	1.0	827	74	901 ✓

Remarks: * critical volume TOTAL 1044 V/C _____ Remarks: * critical volume TOTAL 1026 V/C _____
 LEVEL OF SERVICE B LEVEL OF SERVICE B



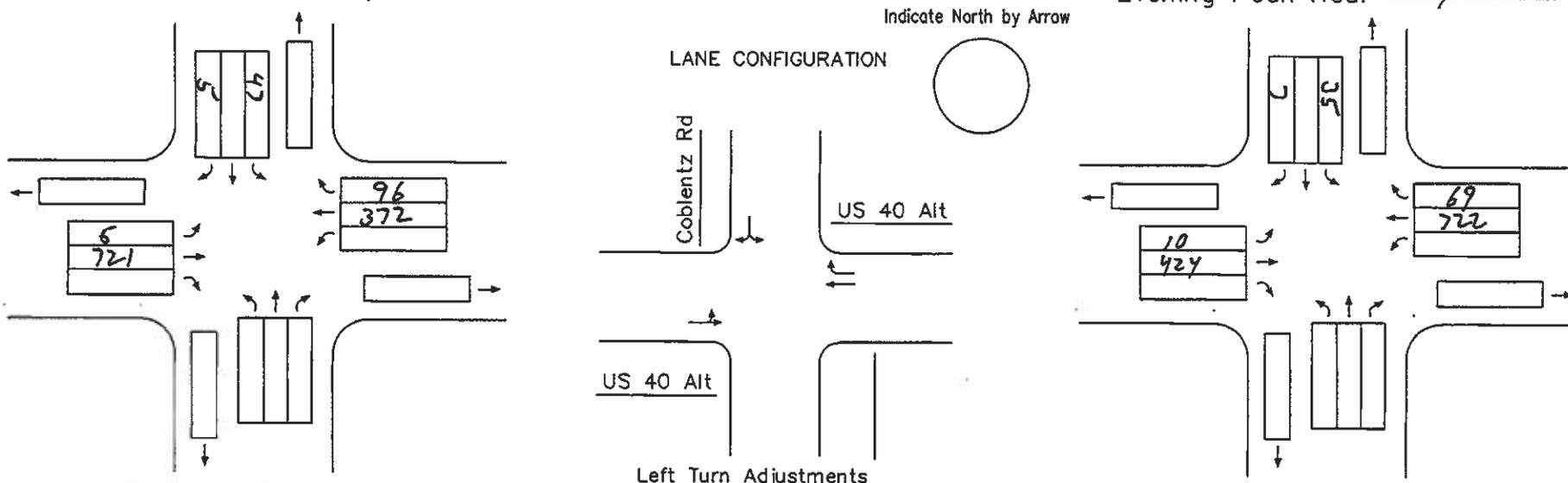
TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

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

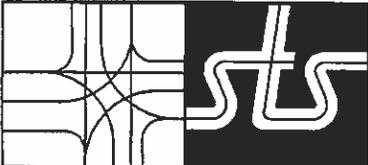
Evening Peak Hour 4:30/5:30 PM



Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
				1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
				2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
				3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
				4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
				5	1000+	5.0		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 *	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	✓	SB	35+7	1.0	42	-	42
	EB	10+721	1.0	731	-	731	✓	EB	30+424	1.0	454	-	454
	WB	372	1.0	372	5	377		WB	722	1.0	722	10	732

Remarks:	* critical volume	TOTAL	<u>783</u>	V/C	Remarks:	* critical volume	TOTAL	<u>774</u>	V/C
	LEVEL OF SERVICE		<u>A</u>			LEVEL OF SERVICE	<u>A</u>		



