



APPENDIX A

January 21, 2020 Public Meeting Minutes

TO: Meeting Attendees

MEETING DATE: Tuesday, January 21, 2020

MEETING LOCATION: Millersville Elementary School Cafeteria

RE: Millersville Park Tennis Center
Community Meeting
Project No.: P567102;

Contract No.: P567102
2017.1418.01.0

TOPICS DISCUSSED:

On January 21, 2020 a Community Meeting for the subject project was conducted at Millersville Elementary School.

A copy of the Meeting Minutes, Sign Sheets, and Presentation were distributed by Anne Arundel County Department of Recreation and Parks in June 2020. This Addendum includes responses to questions received after the distribution of the meeting minutes. Responses are listed in Italics.

Questions

1. Sadly, I'm sure you are aware of every name on the Tennis Alliance list who wants to dump this in our backyard, now, completely on the County's dime, since the Tennis Alliance pulled out all monetary contributions.

And during lower revenues from the pandemic, what we need to spend money on is...wait for it...A TENNIS PARK!!! I reiterate, this is an absurd amount of money to spend during these reduced county revenues. We, as a neighborhood, have suggested much lower cost alternatives for the property that would meet all our needs, locally and as a county. They have fallen on deaf ears, so far. We are very happy to discuss; please be in touch."

Response: No additional funds were allocated in FY21 (the current budget) for this project. The Department is seeking to find another partner to fund the development, construction and operation of the Indoor Tennis Center.

2. I clearly remember a question about connecting the South Shore Trail to the trail at the park – and they had no idea where the South Shore Trail even was. Now, they claim it will connect? They were also to look into building the courts along 97 first and that is not mentioned.

Response. The South Shore Trail Phase 1 has been constructed from Hansel Drive to Waterbury along the abandoned railroad bed. The trail does extend behind Millersville Elementary School. At this time, a spur from Millersville Park along Millersville Rd to the Elementary School and through the Board of Education's property is not proposed.

The latest site design shows the Tennis courts being moved closer to the center of the site away from the neighboring homes along Mallet Hill and Millersville Rd. The courts have also been sited to minimize the removal of trees on site.

3. There are a number of comments and concerns by the attendees that are not mentioned in the minutes.

Response. We are attempting to address those questions and comments with this Addendum to the Minutes. If you believe something is missing please provide a specific question or example.

4. On behalf of Indian Landing Community Association, our position is to alternative use of the land. It represents a large financial commitment on the part of the county and we urge rethinking a tennis park at all, as it does not have need or universal appeal to all residents of the county whose taxes will be used. There are tennis courts within a mile of the proposed park in Crownsville that are rarely used. We do not live in a suitable climate nor demographic for a tennis park.

At this time, I would like to announce that I am not running for another term as President of ILCA. Our annual meeting and voting of the board is usually done in early June, but due to Covid, we have postponed our meeting and election until October. I will be moving to Lake Anna in central Virginia as soon as my house sells. ILCA board will continue to support the efforts of Neighbors of Millersville Park and other home associations along the Generals Hwy corridor.

I know you will all do your best to keep our community rural and natural.

Response. No additional funds were allocated in FY21 (the current budget) for this project. The Department is seeking to find another partner to fund the development, construction and operation of the Indoor Tennis Center.

A request for a tennis facility was one of the top requests in the 2017 Land Preservation Parks and Recreation Plan (LPPRP) .The development of a tennis center is one of the few recreational facilities that serve all generations of the community. Per the LPPRP, one of the largest groups experiencing growth in the County is the 65 and over population. The facility will also allow for year-round physical activity. Student athletes will no longer have to leave the County for training that could possibly lead to scholarships. The facility will also include a walking trail for other recreational use. The site represents a centrally located in the County. The North and West areas of the

County are experiencing the biggest population growth and this would serve that growing population.

5. What is the status of the Tennis Center at Millersville Park?

Response. The design of the outdoor improvements is in the 90% stage. This phase of the project has not progressed since the January meeting and will not begin construction of Phase 1 in Fall 2020 as we had anticipated. The Request for Proposals for the development of the indoor tennis facility will be advertised in August 2020. Once the proposals are reviewed the next steps for the site will be determined.

6. As revealed in the Jan 21 meeting, the County has not modified the plans to address any of the neighborhood's concerns or incorporate any of their ideas. The exchange on this issue was omitted from the minutes.

Response. Not sure what this comment refers to.

7. At the meeting, Ms. Jackson said that the outdoor courts would be built first, and consideration would be given to moving them to the back of the property away from homeowners. This item was not included in the minutes.

Response. Yes, that is correct. The configuration presented in the public meeting showed the courts moved closer to the central part of the site and created greater separation between the courts and the surrounding homes.

8. Why is the County moving forward with the indoor facility? This is not consistent with the sequence discussed at the Jan 21 meeting. It also does not make financial sense in view of the County's budget shortfall.

Response. The next steps presented at the public meeting were:

Phase 1 – Outdoor Courts Only

- *Finalize Design - Underway - This element is currently on hold until the responses of the RFP are reviewed and next steps determined.*
- *Permitting - Underway- This element is currently on hold until the responses of the RFP are reviewed and next steps determined*
- *Bidding – Anticipated Spring 2020- This element is currently on hold until the responses of the RFP are reviewed and next steps determined*
- *Construction – Anticipated Start date Fall 2020-This element is currently on hold until the responses of the RFP are reviewed and next steps determined*

Phase 2 – Indoor Courts RFP – Spring 2020- This will be released for bid in August 2020

We have delayed the completion of Phase 1 to better align with the outcome of the RFP for the indoor facility.

No additional funds were allocated in FY21 (the current budget) for this project. The Department is seeking to find another partner to fund the development, construction and operation of the Indoor Tennis Center.

9. The minutes do not include several exchanges expressing concerns about potential traffic and parking problems associated with events.

Response. Yes there were several exchanges about the traffic and parking concerns. The primary concerns expressed by the community were about increase in traffic along Millersville Road and the validity of the Traffic Study. This is discussed in more detail below. Concerns about traffic on Route 3 and other impacts from surrounding developments are outside the scope of this meeting.

10. Local residents expressed concern at the meeting that the traffic studies supporting the project did not take into account all factors.

Response. The traffic study was done in accordance with current County and State requirements. We will be glad to address factors that anyone feels have not been addressed, but specific issues would need to be identified.

11. The traffic studies developed by the consultant were to be provided to meeting attendees. In response to my follow-up email, Ms. Jackson wrote that information on traffic would be provided (Email attached). We're still waiting.

Response. That was an oversight the Traffic study has been included with this addendum.

12. I have examined traffic studies submitted to the county for other projects in the region. Those studies have only assessed Jam Capacity Density (JCD), and they do not describe how the individual user, or the surrounding neighborhoods will be affected by traffic generated by a project. I suspect that the studies supporting the tennis center share this flaw but cannot be sure without looking at them. Without seeing the traffic studies, it is not possible to evaluate if the studies properly accounted for all factors that could impact flow and capacity as well as the impacts on individuals and communities.

Response. Traffic studies in Anne Arundel County are required to meet current County and State guidelines, which generally address capacity issues on the surrounding road

network. We will be glad to address factors that anyone feels have not been addressed, but specific issues would need to be identified.

13. The traffic from the tennis center, which will have 156 parking places, will place additional traffic on Millersville Road, further degrading traffic flow and increasing delay at peak and nonpeak hours. Currently, only three to five westbound cars on Millersville Road can get through each cycle of traffic light to reach Route 2 SB or Route 175 W, and there is a long wait for the next cycle because the light allocates far more time to Route 3 than to Millersville Rd. even worse, westbound drivers waiting at the Millersville Rd traffic light on weekends sometimes do not get a green light at all during some cycles. These problems could be further worsened by new commercial being proposed at the route 3-Millersville Road intersection as well as the tennis facility. A useful traffic study for the tennis center must consider how its traffic contribution will interact with traffic problems from ongoing development in the area.

Response. The traffic study includes consideration of the proposed development in the area - known as "Background Development" - in accordance with County guidelines. That traffic is added to the existing traffic volumes to develop background volumes, to which the proposed site traffic is then added. That process was used in the traffic study for this site.

14. Even in the planning stage, the County should be able to provide a general estimate of the amount of the water and sewerage that would be generated based on the concept plan and RFP. The explanation provided in the minutes side steps concerns about this facility negatively impacting residential wells.

Response. The site contained three existing wells which provided water for the farming activities, residential activities, and other uses on site. One existing well is located at the at the former single family residence along Millersville and two additional existing wells are located in the former farm area on the northern side of the property. The proposed development may result in a change in the amount of water generated from the sites prior usage; but not compared to a baseline of no wells or water usage generated from this property.. The proposed facility anticipates public restroom facilities, outdoor drinking fountains, and court maintenance water usage. Once the flows are determined, additional testing will be completed on site to ensure that we will not negatively impact the wells of the surrounding properties.

15. Withdrawal from the tennis center's well could impact residential wells in the community, exacerbating impacts from other recent construction in the area (WAWA and Royal Farms). Over the past dozen or so years, families in this area have had drops in water levels and have had to dig deeper wells. Over-pumping can result in lowering of the water table impacting residents, stream flow, and businesses. What impact will the tennis center have on the quantity and quality of groundwater available to the surrounding communities and the County?

Response. The site contained three existing wells which provided water for the farming, activities, residential activities and other uses on site. One existing well is located at the at the former single family residence along Millersville and two additional existing wells are located in the former farm area on the northern side of the property. The proposed development may result in a change in the amount of water generated from the site's prior usage; but not compared to baseline of no wells or water usage generated from this property.. The proposed facility anticipates public restroom facilities, outdoor drinking fountains, and court maintenance water usage. Once the flows are determined, additional testing will be completed on site to ensure that we will not negatively impact the wells of the surrounding properties.

16. These water supply issues should be evaluated prior to issuing an RFP.

Response. The impact of the proposed development on area water levels will be determined as part of the process moving forward.

17. The County did not document the need for this facility. There are nearby outdoor courts, such as those at Waterbury Park on Sunrise Rd, that are rarely used. Several privately-owned indoor tennis facilities in the region have failed financially and been converted to uses that are more in demand.

Response. The need for the tennis facility is documented in the 2017 Land Preservation Parks and Recreation Plan. The pricing schedule for the facility is a major element of the RFP for the facility. The pricing will allow those who can not afford a private membership to have access to an indoor facility. Another element of the RFP that the bidder will be ranked on will be their long range plan for sustainability.

18. Although the property was acquired by Anne Arundel County using program open space funding for the express purpose to develop for use as active recreation, it does not have to be an athletic court facility. A number of lower cost alternatives for the property have been suggested that would provide active opportunities to county residents with less negative impacts on Millersville neighborhoods. Why have these not been considered?

Response. The property was purchased with the intention of the site being used as an outdoor sports complex. The site can accommodate four multi- purpose fields and would require over 320 parking spaces vs the proposed 157 parking spaces for the tennis center. The build out would result in 25 acres of disturbance vs the 20 acres for the tennis center. While the residents have suggested a dog park, trails, basketball courts, playgrounds and picnic areas, that is not the best use for a site of this size. The county has smaller parcels in the area that provide those amenities. For example

Towers, GORC Park, Bacon Ridge, Waterbury, and the South Shore Trail are located within 5 miles of this site.

19. An important component of the 2009 General Development Plan and the Crownsville Small Area Plans is the establishment of neighborhood parks. This area would be ideal for a neighborhood recreational area – one or two tennis courts, a playground, and exercise trail. At a time of limited funding during an economic crisis; it seems financially irresponsible and disrespectful to the resident to pursue a tennis facility with so many courts, parking spaces, large buildings, and associated impacts.

Response. The county has smaller parcels in the area that provide those amenities. For example Towers, GORC Park, Bacon Ridge, Waterbury, and the South Shore Trail are located within 5 miles of this site and provide recreational opportunities similar to those listed above. This project does incorporate a paved trail. By seeking a partner the county is looking to reduce its financial burden for this project.

20. Considering the health priorities it seems appropriate to put the whole project on the back burner. It is not an essential need of county resources. Perhaps rather than an RFP, a budget addendum can be applied or sought to use the funds toward building courts on new high school grounds rather than a separate park.

Response. Comment noted. The primary user of the high school courts will be the students. County residents will have access in the evenings. This facility would provide yearlong access.

21. Thank you for forwarding the presentation from the January meeting about the Millersville tennis facility which I attended. I wanted to let you know that there is a group that is actively seeking to develop a site for squash in Anne Arundel County, preferably in the Annapolis area. There had been some hope that squash might be added to this site, but the general tenor of that meeting suggested that that was not likely. There are no public squash facilities outside of Baltimore in this area and even in Washington there are no doubles courts. If you are not familiar with squash, doubles courts are about one and three quarters the size of a singles court and doubles is the most popular game with players over 40. A squash facility requires a much smaller space than tennis and our preliminary design contemplates six singles courts and two doubles courts with locker rooms and viewing space requiring roughly 10,000 square feet. We would be most interested in meeting with you or other appropriate county officials to explore the feasibility of such a project including site and funding possibilities. We would be appreciative of your advice on this matter.

Response. While the primary use will remain a tennis facility there is an option for the bidders to present other options for consideration as long as they are consistent with a recreational use.

22. Regarding the WBCM meeting minutes, #2 and #4 mention Truxton Park. Is there a proposal for more tennis courts at Truxton Park or was this a typographical error?

Response. This was a typographical error.

23. Why are you sending this now? Has something occurred? At the last public meeting, I recall being told no permitting had yet been requested. Has that changed? What is the current timing on construction Erica?

Response. The minutes were sent belatedly. This addendum is in response to addressing other comments and concerns raised after the distribution of the minutes. The project status has not changed and the design and permitting of phase 1 has not progressed any further since the January public meeting. The next step is to release the RFP for the indoor facility for bid and determine the next steps.

24. I am a neighbor in the area for this proposed Tennis Center in Millersville. I do not believe that this is the correct location for such a facility if in fact it is needed, which I sincerely doubt. It is the Tennis Alliance's dream that the County build a large tennis facility for county and statewide tournaments/events. Tournaments that presumably would draw players and spectators from outside the county. If this were to happen a location in Annapolis would make much more sense for such a facility. Regardless, this location opposite the Millersville Elementary School off Millersville Road is definitely not the answer. It will bring in unwanted traffic to neighborhoods that are already stressed by the increased traffic from the unchecked county growth in this area for the last 10 years. This Tennis Facility, if built as planned, will lay there unused most of the time. Four outdoor courts might make sense for local county use, perhaps. The indoor facility will fail just as all of the other indoor tennis facilities in the county have failed over the last few years. The cost for playing tennis indoors has to be set high in order to justify not using the indoor space for exercise equipment or indoor youth practice areas as we have seen many other facilities turn to these alternatives. I am not sure how the County can rationalize a financial expenditure of this magnitude at this time anyways. I urge you to reconsider any decisions involving a Tennis Center at this site.

Response. As indicated previously, the location is ideal as it supports the largest population growth area in the County. The facility would allow residents to train without having to leave the County. The facility will be developed to allow access to all residents of the county regardless of their economic status. Sustainability is a primary factor in determining how this site will move forward. The County has no interest in building an unused building. In overall terms, the development and use of the tennis center would have minimal impact on the surrounding traffic.

25. I really don't care what your traffic study shows, the traffic situation between MD-3 and the proposed site for the Tennis Center is currently bad and becoming worse. I live on Linda

Lane and use Millersville Road every day to get anywhere. Without going into a lot of boring recent history, this area has gotten progressively worse – traffic-wise – in the past three or four years. How you could propose that the addition of a major vehicle draw – such as the Tennis Center – would have no or little effect on the existing heavy traffic volume on Millersville Road and at the Rt 3 intersection is a mystery to all of us living here.

Response. The traffic study shows that the MD 3 southbound intersection with MD 175 fails in existing conditions in the PM peak hour. In background conditions, which considers current development proposals in addition to existing conditions, the MD 3 SB/MD 175 intersection fails in all time periods studied - AM peak, PM peak, Saturday peak, and Sunday peak. In addition, in background conditions the MD 3 NB/Millersville Road intersection fails in the AM peak hour and Saturday peak hour. The addition of the Tennis Center results in all of the background condition failures continuing, with the addition of the Sunday peak hour at MD 3 NB/Millersville Road.

This information is offered here to show there is an impact, but in overall terms for a traffic study it is minimal.

The anticipated trip generation of the site was calculated using two different factors, due to the uncertainty of the actual numbers of visitors, and a relatively small number of studies done on Tennis Clubs in the ITE (Institute of Transportation Engineers) published handbook for trip generation. The largest number of trips calculated by either method for each time period studied was used to apply to the calculations for the site. For the AM Peak Hour that was a total of 68 trips in the peak hour (48 inbound, 20 outbound) added to the 403 vehicles found to be on Millersville Road in existing and background conditions. For the PM Peak Hour that was a total of 116 trips in the peak hour (58 inbound, 58 outbound) added to the 386 vehicles found to be on Millersville Road in existing and background conditions.

26. Please don't build the Tennis Center on Millersville Road. I'm currently sitting on my screened in porch that faces Millersville Road and have witnessed three cars doing about 70 mph down the road. When I moved here in 1991, this was a quiet road and now is becoming way too busy. I invite you to come sit on my porch, 1642 Millersville Road, to let you witness this. Would you want this Tennis Center by your house? Also, when I added onto my house in 2003, I had a hard time getting a permit because of my well so how can a Tennis Center operate on a well?? Please consider the residents who live on this road!

Response. We have attempted to address these concerns in our responses to the comments provided above. At this time no further action is being taken regarding the outdoor courts until the results of the request for proposals for the design/build/operation of the proposed indoor facility are received and evaluated.

Cc: Meeting Attendees

RH:mlc

P:\2017\17141801\Design\Meeting Minutes\17.1418.01-M-0705_Addendum No. 1.docx



APPENDIX B

2018 TIA (Original Study)

**MILLERSVILLE PARK
TRAFFIC IMPACT ANALYSIS
ANNE ARUNDEL COUNTY, MARYLAND**

Prepared for:
Department of Public Works
Anne Arundel County

Prepared by:
URS Corporation



4 North Park Drive, Suite 300
Hunt Valley, Maryland 21030

February 23, 2018

TABLE OF CONTENTS

	<u>Page</u>
I. INTRODUCTION	1
II. STUDY OBJECTIVES AND METHODOLOGY	1
Evaluation of Existing Conditions:	1
Future Background Conditions without Development:	2
Future Background Conditions with Development:	2
III. EXISTING CONDITIONS	4
Site Access.....	6
Vehicular Traffic Counts	6
Existing Weekend Volumes.....	6
Existing Level of Service.....	8
Crash Data Analysis	9
IV. FUTURE BACKGROUND CONDITIONS.....	11
Background Developments.....	11
Trip Generation and Distribution for Background Developments	11
Background Condition Traffic Forecasts	14
Future Background Conditions Level of Service Analysis	16
V. FUTURE CONDITIONS ANALYSIS WITH DEVELOPMENT	18
Site Vehicle-Trip Generation Analysis	18
Site Traffic Assignment	20
Future Condition Traffic Forecasts	20
Total Future Levels of Service.....	24
VI. SUMMARY	24

LIST OF FIGURES

1 Site Location Map	3
2 Existing Lane Use and Traffic Control	5
3 Existing Conditions AM, PM, and Saturday Peak Hour Vehicular Traffic Volumes	8
4 Pipeline Developments AM, PM, and Saturday Peak Hour Vehicular Traffic Volumes	16
5 Background Conditions AM, PM, and Saturday Peak Hour Vehicular Traffic Volumes	18
6 Site Trip Distribution	23
7 Site Generated AM, PM, and Saturday Peak Hour Vehicular Traffic Volumes	24
8 Total Future Conditions AM, PM, and Saturday Peak Hour Vehicular Traffic Volumes	25

LIST OF TABLES

Table 1	Existing Conditions Intersection Levels of Service Summary	10
Table 2a	Existing Crash Data (Millersville Road & Waterbury Road).....	12
Table 2b	Existing Crash Data (Millersville Road & Cecil Avenue)	12
Table 3	Background Developments Trip Generation Summary.....	15
Table 4	Background Conditions Intersection Levels of Service Summary.....	19
Table 5	Millersville Park Trip Generation Analysis	21
Table 6	Total Future Conditions Intersection Levels of Service Summary	26

LIST OF APPENDICES

A	Existing Traffic Volume Information from Gambrills Royal Farms Study
B	Existing Turning Movement Counts
C	Existing Weekend Turning Movement Counts
D	Existing Road Tube Counts
E	Saturday Volumes
F	Sunday Volumes
G	Existing CLV Spreadsheets
H	Existing Crash Data
I	Background Development Information and Intersection Turning Movement Volume Spreadsheets
J	Background CLV Spreadsheets
K	Future CLV Spreadsheets

I. INTRODUCTION

This report presents the results of a Traffic Impact Analysis (TIA) for the proposed Millersville Park, in Millersville, Maryland. This is a feasibility study to evaluate the traffic impacts of the proposed tennis center facility and recommend transportation improvements, if any. Design of the proposed site driveway is not addressed in this report. Roadway improvements such as adding a deceleration or turn lane will be developed based on the site development during the next phase of work.

As shown on **Figure 1**, the proposed facility is located at the Millersville Park site, between I-97 and Millersville Road and northwest of Waterbury Road in Anne Arundel County. The proposed tennis center facility will include 26 tennis courts. This report analyzes the existing conditions compared to future conditions with and without the subject development in the year 2020.

II. STUDY OBJECTIVES AND METHODOLOGY

This traffic analysis was conducted in accordance with the Anne Arundel County Guidelines for Traffic Impact Studies (“Guidelines”) and scope of services for this project. Intersection capacity analyses for existing, background, and total future conditions have been conducted using the Critical Lane Volume (CLV) technique. Per the information provided in the Guidelines on Impact Limits, the following study intersections were identified for the purposes of this traffic analysis:

- MD 175 (Annapolis Road) at MD 3 Southbound
- Millersville Road at MD 3 Northbound
- Millersville Road at Cecil Avenue
- Millersville Road at Proposed Site Driveway
- Millersville Road at Waterbury Road
- Millersville Road at MD 178 (Generals Highway)

Sources of data for this analysis included 2013 traffic counts conducted by Traffic Concepts, Inc. that were included in the Gambrills Royal Farms traffic impact study provided by the Anne Arundel County Office of Planning and Zoning, road tube traffic counts on Millersville Road just east and west of Cecil Avenue, provided by the Anne Arundel County Traffic Engineering Division, and weekend turning movement counts conducted for this Study in December 2016 by O.R. George and Associates.

The following tasks were undertaken as part of this study:

Evaluation of Existing Conditions:

- A field reconnaissance of the existing roadway and intersection geometrics was conducted, including traffic controls, traffic signal phasing/timings, and speed limits.
- Existing traffic data at the study intersections from previously approved traffic studies was collected.
- Supplementary data collection efforts for the additional study intersections included in the scoping services agreement were performed.

- Weekend volumes were developed from weekend turning movement counts and weekend road tube counts.
- Level of Service (LOS) analysis for existing conditions was performed.

Future Background Conditions without Development:

- Estimates were prepared for trips generated from background developments, based on previously approved traffic studies and/or the Institute of Transportation Engineers (ITE) Trip Generation Manual (9th Edition) rates/equations.
- Estimates were prepared for background traffic volumes based on existing traffic volumes, traffic from approved developments, and a natural growth rate of 1.5 percent.
- Analyses were performed for background conditions LOS based on background traffic forecasts, existing traffic controls and existing intersection lane use.

Future Background Conditions with Development:

- Estimates were prepared for site generated trips in the AM, PM, Saturday, and Sunday peak hours using the rates/equations established in the ITE Trip Generation Manual and feedback from the Tennis Alliance of Anne Arundel County.
- A determination was made for site trip distribution based on the existing traffic patterns and on knowledge of surroundings.
- Estimates were prepared for total future traffic based on background traffic forecasts plus site traffic assignments.
- Analyses were performed for total future conditions LOS based on total future traffic forecasts, existing traffic controls, and existing intersection lane use.

Figure 1: Site Location Map



III. EXISTING CONDITIONS

Regional access to the proposed facility is provided from MD 175 and MD 3. Locally, access is provided via Millersville Road, Cecil Avenue, MD 178 (Generals Highway), and Waterbury Road. Existing intersection lane use and traffic control at the study intersections are shown on **Figure 2**.

- MD 175/Annapolis Road, which is within the vicinity of the site, is a two-lane principal arterial roadway with auxiliary turn lanes at major intersections. This roadway segment has a posted speed limit of 40 mph and serves both commercial and residential uses in the area.
- MD 3/Crain Highway, which is within the vicinity of the site, is a four-lane principal arterial roadway with auxiliary turn lanes at major intersections. This roadway segment has a posted speed limit of 50 mph and serves both commercial and residential uses in the area.
- Millersville Road is a two-lane undivided minor arterial roadway that extends from MD 3 to MD 178 (Generals Highway). This roadway segment has a posted speed limit of 35 mph and serves residential uses in the area.
- Waterbury Road is a two-lane collector roadway that extends from Millersville Road to MD 178 (Generals Highway). It has a posted speed limit of 35 mph and serves the residential uses in the area.
- MD 178 (Generals Highway) in the vicinity of the site is a two-lane undivided minor arterial roadway with a posted speed limit of 40 mph and serves residential and commercial uses in the area.
- Cecil Avenue is a two-lane undivided local roadway that extends from Severn Chapel Road to north of Millersville Road. This roadway segment has a posted speed limit of 35 mph (25 mph north of Millersville Road) and primarily serves residential uses in the area.

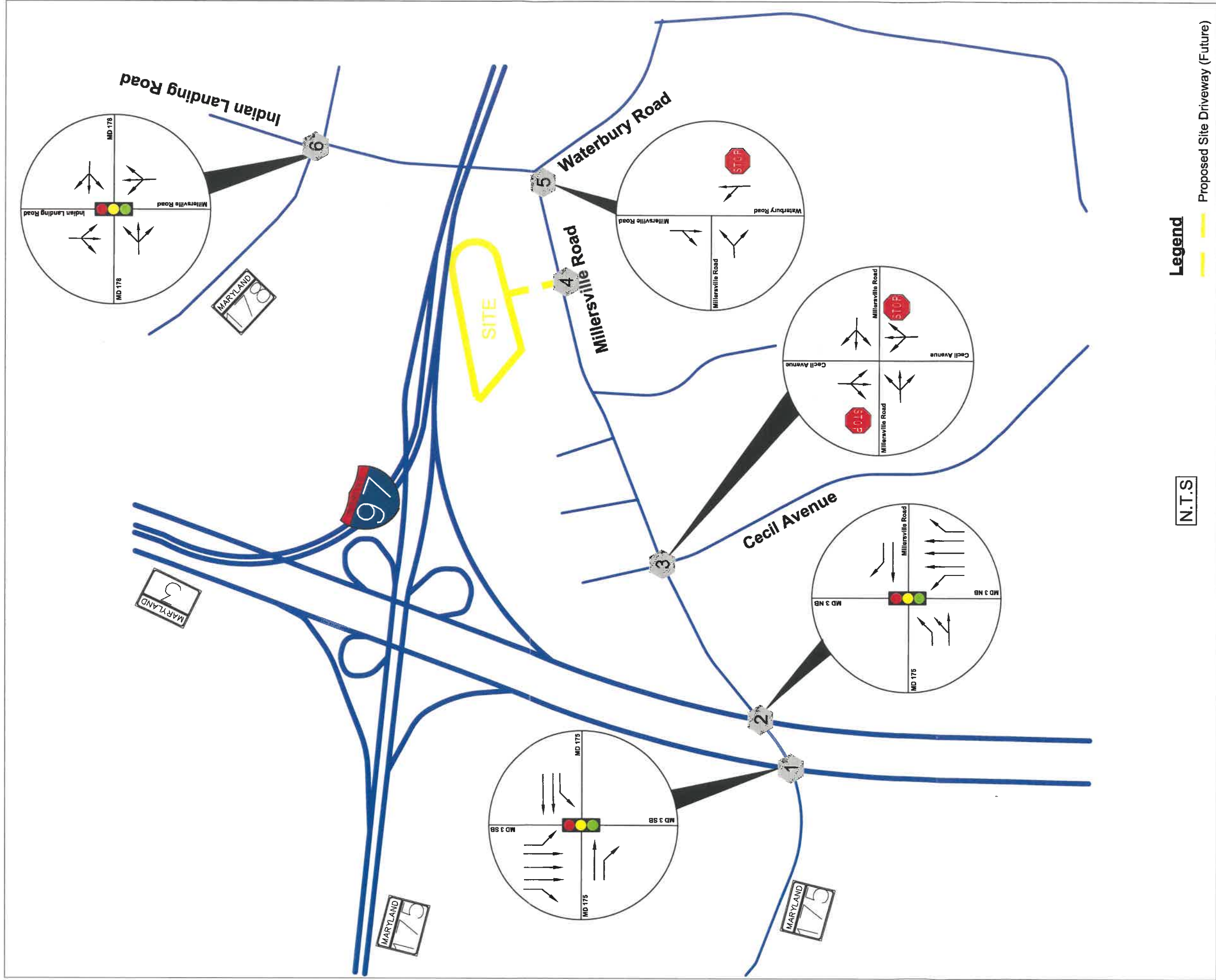


Figure 2
Existing Lane Use and Traffic Control

Site Access

Access to the site will be provided via a proposed driveway connecting to Millersville Road. The proposed access is anticipated to include one (1) entering lane and two (2) exiting lanes.

Vehicular Traffic Counts

Existing weekday AM and PM peak hour vehicular traffic counts for the following study intersections were obtained from the 2013 Gambrills Royal Farm Study by Traffic Concepts, Inc.:

- MD 175 (Annapolis Road) at MD 3 Southbound
- Millersville Road at MD 3 Northbound

Figure 3 shows the existing turning movement counts. Additional information obtained from the Gambrills Royal Farms Study is included in **Appendix A**.

Traffic counts for the remaining three intersections listed below were performed on Thursday, February 25, 2016 from 6 AM to 9AM and 4 PM to 7 PM. The counts are shown in **Appendix B**. These intersections include:

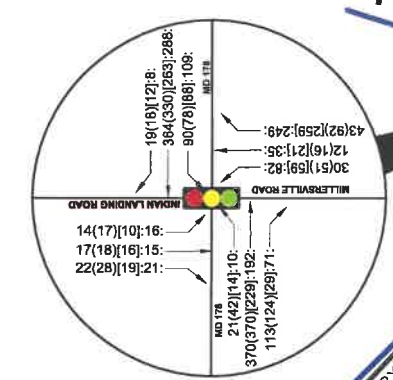
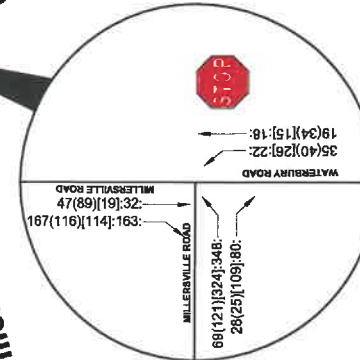
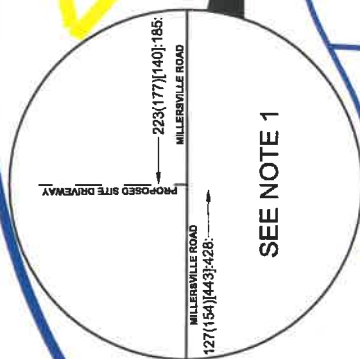
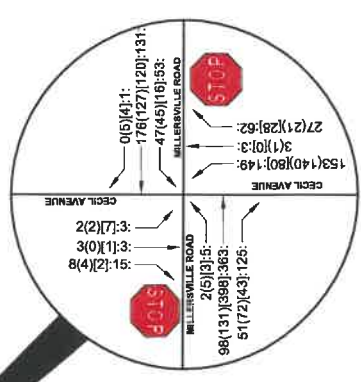
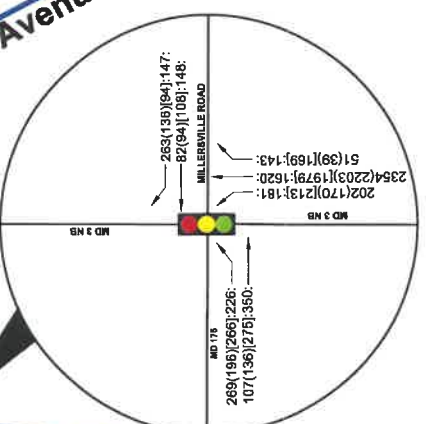
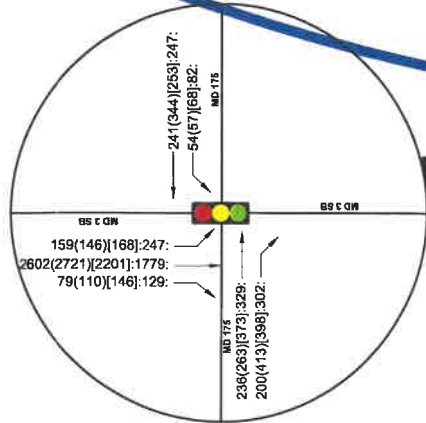
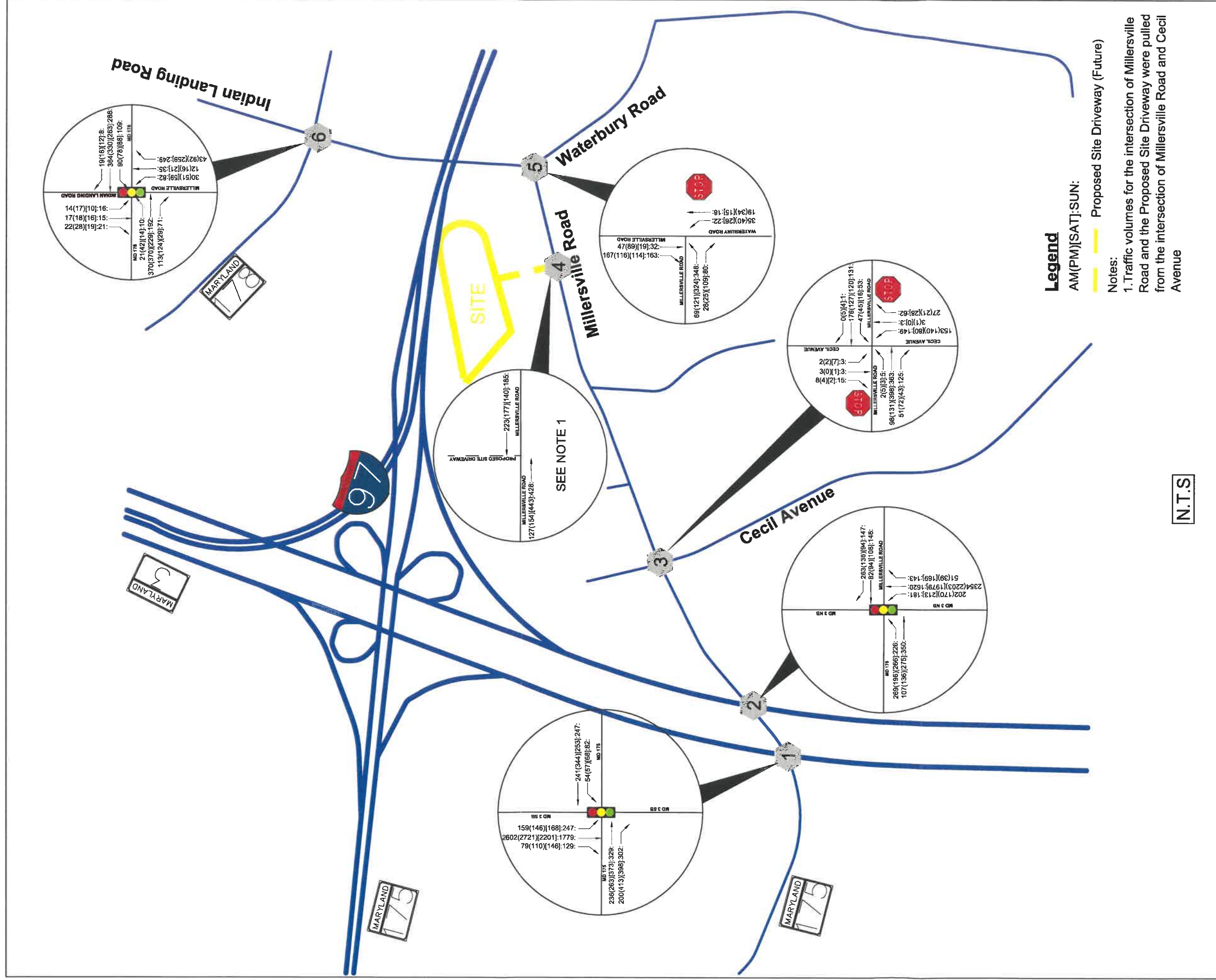
- Millersville Road at Cecil Avenue
- Millersville Road at Waterbury Road
- Millersville Road at MD 178 (Generals Highway)

Weekend turning movement counts were performed on Saturday, December 2, 2017 and Sunday, December 3, 2017 from 8 AM to 2 PM by O.R. George and Associates at the five intersections listed above. The counts are shown in **Appendix C**.

