

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/3/2007

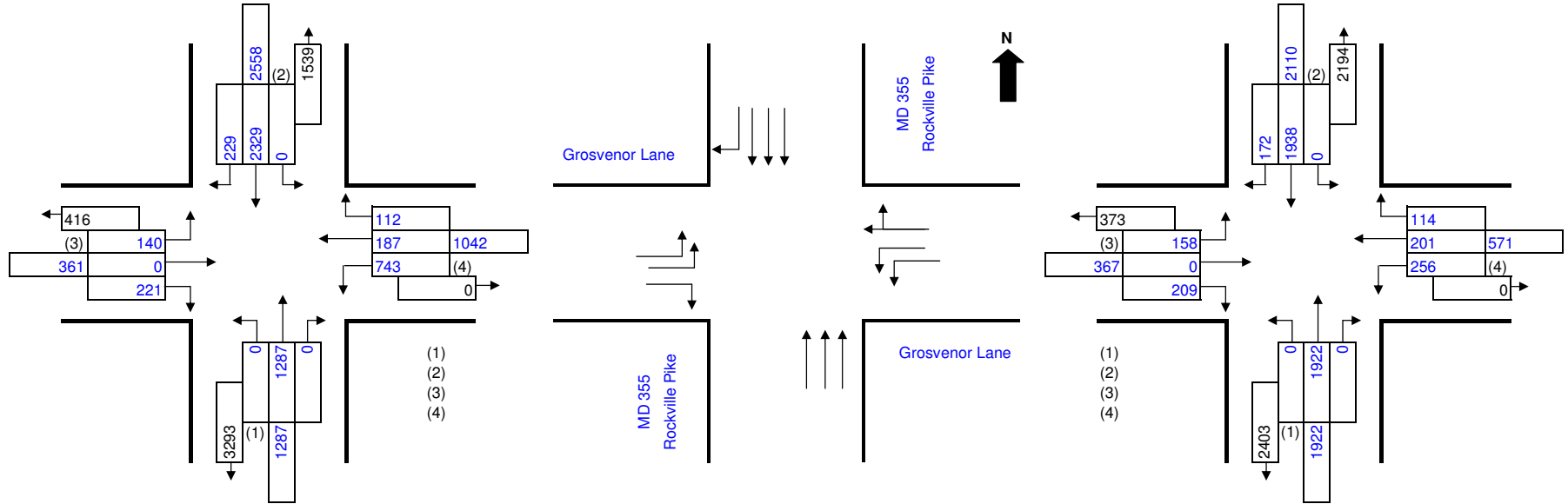
Location: MD 355 at Grosvenor Lane

 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1287	0.40	515	0	0.00	0	515			NBT	1922	0.40	769	0	0.00	0	769	
	SBT	2329	0.40	932	0	0.00	0	932	*		SBT	1938	0.40	775	0	0.00	0	775	*
	EBR	221	1.00	221	743	0.60	446	667	*		EBR	209	1.00	209	256	0.60	154	363	
	WBTR	299	1.00	299	140	0.60	84	383			WBTR	315	1.00	315	158	0.60	95	410	*

Remarks:
 SBR = 229 * 1.0 < SBT
 * Critical Volume.

AM TOTAL	1598
v/c = <u>0.99</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1185
v/c = <u>0.74</u>	LOS C

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 10/15/2007

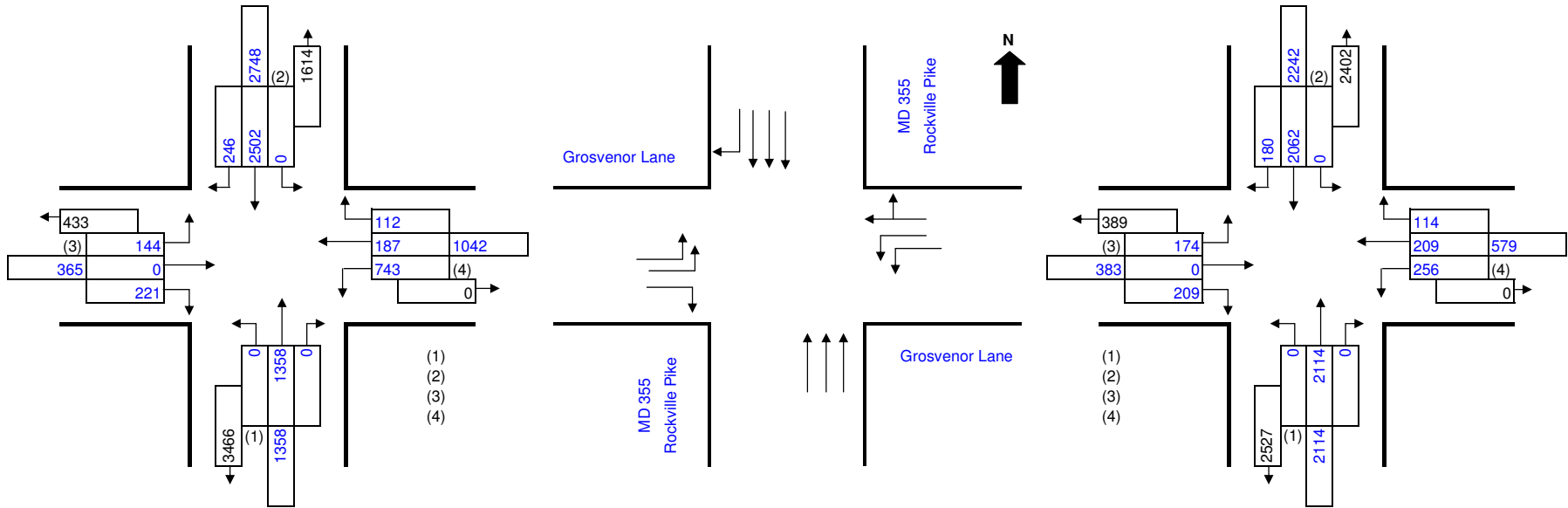
Location: MD 355 at Grosvenor Lane

 Checked by: TAR Date: 10/16/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1358	0.40	543	0	1.00	0	543			NBT	2114	0.40	846	0	1.00	0	846	*
	SBT	2502	0.40	1001	0	1.00	0	1001	*		SBT	2062	0.40	825	0	1.00	0	825	
	EBR	221	1.00	221	743	0.60	446	667	*		EBR	209	1.00	209	256	0.60	154	363	
	WBTR	299	1.00	299	144	0.60	86	385			WBTR	323	1.00	323	174	0.60	104	427	*

Remarks:
 * Critical Volume.

AM TOTAL	1668
v/c = <u>1.04</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	1273
v/c = <u>0.80</u>	LOS C

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 10/15/2007

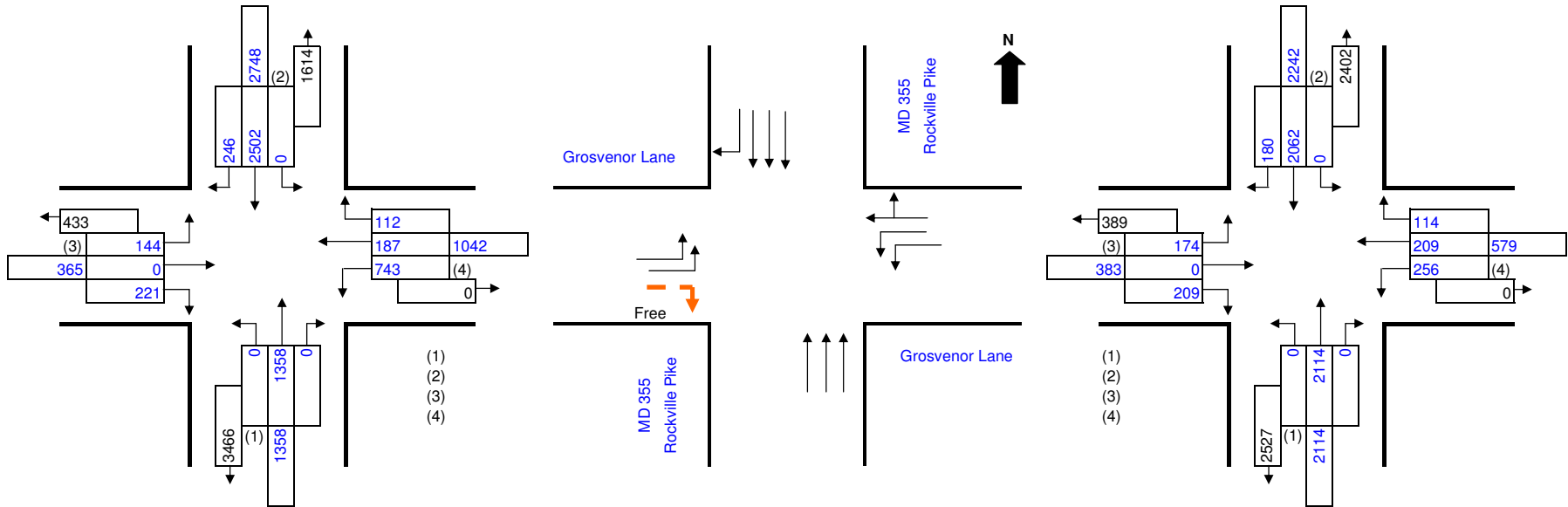
Location: MD 355 at Grosvenor Lane

 Checked by: TAR Date: 10/16/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	Opposing Volume (vph)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
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3	= 0.40	C	≤ 1300	≤ 799	3.0
4	= 0.30	D	≤ 1450	≤ 999	4.0
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1358	0.40	543	0	1.00	0	543			NBT	2114	0.40	846	0	1.00	0	846	*
	SBT	2502	0.40	1001	0	1.00	0	1001	*		SBT	2062	0.40	825	0	1.00	0	825	
	WBL	743	0.60	446	0	1.00	0	446	*		WBL	256	0.60	154	0	1.00	0	154	
	WBTR	299	1.00	299	144	0.60	86	385			WBTR	323	1.00	323	174	0.60	104	427	*

Remarks:
 * Critical Volume.

AM TOTAL	1447
v/c = <u>0.90</u>	LOS D

Remarks:
 * Critical Volume.

PM TOTAL	1273
v/c = <u>0.80</u>	LOS C

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/4/2007

Location: MD 355 at Cedar Lane

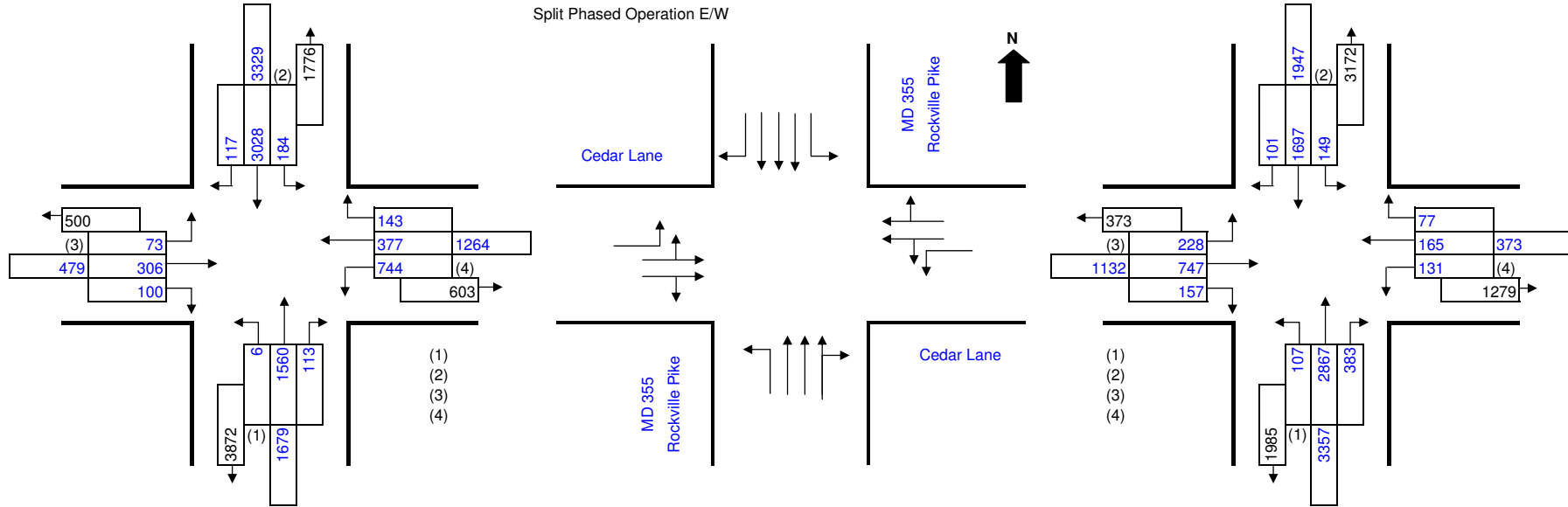
 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:

Split Phased Operation E/W



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1673	0.40	669	184	1.00	184	853	*		NBTR	3250	0.40	1300	149	1.00	149	1449	*
	SBT	3028	0.40	1211	6	1.00	6	1217	*		SBT	1697	0.40	679	107	1.00	107	786	
	EBLTR	479	0.45	216	0	1.00	0	216	*		EBLTR	1132	0.45	509	0	0.60	0	509	
	WBLTR	1264	0.45	569	0	0.60	0	569	*		WBLTR	373	0.45	168	0	0.60	0	168	*
	EBTR	406	0.60	244	0	1.00	0	244	*		EBTR	904	0.60	542	0	1.00	0	542	*

Remarks: _____

AM TOTAL	2030
v/c = <u>1.27</u>	LOS F

Remarks: _____

PM TOTAL	2159
v/c = <u>1.35</u>	LOS F

**Turning Movement Summary
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Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 10/15/2007

Location: MD 355 at Cedar Lane

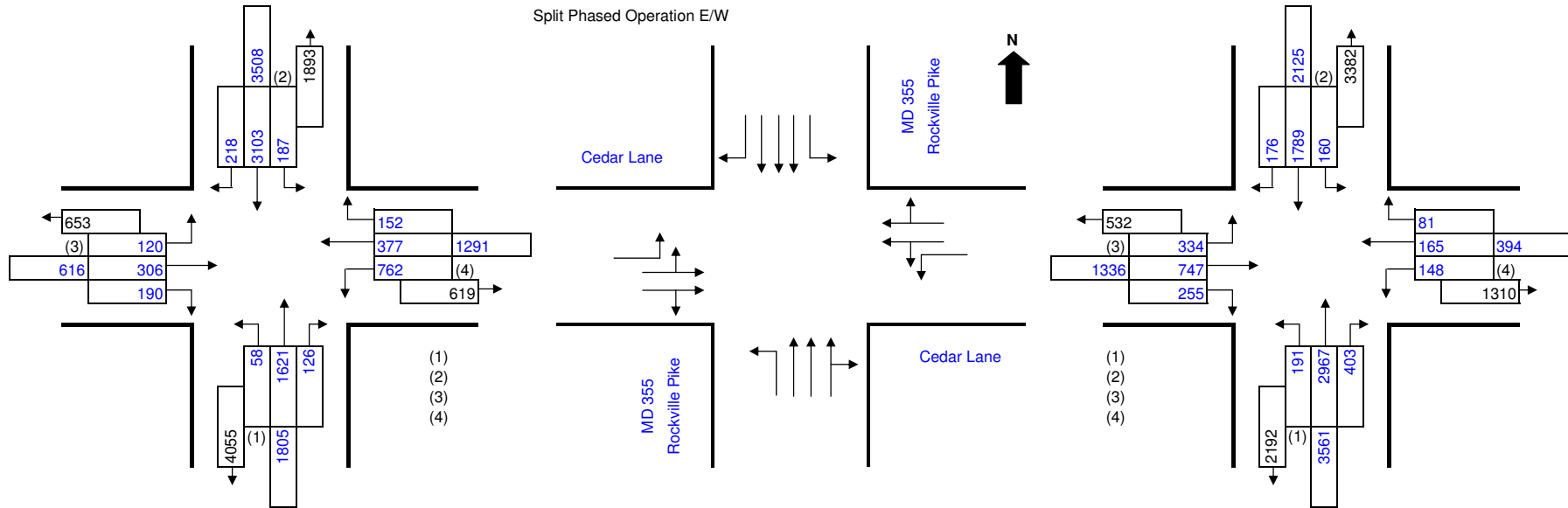
 Checked by: TAR Date: 10/16/2007



AM PEAK HOUR:

PM PEAK HOUR:

Split Phased Operation E/W



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1747	0.40	699	187	1.00	187	886			NBTR	3370	0.40	1348	160	1.00	160	1508	*
	SBT	3103	0.40	1241	58	1.00	58	1299	*		SBT	1789	0.40	716	191	1.00	191	907	
	EBTR	496	0.55	273	0	1.00	0	273			EBTR	1002	0.55	551	0	1.00	0	551	
	WBTR	529	1.00	529	0	1.00	0	529			WBTR	246	0.55	135	0	1.00	0	135	
	WBL	762	0.60	457	0	1.00	0	457			WBL	148	1.00	148	0	1.00	0	148	
	EBTRL	616	0.45	277	0	1.00	0	277	*		WBTRL	394	0.45	177	0	1.00	0	177	*
	WBTRL	1291	0.45	581	0	1	0	581	*		EBTRL	1336	0.45	601	0	1	0	601	*

Remarks:
 * Critical Volume.

AM TOTAL	2157
v/c = <u>1.35</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	2287
v/c = <u>1.43</u>	LOS F

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

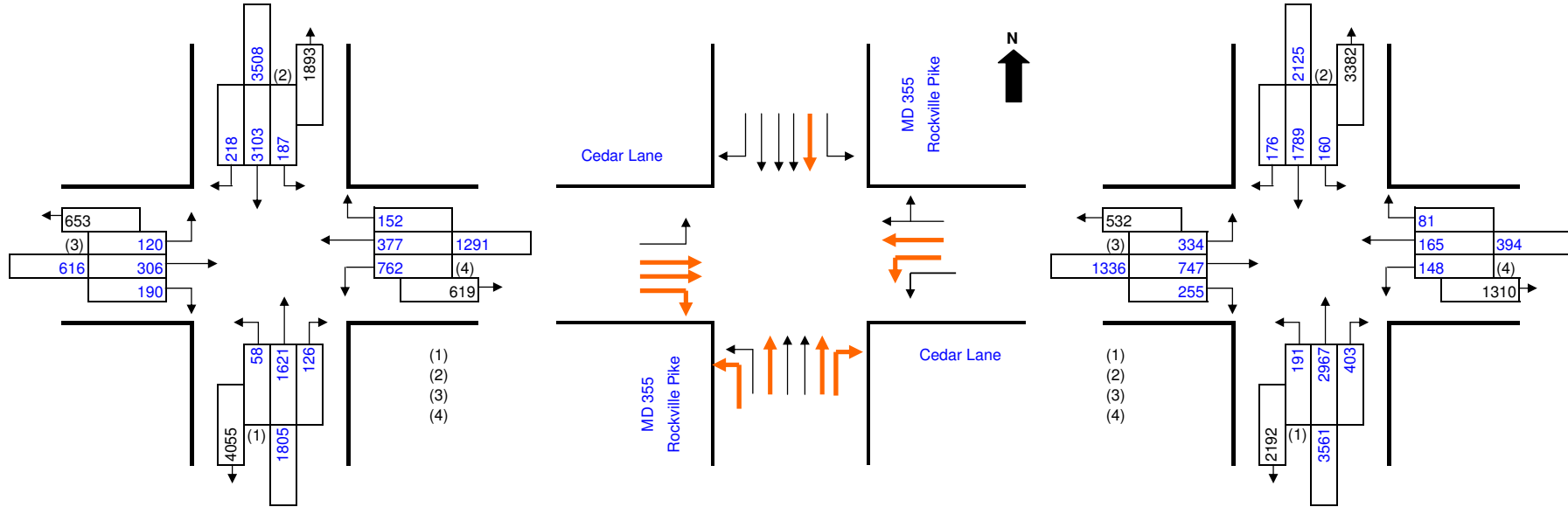
Location: MD 355 at Cedar Lane

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1621	0.30	486	187	1.00	187	673			NBT	2967	0.30	890	160	1.00	160	1050	*
	SBT	3103	0.30	931	58	0.60	35	966	*		SBT	1789	0.30	537	191	0.60	115	651	*
	EBT	306	0.55	168	762	0.60	457	626	*		EBT	747	0.55	411	148	0.60	89	500	*
	WBTR	529	0.55	291	120	1.00	120	411			WBTR	246	0.55	135	334	1.00	334	469	

Remarks:
 EBR = 190 - 58*0.6 = 155

AM TOTAL	1591
v/c = <u>0.99</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1550
v/c = <u>0.97</u>	LOS E

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/13/2007

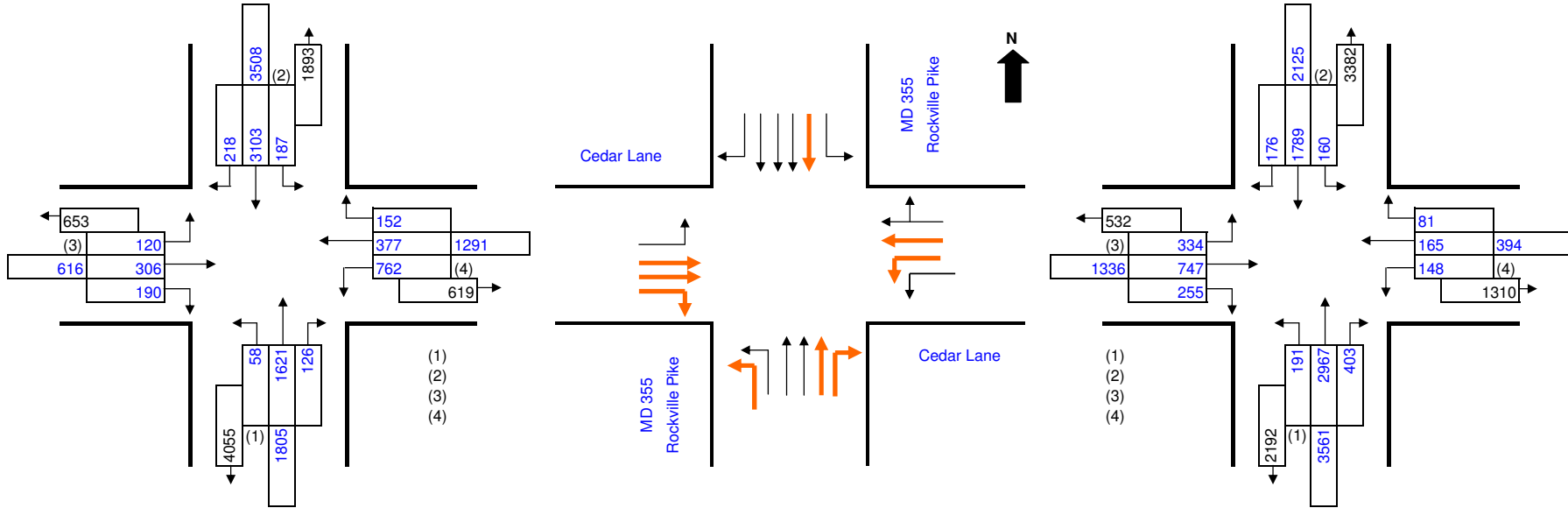
Location: MD 355 at Cedar Lane

 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1621	0.40	648	187	1.00	187	835			NBT	2967	0.40	1187	160	1.00	160	1347	*
	SBT	3103	0.30	931	58	0.60	35	966	*		SBT	1789	0.30	537	191	0.60	115	651	*
	EBT	306	0.55	168	762	0.60	457	626	*		EBT	747	0.55	411	148	0.60	89	500	*
	WBTR	529	0.55	291	120	1.00	120	411			WBTR	246	0.55	135	334	1.00	334	469	

Remarks:
 EBR = 190 - 58*0.6 = 155
 * Critical Volume.

AM TOTAL	1591
v/c = <u>0.99</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1846
v/c = <u>1.15</u>	LOS F

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/14/2007

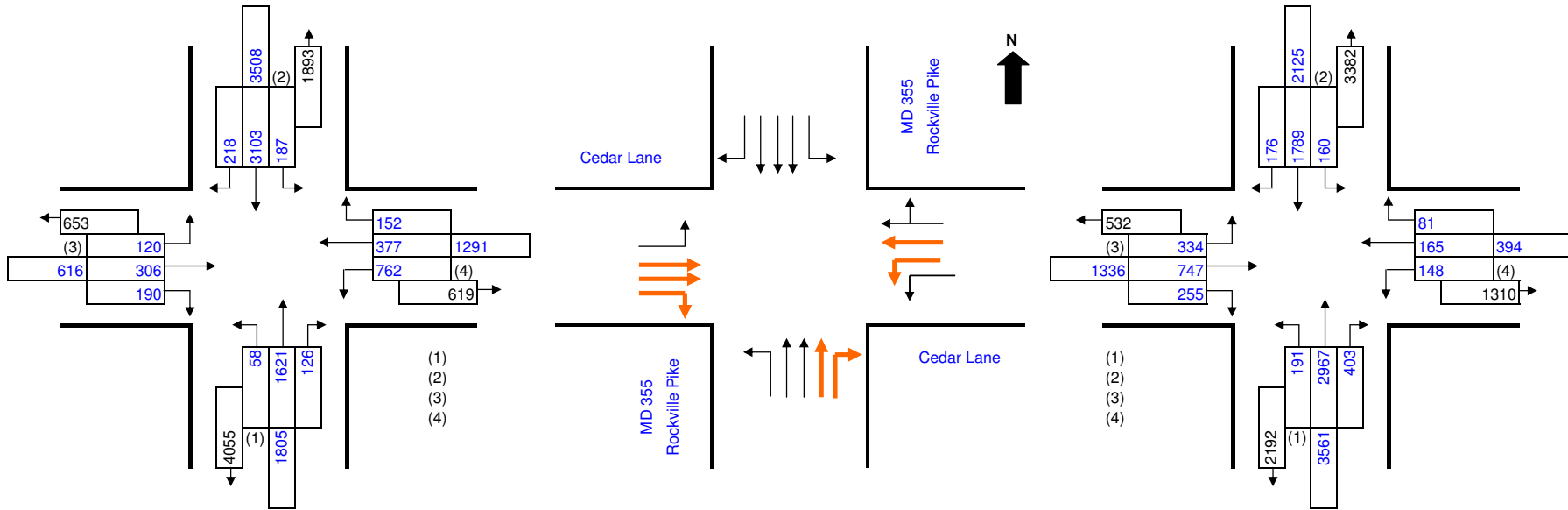
Location: MD 355 at Cedar Lane

 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1621	0.40	648	187	1.00	187	835			NBT	2967	0.40	1187	160	1.00	160	1347	*
	SBT	3103	0.40	1241	58	1.00	58	1299	*		SBT	1789	0.40	716	191	1.00	191	907	*
	EBT	306	0.55	168	762	0.60	457	626	*		EBT	747	0.55	411	148	0.60	89	500	*
	WBTR	529	0.55	291	120	1.00	120	411			WBTR	246	0.55	135	334	1.00	334	469	

Remarks:
 * Critical Volume.