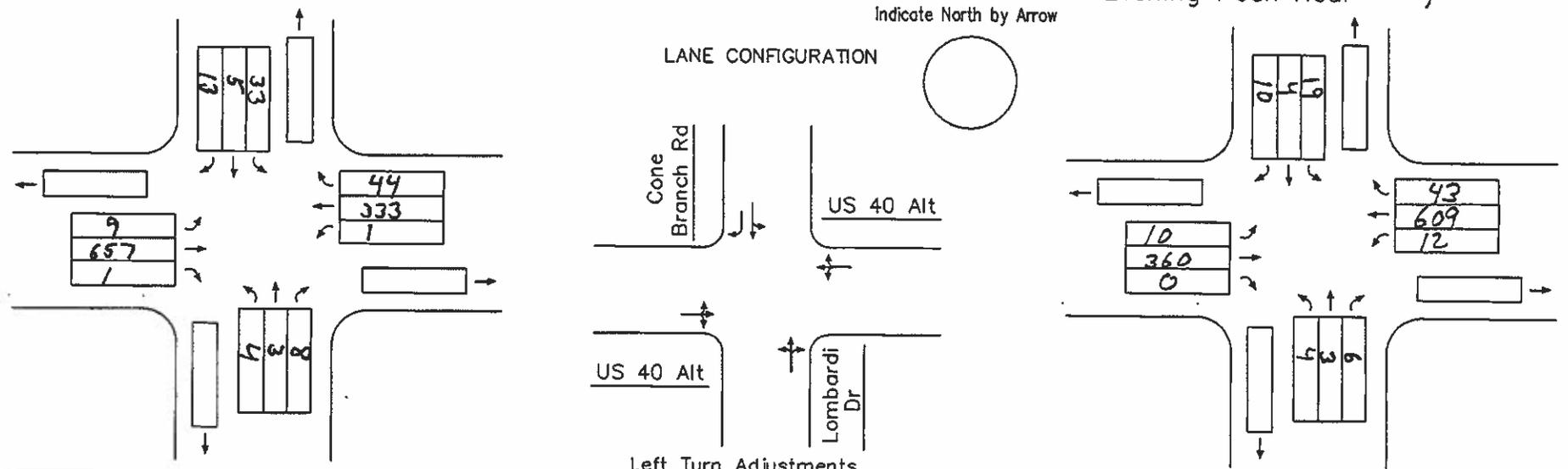
TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

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

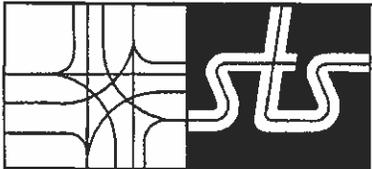
Evening Peak Hour 4:00/5:00 PM



Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	1000+	5.0		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 *	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	✓	NB	4+3+6	1.0	13	19	32
	SB	33+5	1.0	38	4	42		SB	19+4	1.0	23	4	27
	EB	18+657+1	1.0	676	1	677	✓	EB	30+360	1.0	390	12	402
	WB	3+33+44	1.0	380	9	389		WB	27+609+43	1.0	676	10	686

Remarks:	* critical volume TOTAL <u>725</u>	V/C	Remarks:	* critical volume TOTAL <u>718</u>	V/C
	LEVEL OF SERVICE <u>A</u>			LEVEL OF SERVICE <u>A</u>	



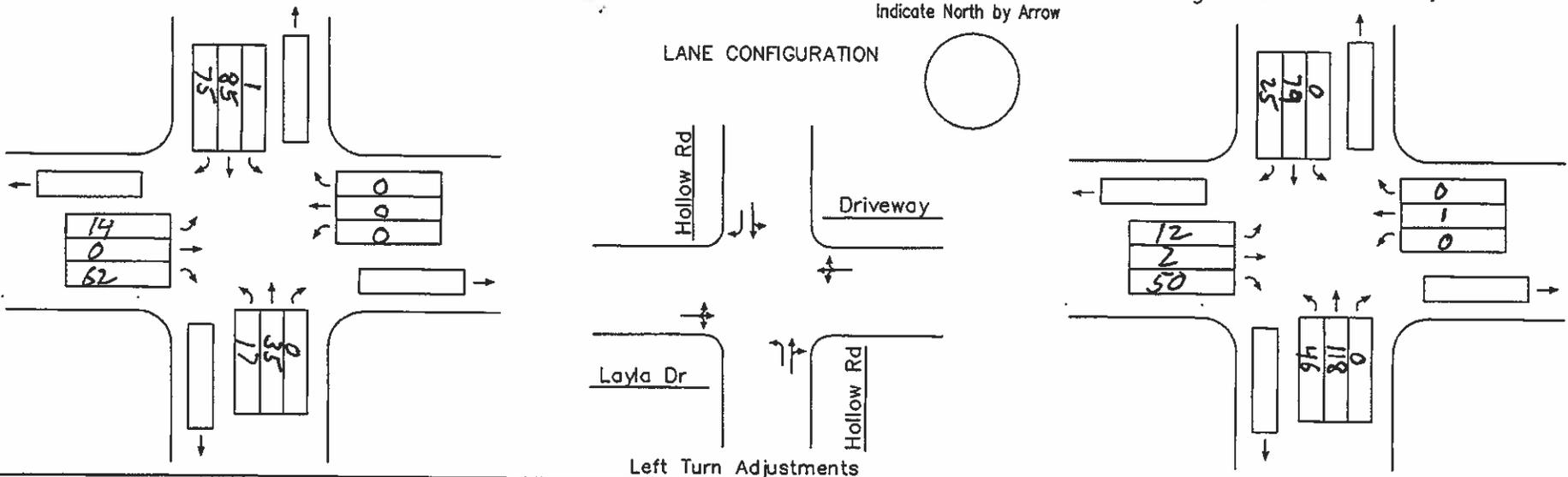
TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