Existing road tube traffic counts, provided by the Anne Arundel County Traffic Engineering Division, were performed from Wednesday, September 17, 2014 to Monday, September 22, 2014, on Millersville Road just east and west of Cecil Avenue. The counts are shown in **Appendix D**.

Existing Weekend Volumes

The 2014 road tube counts had an eastbound peak hour volume that was dramatically higher than those found in the 2017 turning movement counts. Therefore, in order to allow for analysis of a “worst case” scenario, the road tube volume was distributed along eastbound Millersville Rd, using the turning movement counts splits. All other movements used the weekend counts, which had a system peak of 12:15 PM to 1:15 PM on Saturday and 12:00 PM to 1:00 PM on Sunday. The Saturday and Sunday Volumes are shown in **Appendix E** and **Appendix F**.



Existing Level of Service

In this report, the existing condition operational analyses were performed at the following intersections:

- MD 175 (Annapolis Road) at MD 3 Southbound
- Millersville Road at MD 3 Northbound
- Millersville Road at Cecil Avenue
- Millersville Road at Waterbury Road
- Millersville Road at MD 178 (Generals Highway)

The operational analysis for the aforementioned intersections was based on the review of existing lane use, traffic control, and traffic counts. The analyses were conducted using the CLV methodology. A summary of the results of the intersection analyses is presented in **Table 1**. Copies of the analyses are included in **Appendix G**.

As shown in **Table 1**, each of the two signalized intersections on MD 3 currently operate at overall LOS “E” or better during the weekday AM, weekday PM, Saturday, and Sunday peak hours. The remaining three intersections currently operate at overall LOS “A” during the weekday AM, weekday PM, Saturday, and Sunday peak hours. The peak hour is defined as the hour with highest volume, by intersection, during the weekday AM peak (considered 6-9 AM), weekday PM peak (4-7 PM), and weekend peak (9 AM-2PM).

Existing Conditions Intersection Levels of Service Summary

Intersection	Movement	Existing			
		AM	PM	SAT	SUN
1. MD 175 (Annapolis Road) & MD 3 (Crain Highway) SB	CLV	1331	1558	1346	1123
	V/C	0.83	0.97	0.84	0.70
	LOS	D	E	D	B
2. Millersville Road & MD 3 (Crain Highway) NB	CLV	1431	1216	1224	1146
	V/C	0.89	0.76	0.77	0.72
	LOS	D	C	C	B
3. Millersville Road & Cecil Avenue	CLV	426	422	578	782
	V/C	0.27	0.26	0.36	0.49
	LOS	A	A	A	A
4. Millersville Road & Proposed Site Driveway	CLV	N/A	N/A	N/A	N/A
	V/C	N/A	N/A	N/A	N/A
	LOS	N/A	N/A	N/A	N/A
5. Millersville Road & Waterbury Road	CLV	273	288	493	500
	V/C	0.17	0.18	0.31	0.31
	LOS	A	A	A	A
6. Millersville Road & MD 178 (Generals Highway)	CLV	717	837	820	914
	V/C	0.45	0.52	0.51	0.57
	LOS	A	A	A	A

Crash Data Analysis

Existing crash data was obtained for the following intersections:

- Millersville Road at Cecil Avenue
- Millersville Road at Waterbury Road

Tables 2a and **2b** show a breakdown of the crashes at each of these intersections. Raw crash data is shown in **Appendix H**.

As shown in **Tables 2a** and **2b**, the intersection of Millersville Road and Waterbury Road experienced an average of 3.4 crashes per year between 2011 and 2015; the intersection of Millersville Road and Cecil Avenue experienced an average of 2.5 crashes per year between the years 2011 and 2014. Crash data was not obtained for the other three intersections, due to the intersections being located far from the proposed entrance.

Table 2a: Existing Crash Data (Millersville Road & Waterbury Road)

Crash Type	2011	2012	2013	2014	2015	Total	Avg./Yr
Injury	1	1	1	1	1	5	1.0
Property Damage	2	0	2	4	1	9	1.8
Other	0	0	0	0	3	3	0.6
Total	3	1	3	5	5	17	3.4

Note: The average number of crashes per year was calculated using the years 2011-2015.

Table 2b: Existing Crash Data (Millersville Road & Cecil Avenue)

Crash Type	2011	2012	2013	2014	2015	Total	Avg./Yr
Injury	1	0	3	2	N/A	6	1.5
Property Damage	0	1	2	0	N/A	3	0.8
Other	0	0	0	1	N/A	1	0.3
Total	1	1	5	3	N/A	10	2.5

Note: The average number of crashes per year was calculated using the years 2011-2014.

IV. FUTURE BACKGROUND CONDITIONS

The future background conditions without the subject development were analyzed. The future background conditions are defined to be the compilation of the:

- Existing Conditions
- Natural growth rate of 1.5 percent over four years (from 2016, when the weekend turning movement counts were conducted to 2020 horizon year)
- Anticipated traffic from background developments listed below

The inclusion of the 1.5 percent natural annual growth rate was recommended by Anne Arundel County Planning and Zoning, Long Range Planning Division to account for added cut-through traffic not reflected in the background developments.

Background Developments

The background developments included in the 2013 Gambrills Royal Farms Study were also considered in this study due to their close proximity to the proposed tennis center. Below is the list of background developments taken into account:

- Subway Auto Body
- Kiddie Academy
- Gambrills Business Park
- EZ Storage
- Knollwood Manor
- Summerfield Village
- Waugh Chapel South
- Wilson Grove
- Dollar General
- Auto Zone

Trip Generation and Distribution for Background Developments

Weekday trip generation for the above referenced background developments was obtained from previously approved traffic studies and/or the standard rates or equations found in the ITE Trip Generation Manual. As shown in **Table 3**, these background developments will add a total of 997 AM peak hour trips and 1,366 PM peak hour trips to the roadway network. Separate trip generation/distribution analyses were not performed for Saturday and Sunday conditions; instead, it was assumed that the weekend volumes were to be the summation of AM and PM volumes.

The distribution of peak hour trips that would be generated by the approved background projects was determined based on information in the 2013 Gambrills Royal Farms Study. This information is included in **Appendix I**. The trips generated by the background projects shown in **Table 3** were assigned to the network, and the resulting traffic assignments are shown in **Figure 4**.

Table 3: Background Developments Trip Generation Summary

Development	Size	Units	ITE Land Use Code	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Subway Auto Body (Benz Property)	17,440	SF	942	26	13	39	26	28	54
Kiddie Academy	17 ⁰⁰	Students	565	75	68	143	68	77	225
Gambrills Business Park									
General Office	87,700	SF	710	24	4	28	4	22	26
Specialty Retail	6,900	SF	326	23	24	47	19	19	35
Medical Office	5,000	SF	720	6	2	7	2	2	11
Sub-total				53	29	82	26	46	72
EZ Storage	124,800	SF	154	10	7	17	16	16	32
Knollwood Manor	120	beds	620	14	6	20	8	18	26
Summerfield Village									
Townhouse/Condo Units	227	DU	230	17	81	98	78	38	116
Waugh Chapel South									
Townhouse/Condo Units	380	DU	230	26	124	150	120	60	180
Less Internal Trips				(26)	(124)	(150)	(120)	(60)	(180)
Sub-total residential sites				24	117	141	110	58	180
Shopping Center	572,210	SF	820	280	172	452	327	1,003	1,330
Less 30% Built				(224)	(133)	(357)	(245)	(802)	(1,544)
Total Retail Trips				56	34	90	185	201	386
Less Internal Trips (4%)				(23)	(13)	(36)	(77)	(12)	(27)
Total Commercial Trips				33	22	55	108	189	359
Less Pass-by (34%) - PM Only							(59)	(54)	(123)
Sub-total New Shopping/Center Trips				33	22	55	115	125	240
General Office	125,000	SF	710	27	24	51	21	155	186
Less Internal Trips (6%)				(10)	(10)	(20)	(12)	(89)	(111)
Sub-total potential office trips				16	14	31	9	66	75
Total Waugh Chapel South Trips				218	171	410	257	327	584
Dollar General	9,140	SF	314	17	18	35	21	37	52
Less Pass-by (34%) - PM Only							(15)	(15)	(10)
Sub-total				17	18	35	26	26	52
Wilson Grove Single Family Units	182	DU	210	34	103	137	113	67	180
Auto Zone	7,315	SF	343	8	8	16	21	23	44
Less Pass-by							(9)	(10)	(19)
Sub-total				8	8	16	12	13	25
Total New Trips				392	505	997	630	656	1,166

Notes:

- 1. Trip generation was based on rates/equations established in ITE Trip Generation Manual 9th Edition and also Gambrills Royal Farms Traffic Impact Study
- (x) Indicates negative number

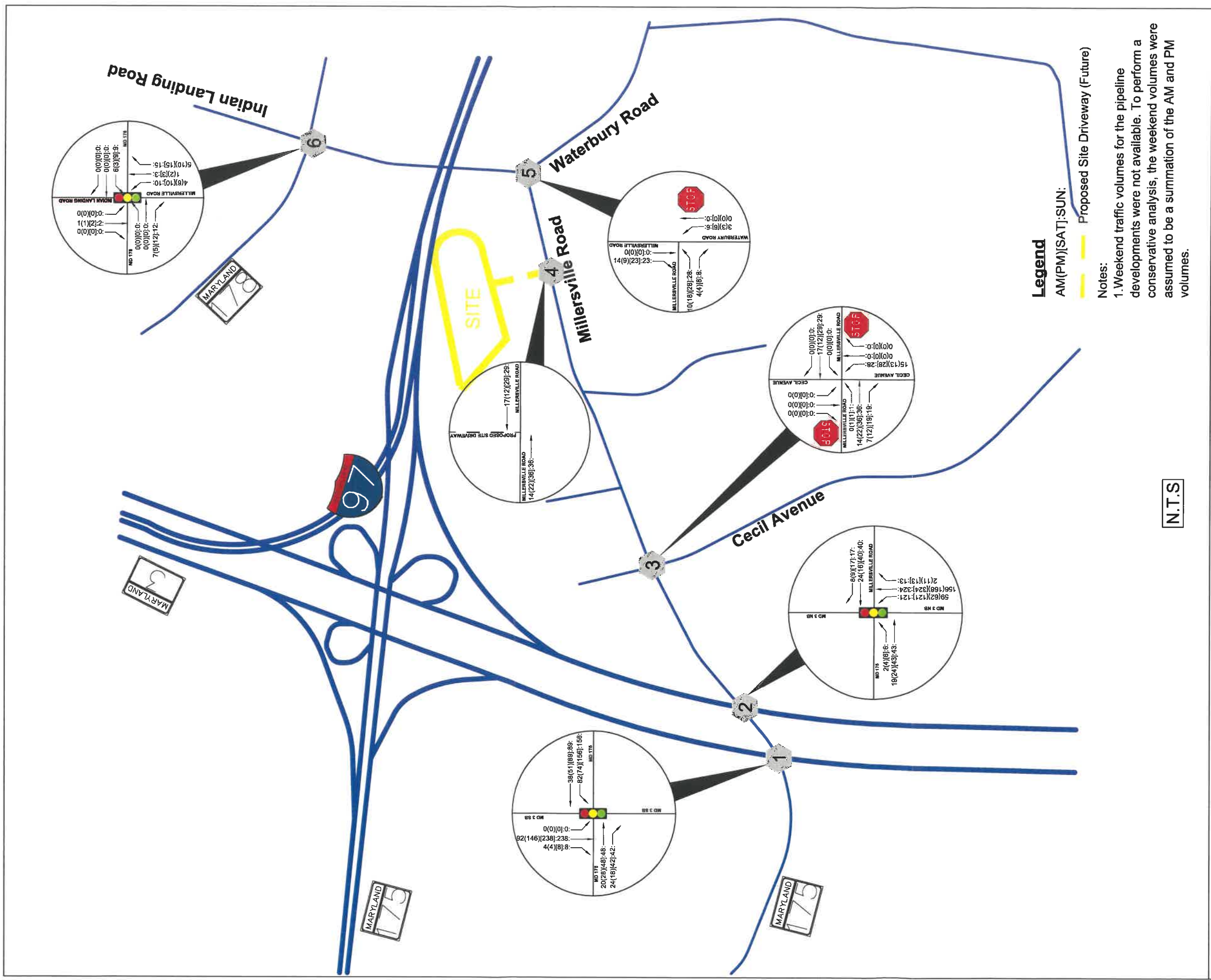
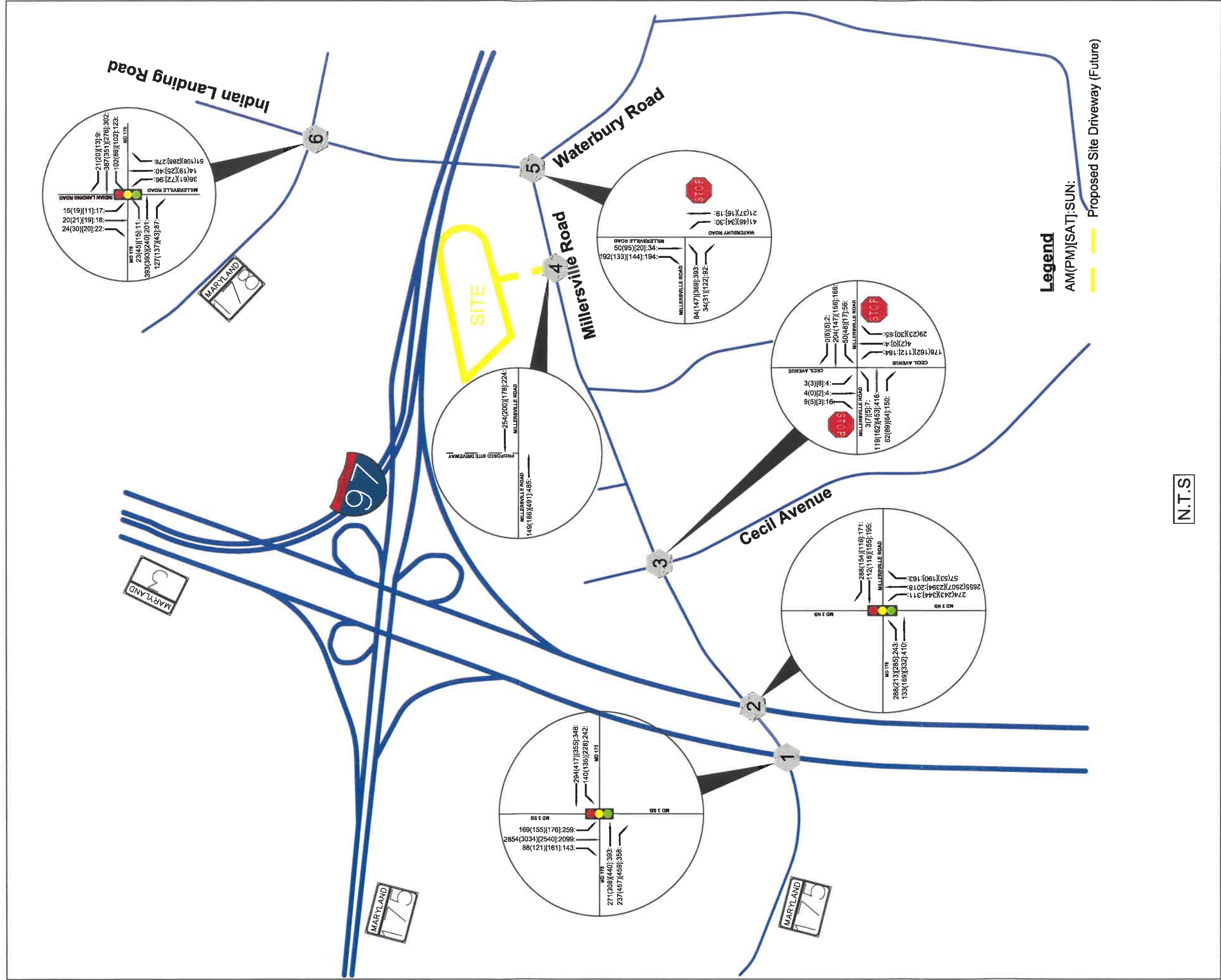


Figure 4
 Pipeline Developments AM, PM, Saturday, and Sunday Peak Hour Vehicular Traffic Volumes

Background Condition Traffic Forecasts

Background future traffic volumes were estimated by adding existing traffic volumes (see **Figure 3**), traffic assignments from the background developments (see **Figure 4**), and a 1.5 percent annual growth rate to the existing volumes to account for background development not captured by the identified developments. The 1.5 percent growth factor was recommended by Anne Arundel County Planning and Zoning, Long Range Planning Division based on growth rates of similar roadway types near the study area in the Baltimore Metropolitan Council's travel demand model. The resulting background condition traffic forecasts are shown on **Figure 5**. Individual traffic assignments at each of the study intersections are also shown in the intersection turning movement volume spreadsheets in **Appendix I**.



N.T.S

Figure 5
 Background Conditions AM, PM, Saturday, and Sunday Peak Hour Vehicular Traffic Volumes

Future Background Conditions Level of Service Analysis

Background Conditions Levels of Service (LOS) at the study intersections were computed based on the existing lane use and traffic control shown on **Figure 2** and background peak hour traffic volumes shown on **Figure 5**. CLV methodology was used to determine operational capacity of these intersections.

The results of the capacity analyses are summarized in **Table 4**. Copies of the CLV analyses conducted for background conditions are included in **Appendix J**.

As indicated in **Table 4**:

- MD 3 (SB) at MD 175 will go from a LOS “D” to a LOS “E” during the weekday AM peak hour. During the weekday PM peak hour, the MD 3 (SB) at MD 175 intersection will go from a LOS “E” to a LOS “F”. During the Saturday peak hour, the MD 3 (SB) at MD 175 intersection will go from a LOS “D” to a LOS “F”. During the Sunday peak hour, the MD 3 (SB) at MD 175 intersection will go from a LOS “B” to a LOS “E”.
- MD 3 (NB) at Millersville Road will go from a LOS “D” to a LOS “F” during the weekday AM peak hour, and from a LOS “C” to a LOS “D” during the weekday PM peak hour. During the Saturday peak hour, the MD 3 (NB) at Millersville Road intersection will go from a LOS “C” to a LOS “E”. During the Sunday peak hour, the MD 3 (NB) at Millersville Road intersection will go from a LOS “B” to a LOS “D”.
- Millersville Road at MD 178 (Generals Highway) will go from a LOS “A” to a LOS “B” during the Sunday peak hour. The LOS at the remaining peaks will remain LOS “A”.
- The remaining two intersections will continue to operate at overall LOS “A” during the weekday AM, weekday PM, Saturday, and Sunday peak hours.

Table 4: Background Conditions Intersection Levels of Service Summary

Intersection	Movement	Existing				Background			
		AM	PM	SAT	SUN	AM	PM	SAT	SUN
1. MD 175 (Annapolis Road) & MD 3 (Crain Highway) SB	CLV	1331	1558	1346	1123	1553	1806	1703	1475
	V/C	0.83	0.97	0.84	0.70	0.97	1.13	1.06	0.92
	LOS	D	E	D	B	E	F	F	E
2. Millersville Road & MD 3 (Crain Highway) NB	CLV	1431	1216	1224	1146	1603	1386	1483	1412
	V/C	0.89	0.76	0.77	0.72	1.00	0.87	0.93	0.88
	LOS	D	C	C	B	F	D	E	D
3. Millersville Road & Cecil Avenue	CLV	426	422	578	782	489	502	695	907
	V/C	0.27	0.26	0.36	0.49	0.31	0.31	0.43	0.57
	LOS	A	A	A	A	A	A	A	A
4. Millersville Road & Proposed Site Driveway	CLV	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	V/C	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
5. Millersville Road & Waterbury Road	CLV	273	288	493	500	309	356	561	568
	V/C	0.17	0.18	0.31	0.31	0.19	0.22	0.35	0.36
	LOS	A	A	A	A	A	A	A	A
6. Millersville Road & MD 178 (Generals Highway)	CLV	717	837	820	914	788	919	911	1007
	V/C	0.45	0.52	0.51	0.57	0.49	0.57	0.57	0.63
	LOS	A	A	A	A	A	A	A	B

V. FUTURE CONDITIONS ANALYSIS WITH DEVELOPMENT

Site Vehicle-Trip Generation Analysis

The proposed Millersville Park will include 26 tennis courts. The AM, PM, Saturday, and Sunday peak trips generated from the proposed development were estimated using the rates/equations established in the *ITE Trip Generation Manual (9th Edition)* and feedback from the Tennis Alliance of Anne Arundel County. For this analysis, ITE Land Use Code 491 was utilized (Racquet/Tennis Club). In addition, the Tennis Alliance provided the County with estimates for the number of players that would be anticipated to use the facility based on the time of day, day of the week, and time of the year. The volumes from these analyses are shown in **Table 5**. It is important to note that one player does not necessarily equal one vehicle.

As shown in **Table 5**, the highlighted numbers are those that were used for the Critical Lane Volume Analysis. The Tennis Alliance estimated number of players in the summer is the worst case scenario. An 80 percent factor was used to adjust these figures from a “worst case” scenario to a scenario likely to be found on a recurring basis during the summer. The resulting figures are shown in **Table 5** under “Summer 80% applied”. Not all players will drive alone, but this conservative number was used for this number of trips to account for spectators, other users of Millersville Park, and employees. The higher volume from each method (ITE, Tennis Alliance- Winter, and Tennis Alliance- 80% Summer Condition) was used for the Critical Lane Volume Analysis.

Table 5: Millersville Park Trip Generation Analysis

ITE Trip Generation

Land Use	Size	Units	ITE Land Use Code	AM Peak Hour			PM Peak Hour			SAT Peak Hour			SUN Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tennis Club	26	Courts	491	19	15	34	58	29	87	49	53	102	34	36	70
				19	15	34	58	29	87	49	53	102	34	36	70

Tennis Alliance Trip Generation

Winter:

Land Use	Size	Units		AM Peak Hour			PM Peak Hour			SAT Peak Hour			SUN Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tennis Club				20	20	40	27	27	54	29	29	58	29	29	58
				20	20	40	27	27	54	29	29	58	29	29	58

Summer (Worst Case Scenario):

Land Use	Size	Units		AM Peak Hour			PM Peak Hour			SAT Peak Hour			SUN Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tennis Club				60	20	80	27	72	99	29	29	58	29	29	58
				60	20	80	27	72	99	29	29	58	29	29	58

Summer (80% applied):

Land Use	Size	Units		AM Peak Hour			PM Peak Hour			SAT Peak Hour			SUN Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tennis Club				48	16	64	22	58	79	23	23	46	23	23	46
				48	16	64	22	58	79	23	23	46	23	23	46

Overall (Maximum of ITE and Tennis Alliance Projection)

Land Use	Size	Units		AM Peak Hour			PM Peak Hour			SAT Peak Hour			SUN Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Tennis Club				48	20	68	58	58	116	49	53	102	34	36	70
				48	20	68	58	58	116	49	53	102	34	36	70

¹Source: ITE Trip Generation Manual (9th Edition) Land Use Code 491

Site Traffic Assignment

The site distribution was based on a review of existing traffic volumes and knowledge of the surrounding area. The site trip distribution is shown in **Figure 6**. The resultant site-generated traffic assignments are shown in **Figure 7**.

Future Condition Traffic Forecasts

The site trips generated by the proposed development, shown in **Figure 7**, were added to the background traffic forecasts (**Figure 5**) to yield total future traffic forecasts. The resulting total future traffic forecasts are presented in **Figure 8**.

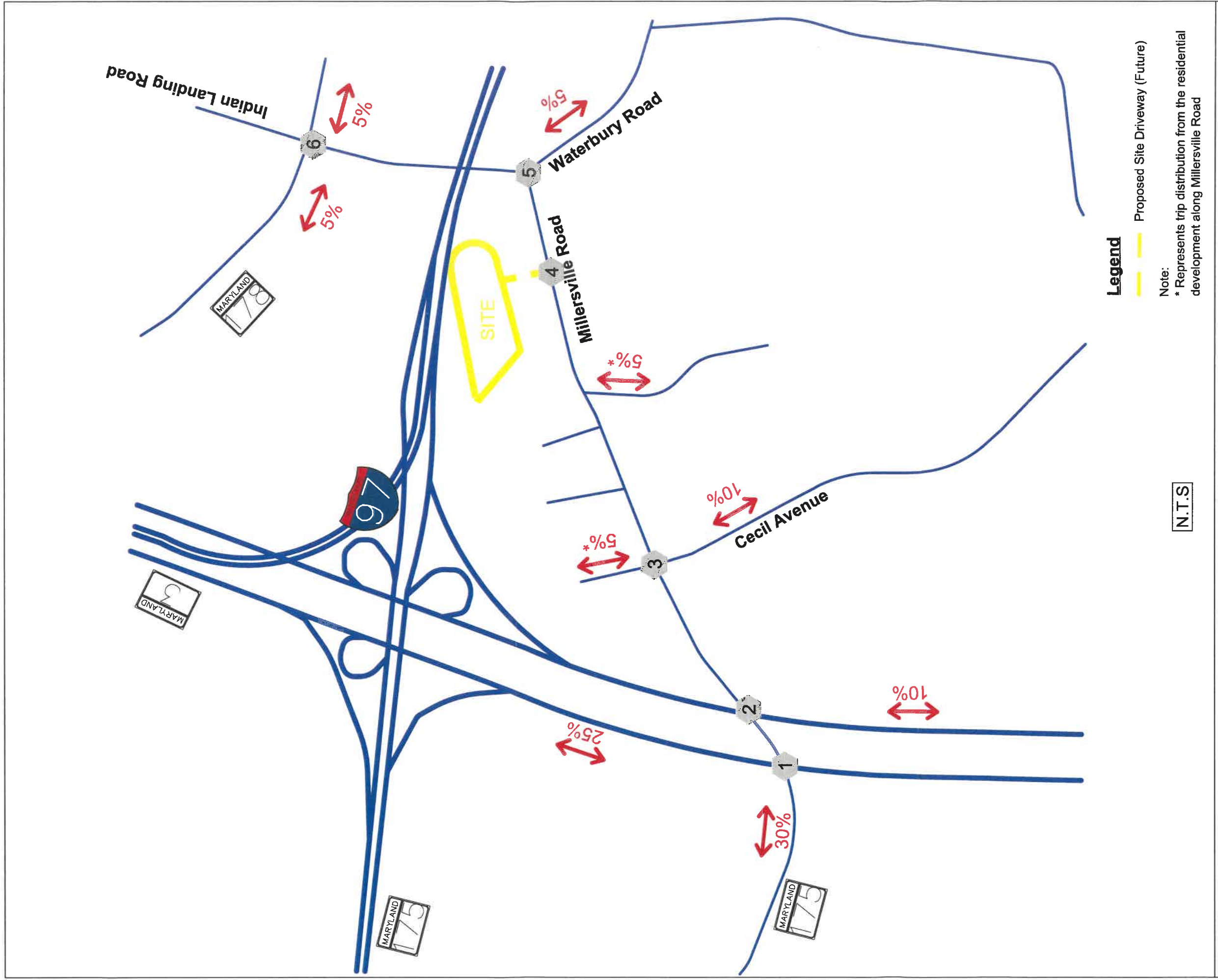
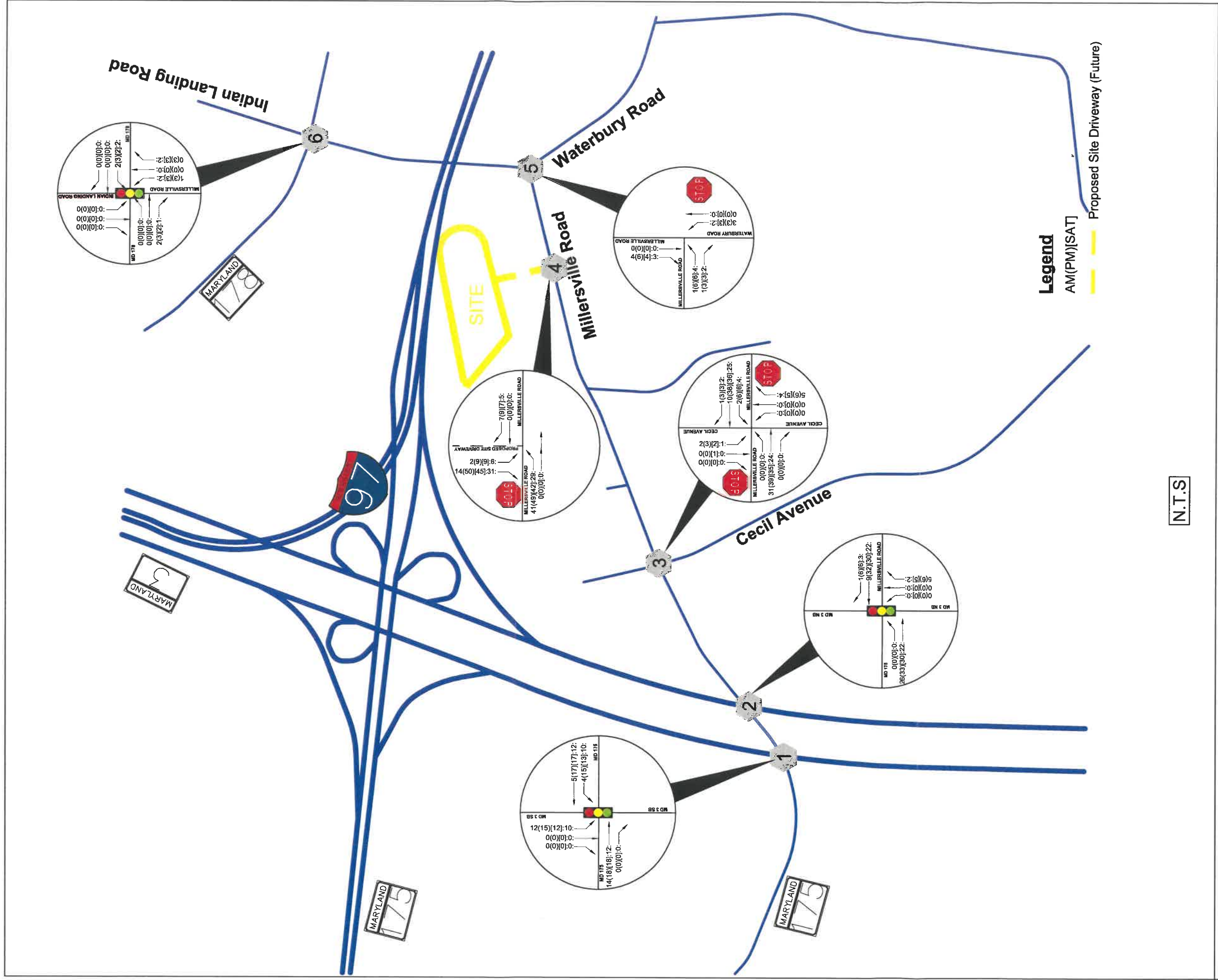
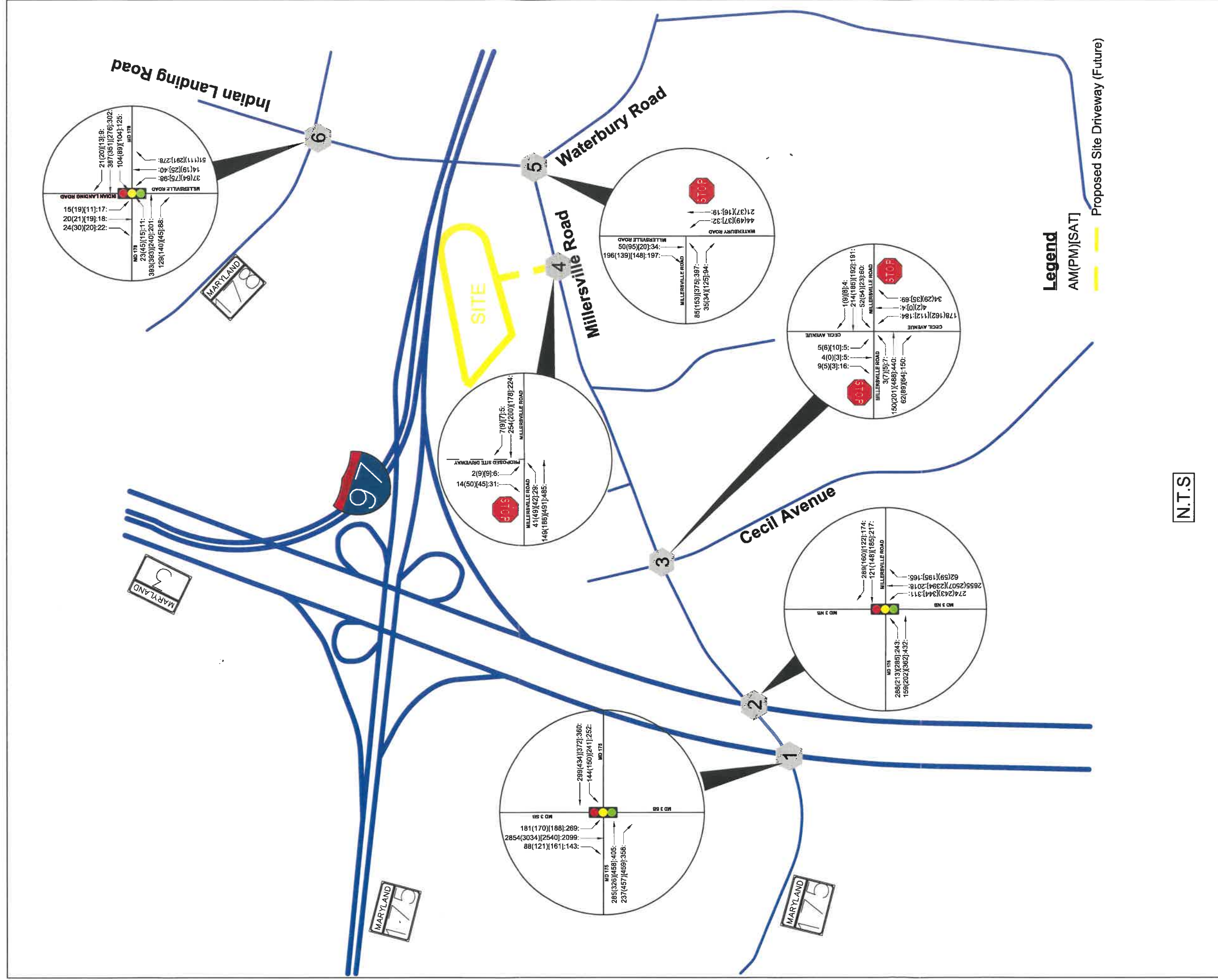


Figure 6
Site Trip Distribution



N.T.S

Figure 7
 Site Generated AM, PM, Saturday, and Sunday Peak Hour Vehicular Traffic Volumes



N.T.S

Figure 8
Total Future Conditions AM, PM, Saturday, and Sunday Peak Hour Vehicular Traffic Volumes

Total Future Levels of Service

Total future peak hour Levels of Service with the proposed developments were computed at the study intersections based on the existing lane use and traffic control shown on **Figure 2**, total future traffic volumes shown on **Figure 8**, and the CLV analysis procedures. The results are summarized in **Table 6**. Copies of the CLV analysis conducted for total future conditions are included in **Appendix K**.

