

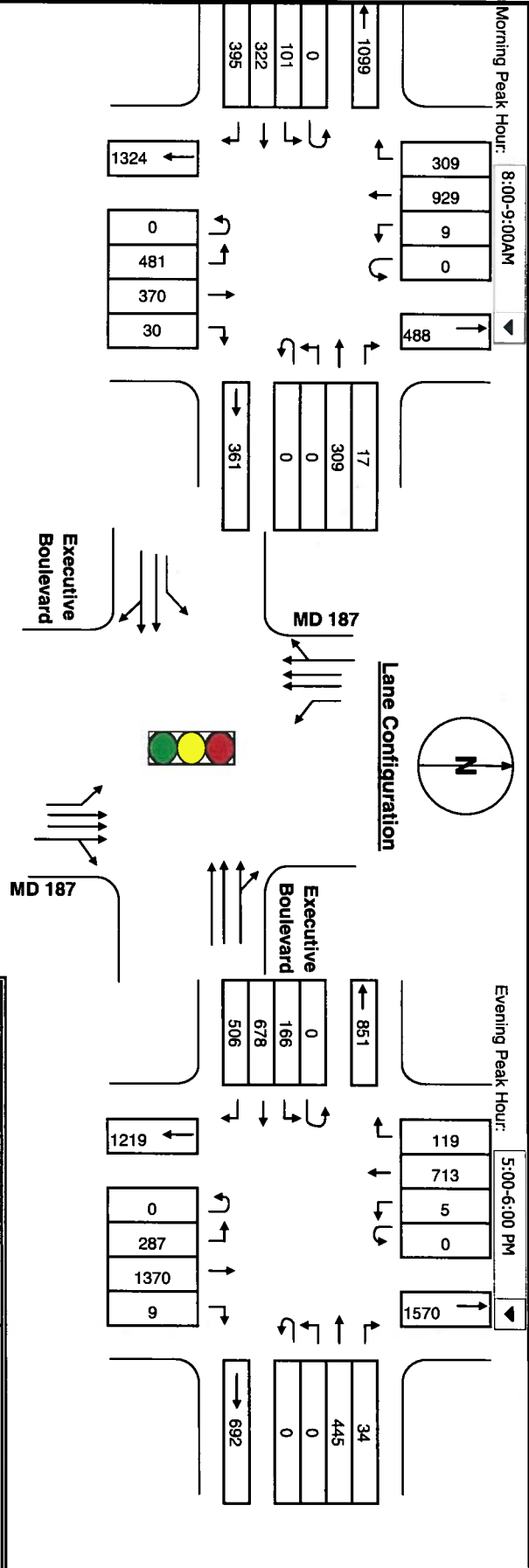
Maryland State Highway Administration
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 3/23/2006 Weekday
Conditions: Existing
Design Year:

Location: MD 187 (Old Georgetown Road) @ Executive Boulevard
Computed by: R. Reilman

Date: 11/14/2008



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	* Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	Remarks:						
														Total	Level of service (V/C)	Total	Level of service (V/C)			
	NB	400	0.40	160	9	169	*	NB	1379	0.40	552	5	557							
	SB	1238	0.40	495	481	976	*	SB	832	0.40	333	287	620							
	EB	717	0.55	394	0	394	*	EB	1184	0.55	651	0	651		*					
	WB	326	0.40	130	101	231		WB	479	0.40	192	166	358							
Total													1371	0.86	Remarks:		1271	0.79		
* Critical volume													Level of service (V/C)		* Critical volume		Level of service (V/C)			

RTOR/Overlap

Northbound

Southbound

Eastbound

Westbound

Split Phasing

East/West

North/South

None

Inx. Control

Signal

Stop

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A <= 1000		<= 199	1.1
2	0.55	B <= 1150		<= 599	2.0
3	0.40	C <= 1300		<= 799	3.0
4	0.30	D <= 1450		<= 999	4.0
Dbl-Lt = 0.60		E <= 1600		> 1000	5.0
		F > 1600			