Count Date: Thurs 5/9/19
 Conditions/ Design Year: Existing Traffic Volumes
 Computed By: MN Date: _____

Location: Hollow Rd @ Layla Dr

Morning Peak Hour 7:00/8:00 AM

Evening Peak Hour 4:15/5:15 PM



Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	1000+	5.0		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 *	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		NB	118	1.0	118	0	118
	SB	1+85	1.0	86	17	103	✓	SB	79	1.0	79	46	125
	EB	14+62	1.0	76	0	76	✓	EB	12+2+50	1.0	64	0	64
	WB	0	1.0	0	14	14		WB	1	1.0	1	12	13

Remarks:	* critical volume TOTAL <u>179</u>	V/C	Remarks:	* critical volume TOTAL <u>189</u>	V/C
	LEVEL OF SERVICE <u>A</u>			LEVEL OF SERVICE <u>A</u>	



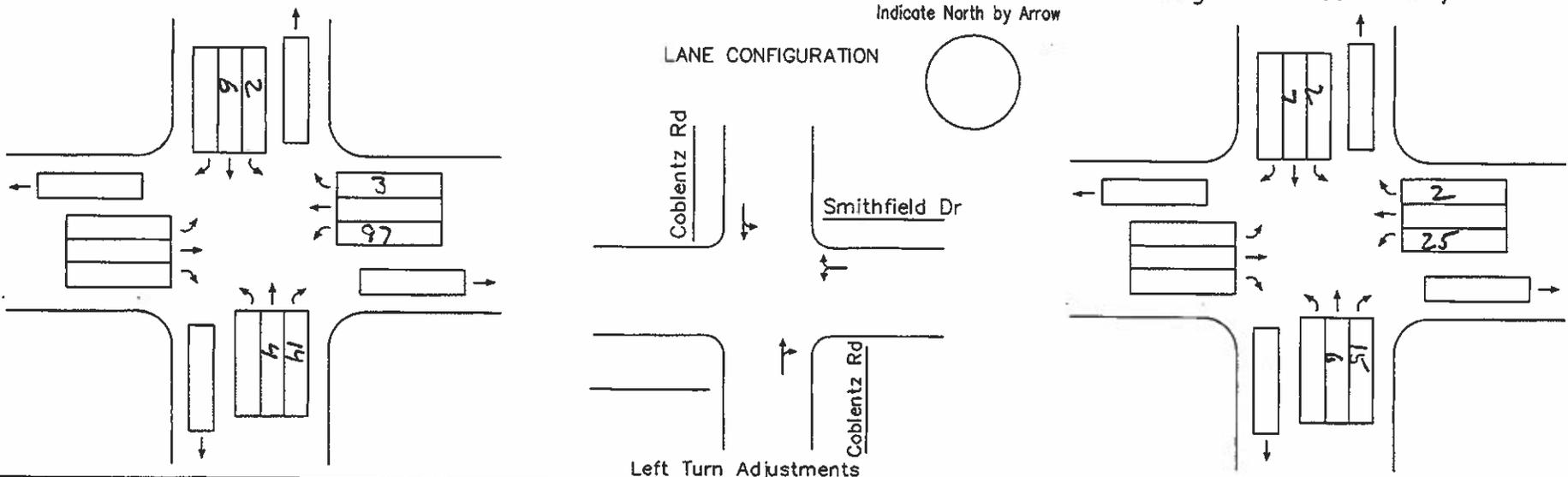
TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

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



Left Turn Adjustments

Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.					
				1	0 to 199	1.1	1 = 1.00	A = 1000 or Less							
				2	200 to 599	2.0	2 = .55	B = 1000 to 1150							
				3	600 to 799	3.0	3 = .40	C = 1150 to 1300							
				4	800 to 999	4.0	4 = .30	D = 1300 to 1450							
				5	1000+	5.0		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	*	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	✓		NB	6+15	1.0	21	2	23	✓
	SB	2+6	1.0	8	-	8			SB	2+7	1.0	9	-	9	
	WB	97+3	1.0	100	-	100	✓		WB	25+2	1.0	27	-	27	✓
Remarks:				* critical volume	TOTAL	120	V/C	Remarks:	* critical volume	TOTAL	50	V/C			
				LEVEL OF SERVICE	A					LEVEL OF SERVICE	A				