As indicated in **Table 6** comparing Background and Total Future conditions:

- MD 3 (SB) at MD 175 will remain at the same level of service under all hours analyzed (weekday AM peak, weekday PM peak, Saturday peak and Sunday peak).
- MD 3 (NB) at Millersville Road will remain at the same level of service under all hours analyzed, with the exception of the Sunday peak. During that hour, level of service is expected to drop from LOS “D” to LOS “E”, with volume-to-capacity ratio increasing slightly, from 0.88 to 0.91.
- Millersville Road at MD 178 (Generals Highway) will remain at the same level of service under all hours analyzed (weekday AM peak, weekday PM peak, Saturday peak and Sunday peak).
- The remaining two existing intersections will continue to operate at overall LOS “A” during the weekday AM, weekday PM, Saturday, and Sunday peak hours.
- The Millersville Road & Proposed Site Driveway intersection is expected to operate at overall LOS “A” during the weekday AM, weekday PM, Saturday, and Sunday peak hours.

Table 6: Total Future Conditions Intersection Levels of Service Summary

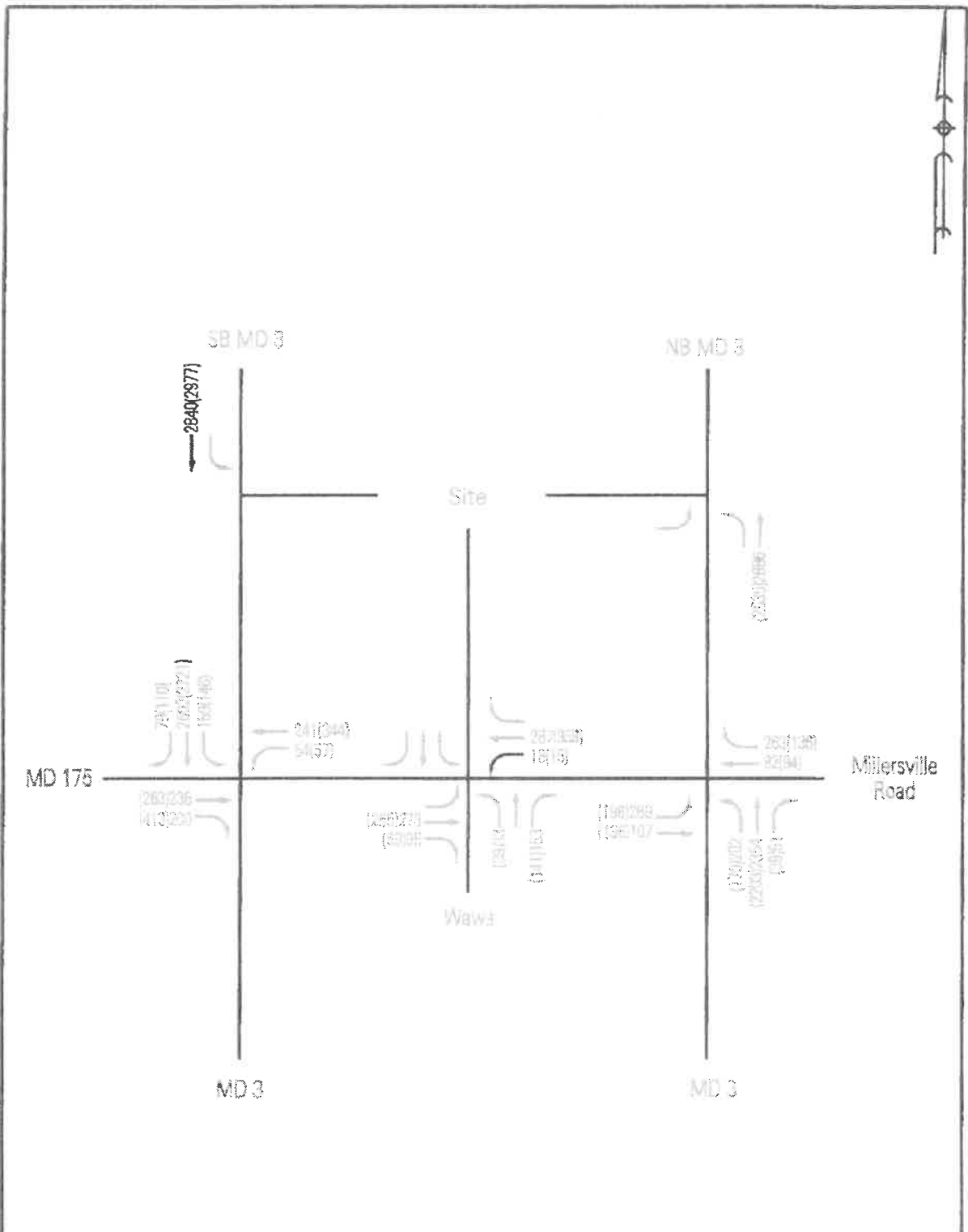
Intersection	Movement	Existing				Background				Total Future			
		AM	PM	SAT	SUN	AM	PM	SAT	SUN	AM	PM	SAT	SUN
1. MD 175 (Annapolis Road) & MD 3 (Crain Highway) SB	CLV	1331	1558	1346	1123	1553	1806	1703	1475	1571	1821	1716	1497
	V/C	0.83	0.97	0.84	0.70	0.97	1.13	1.06	0.92	0.98	1.14	1.07	0.94
	LOS	D	E	D	B	E	F	F	E	E	F	F	E
2. Millersville Road & MD 3 (Crain Highway) NB	CLV	1431	1216	1224	1146	1603	1386	1483	1412	1619	1412	1531	1456
	V/C	0.89	0.76	0.77	0.72	1.00	0.87	0.93	0.88	1.01	0.88	0.96	0.91
	LOS	D	C	C	B	F	D	E	D	F	D	E	E
3. Millersville Road & Cecil Avenue	CLV	426	422	578	782	489	502	695	907	556	556	744	941
	V/C	0.27	0.26	0.36	0.49	0.31	0.31	0.43	0.57	0.35	0.35	0.46	0.59
	LOS	A	A	A	A	A	A	A	A	A	A	A	A
4. Millersville Road & Proposed Site Driveway	CLV	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	316	334	591	580
	V/C	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.20	0.21	0.37	0.36
	LOS	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	A	A	A	A
5. Millersville Road & Waterbury Road	CLV	273	288	493	500	309	356	561	568	316	368	573	576
	V/C	0.17	0.18	0.31	0.31	0.19	0.22	0.35	0.36	0.20	0.23	0.36	0.36
	LOS	A	A	A	A	A	A	A	A	A	A	A	A
6. Millersville Road & MD 178 (Generals Highway)	CLV	717	837	820	914	788	919	911	1007	793	931	922	1015
	V/C	0.45	0.52	0.51	0.57	0.49	0.57	0.57	0.63	0.50	0.58	0.58	0.63
	LOS	A	A	A	A	A	A	A	B	A	A	A	B

VI. SUMMARY

In conclusion, the proposed site is not expected to have a significant impact on traffic within the study area. When comparing the Total Future scenario and the Background scenario, as indicated in Table 6, although the CLV would increase slightly with the proposed development, the LOS does not deteriorate compared to the Future Background Conditions for any of the intersections within the

study area, with the exception of MD 3 (NB) at Millersville Road, which is expected to drop during the Sunday peak hour from LOS "D" to LOS "E", with volume-to-capacity ratio increasing slightly, from 0.88 to 0.91.

Appendix A
Existing Traffic Volume Information from Gambrills Royal Farms Study



NOT TO SCALE

AM(PM)

TRAFFIC CONCEPTS, INC.
 325 Gambrills Road
 Suite E
 Gambrills, Maryland 21054
 410-923-7101

EXHIBIT 3
 Existing Traffic Volumes

Appendix B
Existing Turning Movement Counts

Day of Week, Date: Thursday, 2/25/16

Intersection: Millersville Rd (EB/WB) / Cecil Ave (NB/SB)

Weather: PC, 55°

Counted by: George B

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
6:15 AM	12	0	0	0	4	3	0	0	1	0	16	0	36
6:30 AM	21	0	1	1	7	1	0	0	1	0	11	0	43
6:45 AM	34	1	4	0	10	2	1	1	1	3	32	0	89
7:00 AM	46	0	1	0	9	3	0	0	2	3	22	0	86
7:15 AM	64	0	1	0	6	6	1	0	0	5	34	0	117
7:30 AM	72	0	3	1	15	3	0	1	1	3	32	1	132
7:45 AM	73	0	4	0	19	7	0	0	1	8	27	0	139
8:00 AM	50	0	11	0	22	11	0	0	1	4	24	0	123
8:15 AM	42	1	6	0	26	11	0	2	2	9	47	0	146
8:30 AM	38	1	5	0	18	11	1	0	2	12	37	0	125
8:45 AM	42	1	6	0	26	17	1	1	4	13	42	0	153
9:00 AM	31	0	10	2	28	12	0	0	0	13	50	0	146
TOTAL	525	4	52	4	190	87	4	5	16	73	374	1	1335
PEAK HOUR	153	3	27	2	98	51	2	3	8	47	176	0	

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
4:15 PM	36	0	2	0	28	18	0	2	0	11	25	2	124
4:30 PM	35	0	5	1	30	17	0	1	0	4	28	0	121
4:45 PM	37	0	3	0	23	18	0	0	0	9	36	1	127
5:00 PM	31	1	6	2	31	18	0	0	0	15	25	1	150
5:15 PM	36	0	7	3	39	20	2	0	1	14	41	2	165
5:30 PM	36	0	5	0	38	16	0	0	3	7	25	1	131
5:45 PM	29	0	5	0	35	14	1	0	0	9	12	0	105
6:00 PM	29	0	1	0	30	16	0	0	0	6	26	1	109
6:15 PM	22	0	6	0	23	17	0	0	0	6	18	2	94
6:30 PM	8	0	2	2	33	9	1	0	1	5	26	0	87
6:45 PM	19	0	3	1	20	8	0	0	0	5	19	0	75
7:00 PM	11	1	2	1	23	18	1	1	0	9	13	2	82
TOTAL	329	2	47	10	353	189	5	4	5	100	294	12	1350
PEAK HOUR	140	1	21	5	131	72	2	0	4	45	127	5	

Day of Week, Date: Thursday, 2/25/16
 Weather: PC, 55°

Intersection: Millersville Rd (NB/SB) / Waterbury Rd (WB)
 Counted by: Tim H

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
6:15 AM	-	3	1	-	-	-	0	8	-	6	-	5	23
6:30 AM	-	3	2	-	-	-	4	2	-	6	-	6	23
6:45 AM	-	8	6	-	-	-	2	20	-	9	-	4	49
7:00 AM	-	9	1	-	-	-	1	19	-	9	-	2	41
7:15 AM	-	5	2	-	-	-	4	22	-	6	-	3	42
7:30 AM	-	4	3	-	-	-	8	20	-	11	-	9	55
7:45 AM	-	15	11	-	-	-	12	26	-	12	-	8	84
8:00 AM	-	15	3	-	-	-	14	27	-	7	-	15	81
8:15 AM	-	20	4	-	-	-	21	42	-	7	-	4	98
8:30 AM	-	12	5	-	-	-	16	44	-	9	-	3	89
8:45 AM	-	15	11	-	-	-	6	44	-	7	-	6	89
9:00 AM	-	22	8	-	-	-	4	37	-	12	-	6	89
TOTAL	-	131	57	-	-	-	92	311	-	101	-	71	763
PEAK HOUR	-	69	28	-	-	-	47	167	-	35	-	19	

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
4:15 PM	-	23	2	-	-	-	13	26	-	3	-	5	72
4:30 PM	-	22	10	-	-	-	20	34	-	4	-	8	98
4:45 PM	-	34	7	-	-	-	19	28	-	10	-	15	113
5:00 PM	-	25	6	-	-	-	23	30	-	11	-	3	98
5:15 PM	-	33	4	-	-	-	24	34	-	9	-	10	114
5:30 PM	-	29	8	-	-	-	23	24	-	10	-	6	100
5:45 PM	-	36	6	-	-	-	26	19	-	3	-	13	103
6:00 PM	-	20	9	-	-	-	9	15	-	10	-	3	66
6:15 PM	-	18	3	-	-	-	20	16	-	5	-	7	69
6:30 PM	-	28	5	-	-	-	6	21	-	9	-	6	75
6:45 PM	-	18	2	-	-	-	15	17	-	5	-	6	63
7:00 PM	-	21	2	-	-	-	9	17	-	3	-	4	56
TOTAL	-	307	64	-	-	-	207	281	-	82	-	86	1027
PEAK HOUR	-	121	25	-	-	-	89	116	-	40	-	34	

Day of Week, Date: Thursday, 2/25/16

Intersection: Millersville Rd (NB/SB) / MD 178 (EB/WB)

Weather: PC, 55°

Counted by: Brian L

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
6:15 AM	4	0	1	1	10	0	0	1	2	6	36	0	61
6:30 AM	7	0	2	0	17	3	0	0	2	3	43	1	78
6:45 AM	7	3	5	3	28	5	1	4	9	12	70	3	150
7:00 AM	6	0	7	2	33	7	3	4	7	11	64	2	146
7:15 AM	1	2	2	2	40	10	0	2	3	12	71	3	148
7:30 AM	6	2	7	5	55	20	6	1	10	8	100	3	223
7:45 AM	13	0	6	4	94	20	3	2	11	12	66	3	234
8:00 AM	14	5	12	7	128	29	1	2	6	16	90	2	312
8:15 AM	5	3	13	5	96	37	1	3	4	25	109	5	306
8:30 AM	6	3	7	6	74	27	7	7	4	23	86	8	258
8:45 AM	5	1	11	3	72	20	5	5	8	26	79	4	239
9:00 AM	15	3	22	4	66	16	1	5	8	19	64	5	228
TOTAL	89	22	95	42	713	194	28	36	74	173	878	39	2383
PEAK HOUR	30	12	43	21	370	113	14	17	22	90	364	19	

Direction	NB	NB	NB	EB	EB	EB	SB	SB	SB	WB	WB	WB	
Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Mvnt #	1	2	3	4	5	6	7	8	9	10	11	12	
Ending Time													TOTAL
4:15 PM	13	2	12	4	88	17	5	9	10	16	73	3	252
4:30 PM	11	4	17	11	97	26	7	6	6	20	75	4	284
4:45 PM	17	4	27	10	103	29	7	8	11	18	88	5	327
5:00 PM	8	2	22	8	73	37	1	2	3	20	74	4	254
5:15 PM	15	6	26	13	97	32	2	2	8	20	93	5	319
5:30 PM	8	1	24	4	91	33	5	2	3	13	78	5	267
5:45 PM	14	6	29	6	77	38	3	0	5	9	68	5	260
6:00 PM	9	3	17	3	85	14	7	2	2	11	94	4	251
6:15 PM	6	2	21	10	93	28	3	3	4	10	74	5	259
6:30 PM	12	4	18	3	51	12	1	2	7	16	49	5	180
6:45 PM	10	4	17	8	61	20	1	1	5	10	36	2	175
7:00 PM	8	2	18	2	51	14	3	4	3	12	33	3	153
TOTAL	131	40	248	82	967	300	45	41	67	175	835	50	2981
PEAK HOUR	31	16	92	42	370	124	17	18	28	78	330	18	

Appendix C
Existing Weekend Turning Movement Counts

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
MILLERSVILLE PARK MASTER PLAN STUDY
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET
(6-HOUR: 8:00 AM - 2:00 PM)



Location: MD 3 SB at MD 175
City/Area: Millersville

Technician: ORGA-AL/MD
Weather: Clear/Cold

SATURDAY (12/2/2017)																					
Time Period (Ending)	All Vehicles																				Interval Total
	MD 3					MD 3					MD 175					MD 175					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	15	298	9	0	322	0	0	0	0	0	4	31	0	0	35	0	30	52	0	82	439
8:30	14	345	16	0	375	0	0	0	0	0	12	36	0	0	48	0	37	55	0	92	515
8:45	15	432	19	0	466	0	0	0	0	0	6	48	0	0	54	0	38	52	0	90	610
9:00	15	480	22	0	517	0	0	0	0	0	13	45	0	0	58	0	34	64	0	98	673
9:15	21	384	12	0	417	0	0	0	0	0	17	59	0	0	76	0	30	54	0	84	577
9:30	23	499	29	0	461	0	0	0	0	0	14	62	0	0	76	0	35	63	0	98	635
9:45	14	445	16	0	475	0	0	0	0	0	11	55	0	0	66	0	35	79	0	114	655
10:00	16	423	30	0	469	0	0	0	0	0	15	62	0	0	77	0	36	75	0	111	657
10:15	16	420	23	0	459	0	0	0	0	0	13	54	0	0	67	0	39	86	0	125	651
10:30	12	473	22	0	507	0	0	0	0	0	11	63	0	0	74	0	39	81	0	120	701
10:45	22	481	23	0	526	0	0	0	0	0	12	55	0	0	67	0	45	87	0	132	725
11:00	16	494	26	0	536	0	0	0	0	0	19	50	0	0	69	0	31	99	0	130	735
11:15	19	511	21	0	551	0	0	0	0	0	13	55	0	0	68	0	36	106	0	142	761
11:30	16	476	24	0	516	0	0	0	0	0	12	57	0	0	69	0	37	104	0	141	726
11:45	21	551	41	0	613	0	0	0	0	0	10	45	0	0	55	0	43	86	0	129	797
12:00	17	553	35	0	605	0	0	0	0	0	14	28	0	0	102	0	42	86	0	128	835
12:15	27	543	29	0	599	0	0	0	0	0	11	73	0	0	84	0	36	87	0	123	806
12:30	28	539	31	0	599	0	0	0	0	0	21	53	0	0	74	0	46	74	0	120	793
12:45	19	542	39	0	600	0	0	0	0	0	20	70	0	0	90	0	56	119	0	175	865
13:00	26	567	35	0	628	0	0	0	0	0	13	70	0	0	83	0	46	96	0	142	853
13:15	15	553	48	0	608	0	0	0	0	0	14	59	0	0	73	0	48	109	0	157	838
13:30	15	534	30	0	579	0	0	0	0	0	14	79	0	0	93	0	49	85	0	134	806
13:45	13	506	42	0	561	0	0	0	0	0	4	50	0	0	54	0	38	69	0	107	722
14:00	26	523	34	0	583	0	0	0	0	0	11	57	0	0	68	0	44	63	0	107	758
Peak Hour Total	88	2,201	146	0	2,435	0	0	0	0	0	68	252	0	0	320	0	196	398	0	594	3,349
Period Total	441	11,482	649	0	12,572	0	0	0	0	0	304	1,376	0	0	1,680	0	950	1,931	0	2,881	17,133
SUNDAY (12/3/2017)																					
Time Period (Ending)	All Vehicles																				Interval Total
	MD 3					MD 3					MD 175					MD 175					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	6	151	14	0	171	0	0	0	0	0	5	14	0	0	19	0	12	25	0	37	227
8:30	7	201	7	0	215	0	0	0	0	0	1	15	0	0	16	0	18	22	0	40	271
8:45	13	189	7	0	209	0	0	0	0	0	7	18	0	0	25	0	25	26	0	51	285
9:00	24	298	12	0	334	0	0	0	0	0	2	32	0	0	34	0	31	42	0	73	441
9:15	23	270	21	0	314	0	0	0	0	0	14	48	0	0	62	0	29	35	0	84	440
9:30	59	275	29	0	354	0	0	0	0	0	11	29	0	0	40	0	50	47	0	97	491
9:45	24	309	12	0	345	0	0	0	0	0	6	37	0	0	43	0	27	44	0	71	459
10:00	12	340	22	0	374	0	0	0	0	0	10	51	0	0	61	0	25	55	0	80	515
10:15	17	332	20	0	369	0	0	0	0	0	7	46	0	0	53	0	35	53	0	88	510
10:30	34	382	16	0	432	0	0	0	0	0	10	46	0	0	56	0	34	62	0	96	584
10:45	34	409	18	0	461	0	0	0	0	0	19	52	0	0	71	0	40	52	0	92	624
11:00	58	496	26	0	580	0	0	0	0	0	30	50	0	0	80	0	52	69	0	121	781
11:15	25	353	23	0	401	0	0	0	0	0	14	55	0	0	69	0	54	56	0	110	580
11:30	25	412	19	0	456	0	0	0	0	0	11	42	0	0	53	0	43	77	0	120	629
11:45	17	365	23	0	405	0	0	0	0	0	7	52	0	0	59	0	36	47	0	83	547
12:00	27	467	22	0	516	0	0	0	0	0	11	66	0	0	77	0	29	76	0	105	698
12:15	40	401	32	0	473	0	0	0	0	0	19	77	0	0	96	0	41	58	0	99	668
12:30	42	405	32	0	479	0	0	0	0	0	27	63	0	0	90	0	49	78	0	137	705
12:45	36	456	33	0	525	0	0	0	0	0	24	60	0	0	84	0	45	96	0	141	750
13:00	16	517	32	0	565	0	0	0	0	0	12	47	0	0	59	0	33	70	0	103	727
13:15	28	460	36	0	524	0	0	0	0	0	6	70	0	0	76	0	37	69	0	106	766
13:30	20	495	25	0	540	0	0	0	0	0	13	56	0	0	69	0	44	55	0	99	708
13:45	24	533	25	0	582	0	0	0	0	0	15	47	0	0	62	0	46	78	0	124	768
14:00	11	497	25	0	533	0	0	0	0	0	19	83	0	0	102	0	45	71	0	116	751
Peak Hour Total	134	1,779	129	0	2,042	0	0	0	0	0	82	247	0	0	329	0	178	302	0	480	2,851
Period Total	613	9,013	531	0	10,157	0	0	0	0	0	300	1,156	0	0	1,456	0	890	1,363	0	2,253	13,866

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
MILLERSVILLE PARK MASTER PLAN STUDY
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET
(6-HOUR: 8:00 AM - 2:00 PM)



Location: MD 3 NB at MD 175/Millersville Road
City/Area: Millersville

Technician: ORGA-AL/MD
Weather: Clear/Cold

SATURDAY (12/2/2017)

Time Period (Ending)	All Vehicles																				Interval Total
	MD 3					MD 3					Millersville Road					MD 175					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	0	0	0	0	0	18	250	5	0	273	0	6	10	0	16	40	14	0	0	54	343
8:30	0	0	0	0	0	29	329	9	0	367	0	12	18	0	30	53	20	0	0	73	470
8:45	0	0	0	0	0	37	319	11	0	367	0	10	21	0	31	44	11	0	0	55	453
9:00	0	0	0	0	0	37	352	15	0	404	0	20	25	0	45	55	17	0	0	72	521
9:15	0	0	0	0	0	42	324	17	0	383	0	23	26	0	49	37	18	0	0	55	487
9:30	0	0	0	0	0	42	332	15	0	389	0	20	20	0	40	58	23	0	0	81	510
9:45	0	0	0	0	0	42	426	17	0	485	0	16	26	0	42	65	20	0	0	85	612
10:00	0	0	0	0	0	45	388	10	0	443	0	21	15	0	36	53	21	0	0	74	553
10:15	0	0	0	0	0	42	423	16	0	481	0	26	18	0	44	60	13	0	0	73	598
10:30	0	0	0	0	0	52	470	9	0	531	0	19	28	0	47	61	15	0	0	76	654
10:45	0	0	0	0	0	46	442	17	0	505	0	16	29	0	45	69	20	0	0	89	639
11:00	0	0	0	0	0	46	445	17	0	508	0	14	20	0	34	73	13	0	0	86	628
11:15	0	0	0	0	0	47	458	8	0	513	0	23	19	0	42	57	14	0	0	71	626
11:30	0	0	0	0	0	45	404	12	0	461	0	17	22	0	39	65	23	0	0	88	588
11:45	0	0	0	0	0	47	474	20	0	541	0	13	19	0	32	66	17	0	0	83	656
12:00	0	0	0	0	0	67	479	20	0	566	0	18	15	0	33	53	15	0	0	68	667
12:15	0	0	0	0	0	59	436	12	0	507	0	14	17	0	31	60	27	0	0	87	625
12:30	0	0	0	0	0	40	518	14	0	572	0	31	27	0	58	57	22	0	0	79	709
12:45	0	0	0	0	0	53	491	15	0	559	0	27	21	0	48	73	28	0	0	101	708
13:00	0	0	0	0	0	59	473	16	0	548	0	27	22	0	49	54	31	0	0	85	682
13:15	0	0	0	0	0	61	497	16	0	574	0	23	24	0	47	82	18	0	0	100	721
13:30	0	0	0	0	0	64	465	19	0	548	0	16	16	0	32	77	27	0	0	104	684
13:45	0	0	0	0	0	35	503	18	0	556	0	11	18	0	29	52	13	0	0	65	650
14:00	0	0	0	0	0	53	506	17	0	576	0	10	17	0	27	55	24	0	0	79	682
Peak Hour Total	0	0	0	0	0	213	1,979	61	0	2,253	0	108	94	0	202	266	99	0	0	365	2,820
Period Total	0	0	0	0	0	1,108	10,204	345	0	11,657	0	433	493	0	926	1,419	464	0	0	1,883	14,466

SUNDAY (12/3/2017)

Time Period (Ending)	All Vehicles																				Interval Total
	MD 3					MD 3					Millersville Road					MD 175					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	0	0	0	0	0	5	186	2	0	193	0	16	14	0	30	27	9	0	0	36	259
8:30	0	0	0	0	0	12	170	7	0	189	0	8	14	0	22	28	12	0	0	40	251
8:45	0	0	0	0	0	10	204	14	0	228	0	14	15	0	29	50	14	0	0	64	321
9:00	0	0	0	0	0	24	228	20	0	272	0	10	11	0	21	28	37	0	0	65	358
9:15	0	0	0	0	0	25	248	28	0	301	0	36	26	0	62	31	38	0	0	69	432
9:30	0	0	0	0	0	18	262	20	0	300	0	18	36	0	54	54	77	0	0	131	485
9:45	0	0	0	0	0	29	274	17	0	320	0	17	17	0	34	51	23	0	0	74	428
10:00	0	0	0	0	0	41	340	18	0	399	0	18	25	0	43	40	18	0	0	58	500
10:15	0	0	0	0	0	32	284	13	0	329	0	16	21	0	37	46	27	0	0	73	439
10:30	0	0	0	0	0	40	340	20	0	400	0	15	22	0	37	54	36	0	0	90	527
10:45	0	0	0	0	0	39	399	12	0	450	0	30	59	0	89	47	30	0	0	77	616
11:00	0	0	0	0	0	28	351	16	0	395	0	52	44	0	96	69	80	0	0	149	640
11:15	0	0	0	0	0	46	399	17	0	462	0	16	16	0	32	69	28	0	0	97	591
11:30	0	0	0	0	0	33	390	15	0	438	0	15	17	0	32	72	20	0	0	92	562
11:45	0	0	0	0	0	38	353	15	0	406	0	12	20	0	32	60	19	0	0	79	517
12:00	0	0	0	0	0	57	387	14	0	458	0	15	20	0	35	43	21	0	0	64	557
12:15	0	0	0	0	0	52	381	17	0	450	0	40	59	0	99	62	38	0	0	100	649
12:30	0	0	0	0	0	47	416	16	0	479	0	41	37	0	78	59	52	0	0	111	668
12:45	0	0	0	0	0	41	396	13	0	450	0	38	32	0	70	58	50	0	0	108	628
13:00	0	0	0	0	0	41	427	22	0	490	0	20	19	0	39	47	26	0	0	73	602
13:15	0	0	0	0	0	55	416	21	0	492	0	19	15	0	34	57	36	0	0	93	619
13:30	0	0	0	0	0	50	417	20	0	487	0	18	14	0	32	63	35	0	0	98	617
13:45	0	0	0	0	0	41	402	12	0	455	0	30	33	0	63	57	21	0	0	78	596
14:00	0	0	0	0	0	68	451	14	0	533	0	19	35	0	54	63	29	0	0	92	679
Peak Hour Total	0	0	0	0	0	181	1,620	68	0	1,869	0	139	147	0	286	226	166	0	0	392	2,547
Period Total	0	0	0	0	0	872	8,121	383	0	9,376	0	533	621	0	1,154	1,235	776	0	0	2,011	12,541

Data Collection by: O. R. George & Associates, Inc.

**ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
MILLERSVILLE PARK MASTER PLAN STUDY
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET
(6-HOUR: 8:00 AM - 2:00 PM)**



Location: Millersville Road at Cecil Avenue
City/Area: Millersville

Technician: ORGA-AL/MD
Weather: Clear/Cold

SATURDAY (12/2/2017)																					
Time Period (Ending)	All Vehicles																				Interval Total
	Cecil Avenue					Cecil Avenue					Millersville Road					Millersville Road					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	0	0	1	0	1	8	0	0	0	8	3	6	0	0	9	0	10	8	0	18	36
8:30	0	0	1	0	1	12	0	0	0	12	9	11	0	0	20	0	10	13	0	23	56
8:45	0	0	0	0	0	11	0	0	0	11	4	13	0	0	17	0	18	7	0	25	53
9:00	0	0	0	0	0	19	0	0	0	19	0	26	0	0	26	0	24	4	0	28	73
9:15	0	0	0	0	0	33	0	5	0	38	4	18	0	0	22	0	30	3	0	33	93
9:30	0	0	1	0	1	18	0	2	0	20	1	17	0	0	18	0	23	12	0	35	74
9:45	0	0	1	0	1	22	0	3	0	25	3	18	0	0	21	1	29	10	0	40	87
10:00	0	0	1	0	1	15	0	2	0	17	5	15	0	0	20	0	19	8	0	27	65
10:15	0	0	1	0	1	19	0	1	0	20	3	26	0	0	29	0	21	8	0	29	79
10:30	0	0	1	0	1	27	0	1	0	28	5	18	0	0	23	0	20	6	0	26	78
10:45	0	0	1	0	1	26	0	6	0	32	2	15	0	0	17	1	22	6	0	29	79
11:00	0	0	4	0	4	12	0	1	0	13	3	18	0	0	21	0	21	7	0	28	66
11:15	0	1	0	0	1	15	0	6	0	21	5	22	0	0	27	0	18	6	0	24	73
11:30	0	0	0	0	0	16	0	1	0	17	3	20	0	0	23	1	24	10	0	35	75
11:45	2	0	0	0	2	13	0	3	0	16	3	20	1	0	24	0	22	11	0	33	75
12:00	0	0	0	0	0	13	1	2	0	16	3	20	1	0	24	0	26	9	0	35	75
12:15	1	0	0	0	1	18	0	6	0	24	4	21	0	0	25	1	25	11	0	37	87
12:30	0	0	0	0	0	23	0	0	0	23	8	29	1	0	35	0	22	13	0	35	93
12:45	0	0	0	0	0	22	0	3	0	25	5	26	0	0	25	1	31	10	0	42	92
13:00	2	0	0	0	2	18	0	4	0	22	2	31	3	0	36	1	32	11	0	44	104
13:15	0	1	2	0	3	17	0	1	0	18	4	28	0	0	32	1	27	9	0	37	90
13:30	0	0	2	0	2	12	0	1	0	13	4	19	0	0	23	0	30	11	0	41	79
13:45	0	0	0	0	0	6	0	3	0	9	2	17	0	0	19	0	29	8	0	37	65
14:00	0	0	1	0	1	10	0	4	0	14	2	17	0	0	19	2	17	11	0	30	64
Peak Hour Total	2	1	2	0	5	80	0	8	0	88	16	108	4	0	128	3	112	43	0	158	379
Period Total	5	2	17	0	24	405	1	55	0	461	84	465	6	0	555	9	550	212	0	771	1,811
SUNDAY (12/3/2017)																					
Time Period (Ending)	All Vehicles																				Interval Total
	Cecil Avenue					Cecil Avenue					Millersville Road					Millersville Road					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	0	0	0	0	0	25	0	1	0	26	9	8	0	0	17	1	11	9	0	21	64
8:30	0	1	1	0	2	11	0	1	0	12	1	11	0	0	12	1	11	7	0	19	45
8:45	1	0	0	0	1	14	0	2	0	16	2	11	1	0	14	0	20	4	0	24	55
9:00	0	0	0	0	0	10	0	4	0	14	6	11	0	0	17	0	36	20	0	56	87
9:15	0	0	0	0	0	47	0	12	0	59	11	16	0	0	27	0	36	21	0	57	143
9:30	0	0	0	0	0	43	0	8	0	51	25	10	0	0	35	2	34	52	0	83	174
9:45	0	0	1	0	1	17	1	5	0	23	12	15	0	0	27	4	27	23	0	54	105
10:00	0	2	3	0	5	16	0	1	0	17	1	22	0	0	23	1	33	5	0	39	84
10:15	1	0	2	0	3	15	0	5	0	20	8	20	0	0	28	0	28	12	0	40	91
10:30	0	0	1	0	1	16	0	3	0	19	7	14	0	0	21	4	37	14	0	55	96
10:45	0	0	2	0	2	70	0	16	0	86	11	25	0	0	36	6	16	16	0	38	162
11:00	0	1	2	0	3	61	1	8	0	70	20	29	0	0	49	8	17	60	0	85	207
11:15	0	0	1	0	1	14	0	0	0	14	14	16	1	0	31	1	29	29	0	59	105
11:30	0	0	0	0	0	13	0	0	0	13	2	17	0	0	19	0	23	10	0	33	65
11:45	0	0	2	0	2	15	0	0	0	15	5	14	0	0	19	0	21	14	0	35	71
12:00	0	0	0	0	0	21	0	0	0	21	6	15	0	0	21	1	15	18	0	34	76
12:15	0	1	1	0	2	88	3	4	0	92	11	14	0	0	25	1	18	29	0	48	169
12:30	0	0	3	0	3	30	0	8	0	38	16	45	0	0	61	3	24	47	0	71	175
12:45	0	0	2	0	2	27	0	1	0	28	20	39	0	0	59	0	32	33	0	65	154
13:00	1	0	9	0	10	7	0	5	0	12	6	24	1	0	31	1	34	16	0	51	104
13:15	1	2	5	0	8	12	0	0	0	12	7	15	0	0	22	2	31	15	0	48	90
13:30	0	0	1	0	1	7	0	2	0	9	4	20	0	0	24	1	35	16	0	52	86
13:45	0	0	4	0	4	39	0	12	0	51	5	10	0	0	15	0	21	15	0	36	106
14:00	0	0	2	0	2	52	0	10	0	62	1	17	1	0	19	2	26	8	0	36	119
Peak Hour Total	1	3	15	0	19	149	3	18	0	170	53	122	1	0	176	5	105	125	0	235	600
Period Total	4	9	42	0	55	667	5	108	0	780	210	438	4	0	652	39	612	493	0	1,144	2,631

Data Collection by: O. R. George & Associates, Inc.