AM TOTAL	1925
v/c = <u>1.20</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	1846
v/c = <u>1.15</u>	LOS F

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/4/2007

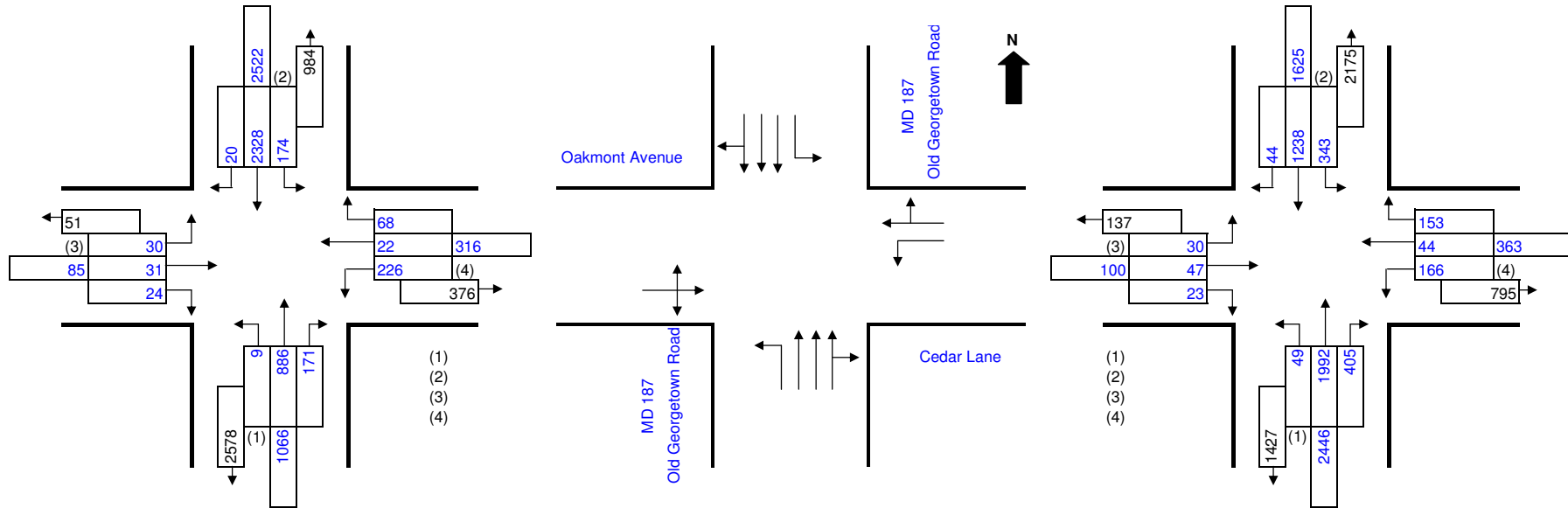
Location: Cedar Lane at MD 187

 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	Opposing Volume (vph)	PCE
1	= 1.00	A	≤ 1000	≤ 199	1.1
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φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1057	0.40	423	174	1.00	174	597			NBTR	2397	0.40	959	343	1.00	343	1302	*
	SBTR	2348	0.40	939	9	1.00	9	948	*		SBTR	1282	0.40	513	49	1.00	49	562	*
	EBLTR	88	1.00	88	226	1.00	226	314	*		EBLTR	103	1.00	103	166	1.00	166	269	*
	WBTR	90	1.00	90	30	1.00	30	120			WBTR	197	1.00	197	30	1.00	30	227	

Remarks:
 EBLTR = (30 * 1.1) + 31 + 24 = 88

AM TOTAL **1262**
 v/c = 0.79 **LOS** **C**

Remarks:
 EBLTR = (30 * 1.1) + 47 + 23 = 103

PM TOTAL **1571**
 v/c = 0.98 **LOS** **E**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

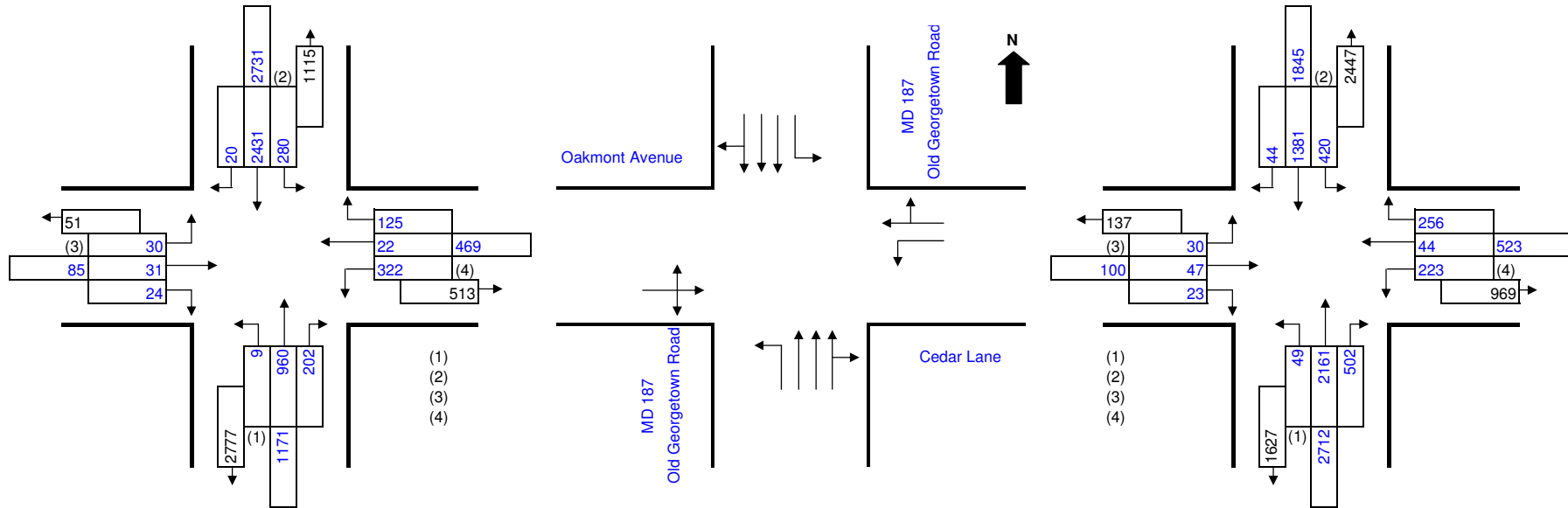
Location: Cedar Lane at MD 187

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	Opposing Volume (vph)	PCE
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Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1162	0.40	465	280	1.00	280	745			NBTR	2663	0.40	1065	420	1.00	420	1485	*
	SBTR	2451	0.40	980	9	1.00	9	989	*		SBTR	1425	0.40	570	49	1.00	49	619	*
	EBTRL	88	1.00	88	322	1.00	322	410	*		EBTRL	130	1.00	130	223	1.00	223	353	*
	WBTR	147	1.00	147	30	1.00	30	177			WBTR	300	1.00	300	30	1.00	30	330	

Remarks:
 EBTRL = 31 + 24 + 30*1.1 = 88

AM TOTAL **1399**
 v/c = 0.87 **LOS** **D**

Remarks:
 EBTRL = 47 + 23 + 30*2 = 130

PM TOTAL **1838**
 v/c = 1.15 **LOS** **F**

**Turning Movement Summary
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Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

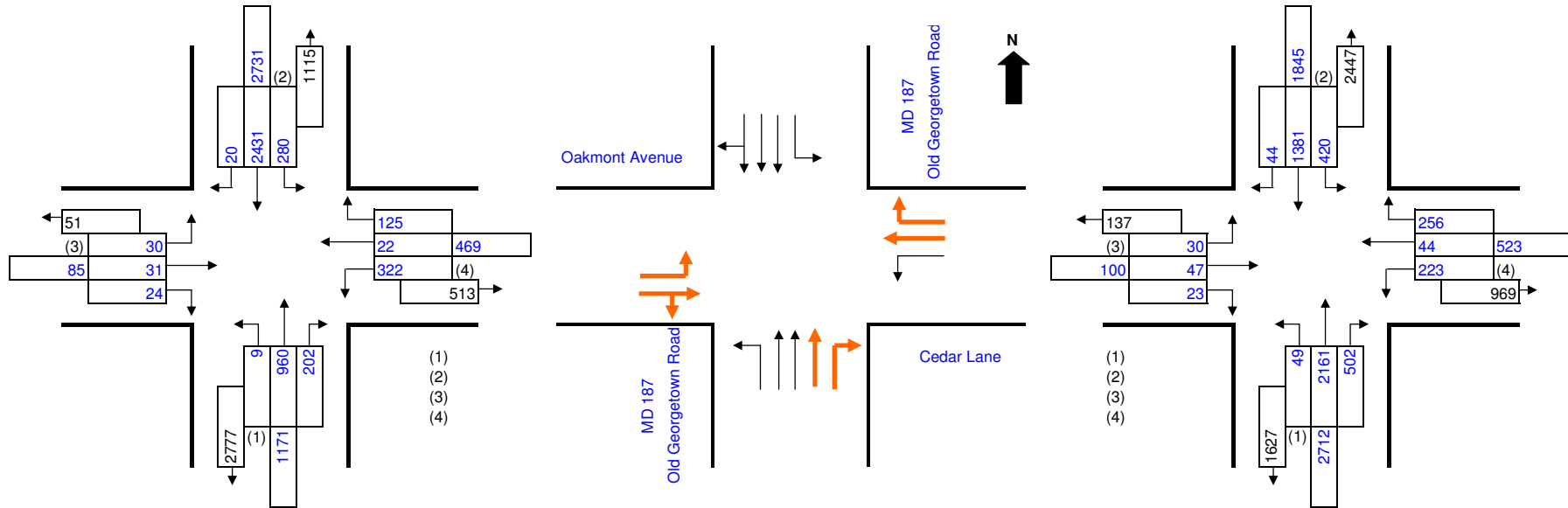
Location: Cedar Lane at MD 187

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	960	0.40	384	280	1.00	280	664			NBT	2161	0.40	864	420	1.00	420	1284	*
	SBTR	2451	0.40	980	9	1.00	9	989	*		SBTR	1425	0.40	570	49	1.00	49	619	*
	EBTR	55	1.00	55	322	1.00	322	377	*		EBTR	70	1.00	70	223	1.00	223	293	*
	WBT	22	1.00	22	30	1.00	30	52			WBT	44	1.00	44	30	1.00	30	74	

Remarks:
 WBR = 125 - 280 < 0
 * Critical Volume.

AM TOTAL	1366
v/c = <u>0.85</u>	LOS D

Remarks:
 WBR = 256 - 420 < 0
 * Critical Volume.