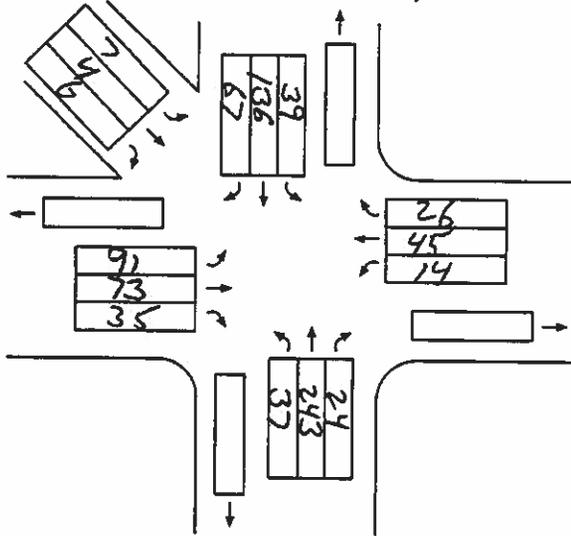


**TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE**

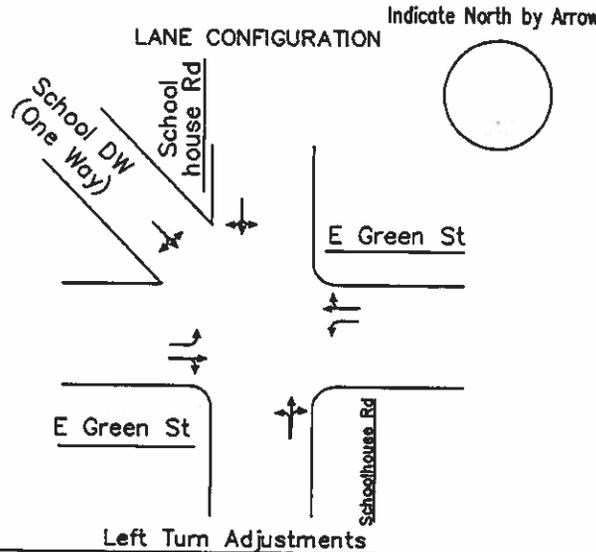
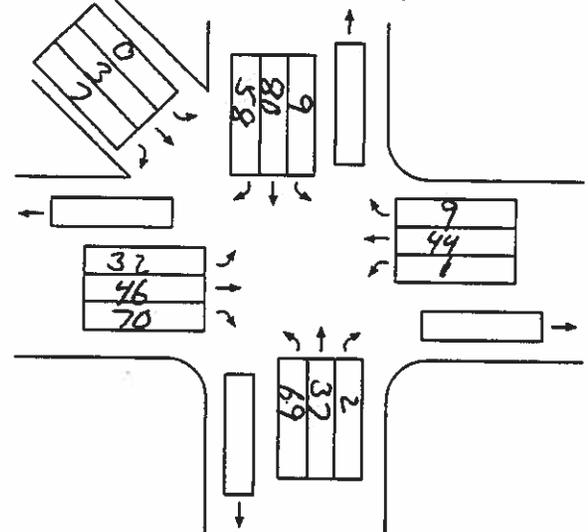
Count Date: Tu 5/7/19
 Conditions/ Design Year: Existing Traffic Volumes
 Computed By: MN Date: _____

Location: E Green St @
Schoolhouse Rd

Morning Peak Hour 7:00/8:00 AM



Evening Peak Hour 4:00/5:00 PM



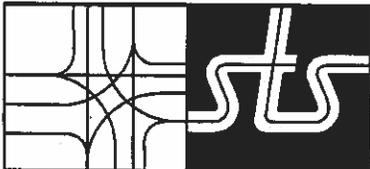
Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	1000+	5.0		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 *	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	✓	NB	7+137+2	1.0	115	9	124
	SB	78+136+67	1.0	281	37	318		SB	10+80+58	1.0	148	69	217
	EB	73+35	1.0	108	14	122		EB	46+70	1.0	116	1	117
	WB	45+26	1.0	71	91	162	✓	WB	44+9	1.0	53	32	85
	SE	7+4+6	1.0	17	-	17	✓	SE	317	1.0	10	-	10

Remarks: * critical volume TOTAL 526 v/c LEVEL OF SERVICE A 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: _____