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
MILLERSVILLE PARK MASTER PLAN STUDY
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET
 (6-HOUR: 8:00 AM - 2:00 PM)



Location: Millersville Road at Waterbury Road
 City/Area: Millersville

Technician: ORGA-AL/MD
 Weather: Clear/Cold

SATURDAY (12/2/2017)																						
Time Period (Ending)	All Vehicles																				Interval Total	
	Waterbury Road					Millersville Road					Millersville Road											
	From North					From South					From East						From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total		Left	Thru	Right	U-Turn		Total
8:15	0	0	0	0	0	1	0	2	0	3	2	8	0	0	10	0	10	1	0	11	24	
8:30	0	0	0	0	0	4	0	3	0	7	2	14	0	0	16	0	10	4	0	14	37	
8:45	0	0	0	0	0	2	0	0	0	2	2	11	0	0	13	0	15	5	0	20	35	
9:00	0	0	0	0	0	6	0	5	0	11	5	17	0	0	22	0	22	2	0	24	57	
9:15	0	0	0	0	0	5	0	2	0	7	3	16	0	0	19	0	23	8	0	31	57	
9:30	0	0	0	0	0	4	0	1	0	5	0	16	0	0	16	0	26	2	0	28	49	
9:45	0	0	0	0	0	4	0	2	0	6	1	15	0	0	16	0	28	6	0	34	56	
10:00	0	0	0	0	0	2	0	2	0	4	3	16	0	0	19	0	14	5	0	19	42	
10:15	0	0	0	0	0	5	0	4	0	9	4	24	0	0	28	0	19	6	0	25	62	
10:30	0	0	0	0	0	4	0	0	0	4	6	11	0	0	17	0	16	6	0	22	43	
10:45	0	0	0	0	0	3	0	6	0	9	7	12	0	0	19	0	20	5	0	25	53	
11:00	0	0	0	0	0	5	0	6	0	11	3	18	0	0	21	0	16	2	0	18	50	
11:15	0	0	0	0	0	3	0	2	0	5	3	20	0	0	23	0	17	2	0	19	47	
11:30	0	0	0	0	0	2	0	5	0	7	4	12	0	0	16	0	21	3	0	24	47	
11:45	0	0	0	0	0	4	0	4	0	8	5	12	0	0	17	0	20	4	0	24	49	
12:00	0	0	0	0	0	3	0	3	0	6	7	15	0	0	22	0	23	5	0	28	56	
12:15	0	0	0	0	0	7	0	3	0	10	7	22	0	0	29	0	23	7	0	30	69	
12:30	0	0	0	0	0	5	0	5	0	10	3	20	0	0	23	0	13	7	0	20	53	
12:45	0	0	0	0	0	6	0	3	0	9	4	24	0	0	28	0	24	8	0	32	69	
13:00	0	0	0	0	0	7	0	3	0	10	11	23	0	0	34	0	26	6	0	32	76	
13:15	0	0	0	0	0	8	0	4	0	12	1	23	0	0	24	0	20	7	0	27	63	
13:30	0	0	0	0	0	7	0	5	0	12	4	10	0	0	14	0	25	5	0	30	56	
13:45	0	0	0	0	0	6	0	5	0	11	8	9	0	0	17	0	20	8	0	28	56	
14:00	0	0	0	0	0	4	0	2	0	6	6	14	0	0	20	0	14	5	0	19	45	
Peak Hour Total	0	0	0	0	0	26	0	15	0	41	19	90	0	0	109	0	83	28	0	111	261	
Period Total	0	0	0	0	0	107	0	77	0	184	101	382	0	0	483	0	465	119	0	584	1,251	

SUNDAY (12/3/2017)																						
Time Period (Ending)	All Vehicles																				Interval Total	
	Waterbury Road					Millersville Road					Millersville Road											
	From North					From South					From East						From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total		Left	Thru	Right	U-Turn		Total
8:15	0	0	0	0	0	0	0	0	0	0	1	8	0	0	9	0	11	1	0	12	21	
8:30	0	0	0	0	0	2	0	3	0	5	1	8	0	0	9	0	11	0	0	11	25	
8:45	0	0	0	0	0	4	0	1	0	5	1	8	0	0	9	0	19	4	0	23	37	
9:00	0	0	0	0	0	6	0	5	0	11	3	18	0	0	21	0	31	3	0	34	66	
9:15	0	0	0	0	0	3	0	2	0	5	3	24	0	0	27	0	44	4	0	48	80	
9:30	0	0	0	0	0	3	0	3	0	6	2	25	0	0	27	0	32	5	0	37	70	
9:45	0	0	0	0	0	3	0	3	0	6	2	20	0	0	22	0	23	1	0	24	52	
10:00	0	0	0	0	0	6	0	0	0	6	1	14	0	0	15	0	23	3	0	26	47	
10:15	0	0	0	0	0	3	0	0	0	3	4	24	0	0	28	0	30	3	0	33	64	
10:30	0	0	0	0	0	4	0	6	0	10	6	20	0	0	26	0	21	3	0	24	60	
10:45	0	0	0	0	0	6	0	6	0	12	2	27	0	0	29	0	21	7	0	28	69	
11:00	0	0	0	0	0	7	0	2	0	9	6	32	0	0	38	0	18	7	0	25	72	
11:15	0	0	0	0	0	5	0	3	0	8	0	17	0	0	17	0	21	6	0	27	52	
11:30	0	0	0	0	0	6	0	2	0	8	3	8	0	0	11	0	15	4	0	19	38	
11:45	0	0	0	0	0	6	0	4	0	10	6	15	0	0	21	0	15	3	0	18	49	
12:00	0	0	0	0	0	4	0	1	0	5	1	15	0	0	16	0	14	3	0	17	38	
12:15	0	0	0	0	0	2	0	4	0	6	12	25	0	0	35	0	13	6	0	19	60	
12:30	0	0	0	0	0	13	0	11	0	24	8	40	0	0	48	0	25	4	0	29	101	
12:45	0	0	0	0	0	6	0	3	0	9	6	28	0	0	34	0	32	7	0	39	82	
13:00	0	0	0	0	0	1	0	0	0	1	6	20	0	0	26	0	30	6	0	36	63	
13:15	0	0	0	0	0	6	0	2	0	8	7	21	0	0	28	0	25	6	0	31	67	
13:30	0	0	0	0	0	7	0	0	0	7	5	10	0	0	15	0	30	4	0	34	56	
13:45	0	0	0	0	0	5	0	3	0	8	1	14	0	0	15	0	21	8	0	29	52	
14:00	0	0	0	0	0	4	0	2	0	6	7	12	0	0	19	0	28	6	0	34	59	
Peak Hour Total	0	0	0	0	0	22	0	18	0	40	32	111	0	0	143	0	100	23	0	123	306	
Period Total	0	0	0	0	0	112	0	66	0	178	94	451	0	0	545	0	553	104	0	657	1,380	

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS & TRANSPORTATION
MILLERSVILLE PARK MASTER PLAN STUDY
INTERSECTION TURNING MOVEMENT COUNT DATA SHEET
 (6-HOUR: 8:00 AM - 2:00 PM)



Location: MD 178 at Millersville Road
 City/Area: Millersville

Technician: ORGA-AL/MD
 Weather: Clear/Cold

SATURDAY (12/2/2017)

Time Period (Ending)	All Vehicles																				Interval Total
	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	1	31	6	0	38	5	29	0	0	34	0	0	3	0	3	3	0	8	0	11	86
8:30	0	38	7	0	45	8	39	0	0	47	1	1	6	0	8	4	1	10	0	15	115
8:45	4	45	3	0	52	7	49	1	0	57	2	3	2	0	7	1	0	14	0	15	131
9:00	1	69	6	0	76	15	38	3	0	56	2	4	2	0	8	7	2	20	0	29	169
9:15	2	76	3	0	81	11	66	1	0	78	0	3	4	0	7	1	3	21	0	25	191
9:30	4	73	2	0	79	14	48	0	0	62	2	1	2	0	5	2	1	24	0	27	173
9:45	3	66	3	0	72	14	64	1	0	79	2	0	4	0	6	5	1	23	0	29	186
10:00	1	59	4	0	64	8	51	2	0	61	3	6	2	0	11	1	1	15	0	17	153
10:15	4	35	7	0	46	20	52	4	0	76	1	1	4	0	6	3	2	19	0	24	152
10:30	6	47	8	0	61	5	50	1	0	56	1	2	6	0	9	0	2	14	0	16	142
10:45	4	50	5	0	59	12	51	2	0	65	5	3	1	0	9	4	5	17	0	26	159
11:00	1	53	11	0	65	14	43	1	0	58	3	2	6	0	11	6	3	15	0	24	158
11:15	6	64	5	0	75	11	64	1	0	76	0	3	5	0	8	5	0	13	0	18	177
11:30	2	43	8	0	53	13	70	1	0	84	0	0	6	0	6	4	1	22	0	27	170
11:45	4	55	5	0	64	9	63	2	0	74	2	2	3	0	7	3	0	26	0	23	168
12:00	4	67	15	0	86	10	47	1	0	58	2	3	7	0	12	5	4	17	0	26	182
12:15	6	55	9	0	70	17	62	4	0	83	0	1	3	0	4	6	6	11	0	23	180
12:30	3	56	7	0	66	19	83	3	0	105	3	1	4	0	8	4	0	15	0	19	198
12:45	4	51	4	0	59	14	68	4	0	86	1	8	0	0	15	5	2	20	0	27	187
13:00	4	47	13	0	74	18	64	3	0	87	5	3	7	0	15	5	1	20	0	26	202
13:15	3	65	5	0	73	15	64	2	0	63	1	4	2	0	7	3	3	20	0	26	169
13:30	1	46	8	0	55	4	49	4	0	57	1	1	4	0	6	6	1	23	0	30	148
13:45	2	66	10	0	78	8	50	1	0	59	3	1	10	0	14	8	5	12	0	25	176
14:00	5	49	12	0	66	6	58	2	0	66	0	1	4	0	5	5	0	12	0	17	154
Peak Hour Total	14	229	29	0	272	66	263	12	0	341	10	16	19	0	45	17	6	75	0	98	756
Period Total	75	1,316	166	0	1,557	277	1,306	44	0	1,627	40	54	103	0	197	96	44	405	0	545	3,926

SUNDAY (12/3/2017)

Time Period (Ending)	All Vehicles																				Interval Total
	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					
	From North					From South					From East					From West					
	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	Left	Thru	Right	U-Turn	Total	
8:15	2	18	3	0	23	4	27	1	0	32	0	3	1	0	4	0	1	8	0	9	68
8:30	4	31	2	0	37	3	18	0	0	21	1	1	4	0	6	2	2	10	0	14	78
8:45	7	30	2	0	39	8	25	2	0	35	1	1	2	0	4	2	1	17	0	20	98
9:00	15	55	12	0	82	8	29	10	0	47	4	1	3	0	8	3	6	27	0	36	173
9:15	3	76	11	0	90	12	31	4	0	47	3	1	3	0	7	7	5	35	0	47	191
9:30	5	75	15	0	95	15	40	0	0	55	1	1	2	0	4	3	1	32	0	36	190
9:45	3	58	5	0	66	13	46	0	0	59	1	5	4	0	10	2	3	22	0	27	162
10:00	7	43	8	0	58	7	39	1	0	47	0	3	3	0	6	1	2	22	0	25	136
10:15	5	42	12	0	59	12	47	4	0	63	0	3	2	0	5	2	7	20	0	29	156
10:30	6	49	4	0	59	12	37	12	0	61	6	8	16	0	30	4	5	19	0	28	178
10:45	4	34	13	0	51	18	56	4	0	78	7	7	9	0	23	10	4	14	0	28	180
11:00	3	48	15	0	66	16	67	4	0	87	3	6	6	0	15	4	0	21	0	25	193
11:15	10	58	2	0	70	12	52	2	0	66	1	0	10	0	11	2	1	18	0	21	168
11:30	3	45	12	0	60	7	53	4	0	64	4	3	2	0	9	5	3	10	0	18	151
11:45	6	48	11	0	65	10	66	2	0	78	2	0	4	0	6	5	2	12	0	19	168
12:00	5	49	5	0	59	7	47	0	0	54	12	8	12	0	32	3	4	9	0	16	161
12:15	1	43	18	0	62	18	44	1	0	63	11	4	4	0	19	7	1	0	0	17	181
12:30	1	45	20	0	66	23	79	1	0	103	0	7	5	0	12	13	2	23	0	38	219
12:45	4	49	15	0	68	19	66	2	0	78	3	3	7	0	13	5	4	22	0	31	190
13:00	4	55	18	0	77	16	79	4	0	99	2	1	5	0	8	1	4	25	0	30	214
13:15	4	52	6	0	62	14	68	4	0	86	4	1	7	0	12	4	0	22	0	36	186
13:30	5	44	7	0	56	5	63	2	0	70	0	1	1	0	2	5	0	20	0	34	162
13:45	7	47	7	0	61	8	58	2	0	68	4	1	4	0	9	9	2	17	0	28	166
14:00	8	36	10	0	54	8	61	1	0	70	3	2	1	0	6	9	2	17	0	28	158
Peak Hour Total	10	192	71	0	273	67	288	8	0	363	16	15	21	0	52	26	11	79	0	116	804
Period Total	122	1,130	233	0	1,485	266	1,218	67	0	1,551	73	71	117	0	261	108	62	460	0	630	3,927

Data Collection by: O. R. George & Associates, Inc.

Appendix D
Existing Road Tube Counts

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-120 -- English (ENU)

Datasets:

Site: [Counter 4 (GQ755HFM)] Millersville Rd east of Cecil Ave, <35 mph>
Attribute: <35 mph>
Direction: 2 - East bound, A trigger first. Lane: 0
Survey Duration: 8:00 Tuesday, September 16, 2014 => 14:15 Monday, September 22, 2014,
Zone:
File: Counter 4 (GQ755HFM) 0 2014-09-22 1416.EC0 (Plus)
Identifier: GQ755HFM MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014 (5)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: East (bound), P = East
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 12215 / 26951 (45.32%)

Weekly Vehicle Counts

WeeklyVehicle-120

Site: Counter 4 (GQ755HFM).0.0E
Description: Millersville Rd east of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	4	14	3	11	20	7.0	10.4
0100-0200	*	*	6	6	6	9	14	6.0	8.2
0200-0300	*	*	3	5	4	10	9	4.0	6.2
0300-0400	*	*	6	8	2	2	4	5.3	4.4
0400-0500	*	*	5	4	3	6	5	4.0	4.6
0500-0600	*	*	18	23	13	5	6	18.0	13.0
0600-0700	*	*	48	43	46	21	6	45.7	32.8
0700-0800	*	*	116	139	141	106	95	132.0	119.4
0800-0900	*	*	96	129	140	276	340	121.7	196.2
0900-1000	*	*	73	109	106	434	427	96.0	229.8
1000-1100	*	*	109	94	102	174	167	101.7	129.2
1100-1200	*	*	134	139	155	177	160	142.7	153.0
1200-1300	*	*	129	141	108	193	206	126.0	155.4
1300-1400	*	*	139	127	139	215	210	135.0	166.0
1400-1500	*	*	179	171	189	154	108	179.7	160.2
1500-1600	*	*	168	179	190	200	112	179.0	169.8
1600-1700	*	*	187	191	182	162	150	186.7	174.4
1700-1800	*	*	277	207	208	151	152	230.7	199.0
1800-1900	*	*	169	229	173	127	121	190.3	163.8
1900-2000	*	*	122	118	151	95	109	130.3	119.0
2000-2100	*	*	84	98	103	72	75	95.0	86.4
2100-2200	*	*	85	75	46	78	42	68.7	65.2
2200-2300	*	*	51	59	43	63	28	51.0	48.8
2300-2400	*	*	27	27	33	36	16	29.0	27.8
Totals									
0700-1900	*	*	1776	1855	1833	2369	2248	1821.3	2016.2
0600-2200	*	*	2115	2189	2179	2635	2480	2161.0	2319.6
0600-0000	*	*	2193	2275	2255	2734	2524	2241.0	2396.2
0000-0000	*	*	2235	2335	2286	2777	2582	2285.3	2443.0
AM Peak	*	*	1100	1100	1100	0900	0900		
	*	*	134	139	155	434	427		
PM Peak	*	*	1700	1800	1700	1300	1300		
	*	*	277	229	208	215	210		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-120

Site: Counter 4 (GQ755HFM).0.0E
Description: Millersville Rd east of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	3	8	8	13	21	6.3	10.6
0100-0200	*	*	4	4	3	8	7	3.7	5.2
0200-0300	*	*	1	2	3	8	9	2.0	4.6
0300-0400	*	*	6	7	5	5	3	6.0	5.2
0400-0500	*	*	8	15	14	6	1	12.3	8.8
0500-0600	*	*	38	41	33	6	9	37.3	25.4
0600-0700	*	*	88	83	80	18	40	83.7	61.8
0700-0800	*	*	143	142	129	52	47	138.0	102.6
0800-0900	*	*	211	246	213	82	60	223.3	162.4
0900-1000	*	*	94	88	107	109	122	96.3	104.0
1000-1100	*	*	76	92	85	97	133	84.3	96.6
1100-1200	*	*	79	93	91	139	126	87.7	105.6
1200-1300	*	*	117	86	102	128	199	101.7	126.4
1300-1400	*	*	109	84	110	102	117	101.0	104.4
1400-1500	*	*	102	115	103	97	82	106.7	99.8
1500-1600	*	*	140	174	153	102	87	155.7	131.2
1600-1700	*	*	144	153	152	264	253	149.7	193.2
1700-1800	*	*	140	190	174	155	197	168.0	171.2
1800-1900	*	*	111	129	146	83	74	128.7	108.6
1900-2000	*	*	118	92	100	78	79	103.3	93.4
2000-2100	*	*	71	74	69	70	36	71.3	64.0
2100-2200	*	*	26	48	58	60	16	44.0	41.6
2200-2300	*	*	19	21	29	47	6	23.0	24.4
2300-2400	*	*	12	16	20	35	15	16.0	19.6
Totals									
0700-1900	*	*	1466	1592	1565	1410	1497	1541.0	1506.0
0600-2200	*	*	1769	1889	1872	1636	1668	1843.3	1766.8
0600-0000	*	*	1800	1926	1921	1718	1689	1882.3	1810.8
0000-0000	*	*	1860	2003	1987	1764	1739	1950.0	1870.6
AM Peak	*	*	0800	0800	0800	1100	1000		
	*	*	211	246	213	139	133		
PM Peak	*	*	1600	1700	1700	1600	1600		
	*	*	144	190	174	264	253		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-120

Site: Counter 4 (GQ755HFM).0.0E
Description: Millersville Rd east of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	7	22	11	24	41	13.3	21.0
0100-0200	*	*	10	10	9	17	21	9.7	13.4
0200-0300	*	*	4	7	7	18	18	6.0	10.8
0300-0400	*	*	12	15	7	7	7	11.3	9.6
0400-0500	*	*	13	19	17	12	6	16.3	13.4
0500-0600	*	*	56	64	46	11	15	55.3	38.4
0600-0700	*	*	136	126	126	39	46	129.3	94.6
0700-0800	*	*	259	281	270	158	142	270.0	222.0
0800-0900	*	*	307	375	353	358	400	345.0	358.6
0900-1000	*	*	167	197	213	543	549	192.3	333.8
1000-1100	*	*	185	186	187	271	300	186.0	225.8
1100-1200	*	*	213	232	246	316	286	230.3	258.6
1200-1300	*	*	246	227	210	321	405	227.7	281.8
1300-1400	*	*	248	211	249	317	327	236.0	270.4
1400-1500	*	*	281	286	292	251	190	286.3	260.0
1500-1600	*	*	308	353	343	302	199	334.7	301.0
1600-1700	*	*	331	344	334	426	403	336.3	367.6
1700-1800	*	*	417	397	382	306	349	398.7	370.2
1800-1900	*	*	280	358	319	210	195	319.0	272.4
1900-2000	*	*	240	210	251	173	188	233.7	212.4
2000-2100	*	*	155	172	172	142	111	166.3	150.4
2100-2200	*	*	111	123	104	138	58	112.7	106.8
2200-2300	*	*	70	80	72	110	34	74.0	73.2
2300-2400	*	*	39	43	53	71	31	45.0	47.4
Totals									
0700-1900	*	*	3242	3447	3398	3779	3745	3362.3	3522.2
0600-2200	*	*	3884	4078	4051	4271	4148	4004.3	4086.4
0600-0000	*	*	3993	4201	4176	4452	4213	4123.3	4207.0
0000-0000	*	*	4095	4338	4273	4541	4321	4235.3	4313.6
AM Peak	*	*	0800	0800	0800	0900	0900		
	*	*	307	375	353	543	549		
PM Peak	*	*	1700	1700	1700	1600	1200		
	*	*	417	397	382	426	405		

* - No data.

MetroCount Traffic Executive Weekly Vehicle Counts

WeeklyVehicle-117 -- English (ENU)

Datasets:

Site: [Counter 3 (GQ34GK9V)] Millersville Rd west of Cecil Ave, <35 mph>
Attribute: <35 mph>
Direction: 2 - East bound, A trigger first. Lane: 0
Survey Duration: 8:00 Tuesday, September 16, 2014 => 14:05 Monday, September 22, 2014,
Zone:
File: Counter 3 (GQ34GK9V) 0 2014-09-22 1406.EC0 (Plus)
Identifier: GQ34GK9V MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014 (5)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 6 - 99 mph.
Direction: East (bound), P = East
Separation: Headway > 0 sec, Span 0 - 328.084 ft
Name: Default Profile
Scheme: Vehicle classification (Scheme F3)
Units: Non metric (ft, mi, ft/s, mph, lb, ton)
In profile: Vehicles = 12563 / 34208 (36.73%)

Weekly Vehicle Counts

WeeklyVehicle-117

Site: Counter 3 (GQ34GK9V).0.0E
Description: Millersville Rd west of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(E) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	7	13	5	22	22	8.3	13.8
0100-0200	*	*	7	8	7	12	18	7.3	10.4
0200-0300	*	*	2	6	4	12	12	4.0	7.2
0300-0400	*	*	10	10	7	3	3	9.0	6.6
0400-0500	*	*	5	6	5	4	5	5.3	5.0
0500-0600	*	*	20	25	23	11	20	22.7	19.8
0600-0700	*	*	60	55	56	30	63	57.0	52.8
0700-0800	*	*	143	133	133	103	131	136.3	128.6
0800-0900	*	*	154	137	145	231	285	145.3	190.4
0900-1000	*	*	93	105	88	335	434	95.3	211.0
1000-1100	*	*	98	91	122	166	221	103.7	139.6
1100-1200	*	*	133	118	133	168	183	128.0	147.0
1200-1300	*	*	124	137	118	184	205	126.3	153.6
1300-1400	*	*	132	132	156	199	228	140.0	169.4
1400-1500	*	*	177	185	180	160	132	180.7	166.8
1500-1600	*	*	172	201	189	195	107	187.3	172.8
1600-1700	*	*	198	190	203	180	107	197.0	175.6
1700-1800	*	*	235	203	177	161	187	205.0	192.6
1800-1900	*	*	190	218	187	112	121	198.3	165.6
1900-2000	*	*	131	125	153	91	111	136.3	122.2
2000-2100	*	*	98	116	122	82	71	112.0	97.8
2100-2200	*	*	97	85	64	82	42	82.0	74.0
2200-2300	*	*	62	64	62	68	34	62.7	58.0
2300-2400	*	*	33	33	41	41	12	35.7	32.0
Totals									
0700-1900	*	*	1849	1850	1831	2194	2341	1843.3	2013.0
0600-2200	*	*	2235	2231	2226	2479	2628	2230.7	2359.8
0600-0000	*	*	2330	2328	2329	2588	2674	2329.0	2449.8
0000-0000	*	*	2381	2396	2380	2652	2754	2385.7	2512.6
AM Peak	*	*	0800	0800	0800	0900	0900		
	*	*	154	137	145	335	434		
PM Peak	*	*	1700	1800	1600	1300	1300		
	*	*	235	218	203	199	228		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-118

Site: Counter 3 (GQ34GK9V).0.0E
Description: Millersville Rd west of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(W) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	6	17	8	25	18	10.3	14.8
0100-0200	*	*	6	5	7	12	9	6.0	7.8
0200-0300	*	*	3	2	2	7	11	2.3	5.0
0300-0400	*	*	8	9	5	5	3	7.3	6.0
0400-0500	*	*	17	31	25	6	6	24.3	17.0
0500-0600	*	*	71	60	62	19	11	64.3	44.6
0600-0700	*	*	224	207	177	37	22	202.7	133.4
0700-0800	*	*	427	420	364	87	103	403.7	280.2
0800-0900	*	*	348	384	331	158	112	354.3	266.6
0900-1000	*	*	204	190	184	176	148	192.7	180.4
1000-1100	*	*	133	149	141	165	223	141.0	162.2
1100-1200	*	*	132	127	138	211	151	132.3	151.8
1200-1300	*	*	155	119	148	192	324	140.7	187.6
1300-1400	*	*	156	140	162	158	191	152.7	161.4
1400-1500	*	*	163	163	161	156	142	162.3	157.0
1500-1600	*	*	240	243	255	161	148	246.0	209.4
1600-1700	*	*	235	266	244	274	272	248.3	258.2
1700-1800	*	*	265	356	291	226	201	304.0	267.8
1800-1900	*	*	173	211	232	170	120	205.3	181.2
1900-2000	*	*	131	100	147	99	174	126.0	130.2
2000-2100	*	*	90	88	83	87	54	87.0	80.4
2100-2200	*	*	45	51	71	79	19	55.7	53.0
2200-2300	*	*	17	28	74	54	8	39.7	36.2
2300-2400	*	*	23	23	45	46	24	30.3	32.2
Totals									
0700-1900	*	*	2631	2768	2651	2134	2135	2683.3	2463.8
0600-2200	*	*	3121	3214	3129	2436	2404	3154.7	2860.8
0600-0000	*	*	3161	3265	3248	2536	2436	3224.7	2929.2
0000-0000	*	*	3272	3389	3357	2610	2494	3339.3	3024.4
AM Peak	*	*	0700	0700	0700	1100	1000		
	*	*	427	420	364	211	223		
PM Peak	*	*	1700	1700	1700	1600	1200		
	*	*	265	356	291	274	324		

* - No data.

Weekly Vehicle Counts

WeeklyVehicle-117

Site: Counter 3 (GQ34GK9V).0.0E
Description: Millersville Rd west of Cecil Ave, <35 mph>
Filter time: 0:00 Wednesday, September 17, 2014 => 0:00 Monday, September 22, 2014
Scheme: Vehicle classification (Scheme F3)
Filter: CIs(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(6,99) Headway(>0) Span(0 - 328.084)

Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
	15 Sep	16 Sep	17 Sep	18 Sep	19 Sep	20 Sep	21 Sep	1 - 5	1 - 7
0000-0100	*	*	13	30	13	47	40	18.7	28.6
0100-0200	*	*	13	13	14	24	27	13.3	18.2
0200-0300	*	*	5	8	6	19	23	6.3	12.2
0300-0400	*	*	18	19	12	8	6	16.3	12.6
0400-0500	*	*	22	37	30	10	11	29.7	22.0
0500-0600	*	*	91	85	85	30	31	87.0	64.4
0600-0700	*	*	284	262	233	67	85	259.7	186.2
0700-0800	*	*	570	553	497	190	234	540.0	408.8
0800-0900	*	*	502	521	476	389	397	499.7	457.0
0900-1000	*	*	297	295	272	511	582	288.0	391.4
1000-1100	*	*	231	240	263	331	444	244.7	301.8
1100-1200	*	*	265	245	271	379	334	260.3	298.8
1200-1300	*	*	279	256	266	376	529	267.0	341.2
1300-1400	*	*	288	272	318	357	419	292.7	330.8
1400-1500	*	*	340	348	341	316	274	343.0	323.8
1500-1600	*	*	412	444	444	356	255	433.3	382.2
1600-1700	*	*	433	456	447	454	379	445.3	433.8
1700-1800	*	*	500	559	468	387	388	509.0	460.4
1800-1900	*	*	363	429	419	282	241	403.7	346.8
1900-2000	*	*	262	225	300	190	285	262.3	252.4
2000-2100	*	*	188	204	205	169	125	199.0	178.2
2100-2200	*	*	142	136	135	161	61	137.7	127.0
2200-2300	*	*	79	92	136	122	42	102.3	94.2
2300-2400	*	*	56	56	86	87	36	66.0	64.2
Totals									
0700-1900	*	*	4480	4618	4482	4328	4476	4526.7	4476.8
0600-2200	*	*	5356	5445	5355	4915	5032	5385.3	5220.6
0600-0000	*	*	5491	5593	5577	5124	5110	5553.7	5379.0
0000-0000	*	*	5653	5785	5737	5262	5248	5725.0	5537.0
AM Peak	*	*	0700	0700	0700	0900	0900		
	*	*	570	553	497	511	582		
PM Peak	*	*	1700	1700	1700	1600	1200		
	*	*	500	559	468	454	529		

* - No data.

Appendix E
Saturday Volumes

Existing (Balanced)

Intersection 1
MD 3 SB

SAT		146	2201	168	SAT	
L	R	T	L	R	SAT	
373	T				T	253
398	R				L	68
SAT		L	T	R	SAT	

Intersection 2
MD 3 NB

SAT		R	T	L	SAT		
541	266	L				R	94
321	275	T				T	108
SAT		R				L	
SAT		L	T	R	SAT		
SAT		213	1979	169	SAT		

Intersection 3
Cecil Ave

SAT		2	1	7	SAT			
L	R	T	L	R	SAT			
444	3	L				R	4	
202	398	T				T	120	
SAT		43	R				L	16
SAT		L	T	R	SAT			
SAT		80	0	28	SAT			

Intersection 4
TA Entrance

SAT		R	T	L	SAT		
433	L				R		
140	433	T				T	140
SAT		R				L	

Intersection 5
Indian Landing Road

SAT		19	16	10	SAT		
L	R	T	L	R	SAT		
MD 178	14	L				R	12
	229	T				T	263
	29	R				L	85
SAT		L	T	R	SAT		
SAT		59	21	259	SAT		
SAT		339		133	SAT		

Intersection 5
In Indian Lan Out
Waterbury Road

SAT		133	339	SAT			
L	R	T	L	R	SAT		
433	324	L				R	
140	109	T				T	
SAT		R				L	
SAT		L	T	R	SAT		
SAT		26	15		SAT		

Existing (Balanced) + Growth Rate

Intersection 1
MD 3 SB

SAT	SAT	153	2302	176	SAT
	L	R	T	L	R
	392	T		T	266
	417	R		L	72
SAT		L	T	R	

338 In
Millersville Rd
568 Out

Intersection 2
MD 3 NB

SAT	SAT	R	T	L	SAT
568	279	L		R	99
	289	T		T	115
338		R		L	
SAT		L	T	R	
		223	2070	177	

214 In
Millersville Rd
466 Out

Intersection 3
Cecil Ave

SAT	SAT	3	2	8	SAT
	L	R	T	L	R
466	4	T		T	5
	417	R		L	127
214		L	T	R	
		45	0	30	

149 In
Millersville Rd
455 Out

Intersection 4
TA Entrance

SAT	SAT	R	T	L	SAT
455	455	L		R	149
		T		T	
149		R		L	

149 In
Millersville Rd
455 Out

Intersection 6
Indian Landing Road

SAT	SAT	20	17	11	SAT
	L	R	T	L	R
MD 178	15	T		T	13
	240	R		L	276
	31	L	T	R	93
SAT		L	T	R	
		62	22	273	
		357		141	

Intersection 5
In Indian Land Out
Waterbury Road

SAT	SAT	141	357	
	L	R	T	L
455	341	T		
		R		
149	114	L	T	R
SAT		L	T	R
		28	16	

Growth Rate

Intersection 1
MD 3 SB

SAT		SAT	7	101	8		
	L		R	T	L		
	19	T					13
	19	R					4
		SAT	L	T	R		

17 In
Millersville Rd
27 Out

Intersection 2
MD 3 NB

		SAT				SAT	
			R	T	L		
27	13	L				R	5
27	14	T				T	7
17		R				L	
		SAT	L	T	R		
			10	91	8		

12 In
Millersville Rd
22 Out

Intersection 3
Cecil Ave

		SAT	1	1	1		
			R	T	L		
22	1	L				R	1
22	19	T				T	7
12	2	R				L	1
		SAT	L	T	R		
			4	0	2		

9 In
Millersville Rd
22 Out

Intersection 4
TA Entrance

		SAT				SAT	
			R	T	L		
22	22	L				R	9
9		R				L	

9 In
Millersville Rd
22 Out

Intersection 6
Indian Landing Road

		SAT	1	1	1		
			R	T	L		
SAT	1	L				R	1
	11	T				T	13
	2	R				L	5
		SAT	L	T	R		
			3	1	14		
			18			8	

Intersection 5
In Indian Land
Waterbury Road

		SAT	7	1	18		
			R	T	L		
22	17	L				R	
9	5	T				T	
		R				L	
		SAT	L	T	R		
			2	1			

Pipeline Developments

Intersection 1
MD 3 SB

SAT		R	238	O		SAT
	L	R	T	L		
48	T				T	89
42	R				L	156
		L	T	R		
SAT						

245 In
Millersville Rd
48 Out

Intersection 2
MD 3 NB

SAT		R	T	L		SAT
	L				R	
49	6	L			T	17
	43	T			L	40
161		R				
		L	T	R		
SAT		121	324	13		

57 In
Millersville Rd
56 Out

Intersection 3
Cecil Ave

SAT		O	O	O		SAT
	L	R	T	L		
56	1	L			R	0
	36	T			T	29
57	19	R			L	0
		L	T	R		
SAT		28	0	0		

Cecil Ave

29 In
Millersville Rd
36 Out

Intersection 4
TA Entrance

SAT		R	T	L		SAT
	L				R	
36	36	T			T	29
29		R			L	

29 In
Millersville Rd
36 Out

Intersection 6
Indian Landing Road

SAT		O	2	O		SAT
	L	R	T	L		
0	T				T	0
12	R				L	9
		L	T	R		
SAT		10	3	15		
		28		23		

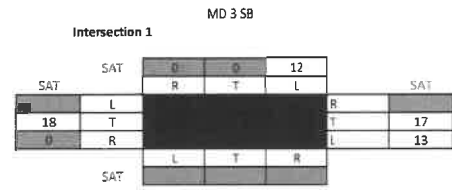
MD 178

MD 178

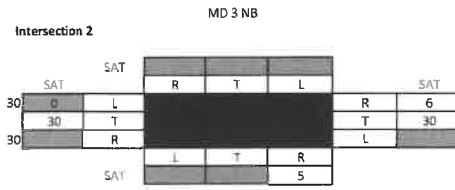
Intersection 5
In Indian Land Out
Waterbury Road

SAT		23	0	28		SAT
	L	R	T	L		
36	28	T			T	
29	8	R			L	
		L	T	R		
SAT		6	0			

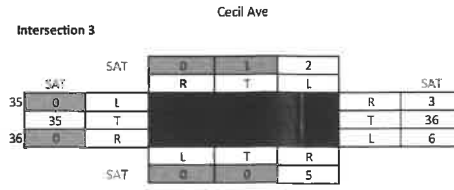
Waterbury Road



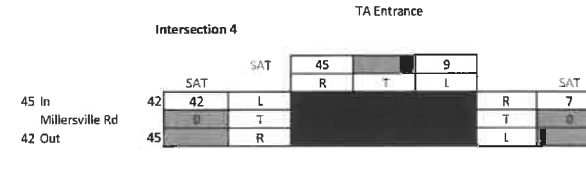
30 In
Millersville Rd
30 Out



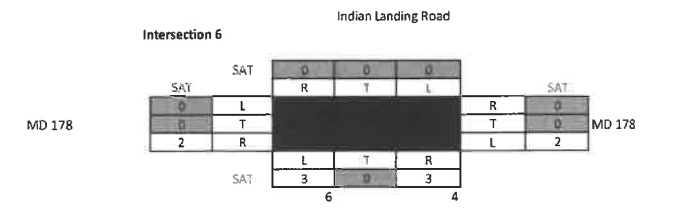
36 In
Millersville Rd
35 Out



Cecil Ave

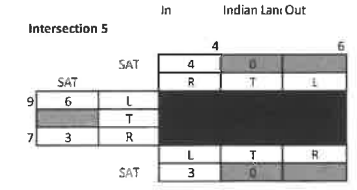


45 In
Millersville Rd
42 Out



MD 178

MD 178



7 In
Millersville Rd
9 Out

Waterbury Road

Total Background

Intersection 1
MD 3 SB

SAT		SAT			SAT	
	L	161	2540	176	R	
440	T				T	355
459	R				L	228
SAT		SAT			SAT	
		L	T	R		

Intersection 2
MD 3 NB

SAT		SAT			SAT	
	L	R	T	L	R	
617	285				T	116
499	332				L	155
SAT		SAT			SAT	
		L	T	R		
		344	2394	190		

Intersection 3
Cecil Ave

SAT		SAT			SAT	
	L	3	2	8	R	
522	5				T	5
271	453				L	156
	64				R	17
SAT		SAT			SAT	
		L	T	R		
		112	0	30		

Intersection 4
TA Entrance

SAT		SAT			SAT	
	L	0		0	R	
491	0				T	0
178	491				L	178
SAT		SAT			SAT	
		L	T	R		

Intersection 5
In Indian Lani Out
Waterbury Road

SAT		SAT			SAT	
	L	144	20	385	R	
491	369				T	
178	122				L	
SAT		SAT			SAT	
		L	T	R		
		34	16			

Intersection 6
Indian Landing Road

SAT		SAT			SAT	
	L	20	19	11	R	13
MD 178	240				T	276
	43				L	102
SAT		SAT			SAT	
		L	T	R		
		72	25	288		
		385		164		

Total Future

Intersection 1
MD 3 SB

SAT								
	SAT	161	2540	188				
	L		T	L	R			
	458	T			T	372		
	459	R			L	241		
	SAT							

Intersection 2
MD 3 NB

	SAT							
		R	T	L				
647	285	L			R	122		
	362	T			T	385		
529		R			L			
		L	T	R				
		344	2394	195				
	SAT							

Intersection 3
Cecil Ave

	SAT							
		R	T	L				
557	5	L			R	8		
	488	T			T	192		
307	64	R			L	23		
		L	T	R				
		112	0	35				
	SAT							

Intersection 4
TA Entrance

	SAT							
		R	T	L				
533	42	L			R	7		
	491	T			T	178		
223		R			L			
		L	T	R				
		45	9					
	SAT							

Intersection 5
In Indian Ln: Out
Waterbury Road

	SAT							
		R	T	L				
500	375	L			R			
		T			T			
185	125	R			L			
		L	T	R				
		37	16					
	SAT							

Intersection 6
Indian Landing Road

	SAT							
		R	T	L				
MD 178	15	L			R	13		
	240	T			T	276		
	45	R			L	104		
		L	T	R				
		75	25	291				
		391		168				
	SAT							