PM TOTAL	1577
v/c = <u>0.99</u>	LOS E

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/4/2007

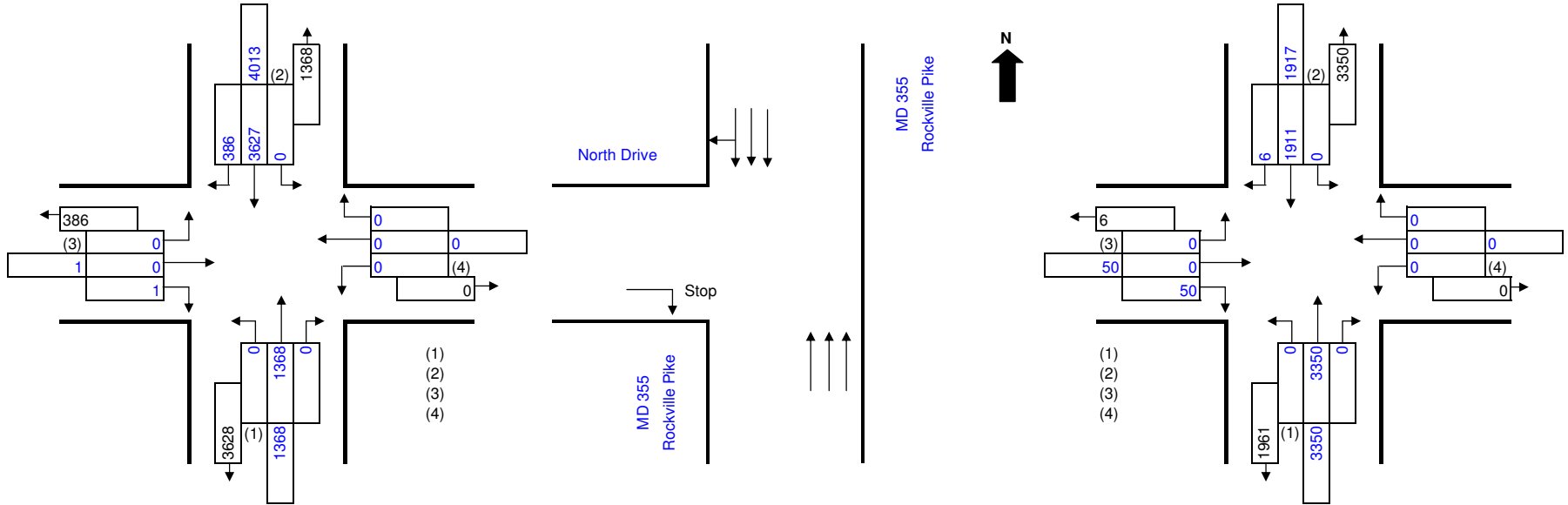
Location: MD 355 at North Drive

 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1368	0.40	547	0	0.00	0	547			NBT	3350	0.40	1340	0	0.00	0	1340	*
	SBTR	4013	0.40	1605	0	0.00	0	1605	*		SBTR	1917	0.40	767	0	0.00	0	767	*
	EBR	1	1.00	1	0	0.00	0	1	*		EBR	50	1.00	50	0	0.00	0	50	*

Remarks:
 * Critical Volume.

AM TOTAL	1606
v/c = <u>1.00</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	1390
v/c = <u>0.87</u>	LOS D

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

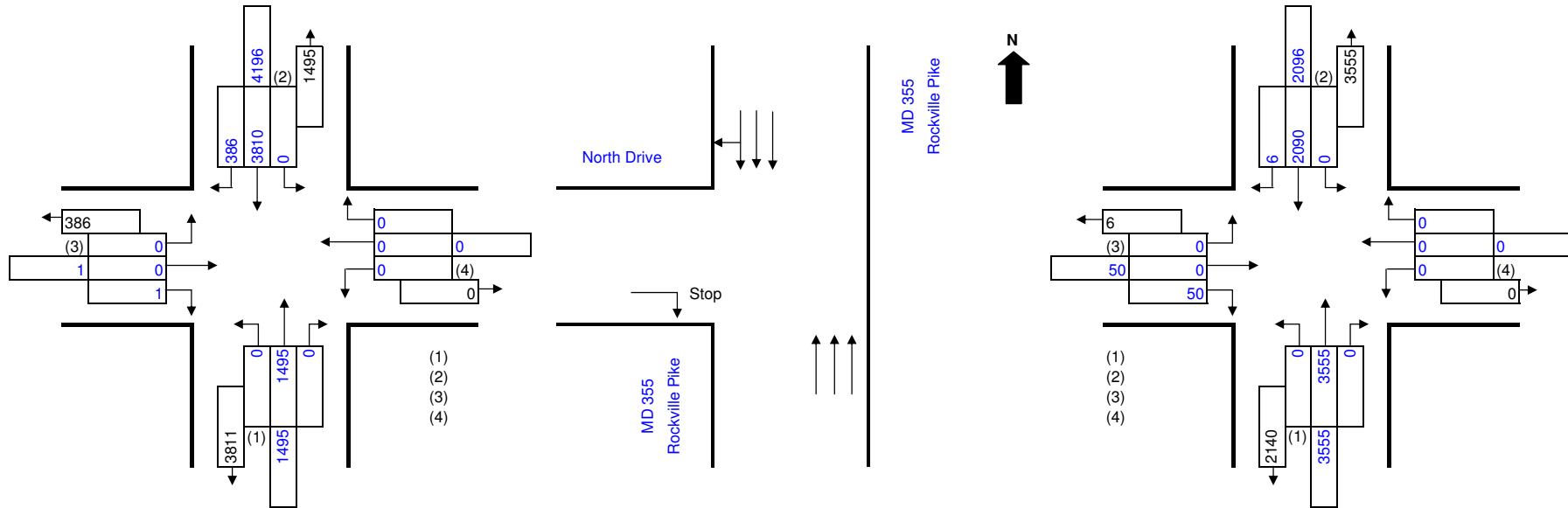
Location: MD 355 at North Drive

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1495	0.40	598	0	1.00	0	598			NBT	3555	0.40	1422	0	1.00	0	1422	*
	SBTR	4196	0.40	1678	0	1.00	0	1678	*		SBTR	2096	0.40	838	0	1.00	0	838	*
	EBR	1	1.00	1	0	1.00	0	1	*		EBR	50	1.00	50	0	1.00	0	50	*

Remarks:	AM TOTAL	1679	Remarks:	PM TOTAL	1472
	v/c = <u>1.05</u>	LOS F		v/c = <u>0.92</u>	LOS E

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

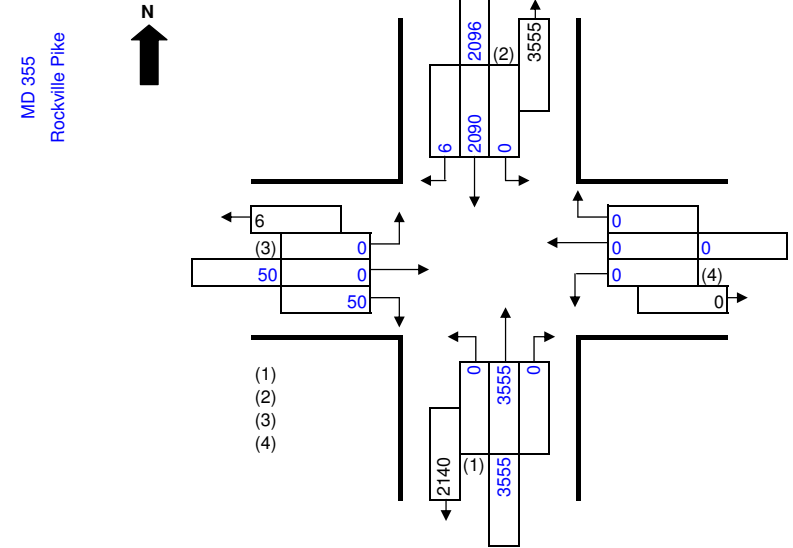
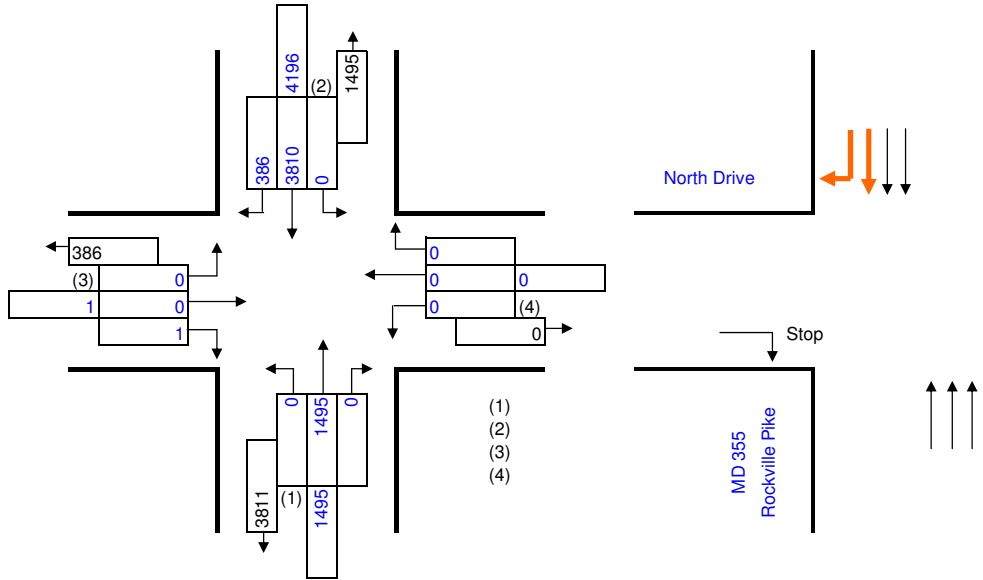
Location: MD 355 at North Drive

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1495	0.40	598	0	1.00	0	598			NBT	3555	0.40	1422	0	1.00	0	1422	*
	SBT	3810	0.40	1524	0	1.00	0	1524	*		SBT	2090	0.40	836	0	1.00	0	836	*
	EBR	1	1.00	1	0	1.00	0	1	*		EBR	50	1.00	50	0	1.00	0	50	*

Remarks:
 * Critical Volume.

AM TOTAL	1525
v/c = <u>0.95</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1472
v/c = <u>0.92</u>	LOS E

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 7/1/2008

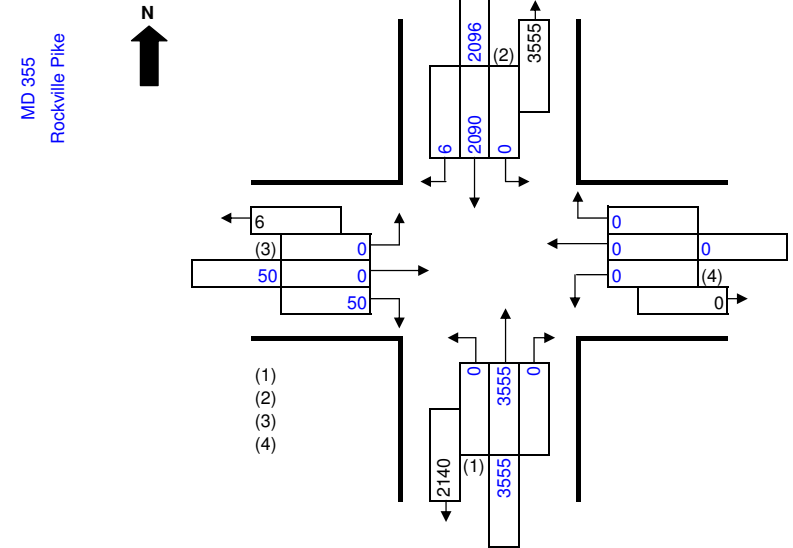
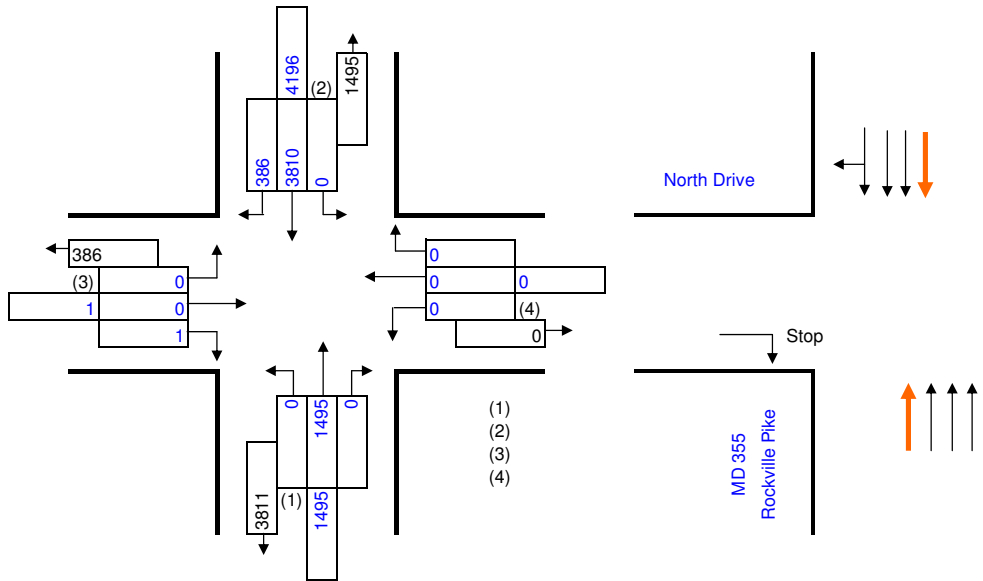
Location: MD 355 at North Drive

 Checked by: TAR Date: 7/1/2008



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1495	0.30	449	0	1.00	0	449			NBT	3555	0.30	1067	0	1.00	0	1067	*
	SBTR	4196	0.30	1259	0	1.00	0	1259	*		SBTR	2096	0.30	629	0	1.00	0	629	*
	EBR	1	1.00	1	0	1.00	0	1	*		EBR	50	1.00	50	0	1.00	0	50	*

Remarks:
 * Critical Volume.