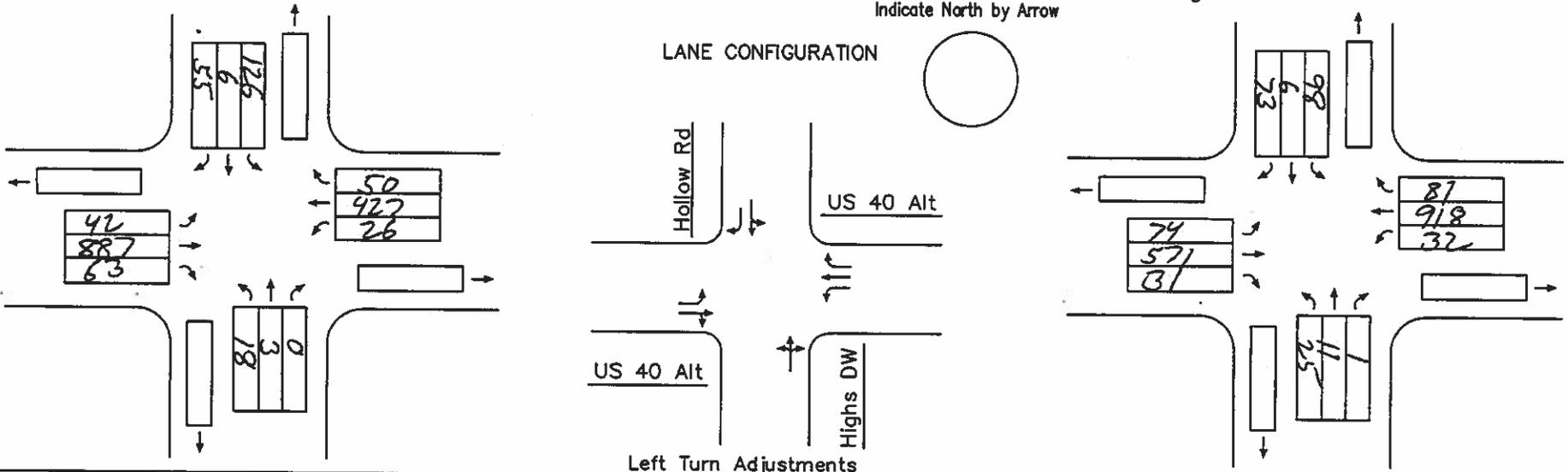
Location: US 40 Alt @
Hollow Rd

Morning Peak Hour _____

Evening Peak Hour _____

Indicate North by Arrow

LANE CONFIGURATION



Left Turn Adjustments

Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
				1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
				2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
				3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
				4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
				5	1000+	5.0		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 *	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		NB	28*+11+1	1.0	40	98	138
	SB	139*+6	1.0	145	18	163	✓	SB	118*+6	1.0	114	25	139
	EB	887+63	1.0	950	26	976	✓	EB	571+31	1.0	602	32	634
	WB	427	1.0	427	42	469		WB	918	1.0	918	74	992

Remarks:	* critical volume	TOTAL	1139	V/C	Remarks:	* critical volume	TOTAL	1131	V/C
	LEVEL OF SERVICE		B			LEVEL OF SERVICE		B	



TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE

Count Date: NA
 Conditions/ Design Year: Total Traffic Volumes
 Computed By: MN Date: _____