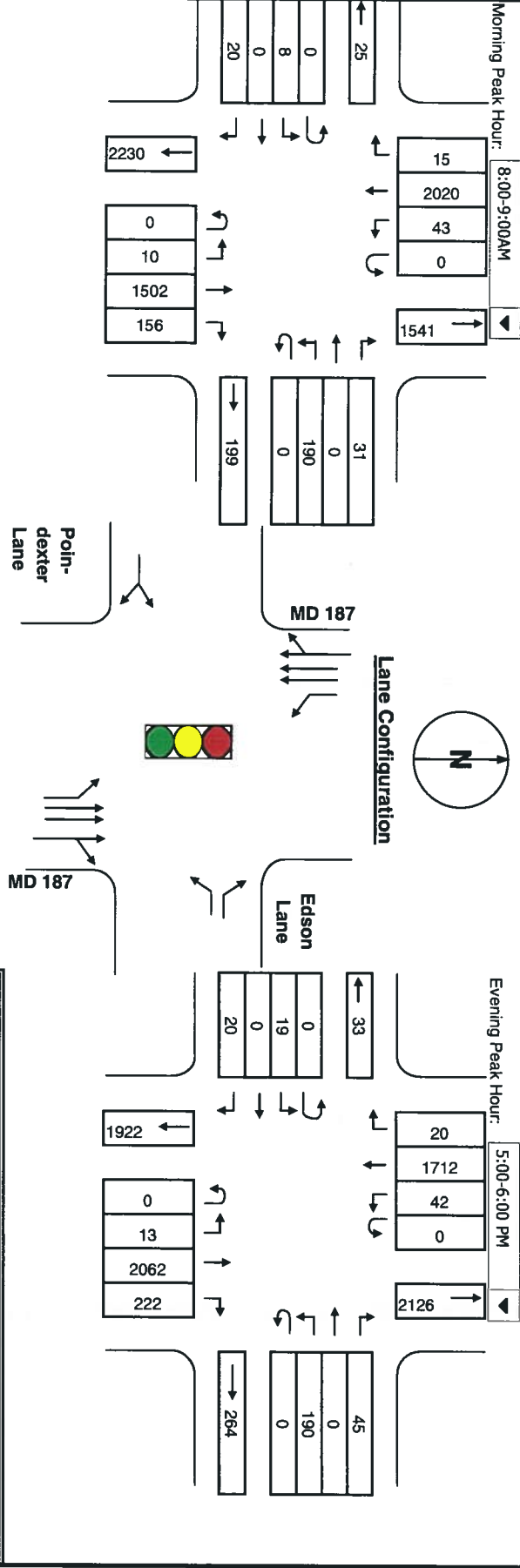
Maryland State Highway Administration
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 9/20/2005 Weekday
Conditions: Existing
Design Year:

Location: MD 187 (Old Georgetown Road) @ Poindexter Lane/Edson Lane
Computed by: R. Reitman

Date 11/18/2008



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	* Critical In.	Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	* Critical In.	PCE			
																	Total	Level of service (V/C)	Remarks:
	NB	1658	0.40	663	43	706	*		NB	2284	0.40	914	42	956	*				
	SB	2035	0.40	814	10	824	*		SB	1732	0.40	693	13	706	*				
	EB	29	1.00	29	190	219	*		EB	41	1.00	41	190	231	*				
	WB	190	1.00	190	8	198	*		WB	190	1.00	190	19	209	*				
													Total	1043	B	Remarks:	Total	1187	C
													* Critical volume	0.65	B	Remarks:	* Critical volume	0.74	C

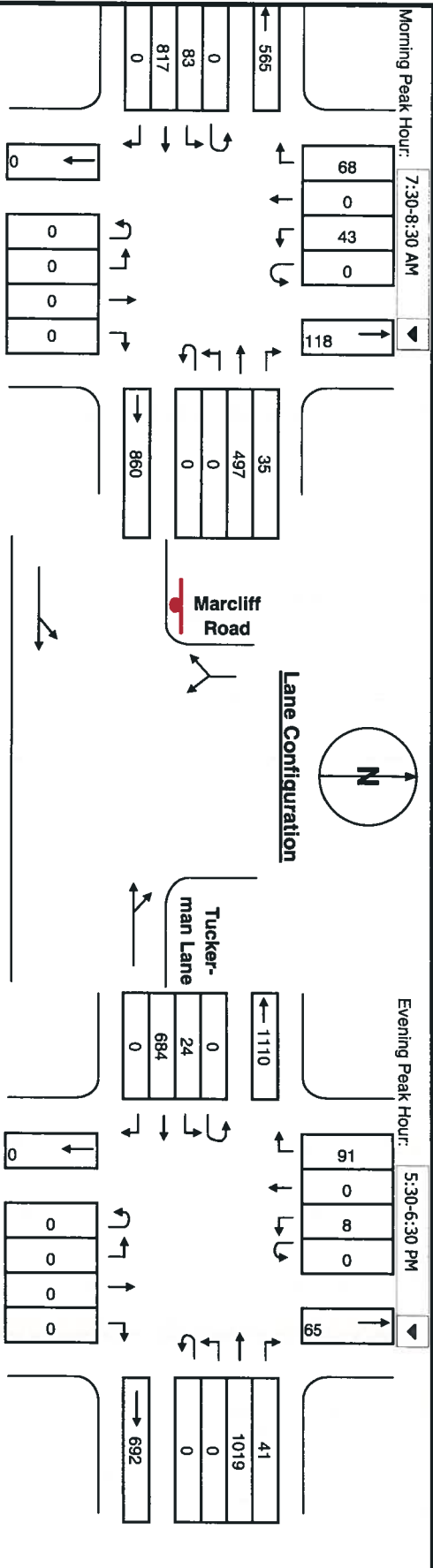
Remarks:

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE
1	1.00	A <= 1000	<= 1000	<= 199	1.1
2	0.55	B <= 1150	<= 1150	<= 599	2.0
3	0.40	C <= 1300	<= 1300	<= 799	3.0
4	0.30	D <= 1450	<= 1450	<= 999	4.0
	DBHL = 0.60	E <= 1600	<= 1600	> 1000	5.0
		F > 1600	> 1600		

Count Date: 11/5/2008 Weekday
Conditions: Existing
Design Year:

Location: Tuckerman Lane @ Marcliff Road
Computed by: R. Reisman

Date 11/11/2008



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	*	RTOR/Overlap		Split Phasing		Inx. Control					
																Northbound	Southbound	East/West	North/South	Signal	Stop				
	NB	0	0.00	0	0	0	*		NB	99	0.00	0	0	0	*										
	SB	111	1.00	111	0	111	*		SB	99	1.00	99	0	99	*										
	EB	983	1.00	983	0	983	*		EB	804	1.00	804	0	804	*										
	WB	532	1.00	532	83	615	*		WB	1060	1.00	1060	24	1084	*										
													Total	1094											
													Total	1094											
													Level of service (V/C)	0.68											

Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	POE
1	1.00	A	<= 1000	<= 199	1.1
2	0.55	B	<= 1150	<= 599	2.0
3	0.40	C	<= 1300	<= 799	3.0
4	0.30	D	<= 1450	<= 999	4.0
	Dbl-Lt = 0.60	E	<= 1600	> 1000	5.0

Remarks:

Remarks:

Remarks:

Maryland State Highway Administration
Turning Movement Summary and Level of Service

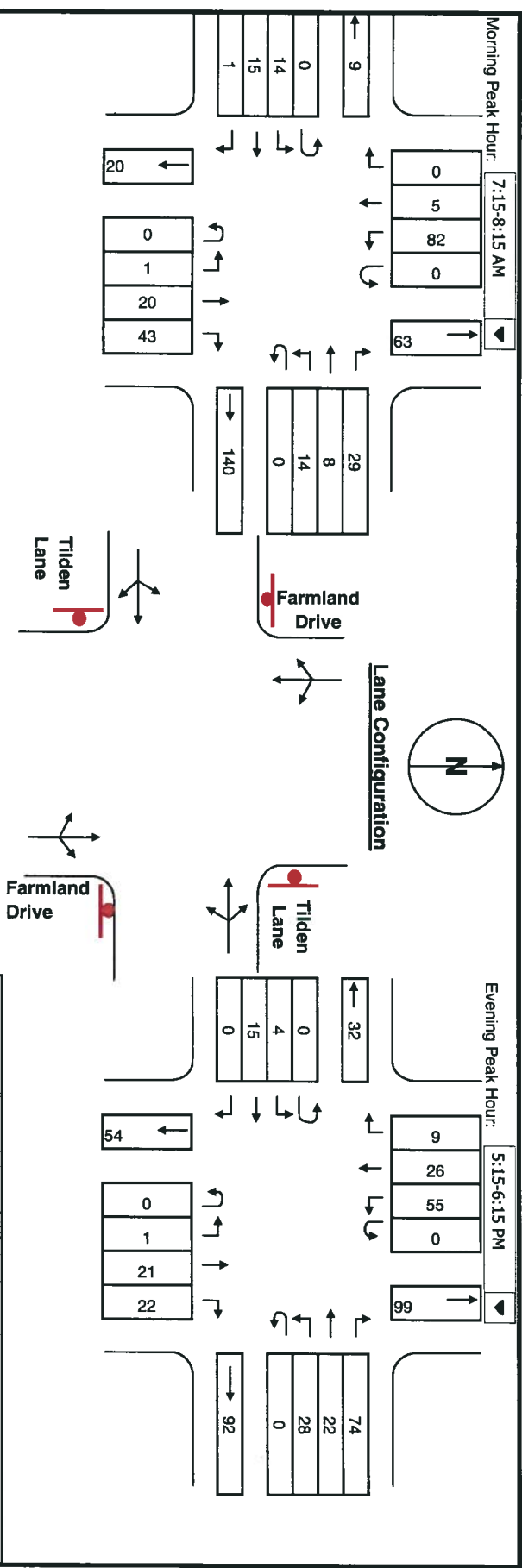
Prepared by: **Sabtra, Wang & Associates, Inc.**