AM TOTAL	1260
v/c = <u>0.79</u>	LOS C

Remarks:
 * Critical Volume.

PM TOTAL	1117
v/c = <u>0.70</u>	LOS B

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/4/2007

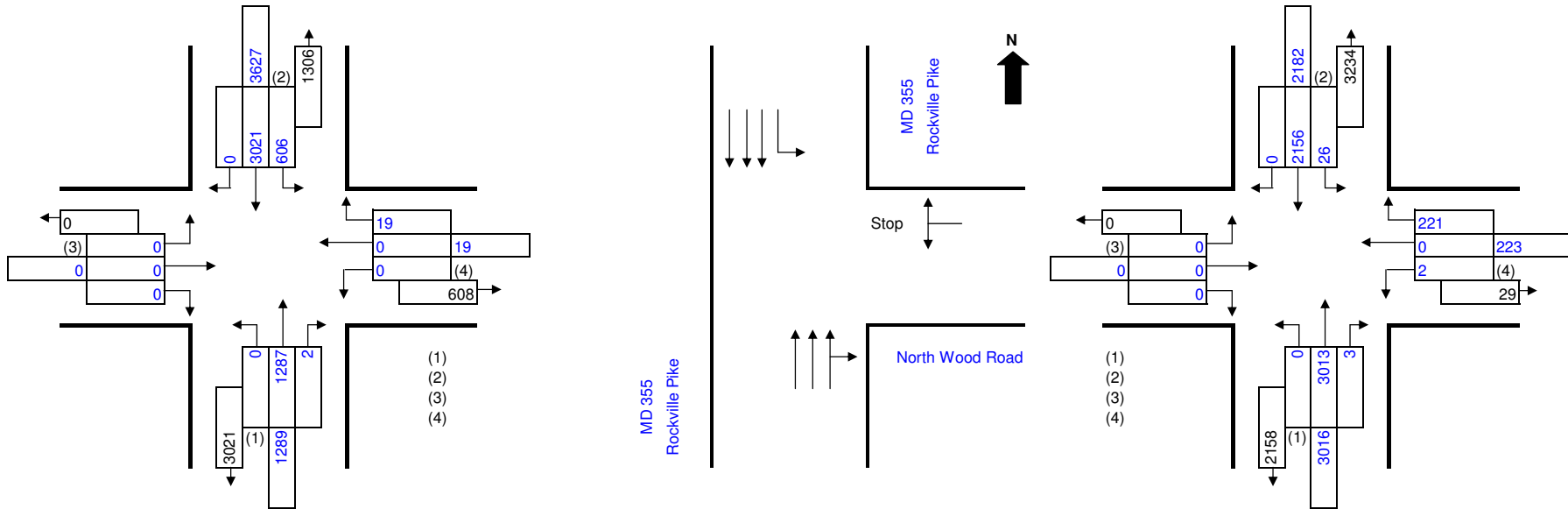
Location: MD 355 at North Wood Road

 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1289	0.40	516	606	1.00	606	1122			NBTR	3016	0.40	1206	26	1.00	26	1232	*
	SBT	3021	0.40	1208	0	0.00	0	1208	*		SBT	2156	0.40	862	0	0.00	0	862	*
	WBLR	19	1.00	19	0	0.00	0	19	*		WBLR	223	1.00	223	0	0.00	0	223	*

Remarks:
 * Critical Volume.

AM TOTAL	1227
v/c = <u>0.77</u>	LOS C

Remarks:
 * Critical Volume.

PM TOTAL	1455
v/c = <u>0.91</u>	LOS E

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

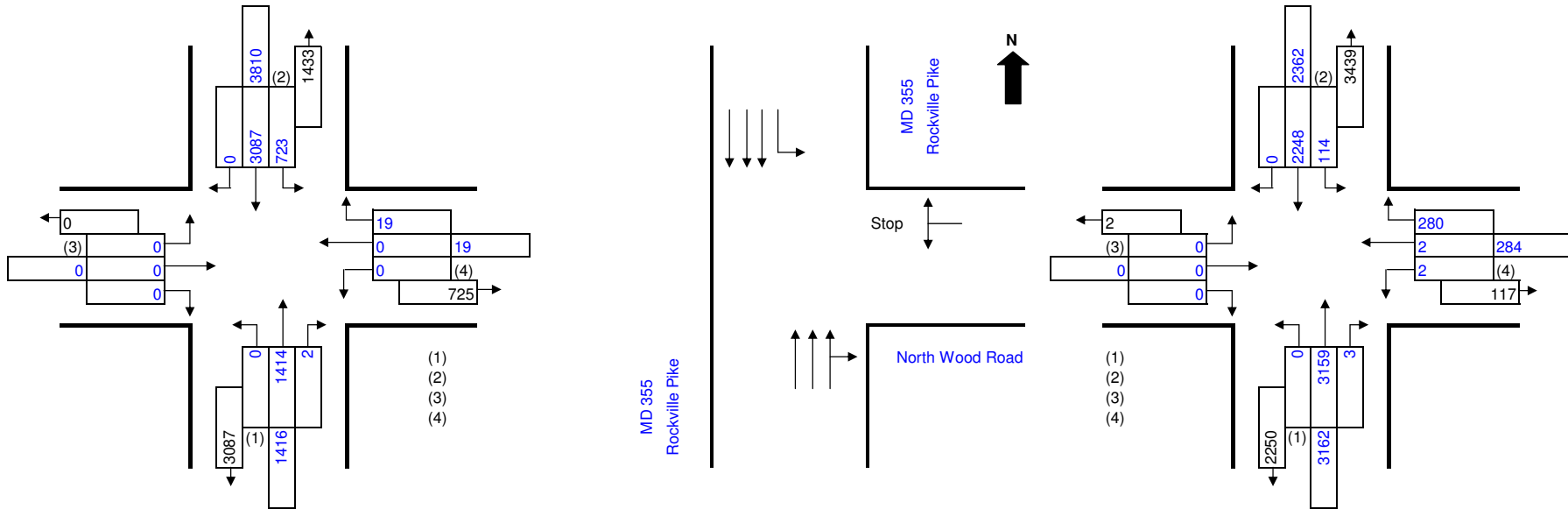
Location: MD 355 at North Wood Road

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1416	0.40	566	723	1.00	723	1289	*		NBT	3162	0.40	1265	114	1.00	114	1379	*
	SBT	3087	0.40	1235	0	1.00	0	1235			SBT	2248	0.40	899	0	1.00	0	899	
	WBR	0	1.00	0	0	1.00	0	0	*		WBTRL	284	1.00	284	0	1.00	0	284	*

Remarks:
 WBR = 19 - 723 < 0
 * Critical Volume.

AM TOTAL	1289
v/c = <u>0.81</u>	LOS C

Remarks:
 * Critical Volume.

PM TOTAL	1663
v/c = <u>1.04</u>	LOS F

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

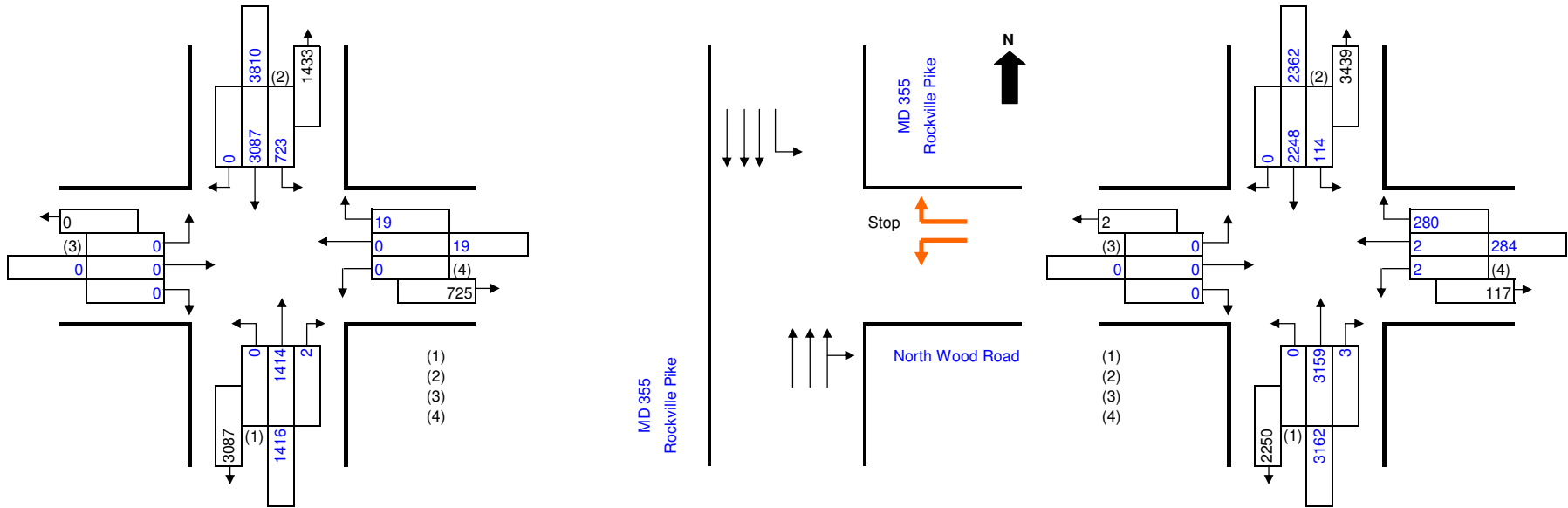
Location: MD 355 at North Wood Road

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1416	0.40	566	723	1.00	723	1289	*		NBT	3162	0.40	1265	114	1.00	114	1379	*
	SBT	3087	0.40	1235	0	1.00	0	1235			SBT	2248	0.40	899	0	1.00	0	899	
	WBR	0	1.00	0	0	1.00	0	0	*		WBR	166	1.00	166	0	1.00	0	166	*

Remarks:
 WBR = 19 - 723 < 0
 * Critical Volume.

AM TOTAL	1289
v/c = <u>0.81</u>	LOS C

Remarks:
 WBR = 208 - 114 = 166
 * Critical Volume.

PM TOTAL	1545
v/c = <u>0.97</u>	LOS E

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/17/2007

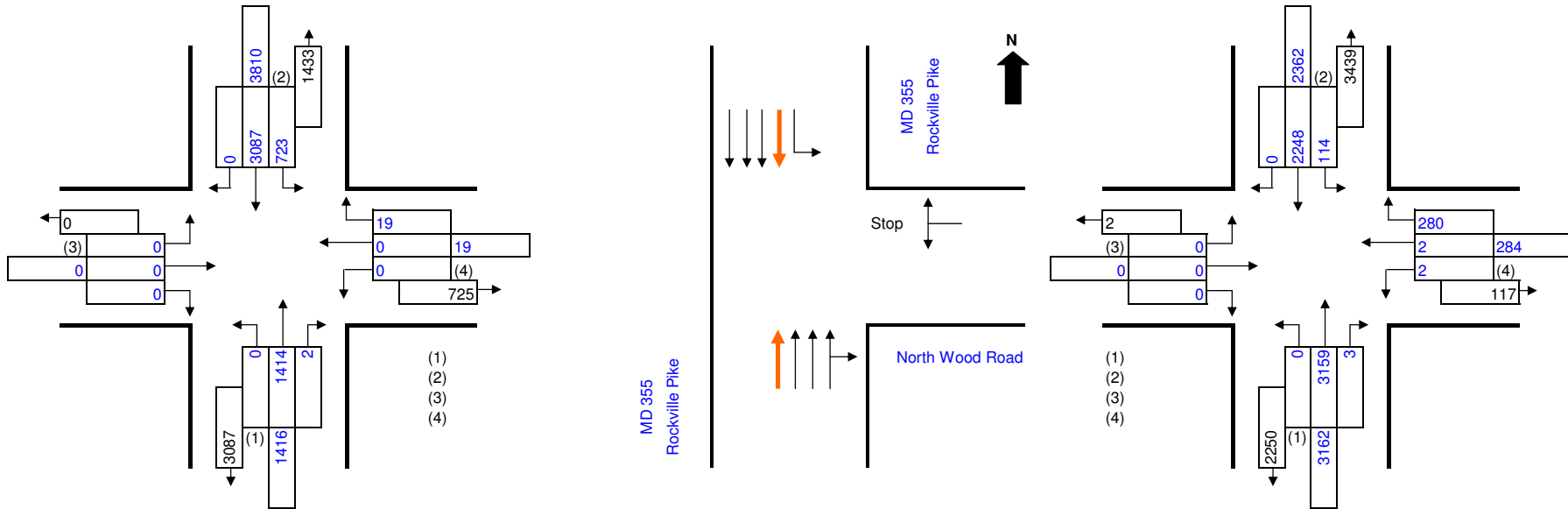
Location: MD 355 at North Wood Road

 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 1

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1416	0.30	425	723	1.00	723	1148	*		NBT	3162	0.30	949	114	1.00	114	1063	*
	SBT	3087	0.30	926	0	1.00	0	926			SBT	2248	0.30	674	0	1.00	0	674	
	WBR	0	1.00	0	0	1.00	0	0	*		WBTRL	284	1.00	284	0	1.00	0	284	*

Remarks:
 WBR = 19 - 723 < 0
 * Critical Volume.