Appendix F
Sunday Volumes

Existing (Balanced)

Intersection 1 MD 3 SB

SUN		SUN		129	1779	247	SUN	
	L	R	T	L	R			
329	T					T	247	
302	R					L	82	
SUN		SUN				SUN		

329 In
Millersville Rd
576 Out

Intersection 2 MD 3 NB

SUN		SUN				SUN	
	L	R	T	L	R		
576	T					T	147
329	R					L	148
SUN		SUN				SUN	

295 In
Millersville Rd
493 Out

Intersection 3 Cecil Ave

SUN		SUN		15	3	3	SUN	
	L	R	T	L	R			
493	T					T	131	
295	R					L	53	
SUN		SUN				SUN		

185 In
Millersville Rd
428 Out

Intersection 4 TA Entrance

SUN		SUN				SUN	
	L	R	T	L	R		
428	T					T	185
185	R					L	
SUN		SUN				SUN	

185 In
Millersville Rd
428 Out

Intersection 5 In Indian Lan Out

SUN		SUN		195	366	SUN	
	L	R	T	L	R		
428	T					T	
185	R					L	
SUN		SUN				SUN	

Waterbury Road

Intersection 6 Indian Landing Road

SUN		SUN		21	15	16	SUN	
	L	R	T	L	R			
MD 178	T					T	288	MD 178
	R					L	109	
SUN		SUN				SUN		

Existing (Balanced) + Growth Rate

Intersection 1
MD 3 SB

SUN		SUN	135	1861	259		SUN
	L		R	T	L		
345	T						259
316	R						86
		SUN	L	T	R		

345 In
Millersville Rd
604 Out

Intersection 2
MD 3 NB

SUN		SUN	R	T	L		SUN
604	237	L				R	154
	367	T				T	155
345		R				L	
			SUN	L	T	R	
				190	1694	150	

309 In
Millersville Rd
517 Out

Intersection 3
Cecil Ave

SUN		SUN	16	4	4		SUN
	L		R	T	L		
517	6	L				R	2
	380	T				T	137
309	131	R				L	56
			SUN	L	T	R	
				156	4	65	

Cecil Ave

Intersection 4
TA Entrance

SUN		SUN	R	T	L		SUN
449		L				R	
	449	T				T	195
195		R				L	

195 In
Millersville Rd
449 Out

Intersection 6
Indian Landing Road

SUN		SUN	22	16	17		SUN
	L		R	T	L		
MD 178	11	L				R	9
	201	T				T	302
	75	R				L	114
			SUN	L	T	R	
				86	37	261	
				384		205	

Intersection 5
In Indian Lan: Out
Waterbury Road

SUN		SUN	205	384		SUN	
	L		R	T	L		
449	365	L				R	
	84	T				T	
195		R				L	
			SUN	L	T	R	
				24	19		

Growth Rate

Intersection 1
MD 3 SB

SUN	SUN	6	82	12	SUN
	L	R	T	L	R
16	T				12
14	R				4
		L	T	R	
	SUN				

16 In
Millersville Rd
28 Out

Intersection 2
MD 3 NB

SUN	SUN				SUN
	R	T	L		
28	11	L		R	7
	17	T		T	7
16		R		L	
		L	T	R	
	SUN	9	74	7	

14 In
Millersville Rd
24 Out

Intersection 3
Cecil Ave

SUN	SUN	1	1	1	SUN
	R	T	L		
24	1	L		R	1
	17	T		T	6
14	6	R		L	3
		L	T	R	
	SUN	7	1	3	

Cecil Ave

Intersection 4
TA Entrance

SUN	SUN				SUN
	R	T	L		
21	21	L		R	10
		T		T	10
10		R		L	
		L	T	R	
	SUN				

10 In
Millersville Rd
21 Out

Intersection 6
Indian Landing Road

SUN	SUN	1	1	1	SUN
	R	T	L		
MD 178	1	L		R	1
	9	T		T	14
	4	R		L	5
		L	T	R	
	SUN	4	2	12	
		18		10	

Intersection 5
In Indian Ln Out
Waterbury Road

SUN	SUN	10		18	SUN
	R	T	L		
21	17	L		R	1
		T		T	14
10	4	R		L	5
		L	T	R	
	SUN	2	1		

Waterbury Road

Total Future

Intersection 1
MD 3 SB

SUN	SUN	143	2099	269	SUN
	L	R	T	L	R
405	T				360
358	R				252
SUN		L	T	R	SUN

612 In
Millersville Rd
674 Out

Intersection 2
MD 3 NB

SUN	SUN				SUN
	L	R	T	L	R
675	243				174
528	432				217
SUN		L	T	R	SUN
		311	2018	165	

391 In
Millersville Rd
597 Out

Intersection 3
Cecil Ave

SUN	SUN	16	5	5	SUN
	L	R	T	L	R
597	7				4
391	440				191
	150				60
SUN		L	T	R	SUN
		184	4	69	

Cecil Ave

Intersection 4
TA Entrance

SUN	SUN	31		6	SUN
	L	R	T	L	R
514	29				5
255	485				224
SUN		L	T	R	SUN

229 In
Millersville Rd
491 Out

Intersection 5
In Indian Lan: Out
Waterbury Road

SUN	SUN	231		416	SUN
	L	R	T	L	R
491	397				
229	94				
SUN		L	T	R	SUN
		32	19		

Intersection 6
Indian Landing Road

SUN	SUN	22	18	17	SUN
	L	R	T	L	R
MD 178	11				9
	201				302
	88				125
SUN		L	T	R	SUN
		98	40	278	
		416		231	

Pipeline Developments

Intersection 1 MD 3 SB

SUN	SUN	8	238	0	SUN
	L	R	T	L	R
48	T				89
42	R				156
SUN		L	T	R	

245 In
Millersville Rd
48 Out

Intersection 2 MD 3 NB

SUN	SUN				SUN
	L	R	T	L	R
49	6	43	T		17
161		R			40
SUN		L	T	R	
		121	324	13	

57 In
Millersville Rd
56 Out

Intersection 3 Cecil Ave

SUN	SUN	0	0	0	SUN
	L	R	T	L	R
56	1	36	T		29
57	19	R			0
SUN		L	T	R	
		28	0	0	

Cecil Ave

Intersection 4 TA Entrance

SUN	SUN				SUN
	L	R	T	L	R
36	36	T			29
29		R			0
SUN		L	T	R	

29 In
Millersville Rd
36 Out

Intersection 6 Indian Landing Road

SUN	SUN	0	2	0	SUN
	L	R	T	L	R
0	T				0
12	R				9
SUN		L	T	R	
		10	3	15	
		28		23	

MD 178

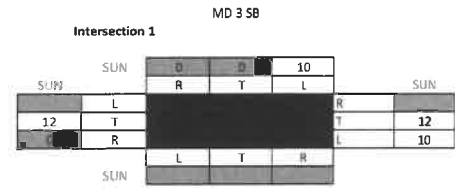
MD 178

Intersection 5 In Indian Lani Out

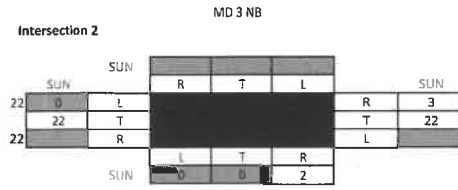
SUN	SUN	23	0	28	SUN
	L	R	T	L	R
36	28	T			29
29	8	R			0
SUN		L	T	R	
		6	0		

29 In
Millersville Rd
36 Out

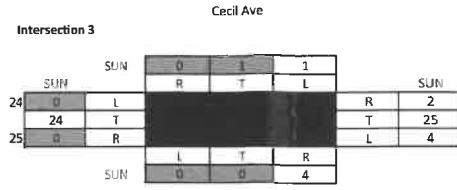
Waterbury Road



22 In
Millersville Rd
22 Out

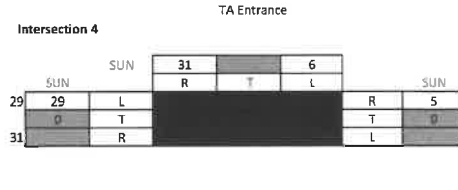


25 In
Millersville Rd
24 Out

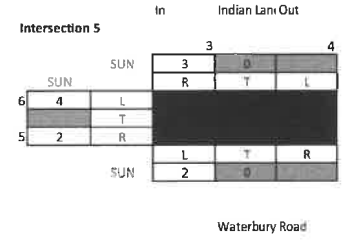
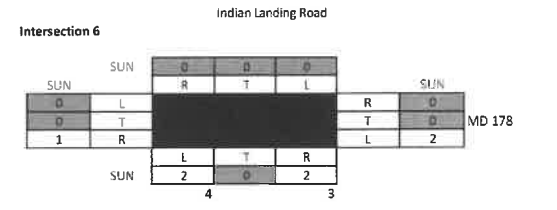


Cecil Ave

31 In
Millersville Rd
29 Out



5 In
Millersville Rd
6 Out



Total Background

Intersection 1
MD 3 SB

SUN		SUN	143	2099	259	SUN	
	L		R	T	L		
993	T					T	348
358	R					L	242
SUN			L	T	R	SUN	

Intersection 2
MD 3 NB

SUN		SUN	R	T	L	SUN	
590 In		653	243	L		R	171
Millersville Rd			410	T		T	195
652 Out		506		R		L	
SUN			L	T	R	SUN	
			311	2018	163		

Intersection 3
Cecil Ave

SUN		SUN	16	4	4	SUN	
	R		R	T	L		
366 In		573	7	L		R	2
Millersville Rd			416	T		T	166
573 Out		366	150	R		L	56
SUN			L	T	R	SUN	
			184	4	65		

Cecil Ave

Intersection 4
TA Entrance

SUN		SUN	0	0	SUN		
	R		R	T	L		
224 In		485	0	L		R	0
Millersville Rd			485	T		T	224
485 Out		224		R		L	

Intersection 5
In Indian Lan: Out

SUN		SUN	228	412	SUN		
	R		R	T	L		
224 In		485	194	34		R	9
Millersville Rd				T		T	302
485 Out		224	92	R		L	123
SUN			L	T	R	SUN	
			30	19			

Waterbury Road

Intersection 6
Indian Landing Road

SUN		SUN	22	18	17	SUN	
	R		R	T	L		
MD 178			11	L		R	9
			201	T		T	302
			87	R		L	123
SUN			L	T	R	SUN	
			96	40	276		
			412		228		

Appendix G
Existing CLV Spreadsheets

**Turning Movement Summary
and
Level of Service**

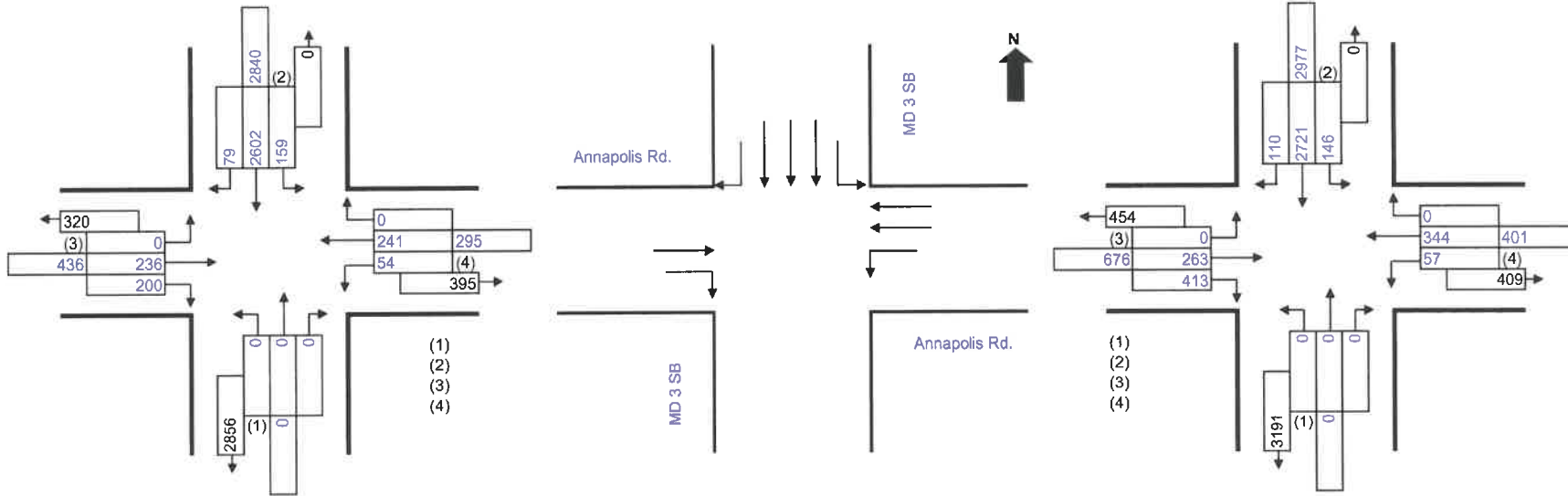
Count Date: N/A
 Condition: Existing
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 5/8/2017



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)	*
	SBT	2602	0.40	1041	0	1.00	0	1041	*		SBT	2721	0.40	1088	0	1.00	0	1088	*
	WBT	241	0.55	133	0	1.00	0	133			WBT	344	0.55	189	0	1.00	0	189	
	EBT	236	1.00	236	54	1.00	54	290	*		EBR	413	1.00	413	57	1.00	57	470	*

Remarks:
 * Critical Volume.

AM TOTAL	1331
v/c = <u>0.83</u>	LOS <u>D</u>

Remarks:
 * Critical Volume.

PM TOTAL	1558
v/c = <u>0.97</u>	LOS <u>E</u>

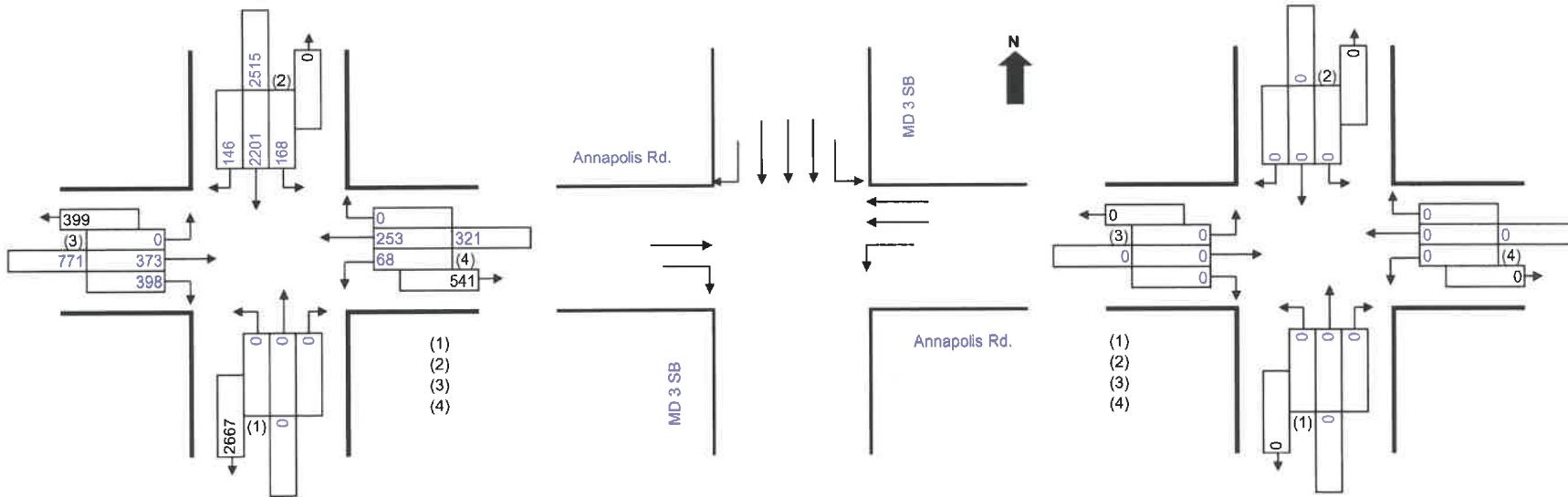
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
12:15 - 13:15**



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)	*
	SBT	2201	0.40	880	0	1.00	0	880	*				0.55	0		1.00	0	0	
	WBT	253	0.55	139	0	1.00	0	139	*				0.55	0		1.00	0	0	*
	EBL	398	1.00	398	68	1.00	68	466	*				0.55	0		1.00	0	0	*
													0.55	0		1.00	0	0	*

SAT TOTAL 1346
 v/c = 0.84 LOS **D**

Remarks:

PM TOTAL 0
 v/c = 0.00 LOS **A**

* Critical Volume.

* Critical Volume.

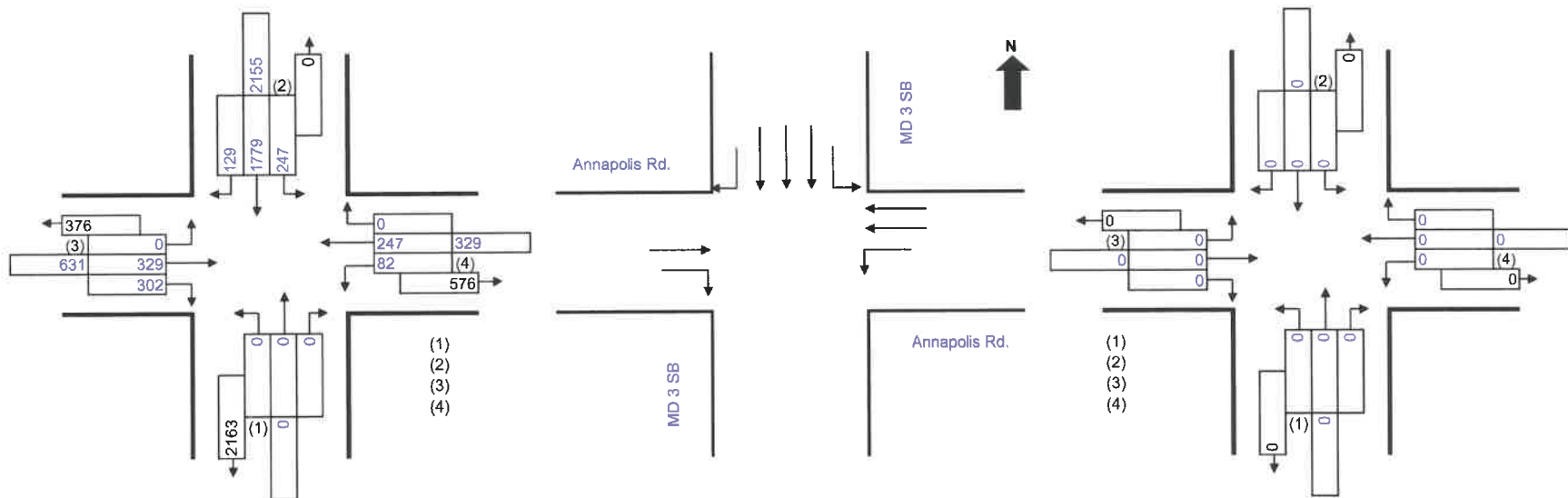
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @ MD 3 SB
 MD 3 SB
 Checked by: TAR Date: 1/25/2017



**SUN PEAK HOUR:
12:00 - 13:00**



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)	*
	SBT	1779	0.40	712	0	1.00	0	712	*										
	WBT	247	0.55	136	0	1.00	0	136	*										*
	EBT	329	1.00	329	82	1.00	82	411	*										*

* Critical Volume.		SAT TOTAL		1123	Remarks:					PM TOTAL		0		
		v/c =	0.70	LOS	B						v/c =	0.00	LOS	A

**Turning Movement Summary
and
Level of Service**

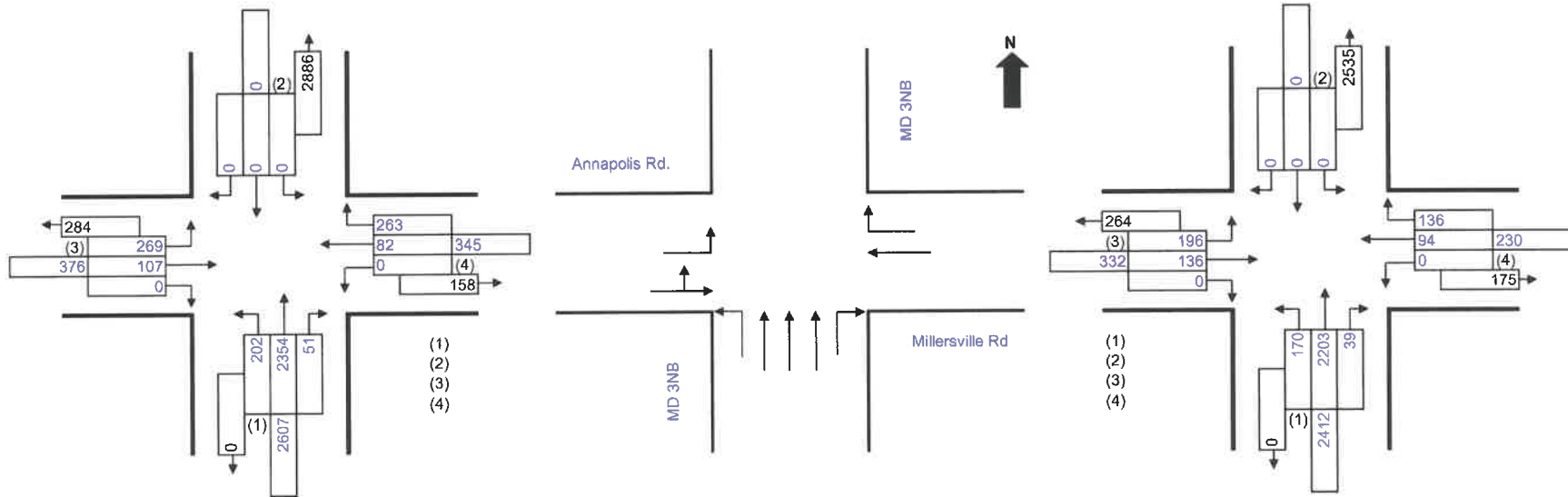
Count Date: N/A
 Condition: Existing
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 5/8/2017



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		
2	= 0.55	B	≤ 1150	≤ 199	1.1
3	= 0.40	C	≤ 1300	≤ 599	2.0
4	= 0.30	D	≤ 1450	≤ 799	3.0
Dble. Left	= 0.60	E	≤ 1600	≤ 999	4.0
Trpl. Left	= 0.45	F	≤ 1600	> 1000	5.0

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	2354	0.40	942	0	1.00	0	942	*		NBT	2203	0.40	881	0	1.00	0	881	*
	WBR	263	1.00	263	0	0.60	0	263	*		WBR	136	1.00	136	0	0.60	0	136	*
	EBTL	376	0.60	226	0	1.00	0	226	*		EBTL	332	0.60	199	0	1.00	0	199	*

Remarks:	AM TOTAL	1431	Remarks:	PM TOTAL	1216
* Critical Volume.	v/c = <u>0.89</u>	LOS D	* Critical Volume.	v/c = <u>0.76</u>	LOS C

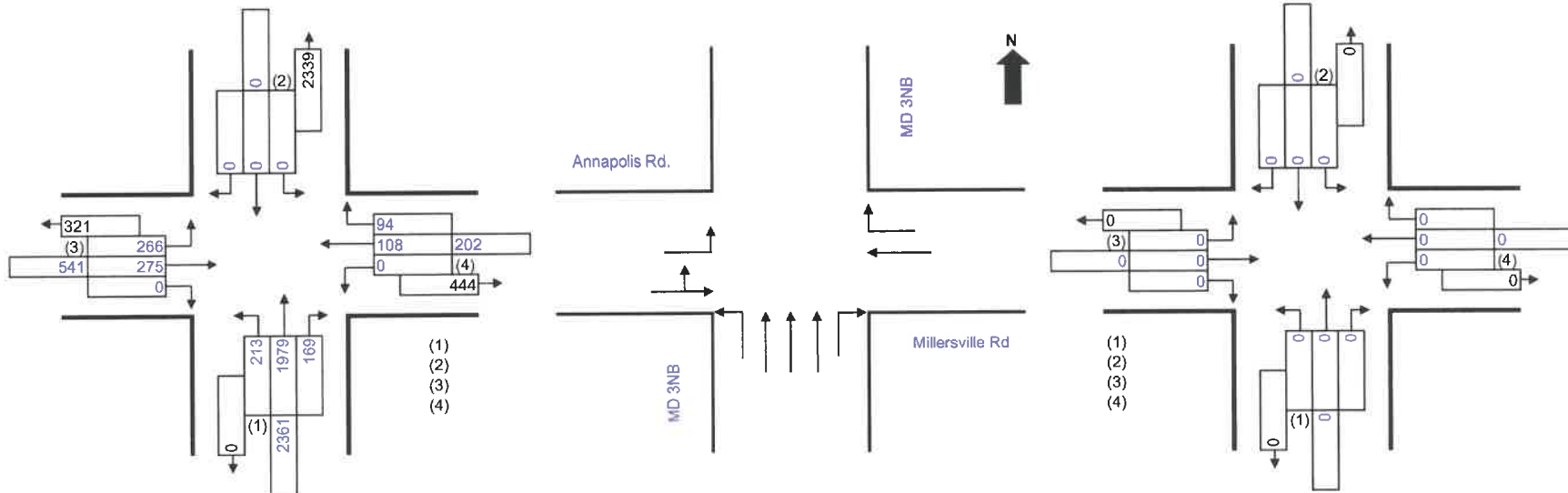
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
12:15 - 13:15



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
Signal 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	1979	0.40	792	0	1.00	0	792	*				0.55	0	1.00	0	0		
	WBT	108	1.00	108	0	1.00	0	108	*				0.55	0	1.00	0	0		*
	EBTL	541	0.60	325	0	1.00	0	325	*				0.55	0	1.00	0	0		*
													0.55	0	1.00	0	0		*

SAT TOTAL 1224
 v/c = 0.77 LOS **C**

Remarks:

PM TOTAL 0
 v/c = 0.00 LOS **A**

* Critical Volume.

* Critical Volume.

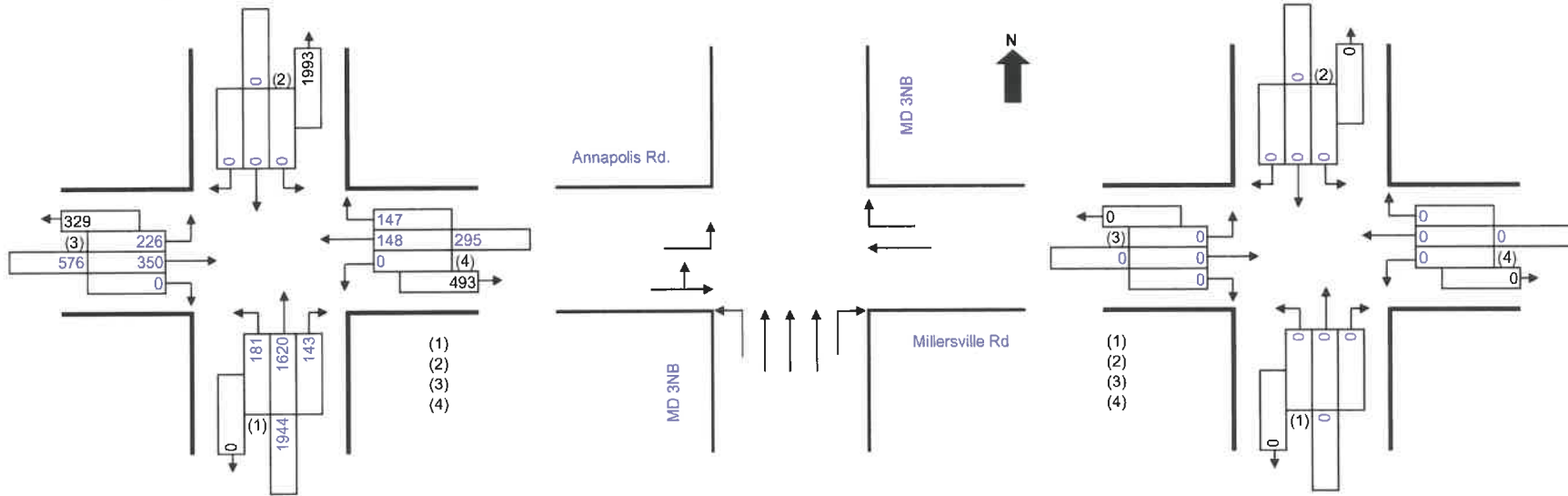
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
12:00 - 13:00**



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	1620	0.40	648	0	1.00	0	648	*			0.55	0	0	1.00	0	0	0	
	WBT	148	1.00	148	0	1.00	0	148	*			0.55	0	0	1.00	0	0	0	*
	EBT	350	1.00	350	0	1.00	0	350	*			0.55	0	0	1.00	0	0	0	*

* Critical Volume.		SAT TOTAL 1146		Remarks:		PM TOTAL 0	
v/c = 0.72		LOS	B	* Critical Volume.		v/c = 0.00	
						LOS	
						A	

**Turning Movement Summary
and
Level of Service**

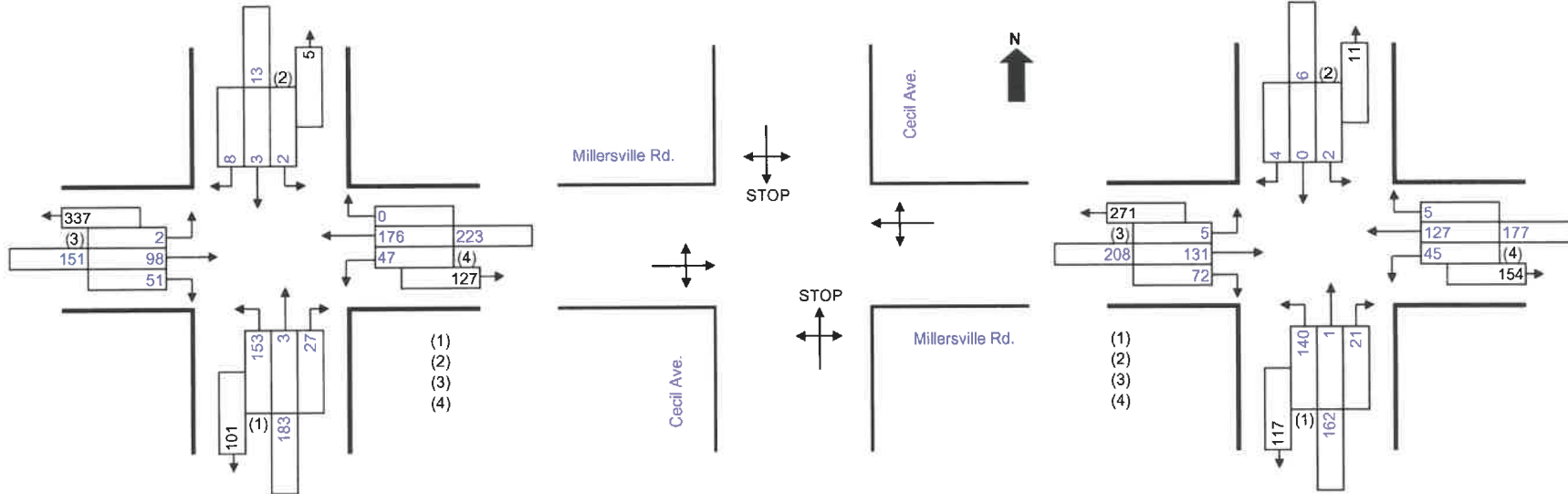
Count Date: Thursday, February 25, 2016
 Condition: Existing
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @ Cecil Ave.
 Checked by: TAR Date: 5/8/2017



**AM PEAK HOUR:
8:00 - 9:00**

**PM PEAK HOUR:
4:30 - 5:30**



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	151	1.00	151	47	1.00	47	198	*		EBLTR	209	1.00	209	45	1.00	45	254	*
	WBLTR	228	1.00	228	2	1.00	2	230	*		WBLTR	182	1.00	182	5	1.00	5	187	*
	NBLTR	183	1.00	183	0	1.00	0	183	*		NBLTR	162	1.00	162	0	1.00	0	162	*
	SBLTR	13	1.00	13	0	1.00	0	13	*		SBLTR	6	1.00	6	0	1.00	0	6	*

Remarks:
 EBLTR: (2*1.1) + 98 + 51 = 151
 WBLTR: (47*1.1) + 176 + 0 = 228
 * Critical Volume.

AM TOTAL 426
 v/c = 0.27 LOS **A**

Remarks:
 EBLRT: (5*1.1) + 131 + 72 = 209
 WBLTR: (45*1.1) + 127 + 5 = 182
 * Critical Volume.

PM TOTAL 422
 v/c = 0.26 LOS **A**

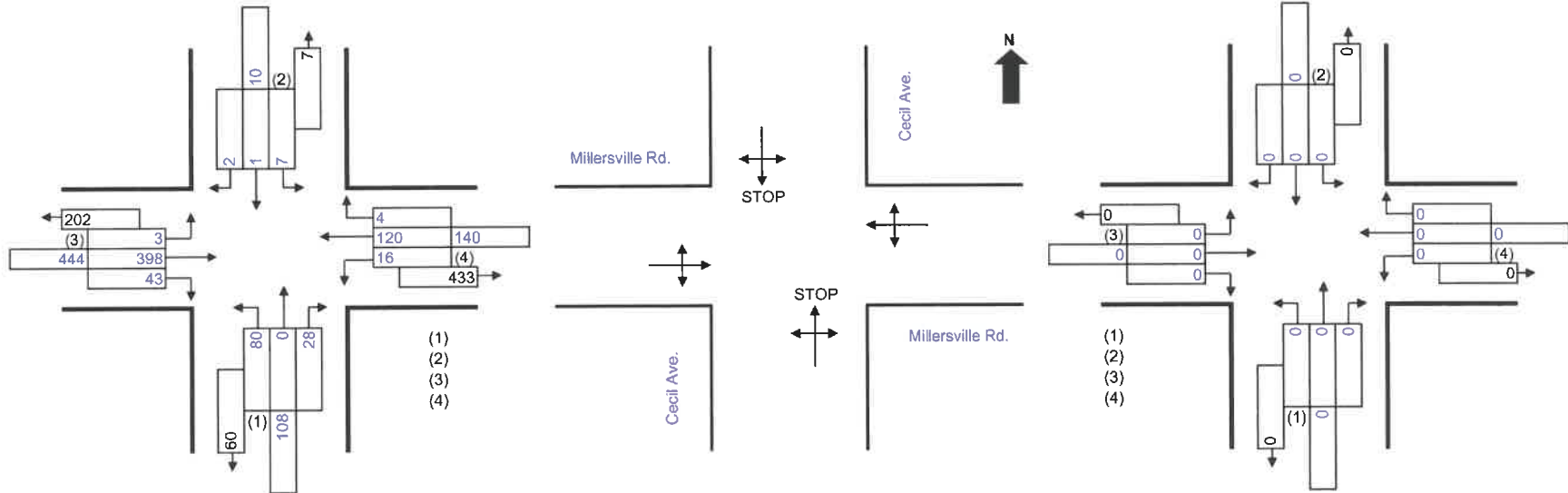
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Cecil Ave.
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	444	1.00	444	16	1.00	16	460	*										
	WBLTR	156	1.00	156	3	1.00	3	159	*										*
	NBLTR	108	1.00	108	0	1.00	0	108	*										*
	SBLTR	10	1.00	10	0	1.00	0	10	*										*

Remarks:
 EBLTR: (3*1.1) + 398 + 43 = 444
 WBLTR: (16*2.0) + 120 + 16 = 156
 * Critical Volume.