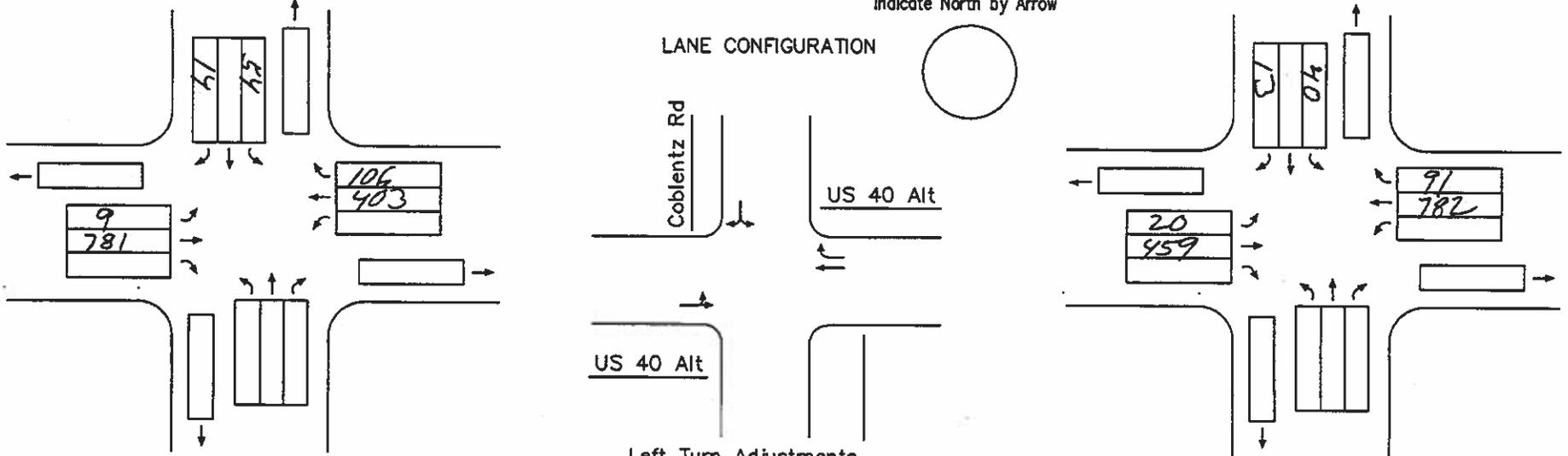
Location: US 40 Alt @
Coblentz Rd

Morning Peak Hour _____

Evening Peak Hour _____

Indicate North by Arrow

LANE CONFIGURATION



Left Turn Adjustments

Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
				1	0 to 199	1.1			A = 1000 or Less	
				2	200 to 599	2.0	1 = 1.00		B = 1000 to 1150	
				3	600 to 799	3.0	2 = .55		C = 1150 to 1300	
				4	800 to 999	4.0	3 = .40		D = 1300 to 1450	
				5	1000+	5.0	4 = .30		E = 1450 to 1600	
									F = Greater than 1600	

<input checked="" type="checkbox"/>	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*	<input checked="" type="checkbox"/>	Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume	*
	SB	57+14	1.0	68	-	68	✓		SB	40+13	1.0	53	-	53	✓
	EB	18+781	1.0	799	-	799	✓		EB	80+459	1.0	539	-	539	
	WB	403	1.0	403	9	412			WB	782	1.0	782	20	802	✓

Remarks: * critical volume TOTAL 867 v/c LEVEL OF SERVICE _____

Remarks: * critical volume TOTAL 855 v/c LEVEL OF SERVICE A



**TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE**

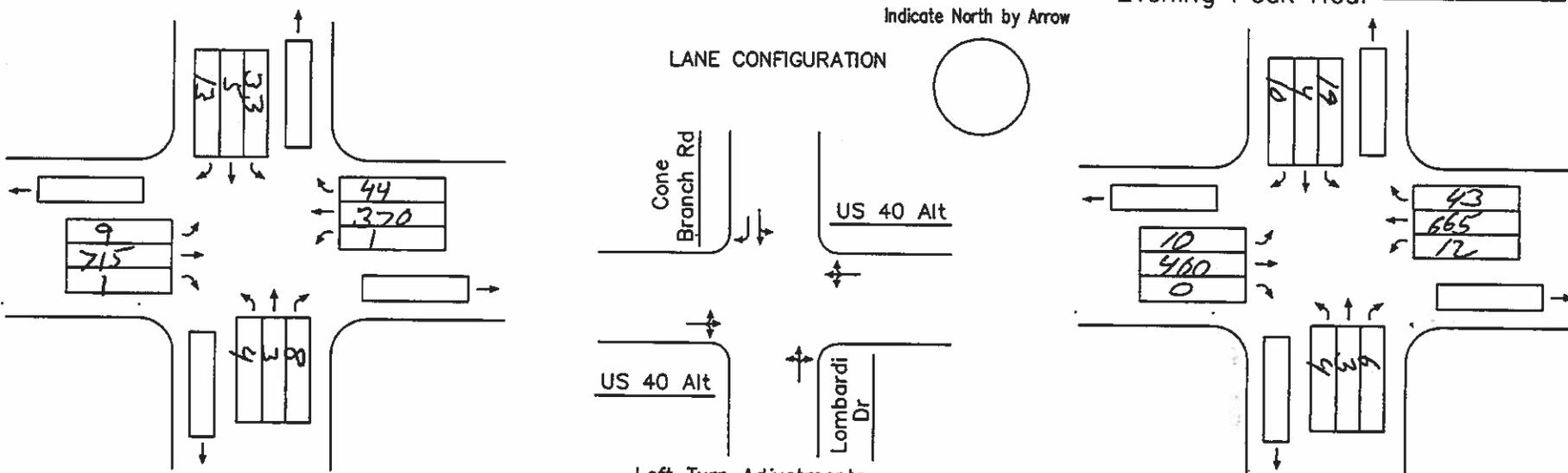
Count Date: NA
 Conditions/Design Year: Total Traffic Volumes
 Computed By: MN Date: _____