AM TOTAL	1148
v/c = <u>0.72</u>	LOS B

Remarks:
 * Critical Volume.

PM TOTAL	1347
v/c = <u>0.84</u>	LOS D

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2006
 Computed by: VHD Date: 10/4/2007

Location: MD 355 at Jones Bridge Road

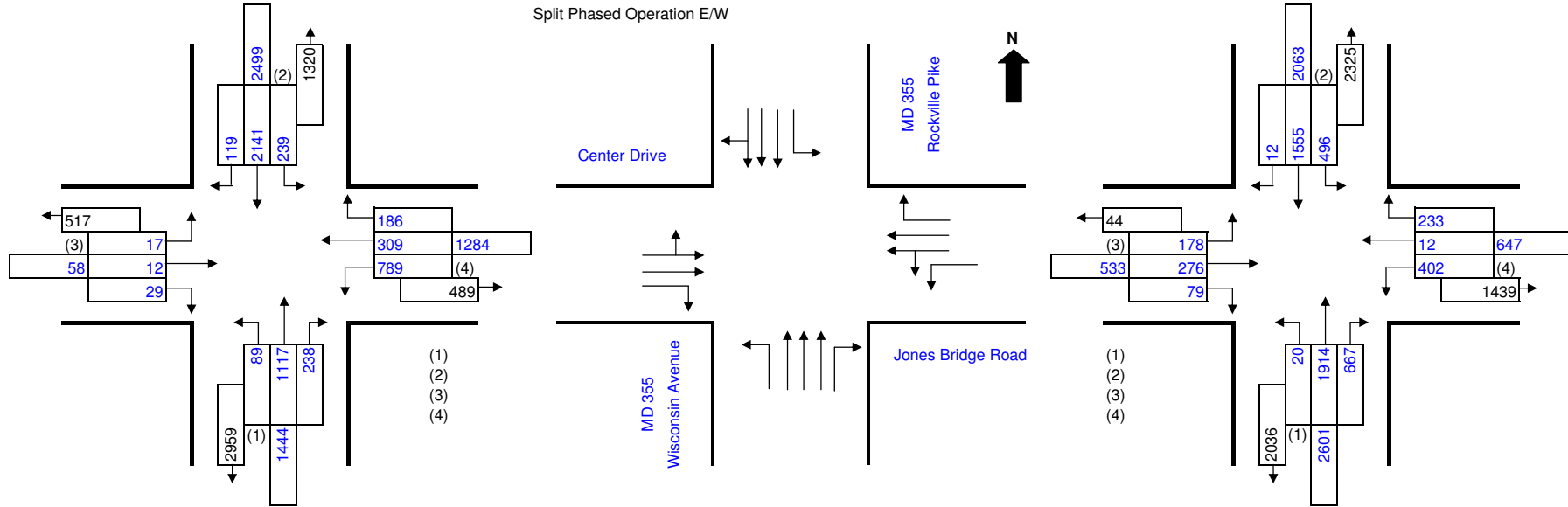
 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:

Split Phased Operation E/W



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1117	0.40	447	239	1.00	239	686	*		NBT	1914	0.40	766	496	1.00	496	1262	*
	SBTR	2260	0.40	904	89	1.00	89	993	*		SBTR	1567	0.40	627	20	1.00	20	647	*
	EBLT	29	0.55	16	0	1.00	0	16	*		EBLT	454	0.55	250	0	0.60	0	250	*
	WBLT	1098	0.45	494	0	1.00	0	494	*		WBL	402	0.60	241	0	1.00	0	241	*
	WBL	789	0.60	473	0	1.00	0	473	*										
	EBL	17	1.00	17	0	1.00	0	17	*										

Remarks:
 EBR = 29 - 89 < 0

AM TOTAL **1504**
 v/c = 0.94 **LOS** **E**

Remarks:

PM TOTAL **1753**
 v/c = 1.10 **LOS** **F**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

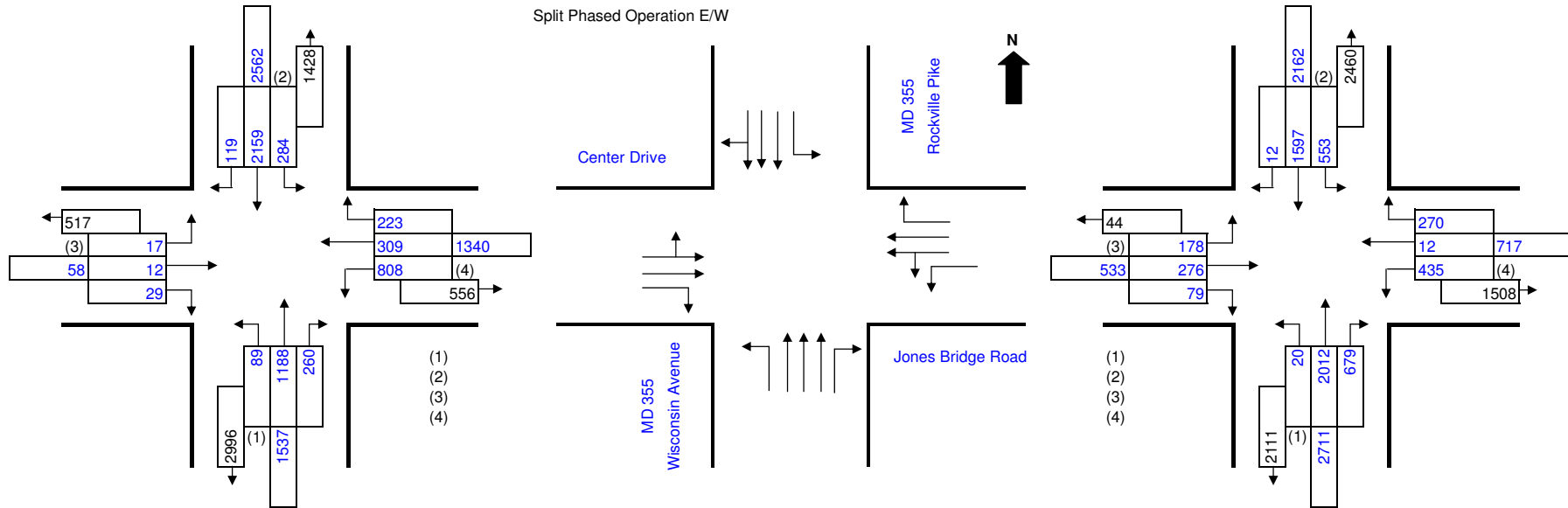
Location: MD 355 at Jones Bridge Road

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Split Phased Operation E/W

Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1188	0.40	475	284	1.00	284	759	*		NBT	2012	0.40	805	553	1.00	553	1358	*
	SBTR	2278	0.40	911	89	1.00	89	1000	*		SBTR	1609	0.40	644	20	1.00	20	664	*
	EBTL	29	0.60	17	0	1.00	0	17	*		EBTL	454	0.60	272	0	1.00	0	272	*
	WBL	808	0.60	485	0	1.00	0	485	*		WBL	435	0.60	261	0	1.00	0	261	*
	WBTL	1117	0.45	503	0	1.00	0	503	*		WBTL	447	0.45	201	0	1.00	0	201	*

Remarks:
 EBR = 29 - 89 < 0

AM TOTAL **1520**
 v/c = 0.95 **LOS** **E**

Remarks:
 WBR = 270 - 553 < 0

PM TOTAL **1891**
 v/c = 1.18 **LOS** **F**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 9/29/2007

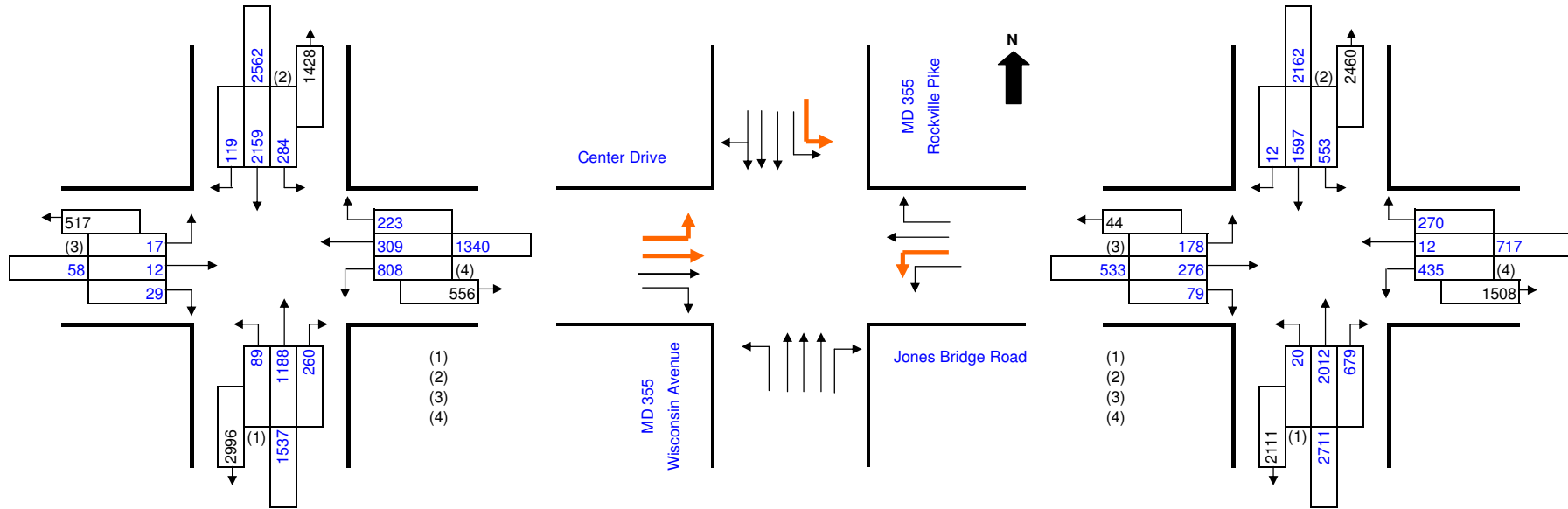
Location: MD 355 at Jones Bridge Road

 Checked by: TAR Date: 10/3/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1188	0.40	475	284	0.60	170	646			NBT	2012	0.40	805	553	0.60	332	1137	*
	SBTR	2278	0.40	911	89	1.00	89	1000	*		SBTR	1609	0.40	644	20	1.00	20	664	*
	EBT	12	0.55	7	808	0.60	485	491	*		EBT	276	0.55	152	435	0.60	261	413	*
	WBT	309	1.00	309	17	1.00	17	326			WBT	12	1.00	12	178	1.00	178	190	

Remarks:
 EBR = 29 - 89 < 0

AM TOTAL **1492**
 v/c = 0.93 **LOS** **E**

Remarks:
 WBR = 270 - 553*0.6 < 0

PM TOTAL **1549**
 v/c = 0.97 **LOS** **E**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/14/2007

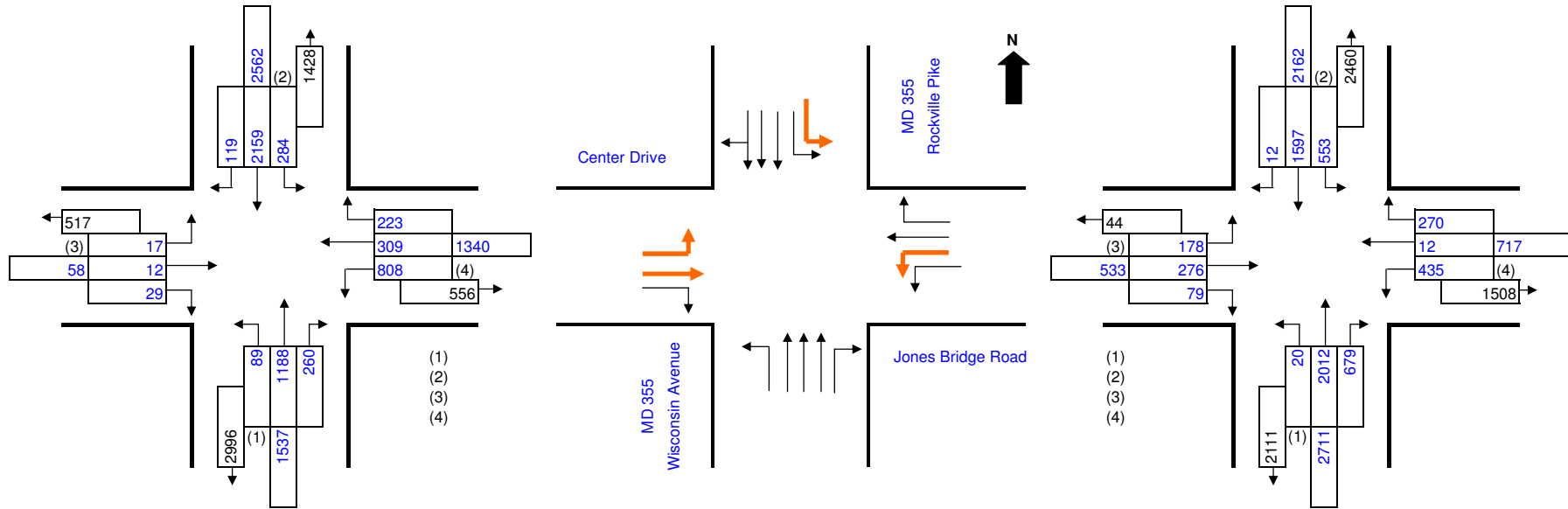
Location: MD 355 at Jones Bridge Road

 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1188	0.40	475	284	0.60	170	646			NBT	2012	0.40	805	553	0.60	332	1137	*
	SBTR	2278	0.40	911	89	1.00	89	1000	*		SBTR	1609	0.40	644	20	1.00	20	664	*
	EBT	12	1.00	12	808	0.60	485	497	*		EBT	276	1.00	276	435	0.60	261	537	*
	WBT	309	1.00	309	17	1.00	17	326			WBT	12	1.00	12	178	1.00	178	190	