SAT TOTAL **578**
 v/c = 0.36 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

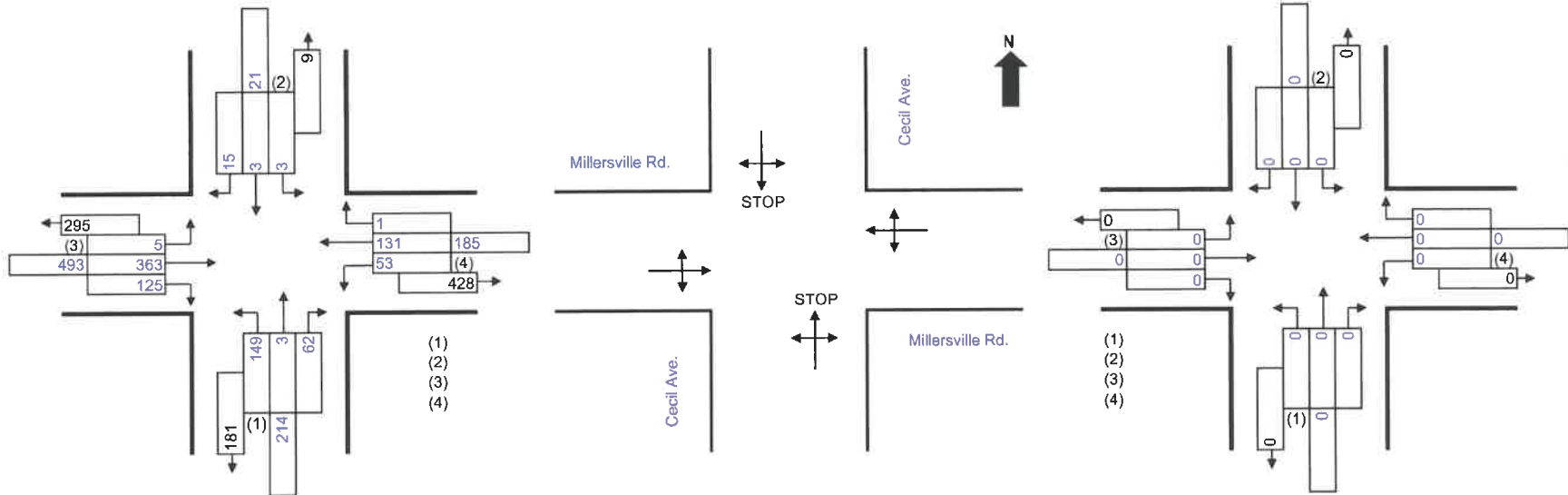
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Cecil Ave.
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	494	1.00	494	53	1.00	53	547	*				0.55	0		1.00	0	0	
	WBLTR	238	1.00	238	5	1.00	5	243	*				0.55	0		1.00	0	0	*
	NBLTR	214	1.00	214	0	1.00	0	214	*				0.55	0		1.00	0	0	*
	SBLTR	21	1.00	21	0	1.00	0	21	*				0.55	0		1.00	0	0	*

Remarks:
 EBLTR: (5*1.1) + 363 + 125 = 494
 WBLTR: (53*2.0) + 131 + 1 = 238
 * Critical Volume.

SUN TOTAL **782**
 v/c = 0.49 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

**Turning Movement Summary
and
Level of Service**

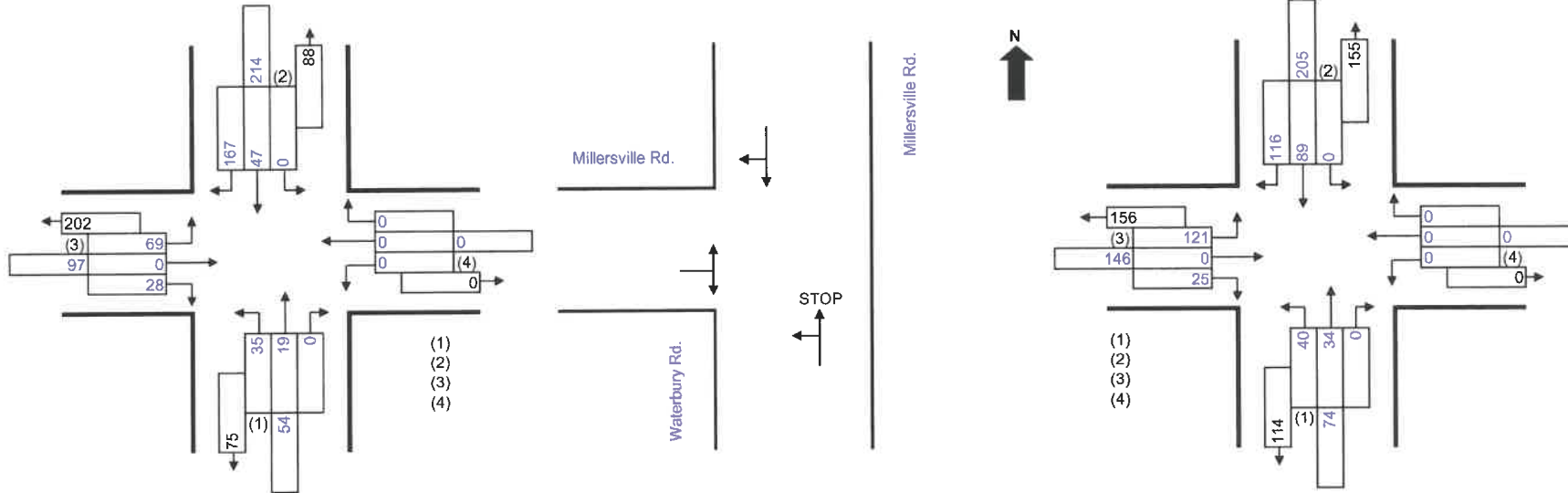
Count Date: Thursday, February 25, 2016
 Condition: Existing
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 5/8/2017



**AM PEAK HOUR:
8:00 - 9:00**

**PM PEAK HOUR:
4:30 - 5:30**



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)	*
	NBLT	54	1.00	54	0	1.00	0	54	*		NBLT	74	1.00	74	0	1.00	0	74	*
	EBLR	97	1.00	97	47	1.00	47	144			EBLR	146	1.00	146	89	1.00	89	235	
	SBTR	219	1.00	219	0	1.00	0	219	*		SBTR	214	1.00	214	0	1.00	0	214	*
			0.55	0		1.00	0	0					0.55	0		1.00	0	0	

Remarks:
 SBTR: (47*1.1) + 167 = 219

AM TOTAL **273**
 v/c = 0.17 **LOS** **A**

Remarks:
 SBTR: (89*1.1) + 116 = 214

PM TOTAL **288**
 v/c = 0.18 **LOS** **A**

* Critical Volume.

* Critical Volume.

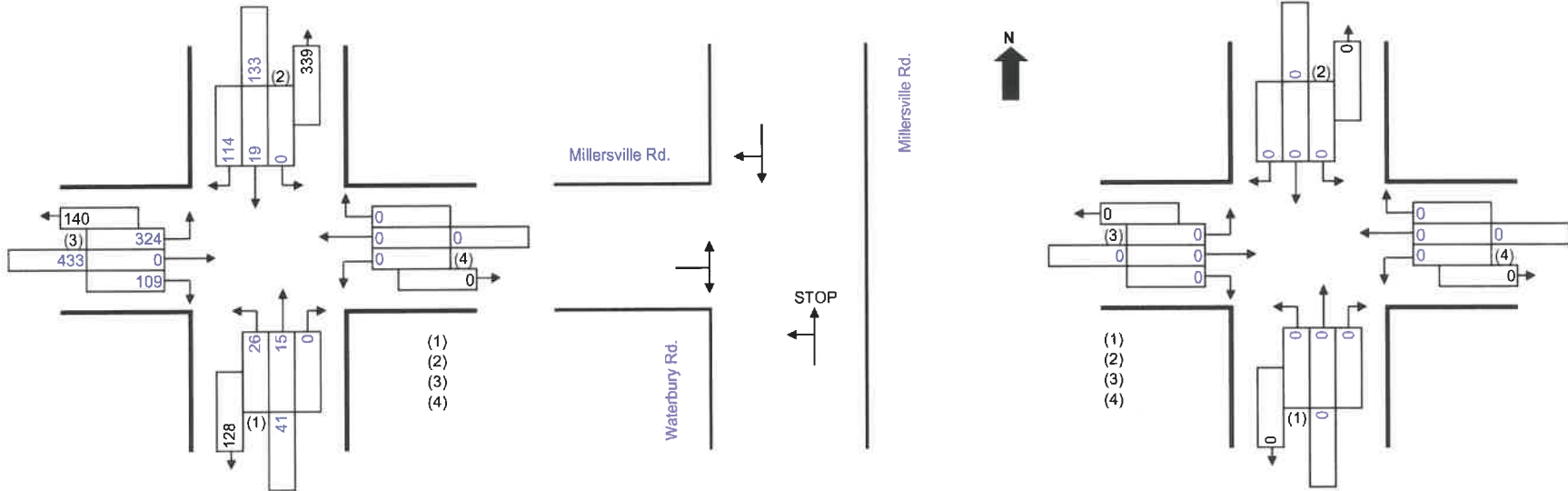
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



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)	*
	NBLT	41	1.00	41	0	1.00	0	41	*		NBLT		0.55	0		1.00	0	0	
	EBLR	433	1.00	433	19	1.00	19	452	*		EBLR		0.55	0		1.00	0	0	*
	SBTR	152	1.00	152	0	1.00	0	152			SBTR		0.55	0		1.00	0	0	
													0.55	0		1.00	0	0	*

Remarks:
 SBTR: (19*2.0) + 114 = 152

SAT TOTAL **493**
 v/c = 0.31 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

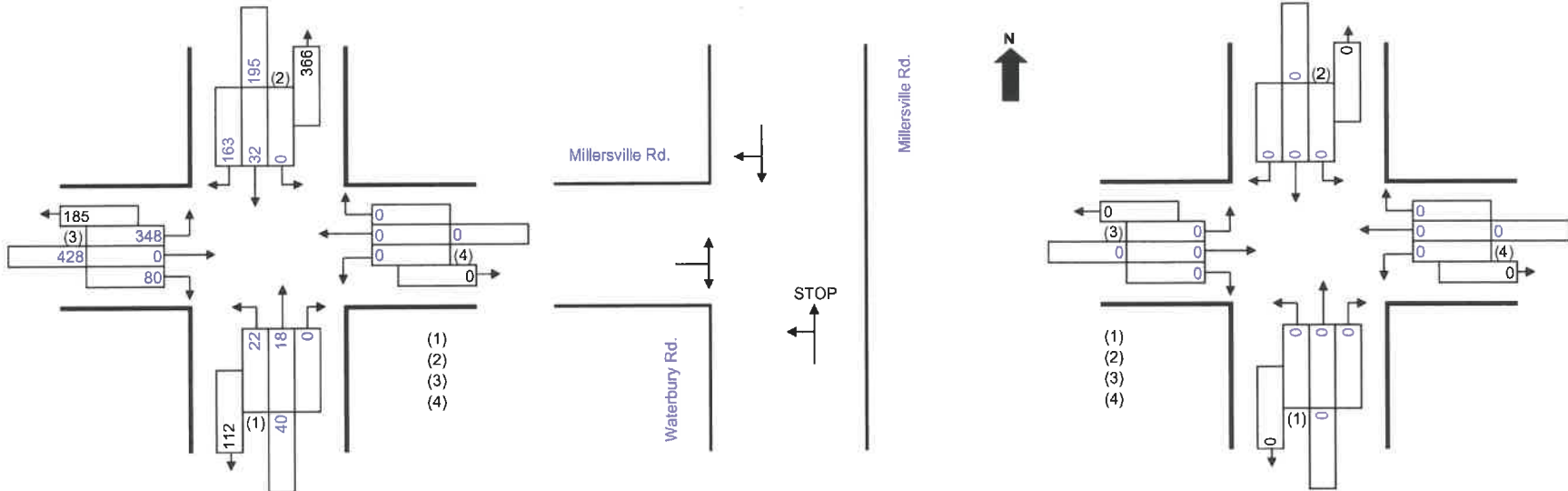
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



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)	*
	NBLT	40	1.00	40	0	1.00	0	40	*		NBLT		0.55	0		1.00	0	0	
	EBLR	428	1.00	428	32	1.00	32	460	*		EBLR		0.55	0		1.00	0	0	*
	SBTR	227	1.00	227	0	1.00	0	227			SBTR		0.55	0		1.00	0	0	
													0.55	0		1.00	0	0	*

Remarks:
 SBTR: (32*2.0) + 163 = 227

SUN TOTAL **500**
 v/c = 0.31 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

**Turning Movement Summary
and
Level of Service**

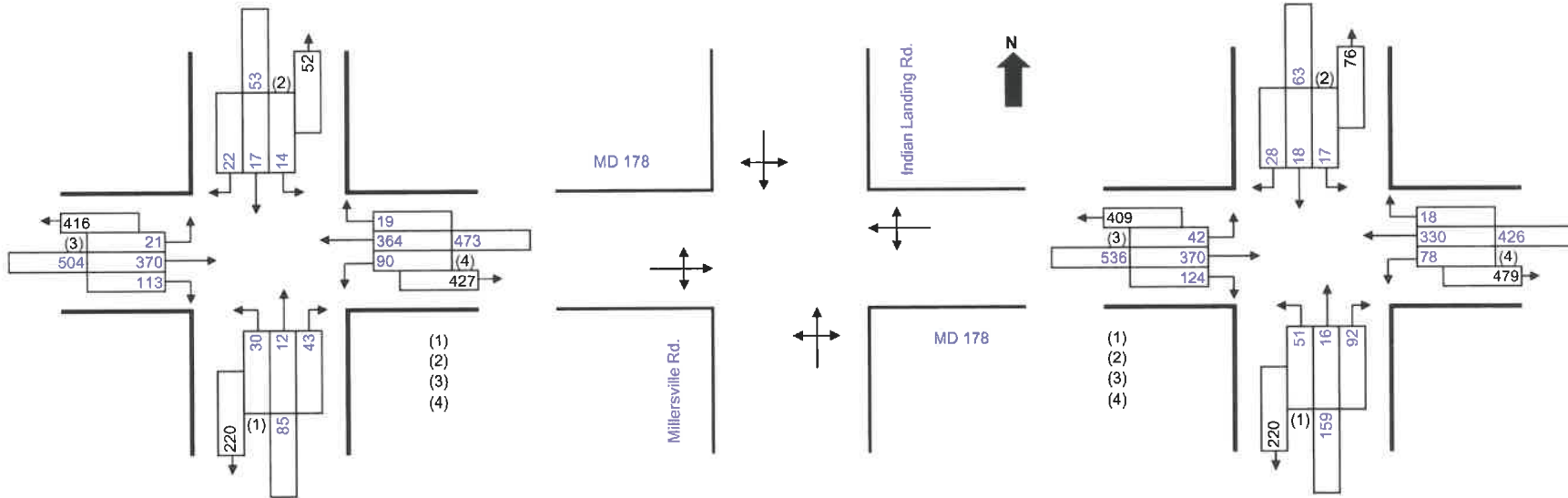
Count Date: Thursday, February 25, 2016
 Condition: Existing
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
MD 178
 Checked by: TAR Date: 5/8/2017

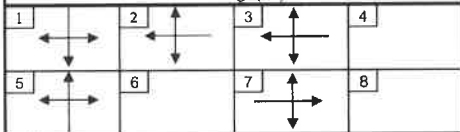


AM PEAK HOUR:
7:45 - 8:45

PM PEAK HOUR:
4:15 - 5:15



Phasing (φ)



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)	*
	EBLTR	525	1.00	525	90	1.00	90	615	*		EBLTR	578	1.00	578	78	1.00	78	656	*
	WBLTR	563	1.00	563	21	1.00	21	584			WBLTR	504	1.00	504	42	1.00	42	546	
	NBLTR	88	1.00	88	14	1.00	14	102	*		NBLTR	164	1.00	164	17	1.00	17	181	*
	SBLTR	54	1.00	54	30	1.00	30	84			SBLTR	65	1.00	65	51	1.00	51	116	

Remarks:
 EBLTR: (21*2.0) + 370 + 113 = 525 NBLTR: (30*1.1)+12+43= 88
 WBLTR: (90*2.0) + 364 + 19 = 563 SBLTR: (14*1.1) + 17+22 = 54
 * Critical Volume.

AM TOTAL	717
v/c = <u>0.45</u>	LOS A

Remarks:
 EBLTR: (42*2.0)+370+124 = 578 NBLTR: (51*1.1)+16+92 = 164
 WBLTR: (78*2.0)+330+18 = 504 SBLTR: (17*1.1)+18+28 = 65
 * Critical Volume.

PM TOTAL	837
v/c = <u>0.52</u>	LOS A

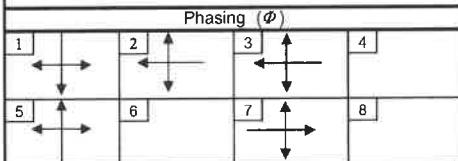
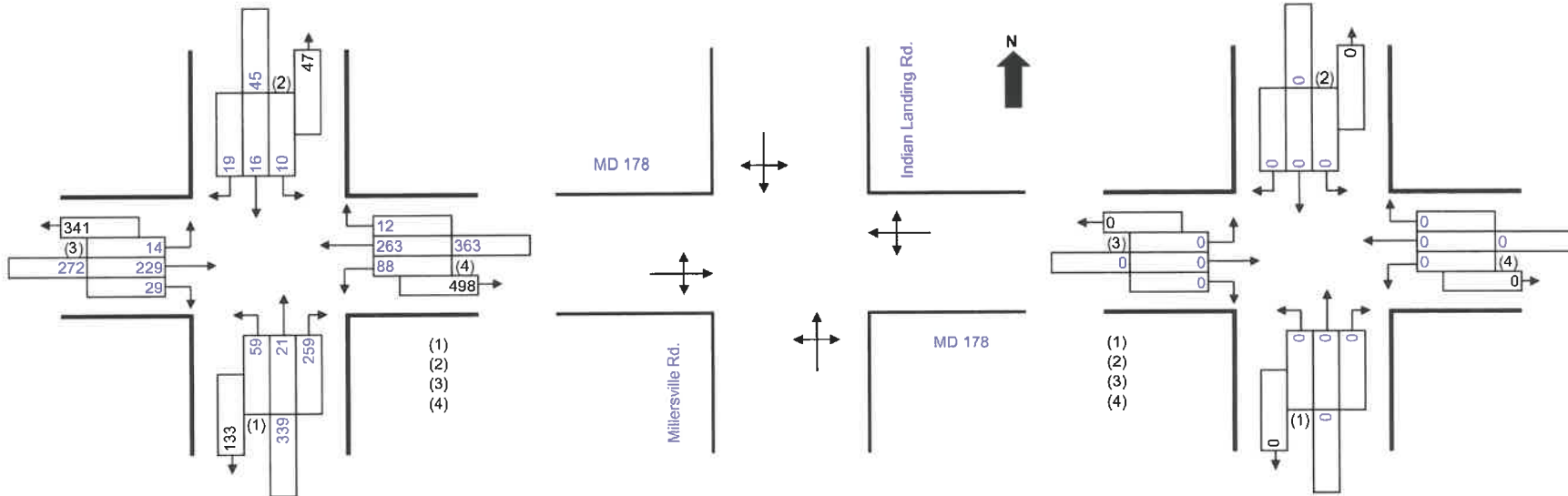
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ MD 178
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



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)	*
	EBLTR	286	1.00	286	88	1.00	88	374					0.55	0		1.00	0	0	
	WBLTR	451	1.00	451	14	1.00	14	465	*				0.55	0		1.00	0	0	*
	NBLTR	345	1.00	345	10	1.00	10	355	*				0.55	0		1.00	0	0	*
	SBLTR	55	1.00	55	59	1.00	59	114					0.55	0		1.00	0	0	*

Remarks:
 EBLTR: (19*2.0) + 276 + 39 = 353 NBLTR: (77*1.1) + 28 + 269 = 382
 WBLTR: (68*2.0)+266+6 = 340 SBLTR: (20*2.0)+18+ 47 = 105
 * Critical Volume.

SAT TOTAL **820**
 v/c = 0.51 **LOS** **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 **LOS** **A**

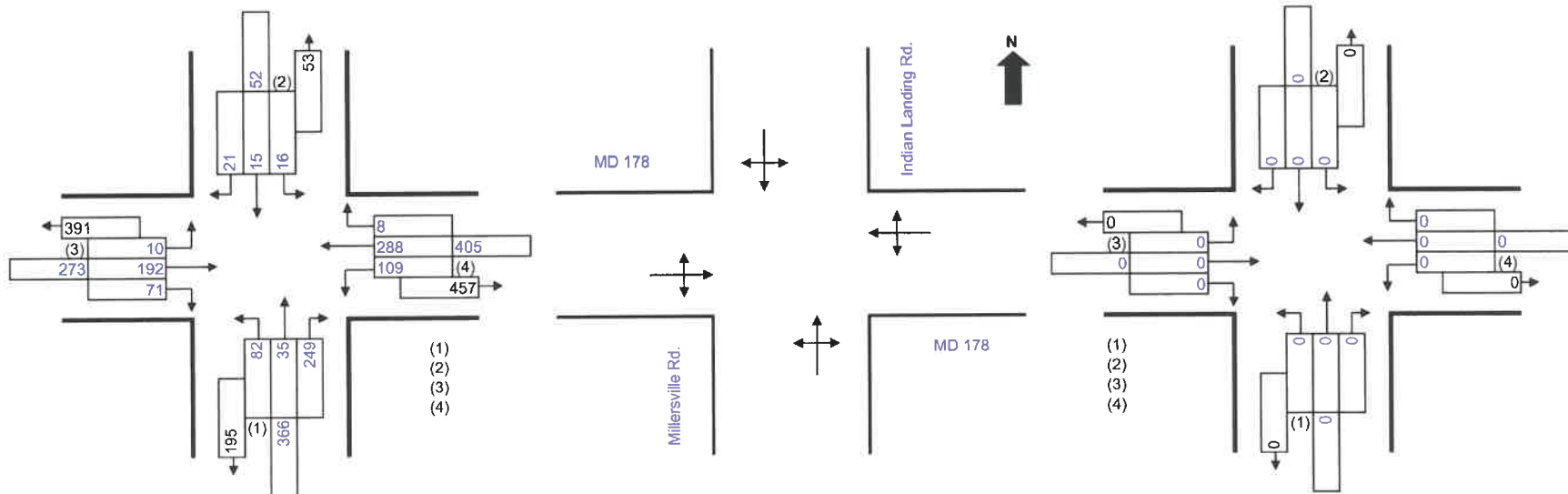
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Existing
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

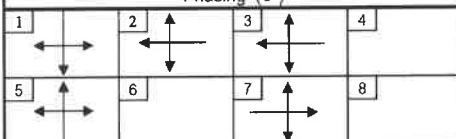
Location: Millersville Rd. @
MD 178
 Checked by: TAR Date: 1/25/2018



SUN PEAK HOUR:
9:00 - 10:00



Phasing (φ)



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)	*
	EBLTR	283	1.00	283	109	1.00	109	392				0.55	0	1.00	0	0	0		
	WBLTR	514	1.00	514	10	1.00	10	524	*			0.55	0	1.00	0	0	0	*	
	NBLTR	374	1.00	374	16	1.00	16	390	*			0.55	0	1.00	0	0	0	*	
	SBLTR	68	1.00	68	82	1.00	82	150				0.55	0	1.00	0	0	0	*	

Remarks:
 EBLTR: (10*2.0) + 192 + 71 = 283 NBLTR: (82*1.1) + 35 + 249 = 374
 WBLTR: (109*2.0)+288+8 = 514 SBLTR: (16*2.0)+15+21 = 68
 * Critical Volume.

SUN TOTAL **914**
 v/c = 0.57 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

Appendix H
Existing Crash Data

Traffic Accidents and DWI/DUI
1/1/2011 to 7/5/2015
MILLERSVILLE RD/WATERBURY RD

	2011	2012	2013	2014	2015	Total
82 Accident - Person Injured	1	1	1	1	1	5
83 Accident - Property Damage	2	0	2	4	1	9
85 Accident - Other	0	0	0	0	3	3
Total	3	1	3	5	5	17

REPORT	DATE	Heirarchy	District	LOCATION
110716763	05/07/2011	83 Accident - Property Damage	05	WATERBURY RD/MILLERSVILLE RD
110731657	08/21/2011	82 Accident - Person Injured	05	MILLERSVILLE RD/WATERBURY RD
110748977	12/25/2011	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
120725035	07/04/2012	82 Accident - Person Injured	05	MILLERSVILLE RD/WATERBURY RD
130713986	04/16/2013	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
130735366	09/12/2013	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
130746537	11/28/2013	82 Accident - Person Injured	05	MILLERSVILLE RD/WATERBURY RD
140719831	05/25/2014	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
140722290	06/11/2014	82 Accident - Person Injured	05	MILLERSVILLE RD/WATERBURY RD
140735189	09/12/2014	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
140737433	09/27/2014	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
140750459	12/26/2014	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
150700429	01/04/2015	82 Accident - Person Injured	05	MILLERSVILLE RD/WATERBURY RD
150705665	02/15/2015	83 Accident - Property Damage	05	MILLERSVILLE RD/WATERBURY RD
150707711	03/03/2015	85 Accident - Other	05	MILLERSVILLE RD/WATERBURY RD
150714734	04/24/2015	85 Accident - Other	05	MILLERSVILLE RD/WATERBURY RD
150719117	05/25/2015	85 Accident - Other	05	MILLERSVILLE RD/WATERBURY RD

Traffic Accidents and DWI/DUI
1/1/2011 to 7/5/2015
MILLERSVILLE RD/WATERBURY RD

Incidents at an Intersection
Date Range
1/1/2011 to 9/12/2014
Name: Millersville Rd or Millersville and
Cecil

	2011	2012	2013	2014	Total
82 Accident - Person Injured	1	0	3	2	6
83 Accident - Property Damage	0	1	2	0	3
85 Accident - Other	0	0	0	1	1
Total	1	1	5	3	10

<u>Report</u>	<u>ReportDate</u>	<u>Incident</u>	<u>Location</u>
140729496	08/03/2014	85 Accident - Other	CECIL AV S/MILLERSVILLE RD
110719498	05/25/2011	82 Accident - Person Injured	CECIL AV S/MILLERSVILLE RD
120725408	07/06/2012	83 Accident - Property Damage	CECIL AV S/MILLERSVILLE RD
130707991	03/02/2013	83 Accident - Property Damage	MILLERSVILLE RD/CECIL AV S
130713316	04/11/2013	82 Accident - Person Injured	MILLERSVILLE RD/CECIL AV S
130720586	05/31/2013	82 Accident - Person Injured	MILLERSVILLE RD/CECIL AV S
130725611	07/06/2013	83 Accident - Property Damage	MILLERSVILLE RD/CECIL AV S
130734084	09/03/2013	82 Accident - Person Injured	MILLERSVILLE RD/CECIL AV S
140714484	04/17/2014	82 Accident - Person Injured	MILLERSVILLE RD/CECIL AV S
140722582	06/13/2014	82 Accident - Person Injured	MILLERSVILLE RD/CECIL AV S

Appendix I
Background Development Information and
Intersection Turning Movement Volume Spreadsheets

BACKGROUND DEVELOPMENTS

	AM		PM		ADT
	IN	OUT	IN	OUT	
1. Subway Auto Body (Benz Property) C2007-0061-00-PP Automobile Care Center <u>ITE Land Use Code 942</u> Per ksf 17,440 gsf	1.49 25	0.77 13	1.49 26	1.62 28	
2. Kiddie Academy SDP #C2008-0041 <u>ITE Land Use Code 505</u> Per student 179 students	0.42 75	0.38 68	0.38 68	0.43 77	4.38 784
3. Gambrills Business Park <u>ITE Land Use Code 710</u> General Office Per ksf 17,700 gsf	1.37 24	0.19 4	0.25 4	1.24 22	11.03 195
<u>ITE Land Use Code 826</u> Specialty Retail * Per ksf 6,800 gsf	3.28 23	3.56 24	2.81 19	2.21 16	44.32 306
<u>ITE Land Use Code 720</u> Medical Office Per ksf 3,000 gsf	1.89 6	0.50 1	1.00 3	2.57 8	36.13 108
10. EZ Storage <u>ITE Land Use Code 151</u> Mini-Warehouse Per ksf 124,800 gsf	0.08 10	0.06 7	0.13 16	0.13 16	2.50 312
TOTAL BACKGROUNDS 3 & 10	63	36	42	62	921
4. Knollwood Manor Nursing Home <u>ITE Land Use Code 620</u> Per bed 120 beds	0.12 14	0.05 6	0.07 8	0.15 18	2.74 329

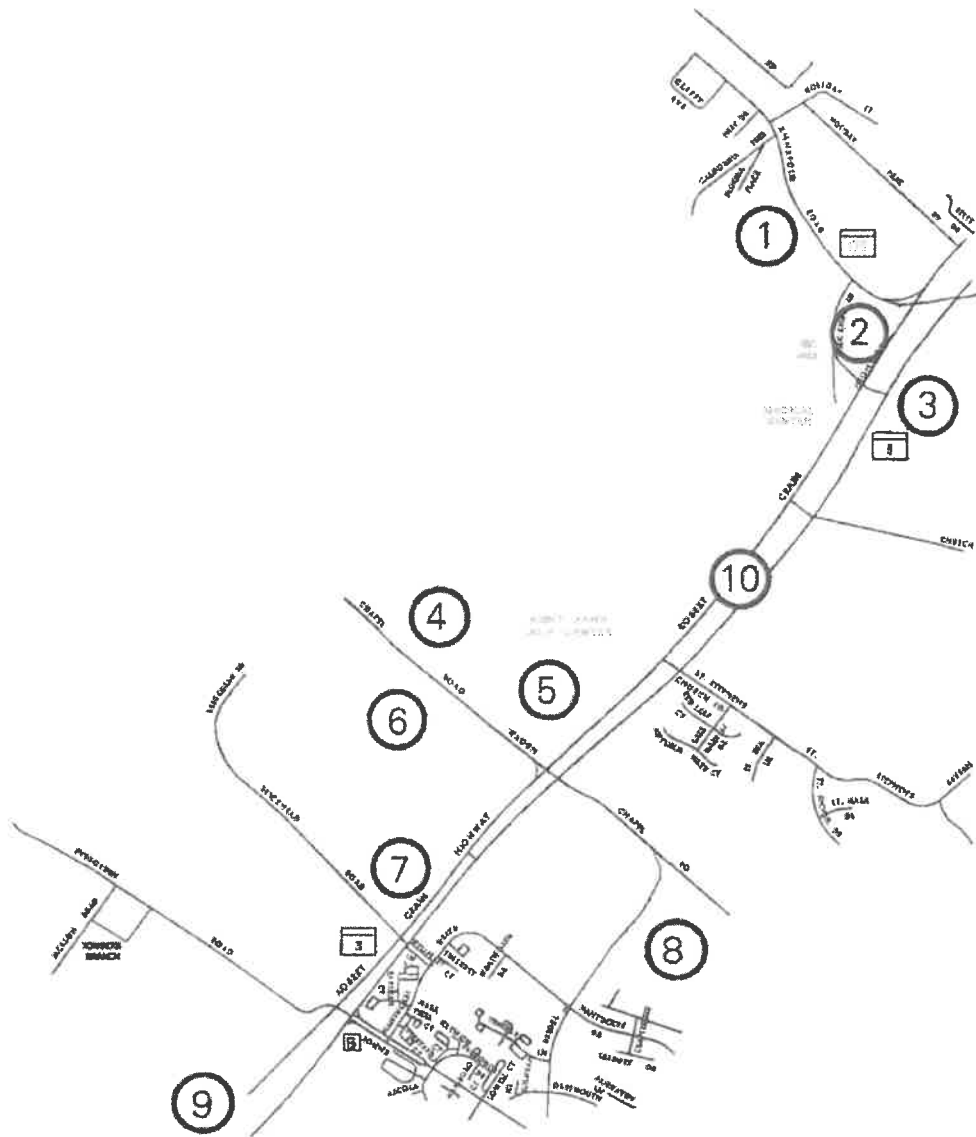
* In order to create a worse-case scenario, we have used AM and PM peak hour of the generator rates.