Location: US 40 Alt @
Cone Branch Rd-Lombardi Dr

Morning Peak Hour _____

Evening Peak Hour _____

Indicate North by Arrow

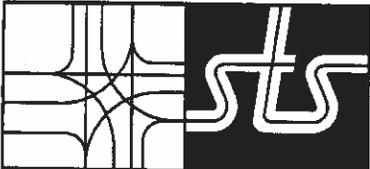


Phasing	Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
	1	0 to 199	1.1	1 =	1.00	A = 1000 or Less	
	2	200 to 599	2.0	2 =	.55	B = 1000 to 1150	
	3	600 to 799	3.0	3 =	.40	C = 1150 to 1300	
	4	800 to 999	4.0	4 =	.30	D = 1300 to 1450	
	5	1000+	5.0			E = 1450 to 1600	
						F = Greater than 1600	

Movement	Volume(1)	Lane Use Factor(2)	Lane Volume (1)x(2)	Opposing Lefts	Critical Lane Volume *	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	NB	4+3+6	1.0	13	19	32
SB	33+5	1.0	38	4	42	SB	19+7	1.0	23	4	27
EB	18+715+1	1.0	734	1	735	EB	30+400	1.0	430	12	442
WB	3+370+44	1.0	417	9	426	WB	24+665+43	1.0	732	10	742

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

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: _____

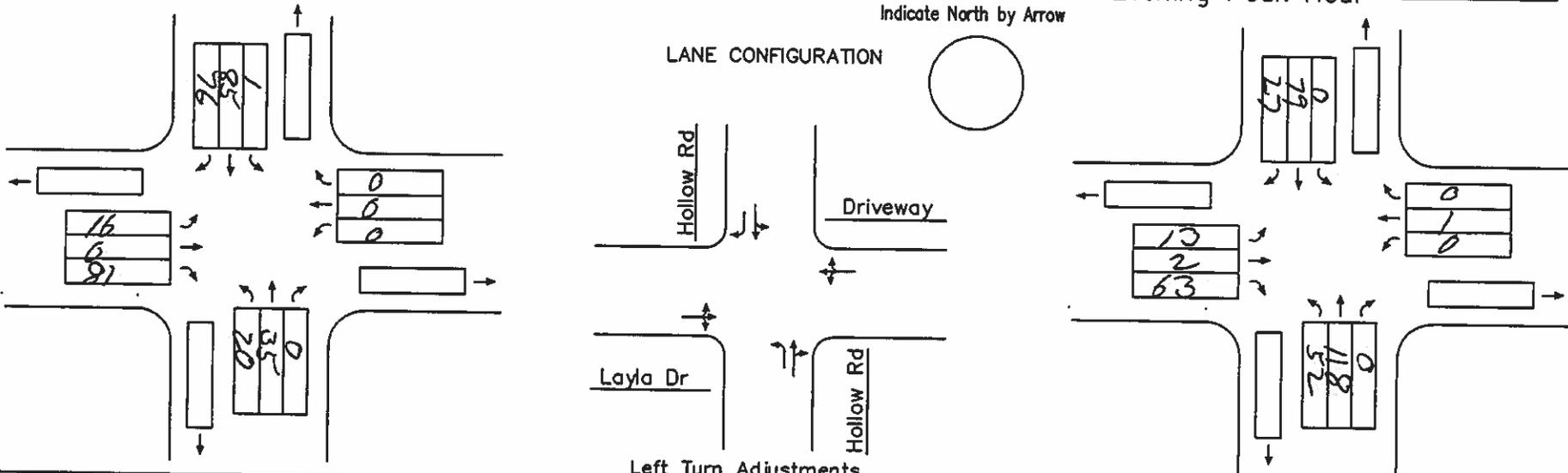
Location: Hollow Rd @ Layla Dr

Morning Peak Hour _____

Evening Peak Hour _____

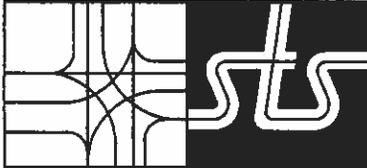
Indicate North by Arrow

LANE CONFIGURATION



Left Turn Adjustments

Phasing <input checked="" type="checkbox"/>				Key			Opposing Through and Right-Turn Volume		Passenger Car Equivalent		No. of Lane Use Factor		Service Level		Critical Lane Vol. Tot.	
				1	0 to 199	1.1	1 = 1.00	A = 1000 or Less								
				2	200 to 599	2.0	2 = .55	B = 1000 to 1150								
				3	600 to 799	3.0	3 = .40	C = 1150 to 1300								
				4	800 to 999	4.0	4 = .30	D = 1300 to 1450								
				5	1000+	5.0		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 *		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			NB	118	1.0	118	0	118		
	SB	1+85	1.0	86	20	106	✓		SB	79	1.0	79	52	131	✓	
	EB	16+81	1.0	97	0	97	✓		EB	13+2+63	1.0	78	0	78	✓	
	WB	0	1.0	0	16	16			WB	1	1.0	1	13	14		
Remarks:				* critical volume TOTAL		203	V/C	Remarks:				* critical volume TOTAL		209	V/C	
				LEVEL OF SERVICE								LEVEL OF SERVICE				