Remarks:
 EBR = 29 - 89 < 0

AM TOTAL **1497**
 v/c = 0.94 **LOS** **E**

Remarks:
 WBR = 270 - 553*0.6 < 0

PM TOTAL **1674**
 v/c = 1.05 **LOS** **F**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

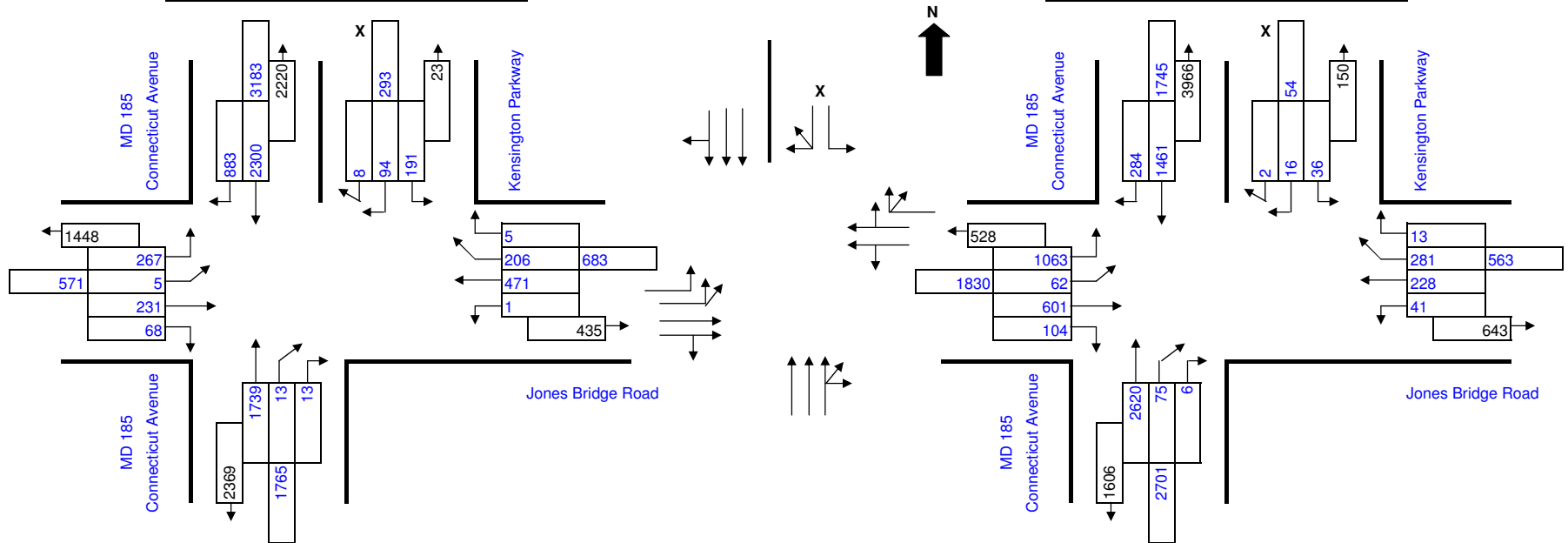
Count Date: _____
 Condition: Existing
 Design Year: 2007
 Computed by: VHD Date: 10/23/2007

Location: Jones Bridge Road at
Connecticut Avenue
 Checked by: RLT Date: 10/26/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (Φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1765	0.40	706	0	0.00	0	706			NBTR	2701	0.40	1080	0	0.00	0	1080	*
	SBTR	3183	0.40	1273	0	0.00	0	1273	*		SBTR	1745	0.40	698	0	0.00	0	698	*
	XBL	191	1.00	191	0	0.00	0	191	*		XBL	36	1.00	36	0	0.00	0	36	*
	EBTR	299	0.55	164	0	0.00	0	164	*		EBL	1125	0.60	675	0	0.00	0	675	*
	WBLTR	683	0.45	307	0	0.00	0	307	*		EBTR	705	0.55	388	0	0.00	0	388	*
											WBLTR	563	0.45	253	0	0.00	0	253	*

Remarks:
 * Critical Volume.

AM TOTAL	1936
v/c = <u>1.21</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	2045
v/c = <u>1.28</u>	LOS F

**Turning Movement Summary
and
Level of Service**

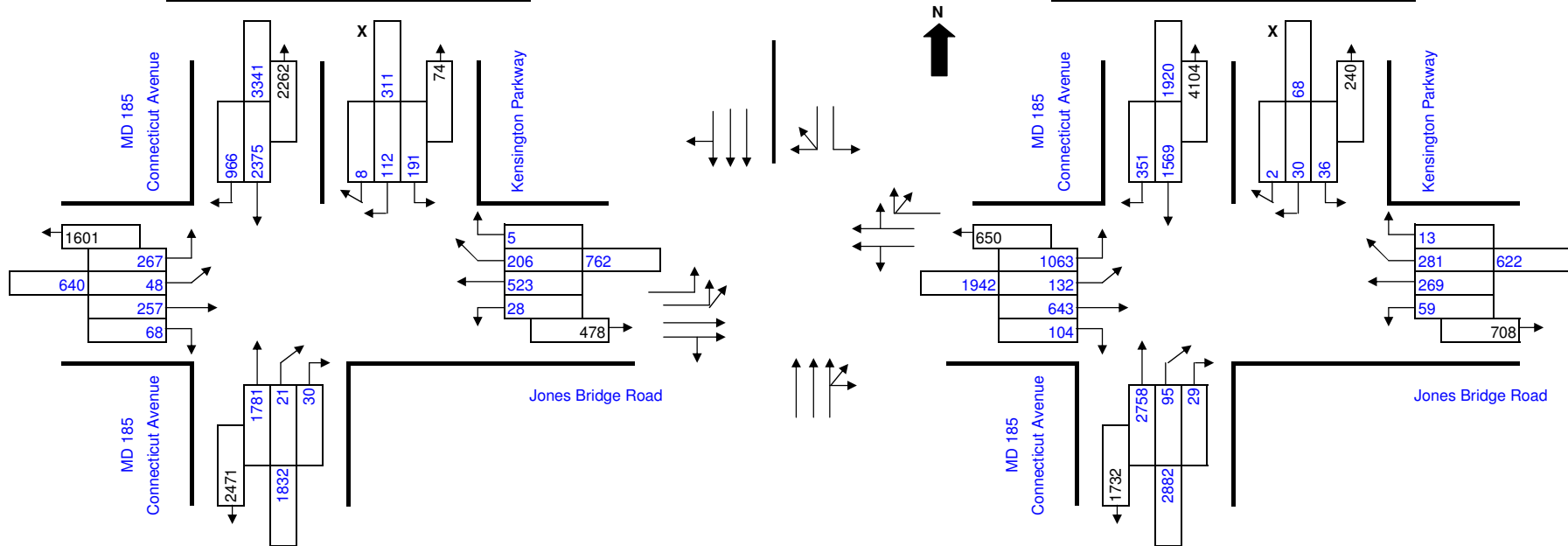
Count Date: _____
 Condition: Existing
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 10/16/2007

Location: Jones Bridge Road at
Connecticut Avenue
 Checked by: TAR Date: 10/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (Φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	1600	1000	5.0
Trpl. Left	= 0.45	F	1600		

Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1832	0.40	733	0	1.00	0	733			NBTR	2882	0.40	1153	0	1.00	0	1153	*
	SBTR	3341	0.40	1336	0	1.00	0	1336	*		SBTR	1920	0.40	768	0	1.00	0	768	
	EBTR	325	0.55	179	0	1.00	0	179			EBTR	747	0.55	411	0	1.00	0	411	
	EBL	315	0.60	189	0	1.00	0	189	*		EBL	1195	0.60	717	0	1.00	0	717	*
	WBTRL	762	0.45	343	0	1.00	0	343	*		WBTRL	622	0.45	280	0	1.00	0	280	*
	XBL	191	1.00	191	0	1.00	0	191	*		XBL	36	1.00	36	0	1.00	0	36	*

Remarks:

AM TOTAL	2059
v/c = <u>1.29</u>	LOS F

Remarks:

PM TOTAL	2186
v/c = <u>1.37</u>	LOS F

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

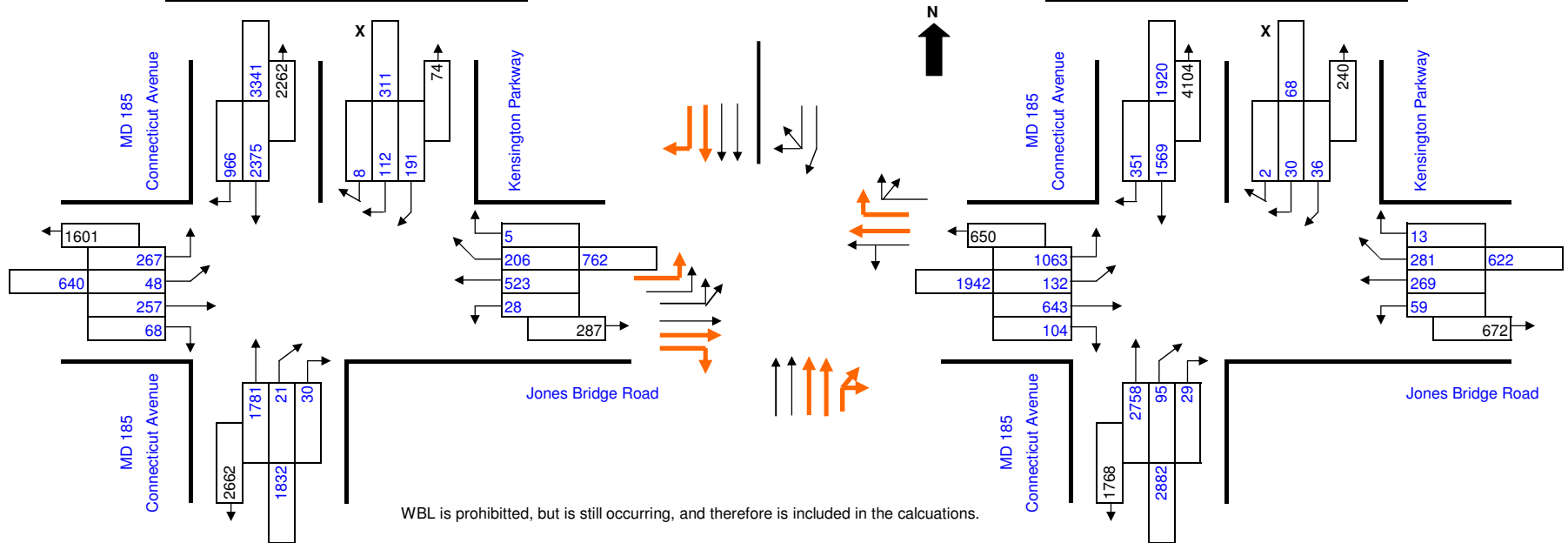
Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 7/7/2008

Location: Jones Bridge Road at Connecticut Avenue
 Checked by: TAR Date: 7/7/2008



AM PEAK HOUR:

PM PEAK HOUR:



WBL is prohibited, but is still occurring, and therefore is included in the calculations.