BACKGROUND DEVELOPMENTS (Continued)

	AM		PM		ADT
	IN	OUT	IN	OUT	
6. Summerfield Village S2008-057 <u>ITE Land Use Code 230</u>					
Per thū	0.07	0.37	0.35	0.17	5.80
223 thū	17	81	78	38	1292
7. Waugh Chapel South <u>ITE Land Use Code 230</u> <u>Residential</u>					
Per condo	0.07	0.33	0.32	0.16	5.41
380 condos	26	124	120	60	2055
less internal trips(6%)	-2	-7	-7	-4	-122
External trips	24	117	113	56	1932
8. Wilson Grove S04-113 <u>ITE Land Use Code 210</u>					
Per sfu	0.19	0.57	0.62	0.37	10.01
182 sfu	34	103	113	67	1822
TOTAL BACKGROUNDS 4,6-8	89	307	312	179	5375
5. Dollar General <u>ITE Land Use Code 814</u>			taken from approved TIS		
Variety Store 9,140 gsf	17	18	31	31	585
Passby Rates (0% AM & 17% PM)	-8	-0	-8	-8	
New Trips	17	18	26	26	
7. Waugh Chapel South <u>ITE Land Use Code 820</u> <u>Shopping Center</u>					
Per ksf	0.49	0.30	1.62	1.75	36.86
573,310 gsf	290	172	927	1003	21130
Less 80% built	-224	-138	-742	-802	-16904
Total Retail Trips	66	34	185	201	4226
Less internal trips(6%)	-3	-2	-11	-12	-254
External trips	63	32	174	189	3972
less 34% passby (PM)	-0	-0	-59	-64	-1251
Total New Trips	63	32	115	125	2621

BACKGROUND DEVELOPMENTS (Continued)

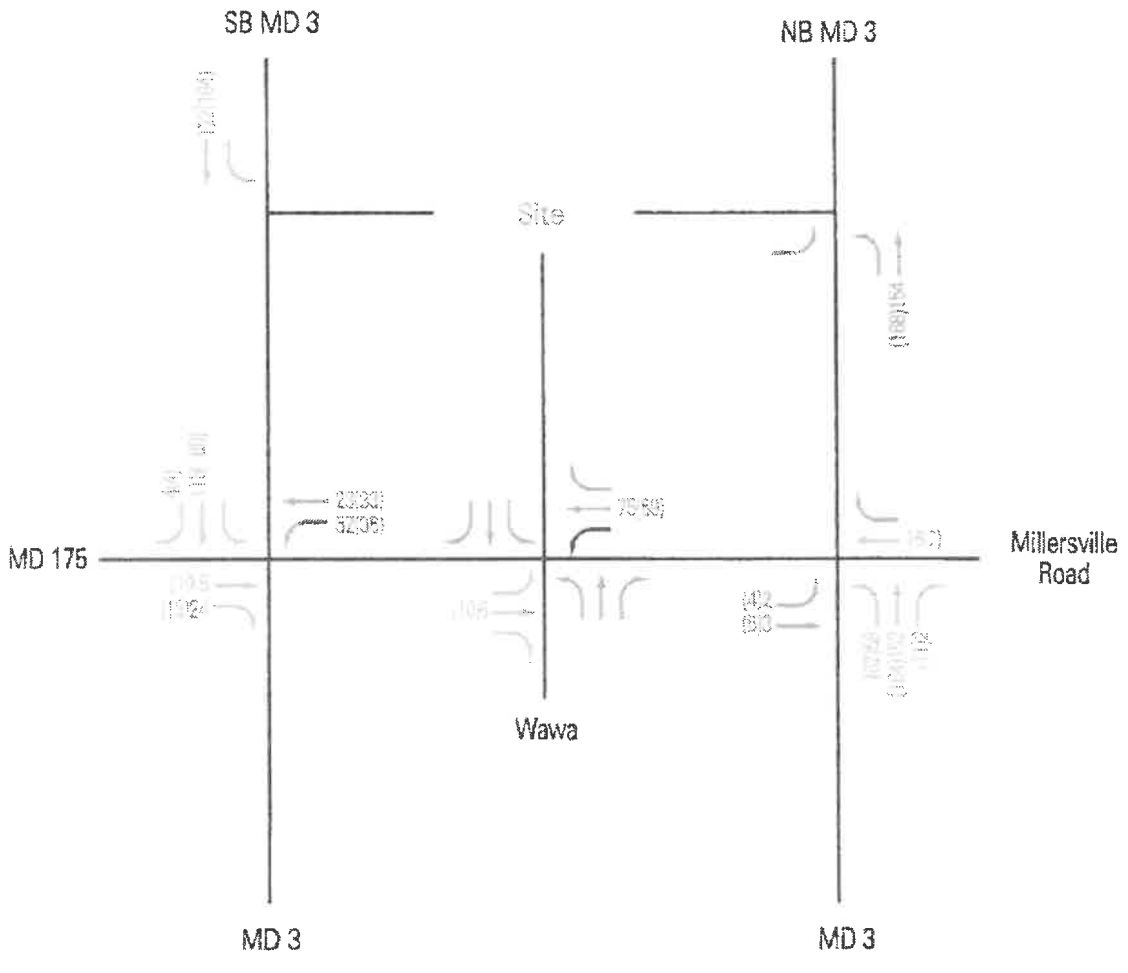
	AM		PM		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
7. Waugh Chapel South					
<u>ITE Land Use Code 710</u>					
<u>General Office</u>					
Per ksf	1.37	0.19	0.25	1.24	11.03
125,000 gsf	171	24	31	155	1379
less internal trips(6%)	- 10	- 1	- 2	- 9	- 83
External trips	161	23	28	146	1296
 <u>ITE Land Use Code 444</u>					
<u>Movies</u>					
16 screens			BUILT OUT		
9. Auto Zone					
<u>ITE Land Use Code 843</u>					
Per ksf	1.11	1.10	2.93	3.05	61.91
7,315 gsf	8	8	21	23	453
Less passby per ITE	- 0	- 0	- 9	- 10	- 195
New Trips	8	8	12	13	258
TOTAL BACKGROUNDS 7 & 9	222	63	156	284	4175



- 1. Subway Auto Body
- 2. Kiddie Academy
- 3. Gambrills Business Center
- 4. Knollwood Manor
- 5. Dollar General
- 6. Summerfield Village
- 7. Waugh Chapel South
- 8. Wilson Grove
- 9. AutoZone
- 10. EZ Storage

TRAFFIC CONCEPTS, INC.
 325 Gambrills Road
 Suite B
 Gambrills, Maryland 21054
 410-923-7101

EXHIBIT 4
 Background Development Locations

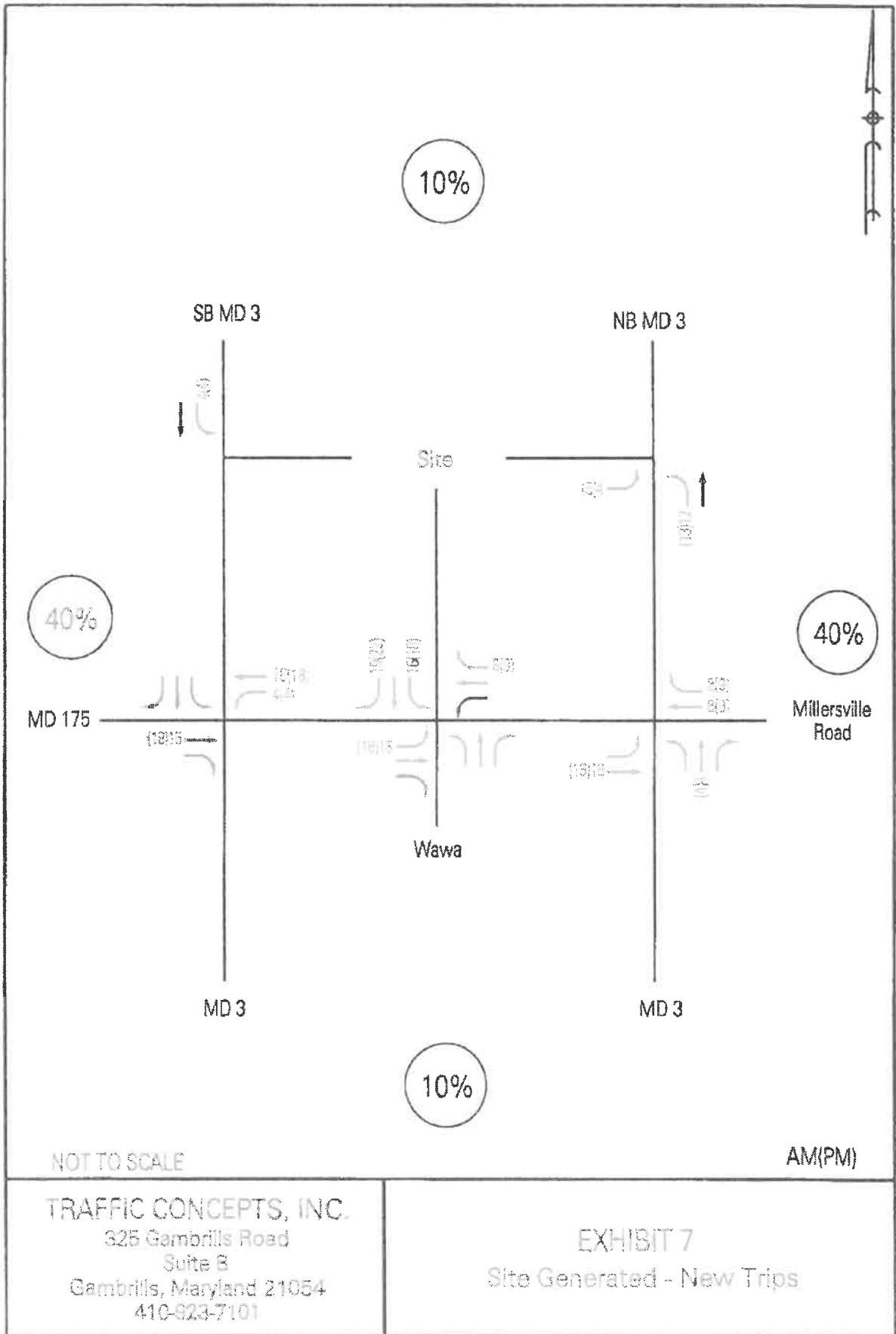


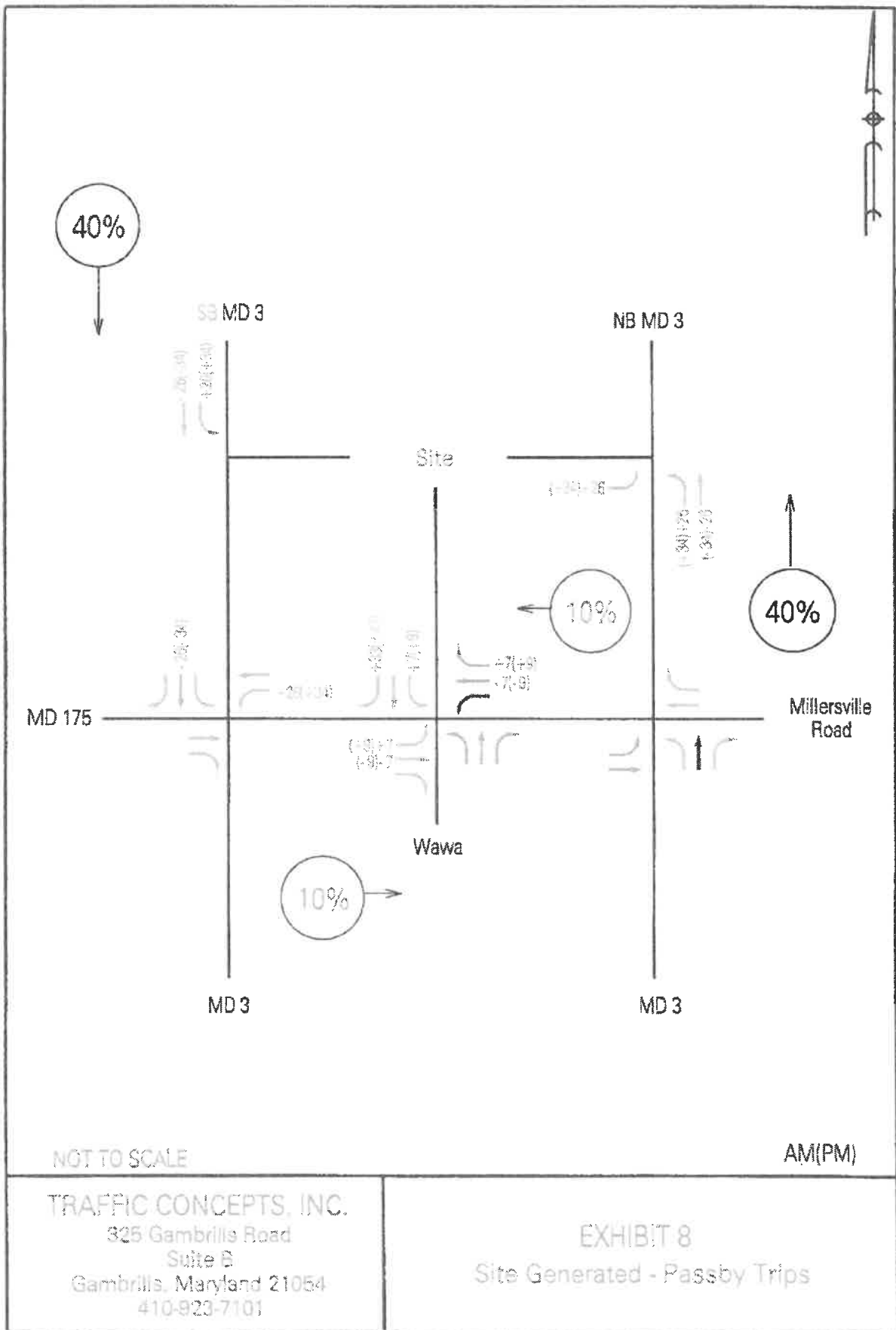
NOT TO SCALE

AM(PM)

TRAFFIC CONCEPTS, INC.
 325 Gambrills Road
 Suite B
 Gambrills, Maryland 21054
 410-923-7101

EXHIBIT 5
 Background Traffic Volumes





TRAFFIC CONCEPTS, INC.
 325 Gambrills Road
 Suite E
 Gambrills, Maryland 21054
 410-923-7101

EXHIBIT 8
 Site Generated - Passby Trips

I, MD 175 (Annapolis Road)/MD 3 (Crain Highway) SB
AM Peak Hour

	Southbound MD 3 (Crain Highway)			Westbound MD 175 (Annapolis Road)			Northbound			Eastbound MD 175 (Annapolis Road)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Existing Traffic Volume*	79	2,602	159	-	241	54	-	-	-	200	236	-
Pipeline Developments												
Background Developments in Royal Farms Study	4	118	-	-	23	52	-	-	-	24	5	-
Royal Farms	-	-	-	-	15	4	-	-	-	-	15	-
Less Pass-by	-	(26)	-	-	-	26	-	-	-	-	-	-
Subtotal	4	92	-	-	38	82	-	-	-	24	20	-
Background Traffic Volumes	83	2,694	159	-	279	136	-	-	-	224	256	-
Site												
Proposed Addition To Existing Building												
IN												
OUT												
19												
14												
Total Future Traffic Volumes	83	2,694	162	-	283	138	-	-	-	224	262	-

I, MD 175 (Annapolis Road)/MD 3 (Crain Highway) SB
PM Peak Hour

	Southbound MD 3 (Crain Highway)			Westbound MD 175 (Annapolis Road)			Northbound			Eastbound MD 175 (Annapolis Road)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Existing Traffic Volume*	110	2,721	146	-	344	57	-	-	-	413	263	-
Pipeline Developments												
Background Developments in Royal Farms Study	4	180	-	-	33	36	-	-	-	18	10	-
Royal Farms	-	-	-	-	18	4	-	-	-	-	18	-
Less Pass-by	-	(34)	-	-	-	34	-	-	-	-	-	-
Subtotal	4	146	-	-	51	74	-	-	-	18	28	-
Background Traffic Volumes	114	2,867	146	-	395	131	-	-	-	431	291	-
Site												
Proposed Addition To Existing Building												
IN												
OUT												
77												
38												
Total Future Traffic Volumes	114	2,867	158	-	406	137	-	-	-	431	314	-

* Existing and background traffic volumes were obtained from Gambrell's Royal Farm Study

2. MD 175 (Annapolis Road)/MD 3 (Crain Highway) NB
AM Peak Hour

	Southbound			Westbound MD 175 (Annapolis Road)			Northbound MD 3 (Crain Highway)			Eastbound MD 175 (Annapolis Road)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Existing Traffic Volume*				263	82	-	51	2,354	202	-	107	269
Pipeline Developments												
Background Developments in Royal Farms Study				-	16	-	2	152	59		3	2
Royal Farms				8	8	-	-	4	-	-	16	-
Loss Pass-by				-	-	-	-	-	-	-	-	-
Subtotal				8	24	-	2	156	59	-	19	2
Background Traffic Volumes	-	-	-	271	106	-	53	2,510	261	-	126	271
Site												
IN												
OUT												
Proposed Addition To Existing Building				19	14		-	-	-	-	9	-
Total Future Traffic Volumes				-	-	-	273	112	-	56	2,510	261
											135	271

2. MD 175 (Annapolis Road)/MD 3 (Crain Highway) NB
PM Peak Hour

	Southbound			Westbound MD 175 (Annapolis Road)			Northbound MD 3 (Crain Highway)			Eastbound MD 175 (Annapolis Road)		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Existing Traffic Volume*				136	94	-	39	2,203	170	-	136	196
Pipeline Developments												
Background Developments in Royal Farms Study				-	7	-	11	164	62	-	6	4
Royal farms				9	9	-	-	4	-	-	18	-
Loss Pass-by				-	-	-	-	-	-	-	-	-
Subtotal				9	16	-	11	168	62	-	24	4
Background Traffic Volumes	-	-	-	145	110	-	50	2,371	232	-	160	200
Site												
IN												
OUT												
Proposed Addition To Existing Building				77	38		-	-	-	-	35	-
Total Future Traffic Volumes				-	-	-	151	127	-	62	2,371	232
											195	200

* Existing and background traffic volumes were obtained from Gambrells Royal Farm Study

Appendix J
Background CLV Spreadsheets

**Turning Movement Summary
and
Level of Service**

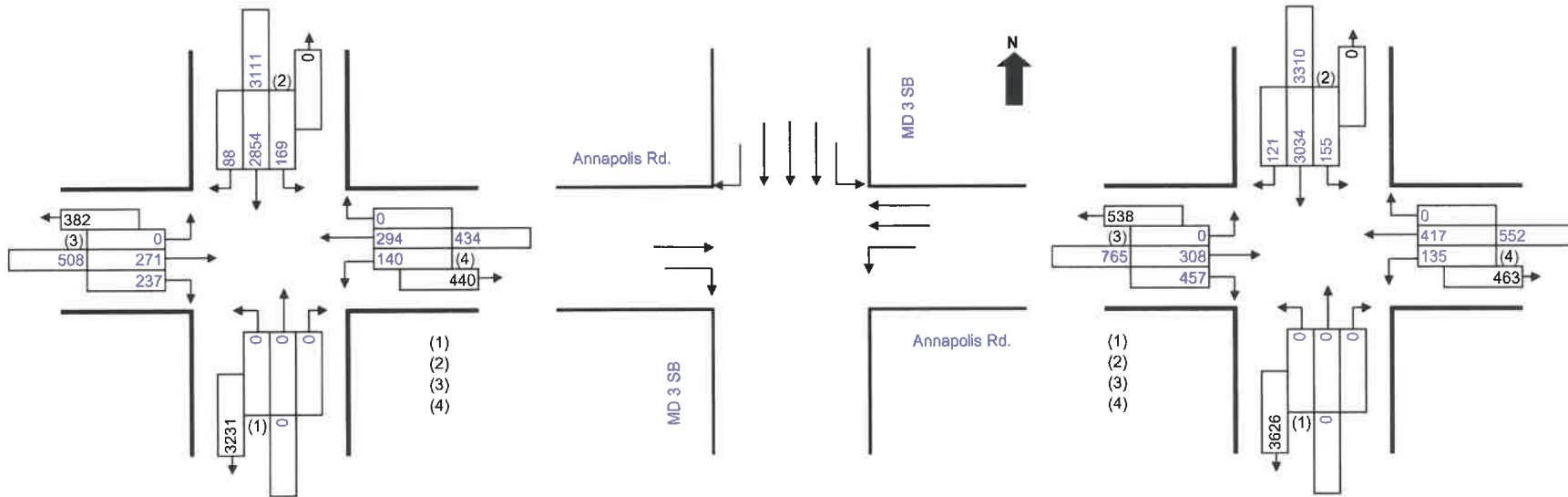
Count Date: N/A
 Condition: Background
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 5/8/2017



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)	*
	SBT	2854	0.40	1142	0	1.00	0	1142	*		SBT	3034	0.40	1214	0	1.00	0	1214	*
	WBT	294	0.55	162	0	1.00	0	162			WBT	417	0.55	229	0	1.00	0	229	
	EBT	271	1.00	271	140	1.00	140	411	*		EBR	457	1.00	457	135	1.00	135	592	*

Remarks:	AM TOTAL 1553	Remarks:	PM TOTAL 1806
* Critical Volume.	v/c = <u>0.97</u> LOS E	* Critical Volume.	v/c = <u>1.13</u> LOS F

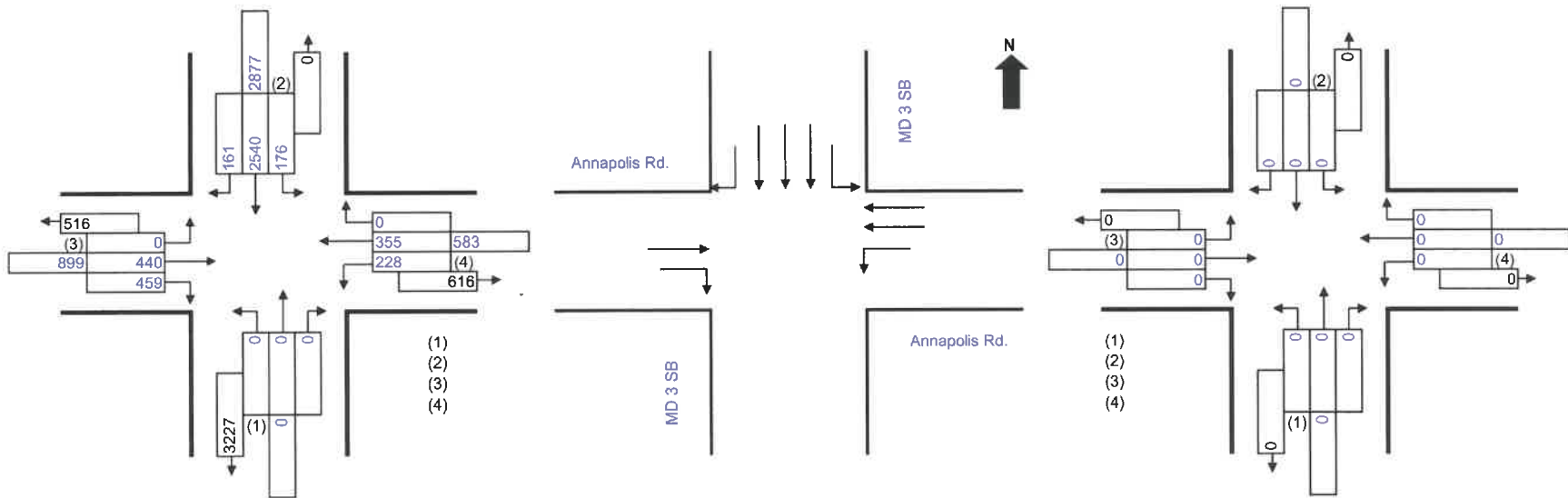
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
12:15 - 13:15



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)	*
	SBT	2540	0.40	1016	0	1.00	0	1016	*				0.55	0	1.00	0	0	0	*
	WBT	355	0.55	195	0	1.00	0	195	*				0.55	0	1.00	0	0	0	*
	EBR	459	1.00	459	228	1.00	228	687	*				0.55	0	1.00	0	0	0	*

		SAT TOTAL		1703	Remarks:					PM TOTAL		0
* Critical Volume.		v/c = <u>1.06</u>	LOS	F	* Critical Volume.					v/c = <u>0.00</u>	LOS	A

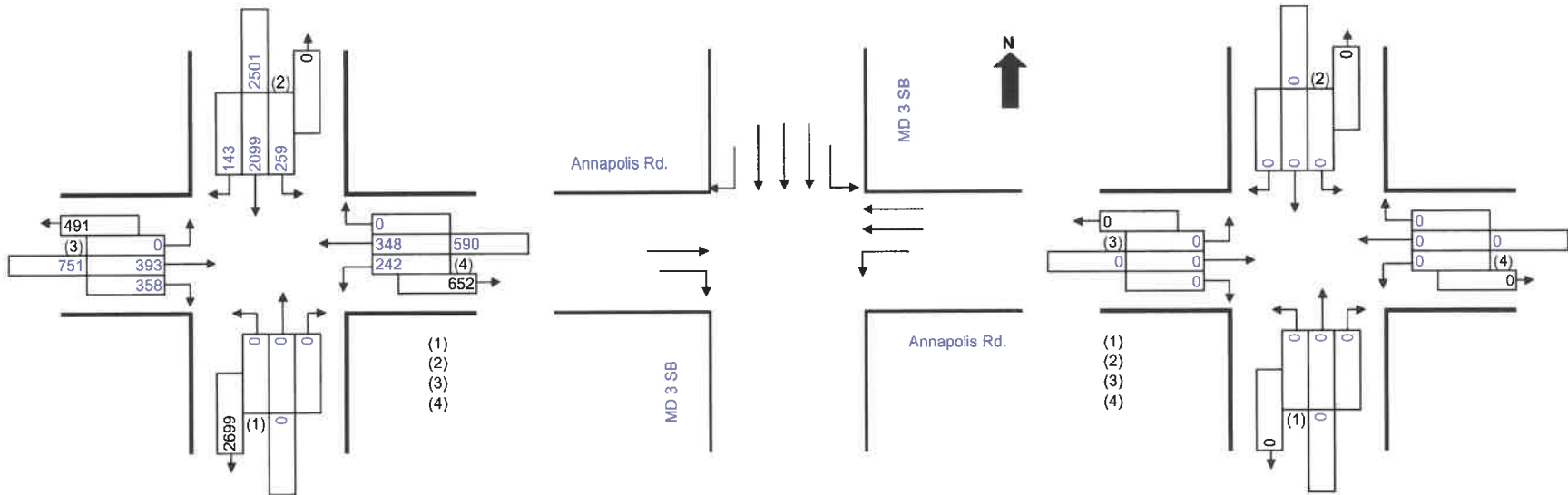
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
12:00 - 13:00**



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)	*
	SBT	2099	0.40	840	0	1.00	0	840	*				0.55	0		1.00	0	0	*
	WBT	348	0.55	191	0	1.00	0	191	*				0.55	0		1.00	0	0	*
	EBT	393	1.00	393	242	1.00	242	635	*				0.55	0		1.00	0	0	*

* Critical Volume.		SAT TOTAL		1475	Remarks:					PM TOTAL		0		
		v/c =	0.92	LOS	E						v/c =	0.00	LOS	A

**Turning Movement Summary
and
Level of Service**

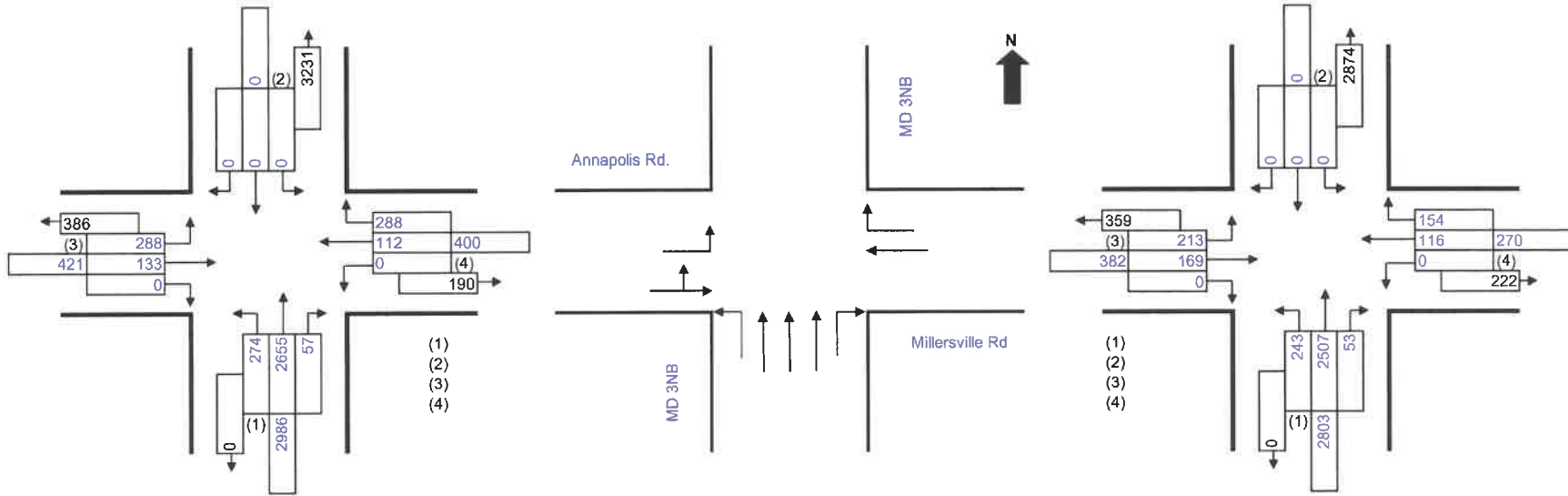
Count Date: N/A
 Condition: Background
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @ MD 3 NB
 Checked by: TAR Date: 5/8/2017



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	2655	0.40	1062	0	1.00	0	1062	*		NBT	2507	0.40	1003	0	1.00	0	1003	*
	WBR	288	1.00	288	0	0.60	0	288	*		WBT	154	1.00	154	0	0.60	0	154	*
	EBTL	421	0.60	253	0	1.00	0	253	*		EBTL	382	0.60	229	0	1.00	0	229	*

Remarks:	AM TOTAL 1603	Remarks:	PM TOTAL 1386
* Critical Volume.	v/c = <u>1.00</u> LOS F	* Critical Volume.	v/c = <u>0.87</u> LOS D

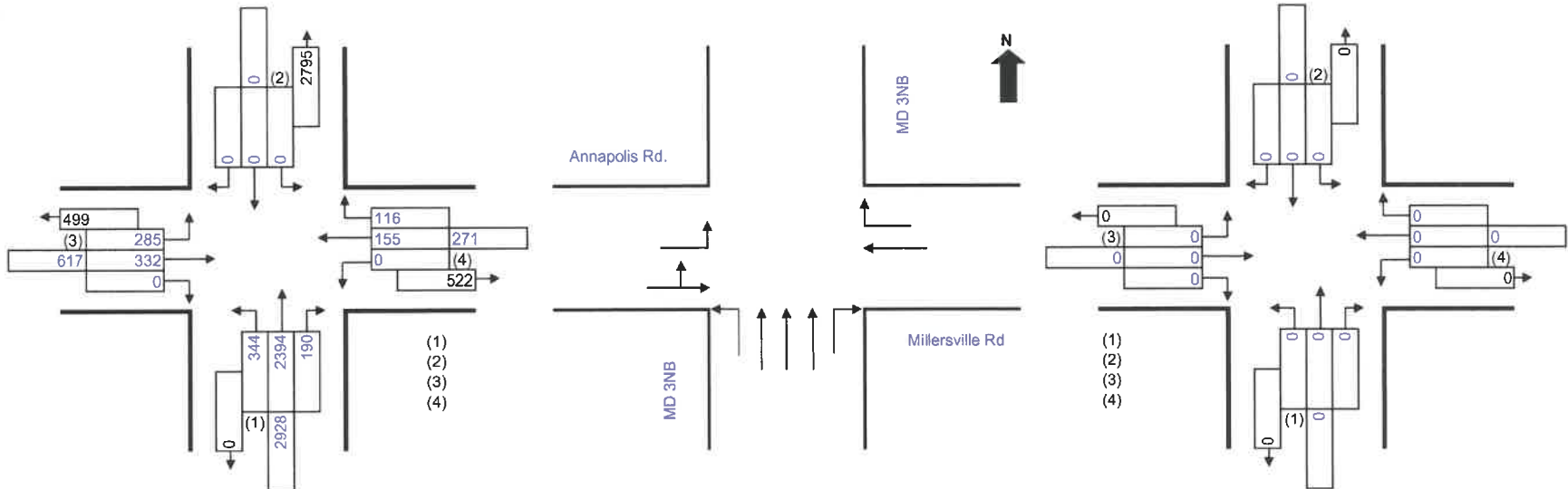
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ MD 3 NB
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
12:15 - 13:15**



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	2394	0.40	958	0	1.00	0	958	*										*
	WBT	155	1.00	155	0	1.00	0	155	*										*
	EBT	617	0.60	370	0	1.00	0	370	*										*

* Critical Volume.		SAT TOTAL 1483		Remarks:		PM TOTAL 0	
v/c = <u>0.93</u>		LOS	E	* Critical Volume.		v/c = <u>0.00</u>	
						LOS	A

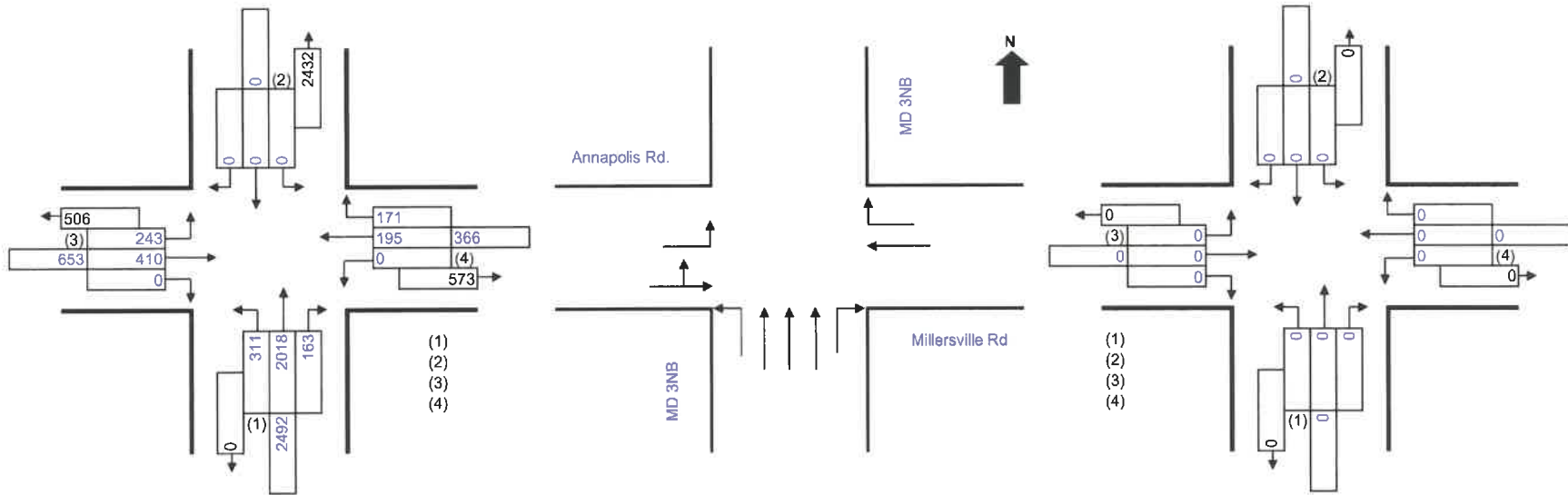
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ MD 3 NB
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
12:00 - 13:00**



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		
2	= 0.55	B	≤ 1150	≤ 199	1.1
3	= 0.40	C	≤ 1300	≤ 599	2.0
4	= 0.30	D	≤ 1450	≤ 799	3.0
Dble. Left	= 0.60	E	≤ 1600	≤ 999	4.0
Trpl. Left	= 0.45	F	> 1600	> 1000	5.0

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	2018	0.40	807	0	1.00	0	807	*				0.55	0		1.00	0	0	
	WBT	195	1.00	195	0	1.00	0	195	*				0.55	0		1.00	0	0	*
	EBT	410	1.00	410	0	1.00	0	410	*				0.55	0		1.00	0	0	*

* Critical Volume.		SAT TOTAL 1412		Remarks:		PM TOTAL 0	
v/c = 0.88		LOS	D	* Critical Volume.		v/c = 0.00	
						LOS	A

**Turning Movement Summary
and
Level of Service**

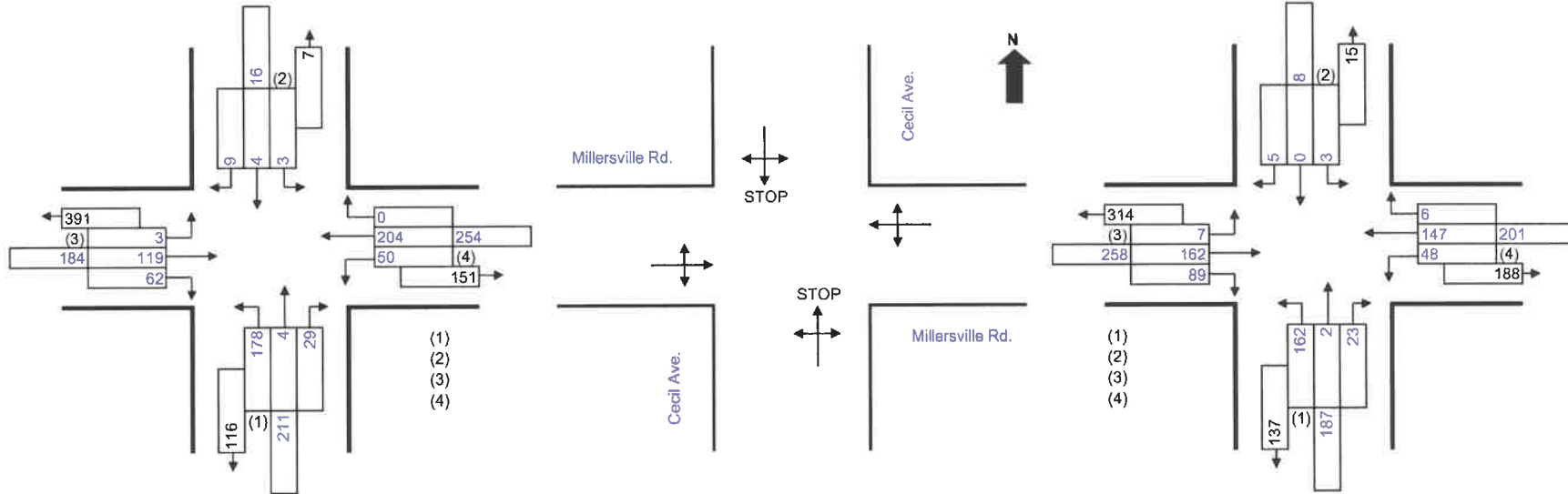
Count Date: Thursday, February 25, 2016
 Condition: Background
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @ Cecil Ave.
 Checked by: TAR Date: 5/8/2017



AM PEAK HOUR:
8:00 - 9:00

PM PEAK HOUR:
4:30 - 5:30



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	187	1.00	187	50	1.00	50	237	*		EBLTR	259	1.00	259	48	1.00	48	307	*
	WBLTR	259	1.00	259	3	1.00	3	262	*		WBLTR	249	1.00	249	6	1.00	6	255	*
	NBLTR	211	1.00	211	0	1.00	0	211	*		NBLTR	187	1.00	187	0	1.00	0	187	*
	SBLTR	16	1.00	16	0	1.00	0	16	*		SBLTR	8	1.00	8	0	1.00	0	8	*

Remarks:

EBLTR: (3*2.0) + 119 + 62 = 187
 WBLTR: (50*1.1) + 204 + 0 = 259
 * Critical Volume.

AM TOTAL **489**
 v/c = 0.31 LOS **A**

Remarks:

EBLTR: (7*1.1) + 162 + 89 = 259
 WBLTR: (48*2.0) + 147 + 6 = 249
 * Critical Volume.