**TURNING MOVEMENT SUMMARY
AND
LEVEL OF SERVICE**

Count Date: NA
 Conditions/Design Year: Total Traffic Volumes
 Computed By: MN Date: _____

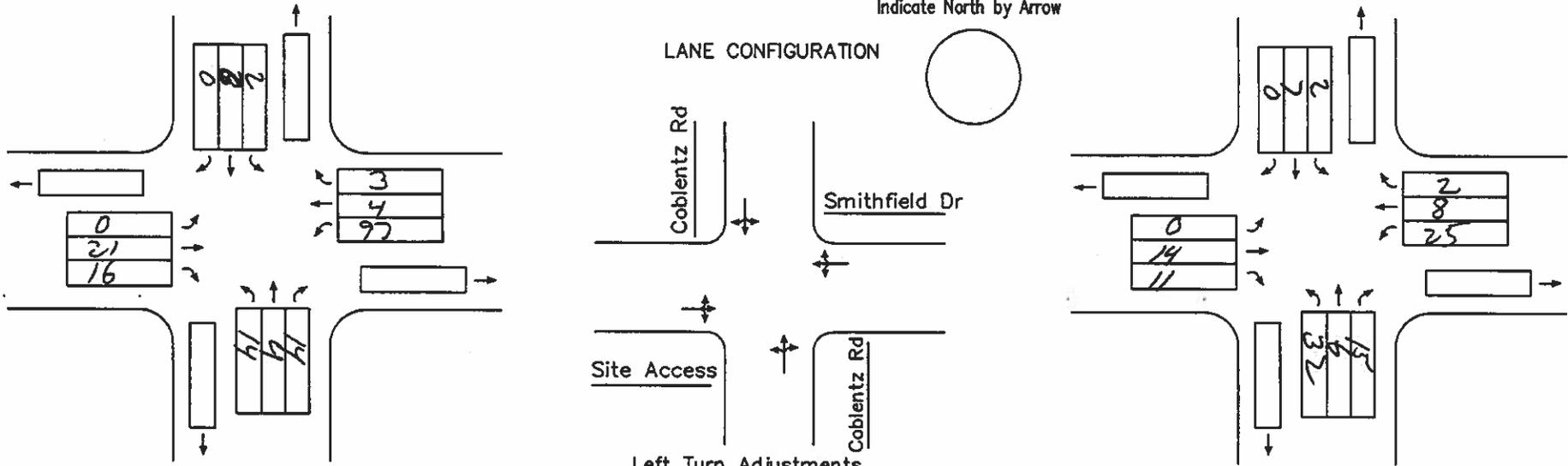
Location: Coblentz Rd @
Smithfield Dr

Morning Peak Hour _____

Evening Peak Hour _____

Indicate North by Arrow

LANE CONFIGURATION



Left Turn Adjustments

Phasing <input checked="" type="checkbox"/>				Key	Opposing Through and Right-Turn Volume	Passenger Car Equivalent	No. of Lanes	Lane Use Factor	Service Level	Critical Lane Vol. Tot.
				1	0 to 199	1.1	1 = 1.00	A = 1000 or Less		
				2	200 to 599	2.0	2 = .55	B = 1000 to 1150		
				3	600 to 799	3.0	3 = .40	C = 1150 to 1300		
				4	800 to 999	4.0	4 = .30	D = 1300 to 1450		
				5	1000+	5.0		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	*	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	✓		NB	25+6+15	1.0	56	2	58	✓
	SB	2+6	1.0	8	14	22			SB	2+7	1.0	9	32	41	
	EB	21+16	1.0	37	97	134	✓		EB	14+11	1.0	25	25	50	✓
	WB	97+4+3	1.0	104	0	104			WB	25+8+2	1.0	35	0	35	

Remarks:	* critical volume	TOTAL	169	v/c	Remarks:	* critical volume	TOTAL	108	v/c
	LEVEL OF SERVICE		A			LEVEL OF SERVICE		A	