Phasing (Φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	1600	1000	5.0
Trpl. Left	= 0.45	F	1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1781	0.30	534	0	1.00	0	534			NBT	2758	0.30	827	0	1.00	0	827	*
	SBT	2375	0.40	950	0	1.00	0	950	*		SBT	1569	0.40	628	0	1.00	0	628	
	EBT	257	0.55	141	0	1.00	0	141			EBT	643	0.55	354	0	1.00	0	354	
	EBL	315	0.45	142	0	1.00	0	142	*		EBL	1195	0.45	538	0	1.00	0	538	*
	WBTL	551	0.55	303	0	1.00	0	303	*		WBTL	328	0.55	180	0	1.00	0	180	*
	XBL	191	1.00	191	0	1.00	0	191	*		XBL	36	1.00	36	0	1.00	0	36	*

Remarks:
 SBR = 966 - 142 = 824

AM TOTAL	1586
v/c = <u>0.99</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1582
v/c = <u>0.99</u>	LOS E

**Turning Movement Summary
and
Level of Service**

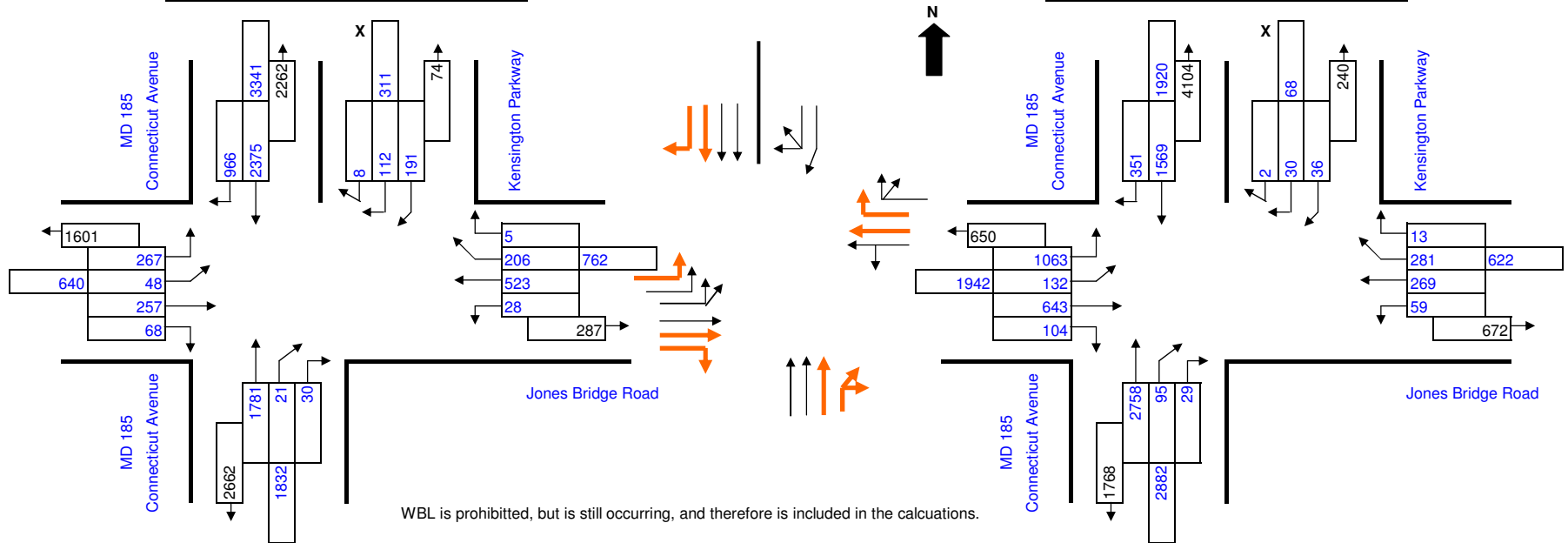
Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/13/2007

Location: Jones Bridge Road at
Connecticut Avenue
 Checked by: TAR Date: 7/7/2008



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (Φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	1600	> 1000	5.0
Trpl. Left	= 0.45	F	1600		

φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1781	0.40	712	0	1.00	0	712			NBT	2758	0.40	1103	0	1.00	0	1103	*
	SBT	2375	0.40	950	0	1.00	0	950	*		SBT	1569	0.40	628	0	1.00	0	628	
	EBT	257	0.55	141	0	1.00	0	141			EBT	643	0.55	354	0	1.00	0	354	
	EBL	315	0.45	142	0	1.00	0	142	*		EBL	1195	0.45	538	0	1.00	0	538	*
	WBTL	551	0.55	303	0	1.00	0	303	*		WBTL	328	0.55	180	0	1.00	0	180	*
	XBL	191	1.00	191	0	1.00	0	191	*		XBL	36	1.00	36	0	1.00	0	36	*

Remarks:
 SBR = 966 - 142 = 824

AM TOTAL	1586
v/c = <u>0.99</u>	LOS E

Remarks:
 * Critical Volume.

PM TOTAL	1857
v/c = <u>1.16</u>	LOS F

**Turning Movement Summary
and
Level of Service**

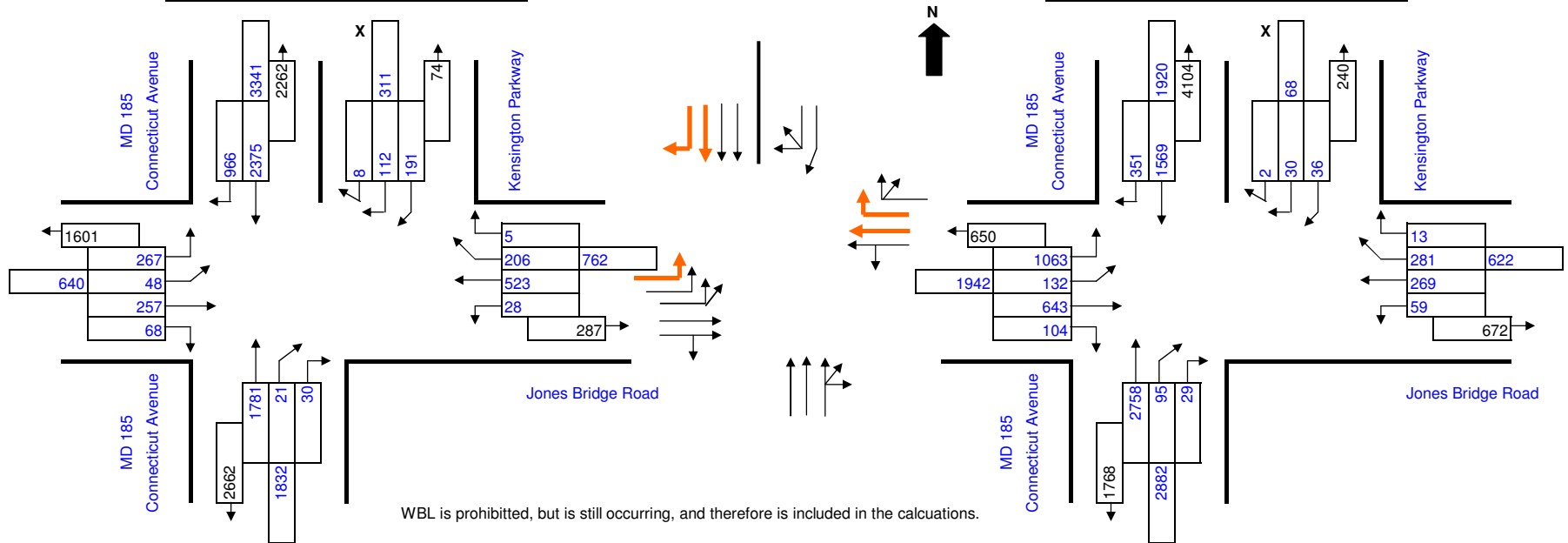
Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/17/2007

Location: Jones Bridge Road at
Connecticut Avenue
 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



WBL is prohibited, but is still occurring, and therefore is included in the calculations.

Phasing (Φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	≤ 1600	> 1000	5.0
Trpl. Left	= 0.45	F	> 1600		

Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBTR	1832	0.40	733	0	1.00	0	733			NBTR	2882	0.40	1153	0	1.00	0	1153	*
	SBT	2375	0.40	950	0	1.00	0	950	*		SBT	1569	0.40	628	0	1.00	0	628	
	EBTR	325	0.55	179	0	1.00	0	179	*		EBTR	747	0.55	411	0	1.00	0	411	
	EBL	315	0.45	142	0	1.00	0	142	*		EBL	1195	0.45	538	0	1.00	0	538	*
	WBTL	551	0.55	303	0	1.00	0	303	*		WBTL	328	0.55	180	0	1.00	0	180	*
	XBL	191	1.00	191	0	1.00	0	191	*		XBL	36	1.00	36	0	1.00	0	36	*

Remarks:
 SBR = 966 - 142 = 824

AM TOTAL **1623**
 v/c = 1.01 **LOS** **F**

Remarks:

PM TOTAL **1907**
 v/c = 1.19 **LOS** **F**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

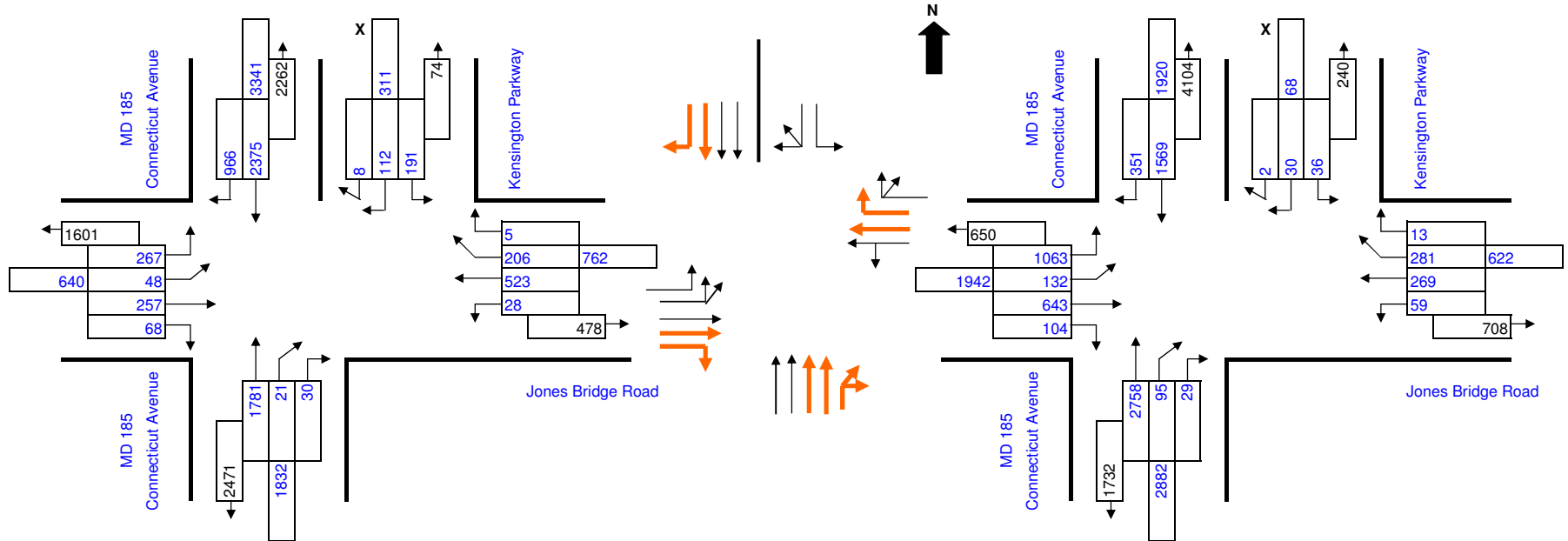
Count Date: _____
 Condition: Improved
 Design Year: 2011 With BRAC
 Computed by: RLT Date: 12/13/2007

Location: Jones Bridge Road at Connecticut Avenue
 Checked by: TAR Date: 12/17/2007



AM PEAK HOUR:

PM PEAK HOUR:



Phasing (Φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal X Stop _____ Ways _____

E/W Split Phased
 Separate Phase for X

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	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
Dble. Left	= 0.60	E	1600	1000	5.0
Trpl. Left	= 0.45	F	1600		

Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*	Φ	Movement	Volume (1)	Lane Use Factor (2)	Lane Volume (1)*(2)=(3)	Opposing Lefts (4)	Lefts Lane Use Factor (5)	Left Volume (4)*(5)=(6)	Critical Lane Volume (3)+(6)	*
	NBT	1781	0.30	534	0	1.00	0	534			NBT	2758	0.30	827	0	1.00	0	827	*
	SBT	2375	0.40	950	0	1.00	0	950	*		SBT	1569	0.40	628	0	1.00	0	628	
	EBT	257	0.55	141	0	1.00	0	141			EBT	643	0.55	354	0	1.00	0	354	
	EBL	315	0.60	189	0	1.00	0	189	*		EBL	1195	0.60	717	0	1.00	0	717	*
	WBTL	551	0.55	303	0	1.00	0	303	*		WBTL	328	0.55	180	0	1.00	0	180	*
	XBL	191	1.00	191	0	1.00	0	191	*		XBL	36	1.00	36	0	1.00	0	36	*

Remarks:
 SBR = 966 - 179 = 787

AM TOTAL	1633
v/c = <u>1.02</u>	LOS F

Remarks:
 * Critical Volume.

PM TOTAL	1761
v/c = <u>1.10</u>	LOS F