Count Date: 10/14/2008 Weekday
 Conditions: Existing
 Design Year:

Location: Tilden Lane @ Farmland Drive

Date 11/11/2008

Computed by: R. Feitman



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. Volume	PCE	Total		
															Critical volume	Level of service (V/C)	Critical volume
	NB	64	1.00	64	82	146	*	NB	44	1.00	44	55	99	1.1	213	0.13	
	SB	95	1.00	95	1	96	*	SB	96	1.00	96	1	97	2.0	230	0.14	
	EB	31	1.00	31	14	45	*	EB	19	1.00	19	28	47	3.0			
	WB	52	1.00	52	14	66	*	WB	127	1.00	127	4	131	4.0			
* Critical volume Level of service (V/C)													213	0.13	A	Remarks:	

Maryland State Highway Administration
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

Count Date: 10/25/2008 Saturday

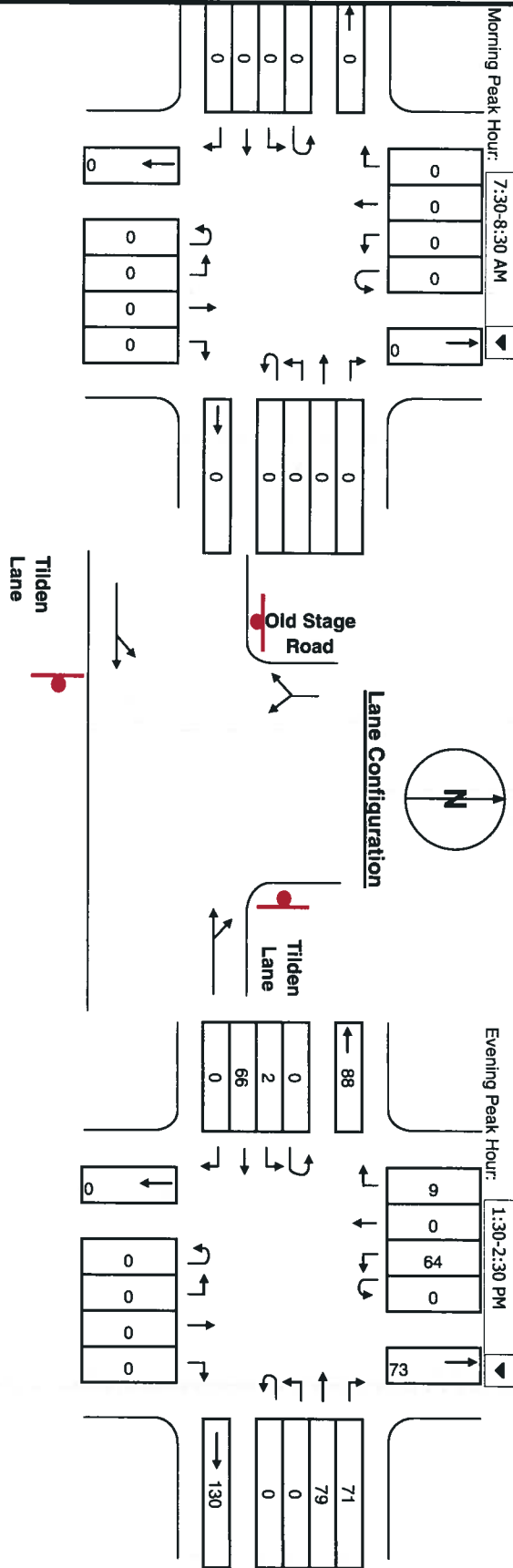
Location: Tilden Lane @ Old Stage Road

Conditions: Existing

Design Year:

Computed by: R. Reitman

Date: 11/14/2008



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	*	RTOR/Overlap		Split Phasing		Inx. Control					
																Northbound	Southbound	Eastbound	Westbound	East/West	North/South	None	Signal	Stop	
	NB	0	0.00	0	0	0			NB	0	0.00	0	0	0											
	SB	0	1.00	0	0	0			SB	73	1.00	73	0	0											
	EB	0	1.00	0	0	0			EB	68	1.00	68	0	0											
	WB	0	1.00	0	0	0			WB	150	1.00	150	2	2											
Total														0	0.00	A	Remarks:		Total		225	Level of service (V/C)		0.14	A

Remarks:

Remarks:

Remarks:

Remarks:

Maryland State Highway Administration
Turning Movement Summary and Level of Service

Prepared by: Sabra, Wang & Associates, Inc.

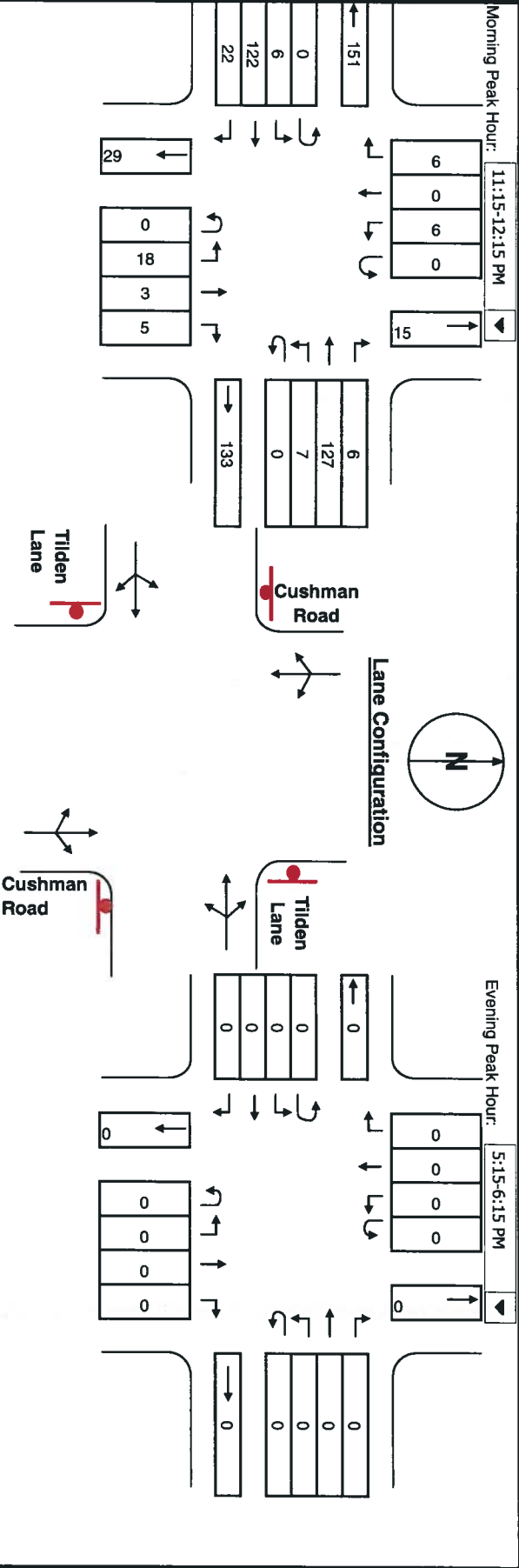
Count Date: 10/25/2008 Saturday

Location: Tilden Lane @ Cushman Road

Conditions: Existing
Design Year:

Computed by: R. Reitman

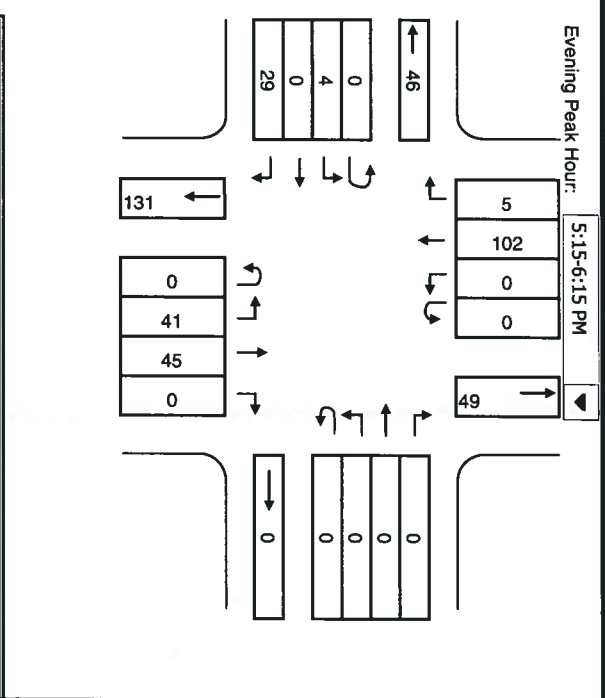
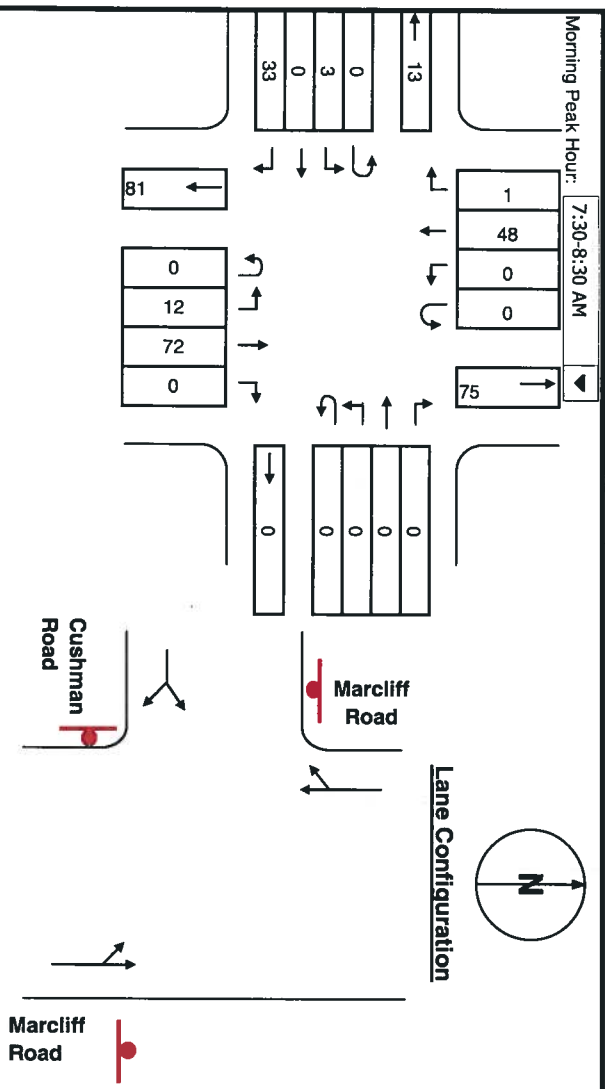
Date: 11/11/2008



Phase	Movement	Volume	Lane Use Factor - 2	Lane volume 1 X 2	Opposing Movement	Critical In. volume	* Critical volume	RTOR/Overlap		Spilt Phasing		Inx. Control		Number of Lanes	Lane Use Factor	Service Level	Critical Lane Vol	Opposing Volume (VPH)	PCE	
								Northbound	Southbound	Eastbound	Westbound	East/West	North/South							None
	NB	28	1.00	28	6	34	*							1	1.00	A <= 1000	0	<= 199	1.1	
	SB	13	1.00	13	18	31	*							0	0.55	B <= 1150	0	<= 599	2.0	
	EB	151	1.00	151	7	158	*							0	0.40	C <= 1300	0	<= 799	3.0	
	WB	141	1.00	141	6	147	*							0	0.30	D <= 1450	0	<= 999	4.0	
															0.60	E <= 1600	0	> 1000	5.0	
																F > 1600				
Total						191												0		
Level of service (V/C)						0.12													0.00	

Remarks: * Critical volume Level of service (V/C) Total 0.00

Count Date: 10/16/2008 Weekday
 Conditions: Existing
 Design Year:
 Computed by: R. Reifman
 Date: 11/11/2008



Phase	Movement	Volume	Lane Use	Lane volume	Opposing Movement	Critical In. volume	* Critical In.	Phase	Movement	Volume	Lane Use	Lane volume	Opposing Movement	Critical In. volume	* Critical In.	PCE
Phrasing																
RTOR/Overlap																
Splice Phrasing																
Inx. Control																
Number of Lanes																
Service Level																
Opposing Volume (VPH)																
Total																

Remarks: * Critical volume Level of service (V/C) Total 121 0.08 A