PM TOTAL **502**
 v/c = 0.31 LOS **A**

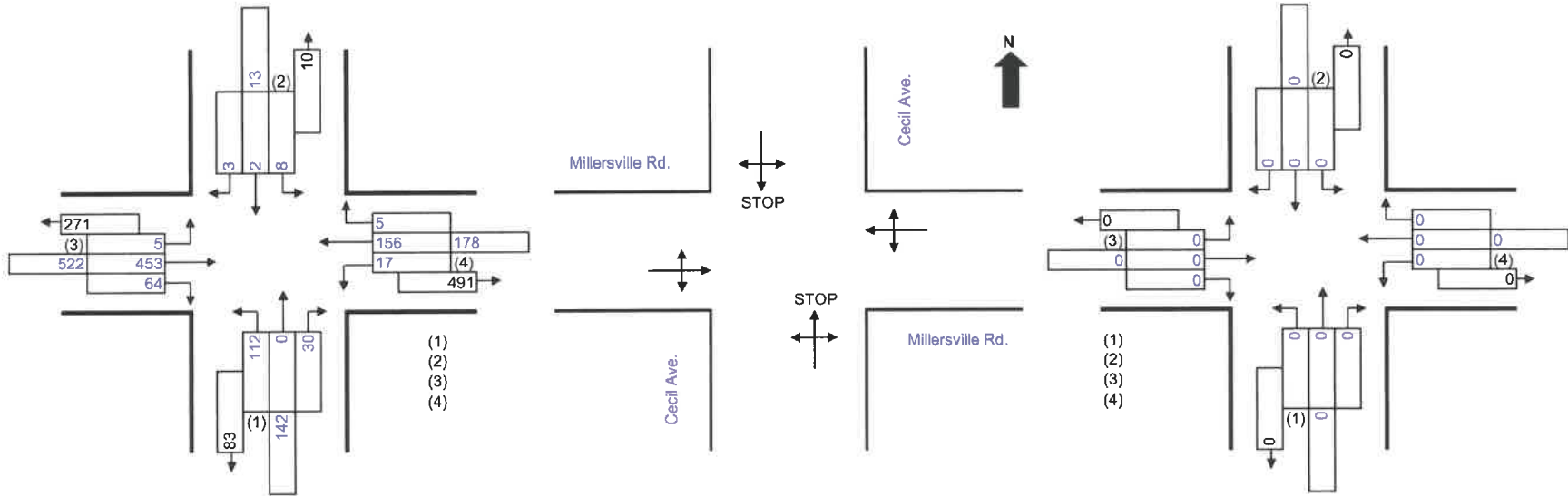
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ Cecil Ave.
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

No. of Lanes	Lane Use Factor	Level of Service	Critical Lane Vol. Total	Opposing Volume	
				(vph)	PCE
1	= 1.00	A	≤ 1000		
2	= 0.55	B	≤ 1150	199	1.1
3	= 0.40	C	≤ 1300	599	2.0
4	= 0.30	D	≤ 1450	799	3.0
Dble. Left	= 0.60	E	≤ 1600	999	4.0
Trpl. Left	= 0.45	F	≤ 1600	1000	5.0

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)	*
	EBLTR	523	1.00	523	17	1.00	17	540	*										
	WBLTR	195	1.00	195	5	1.00	5	200	*										*
	NBLTR	142	1.00	142	0	1.00	0	142	*										*
	SBLTR	13	1.00	13	0	1.00	0	13	*										*

Remarks:
 EBLTR: (5*1.1) + 453 + 64 = 523
 WBLTR: (17*2.0) + 156 + 5 = 178
 * Critical Volume.

SAT TOTAL	695
v/c = <u>0.43</u>	LOS A

Remarks:
 * Critical Volume.

PM TOTAL	0
v/c = <u>0.00</u>	LOS A

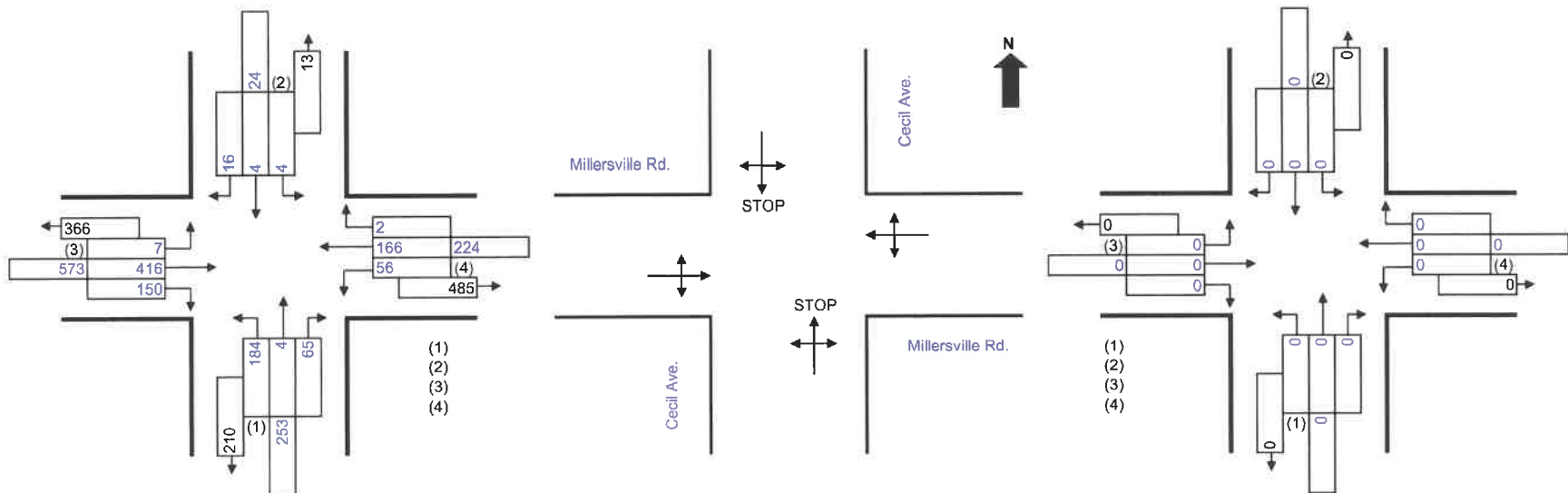
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ Cecil Ave.
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	574	1.00	574	56	1.00	56	630	*				0.55	0		1.00	0	0	
	WBLTR	280	1.00	280	7	1.00	7	287	*				0.55	0		1.00	0	0	*
	NBLTR	253	1.00	253	0	1.00	0	253	*				0.55	0		1.00	0	0	
	SBLTR	24	1.00	24	0	1.00	0	24	*				0.55	0		1.00	0	0	*

Remarks:
 EBLTR: (7*1.1) + 146 + 150 = 574
 WBLTR: (56*2.0) + 166 + 2 = 280
 * Critical Volume.

AM TOTAL **907**
 v/c = 0.57 **LOS** **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 **LOS** **A**

**Turning Movement Summary
and
Level of Service**

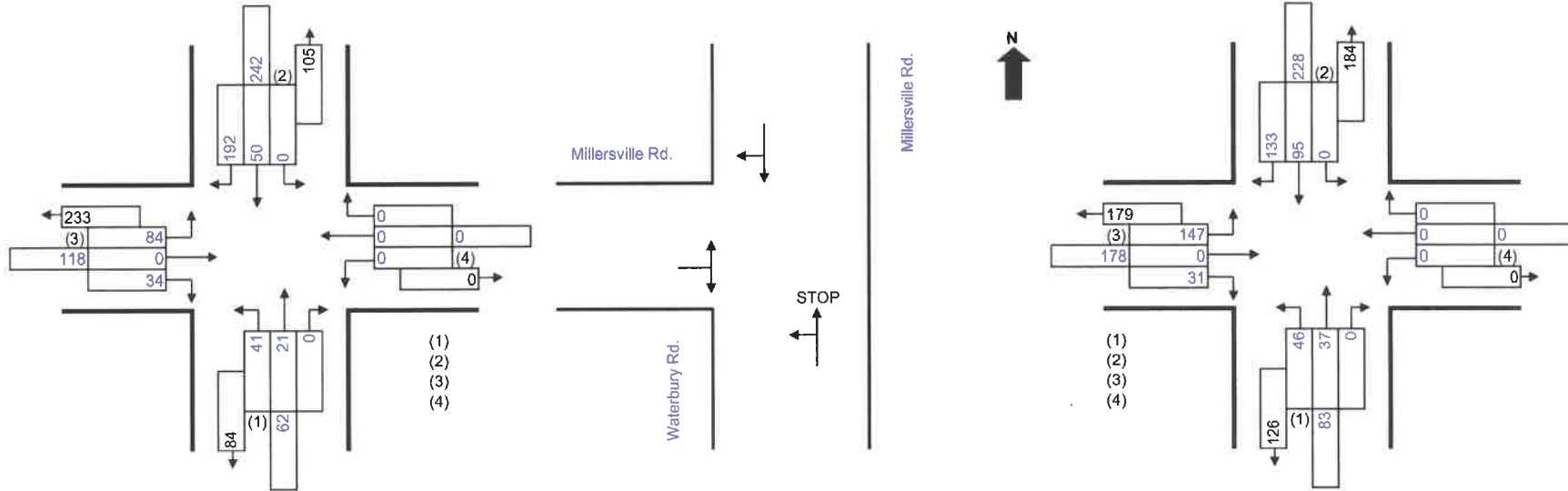
Count Date: Thursday, February 25, 2016
 Condition: Background
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 5/8/2017



**AM PEAK HOUR:
8:00 - 9:00**

**PM PEAK HOUR:
4:30 - 5:30**



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)	*
	NBLT	62	1.00	62	0	1.00	0	62	*		NBLT	83	1.00	83	0	1.00	0	83	*
	EBLR	118	1.00	118	50	1.00	50	168	*		EBLR	178	1.00	178	95	1.00	95	273	*
	SBTR	247	1.00	247	0	1.00	0	247	*		SBTR	238	1.00	238	0	1.00	0	238	*
			0.55	0		1.00	0	0					0.55	0		1.00	0	0	

Remarks:
 SBTR: (50*1.1) + 192 = 247

AM TOTAL **309**
 v/c = 0.19 LOS **A**

Remarks:
 SBTR: (95*1.1) + 133 = 238

PM TOTAL **356**
 v/c = 0.22 LOS **A**

* Critical Volume.

* Critical Volume.

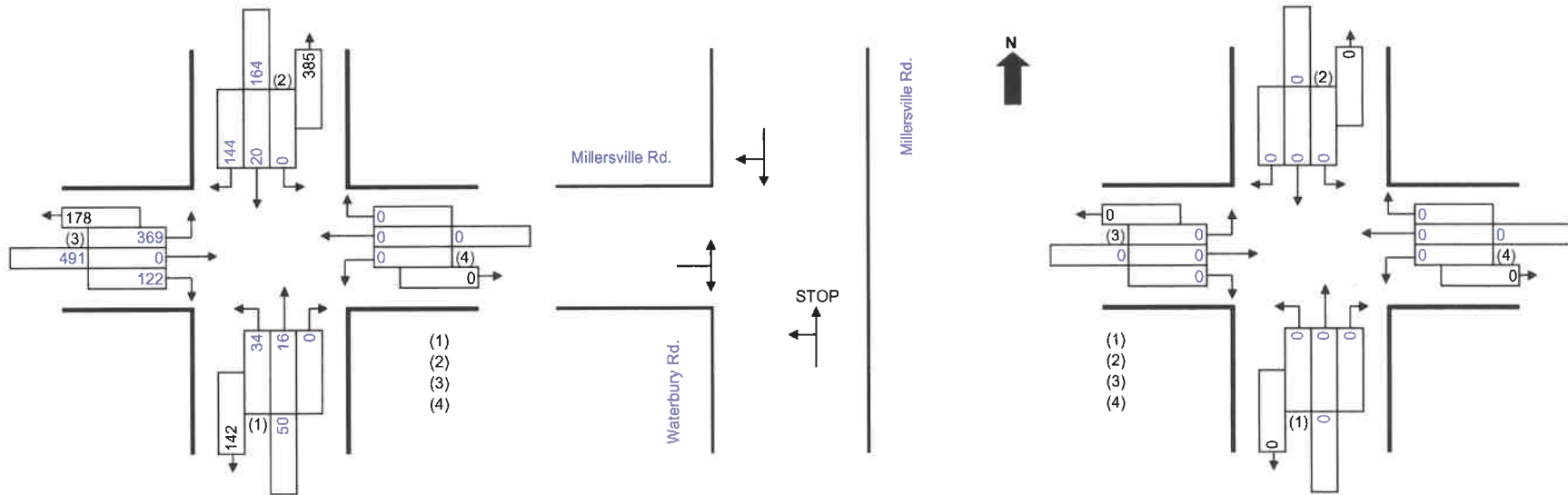
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



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)	*
	NBLT	50	1.00	50	0	1.00	0	50	*		NBLT	50	0.55	0	1.00	0	0		
	EBLR	491	1.00	491	20	1.00	20	511	*		EBLR	491	0.55	0	1.00	0	0		
	SBTR	184	1.00	184	0	1.00	0	184			SBTR	184	0.55	0	1.00	0	0		
			0.55	0		1.00	0	0					0.55	0	1.00	0	0		

Remarks: SBTR: (20*2.0) + 144 = 184	SAT TOTAL 561	Remarks:	PM TOTAL 0
* Critical Volume.	v/c = <u>0.35</u> LOS <u>A</u>	* Critical Volume.	v/c = <u>0.00</u> LOS <u>A</u>

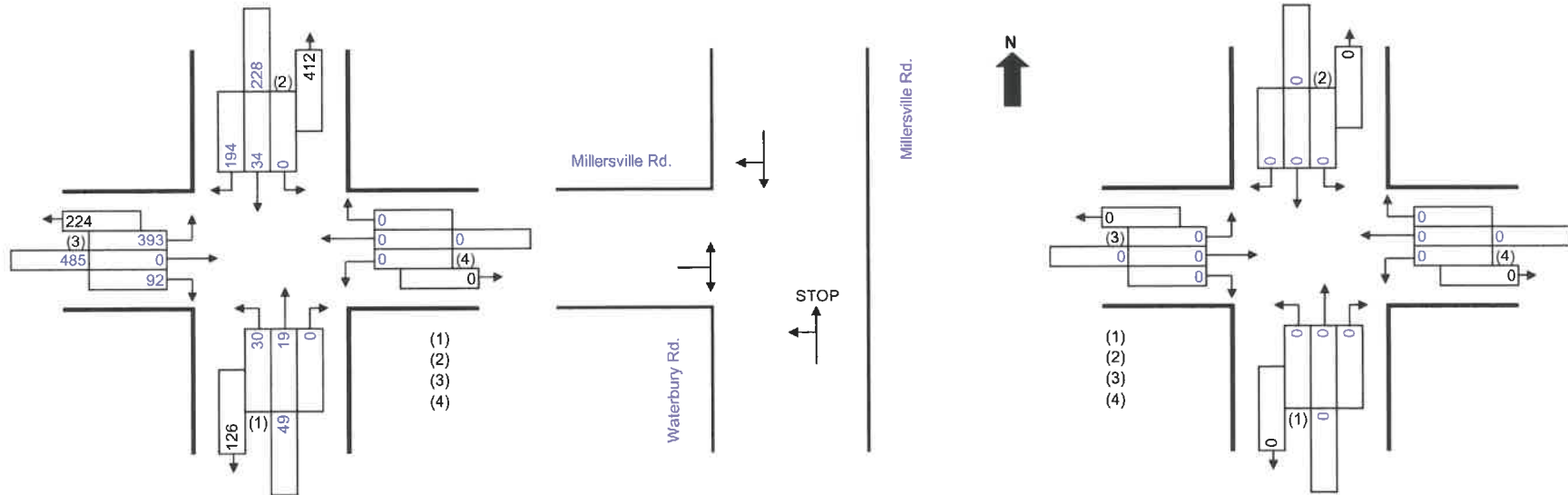
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



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)	*
	NBLT	49	1.00	49	0	1.00	0	49	*		NBLT	49	1.00	49	0	1.00	0	49	*
	EBLR	485	1.00	485	34	1.00	34	519	*		EBLR	485	1.00	485	34	1.00	34	519	*
	SBTR	262	1.00	262	0	1.00	0	262			SBTR	262	1.00	262	0	1.00	0	262	
			0.55	0		1.00	0	0					0.55	0		1.00	0	0	

Remarks:
 SBTR: (34*2.0) + 194 = 262

SUN TOTAL **568**
 v/c = 0.36 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

**Turning Movement Summary
and
Level of Service**

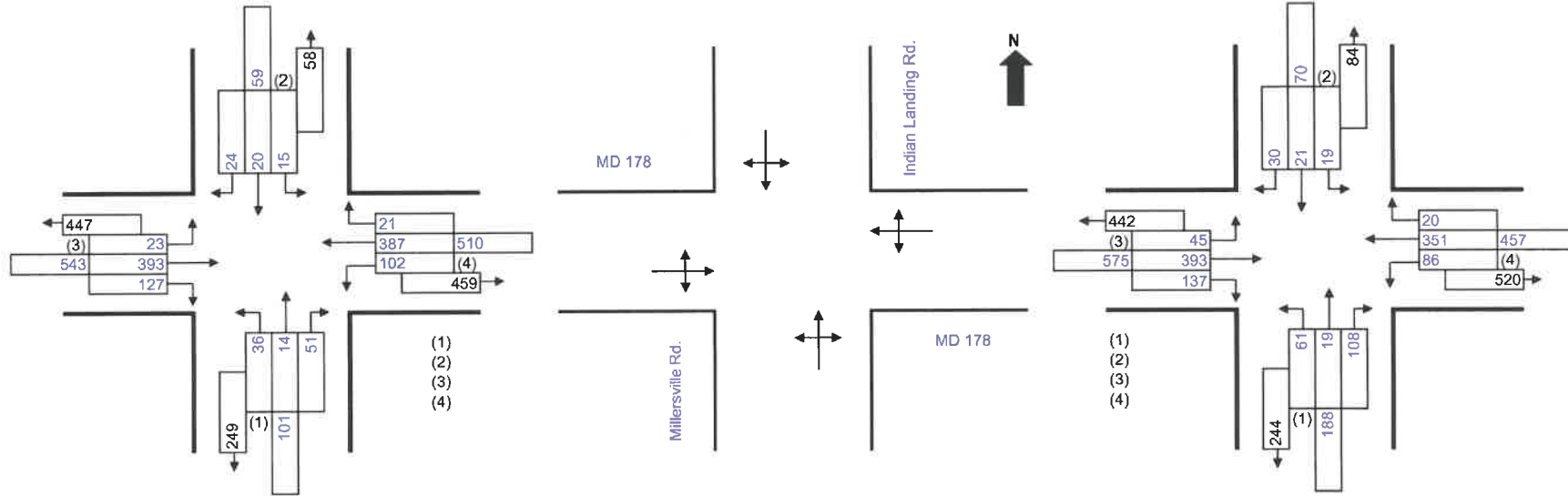
Count Date: Thursday, February 25, 2016
 Condition: Background
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @ MD 178
 Checked by: TAR Date: 5/8/2017

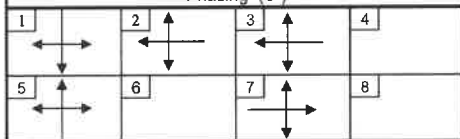


AM PEAK HOUR:
7:45 - 8:45

PM PEAK HOUR:
4:15 - 5:15



Phasing (φ)



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)	*
	EBLTR	566	1.00	566	102	1.00	102	668	*		EBLTR	620	1.00	620	86	1.00	86	706	*
	WBLTR	612	1.00	612	23	1.00	23	635			WBLTR	543	1.00	543	45	1.00	45	588	
	NBLTR	105	1.00	105	15	1.00	15	120	*		NBLTR	194	1.00	194	19	1.00	19	213	*
	SBLTR	61	1.00	61	36	1.00	36	97			SBLTR	72	1.00	72	61	1.00	61	133	

Remarks:
 EBLTR: (23*2.0)+393+127=566 NBLTR: (36*1.1)+14+51 = 105
 WBLTR: (102*2.0)+387+21=612 SBLTR: (15*1.1)+20+24= 61
 * Critical Volume.

AM TOTAL **788**
 v/c = 0.49 LOS **A**

Remarks:
 EBLTR: (45*2.0)+393+137=620 NBLTR: (61*1.1)+19+108=194
 WBLTR: (86*2.0)+351+20=543 SBLTR: (19*1.1)+21+30=72
 * Critical Volume.

PM TOTAL **919**
 v/c = 0.57 LOS **A**

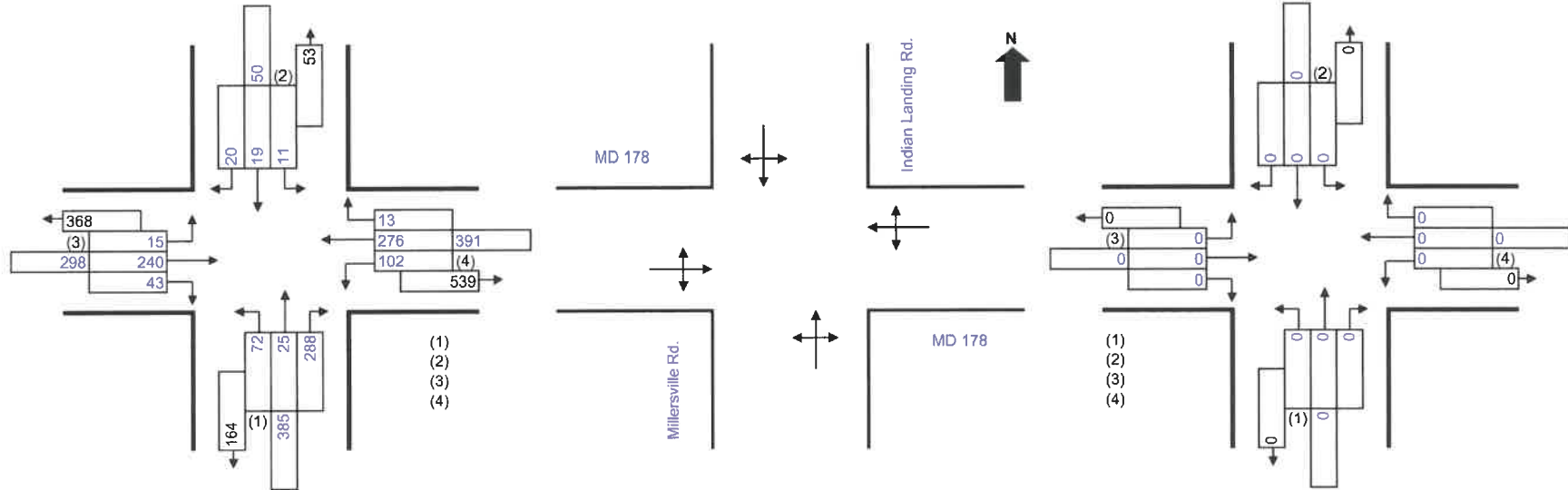
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

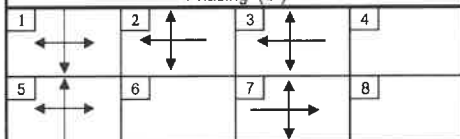
Location: Millersville Rd. @ MD 178
 MD 178
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
9:00 - 10:00



Phasing (φ)



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)	*
	EBLTR	313	1.00	313	102	1.00	102	415					0.55	0		1.00	0	0	
	WBLTR	493	1.00	493	15	1.00	15	508	*				0.55	0		1.00	0	0	*
	NBLTR	392	1.00	392	11	1.00	11	403	*				0.55	0		1.00	0	0	*
	SBLTR	61	1.00	61	72	1.00	72	133					0.55	0		1.00	0	0	*

Remarks:
 EBLTR: (15*2.0)+240+43=313 NBLTR: (72*1.1)+25+288=392
 WBLTR: (102*2.0)+276+13=493 SBLTR: (20*2.0)+19+11=61
 * Critical Volume.

SAT TOTAL 911
 v/c = 0.57 LOS A

Remarks:
 * Critical Volume.

PM TOTAL 0
 v/c = 0.00 LOS A

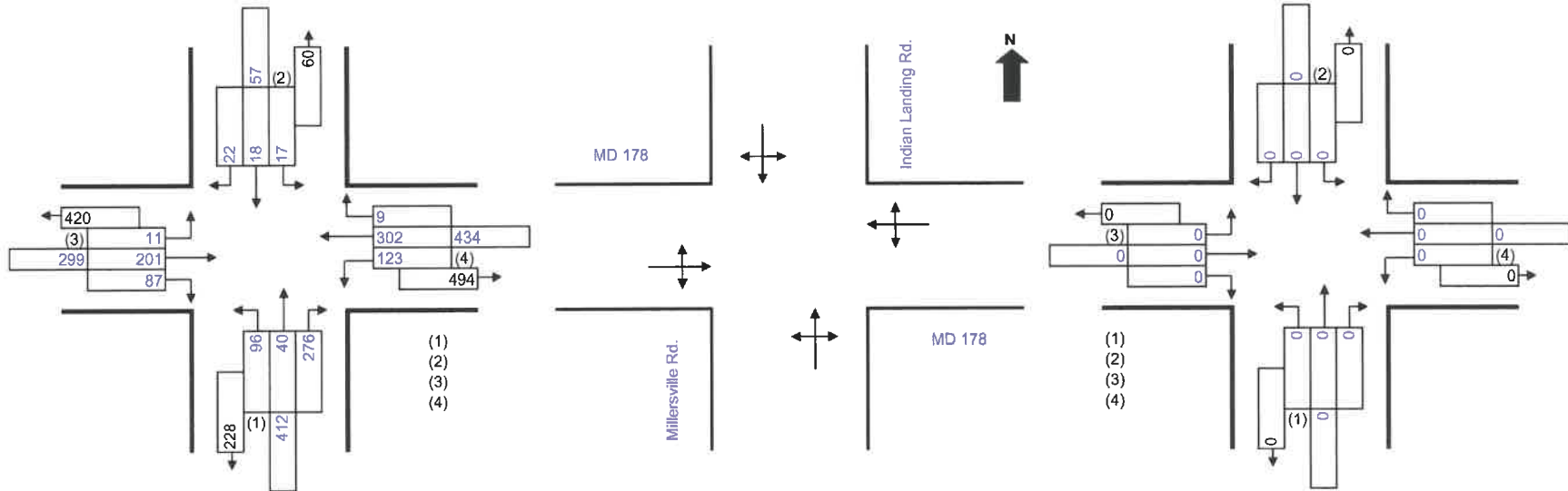
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Background
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

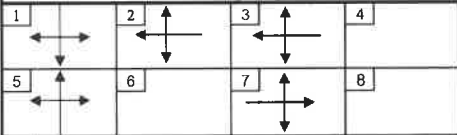
Location: Millersville Rd. @ MD 178
 MD 178
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



Phasing (φ)



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)	*
	EBLTR	310	1.00	310	123	1.00	123	433											
	WBLTR	557	1.00	557	11	1.00	11	568	*										*
	NBLTR	422	1.00	422	17	1.00	17	439	*										*
	SBLTR	74	1.00	74	96	1.00	96	170											*

Remarks:
 EBLTR: (11*2.0)+201+87=310 NBLTR: (96*1.1)+40+276=422
 WBLTR: (123*2.0)+302+9=557 SBLTR: (17*2.0)+18+22=74
 * Critical Volume.

SUN TOTAL	1007
v/c = <u>0.63</u>	LOS B

Remarks:
 * Critical Volume.

PM TOTAL	0
v/c = <u>0.00</u>	LOS A

Appendix K
Future CLV Spreadsheets

**Turning Movement Summary
and
Level of Service**

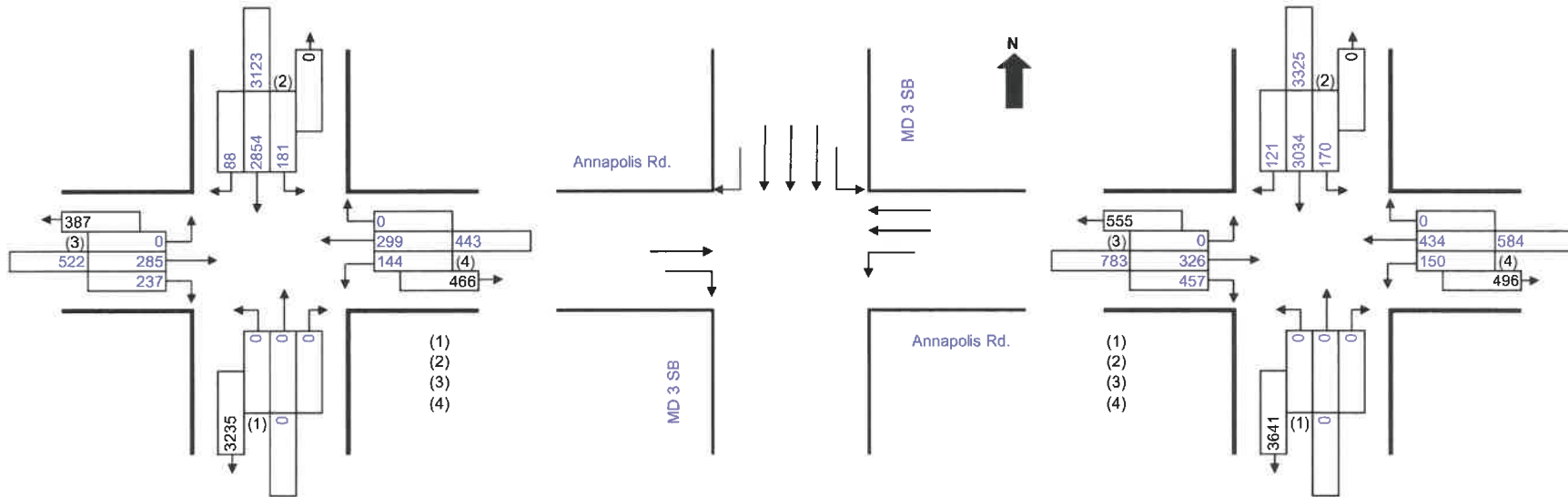
Count Date: N/A
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 5/8/2017



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)	*
	SBT	2854	0.40	1142	0	1.00	0	1142	*		SBT	3034	0.40	1214	0	1.00	0	1214	*
	WBT	299	0.55	164	0	1.00	0	164			WBT	434	0.55	239	0	1.00	0	239	
	EBT	285	1.00	285	144	1.00	144	429	*		EBR	457	1.00	457	150	1.00	150	607	*

Remarks:	AM TOTAL	1571	Remarks:	PM TOTAL	1821
* Critical Volume.	v/c = <u>0.98</u>	LOS E	* Critical Volume.	v/c = <u>1.14</u>	LOS F

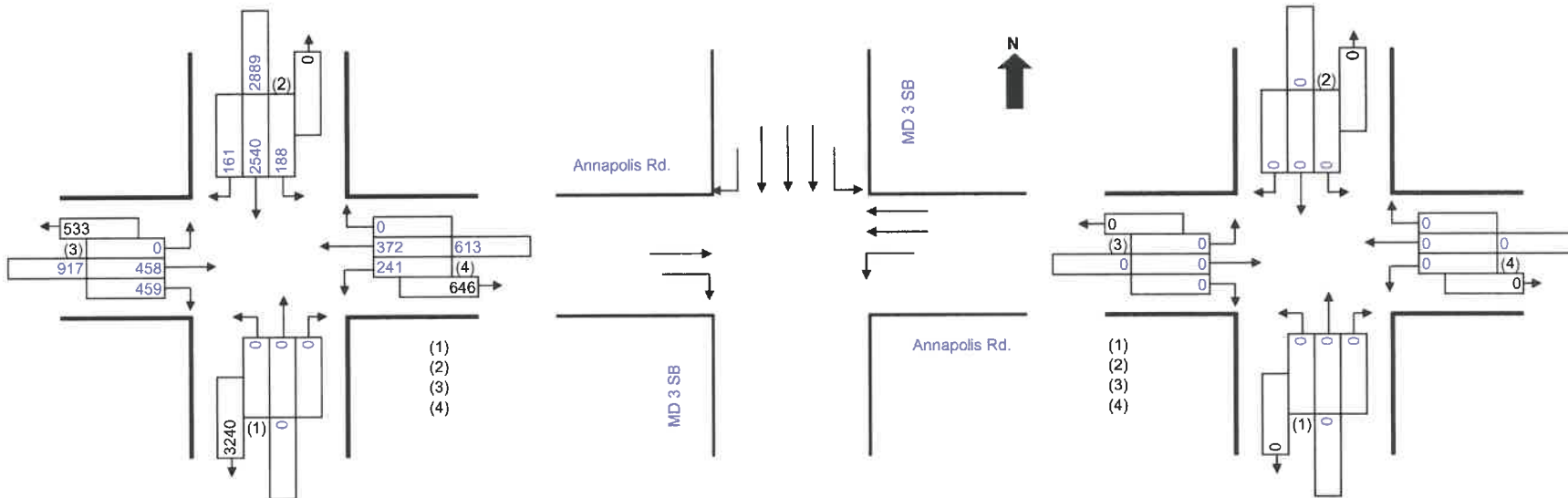
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @ MD 3 SB
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
12:15 - 13:15



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)	*
	SBT	2540	0.40	1016	0	1.00	0	1016	*				0.55	0	1.00	0	0		
	WBT	372	0.55	205	0	1.00	0	205	*				0.55	0	1.00	0	0		*
	EBR	459	1.00	459	241	1.00	241	700	*				0.55	0	1.00	0	0		*

SAT TOTAL		1716	Remarks:		PM TOTAL		0
v/c = <u>1.07</u>	LOS	F			v/c = <u>0.00</u>	LOS	A

* Critical Volume.

* Critical Volume.

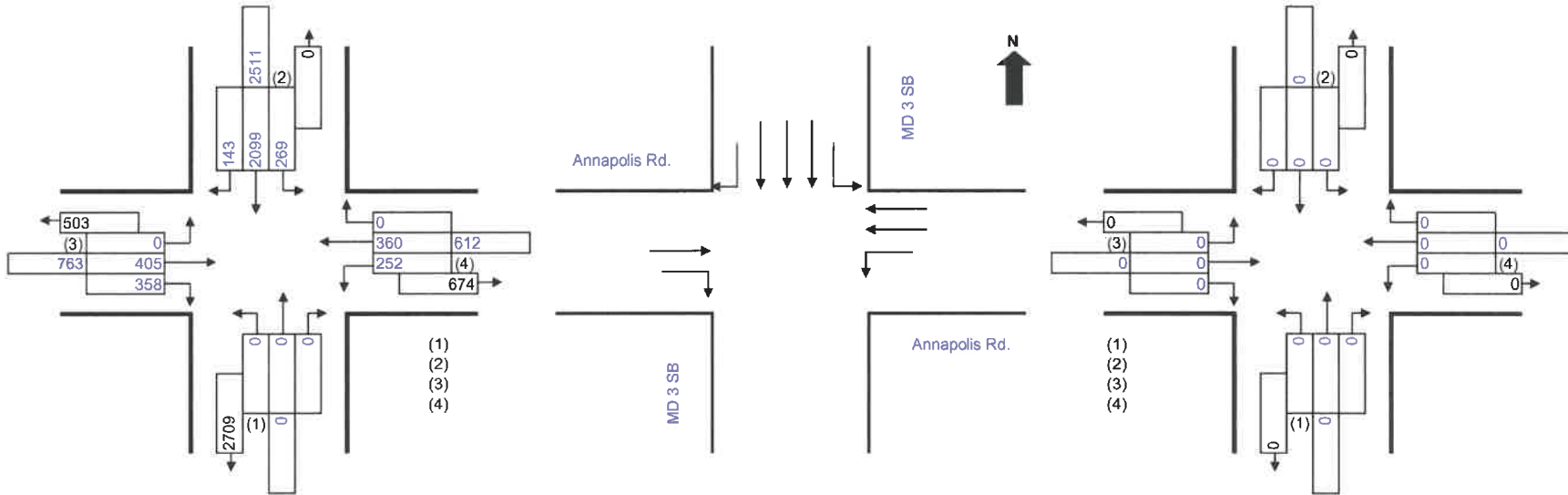
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Annapolis Rd. @
MD 3 SB
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
12:00 - 13:00**



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)	*
	SBT	2099	0.40	840	0	1.00	0	840	*										
	WBT	360	0.55	198	0	1.00	0	198	*										*
	EBT	405	1.00	405	252	1.00	252	657	*										*

* Critical Volume.		SAT TOTAL 1497		Remarks:		PM TOTAL 0	
v/c = 0.94		LOS	E	* Critical Volume.		v/c = 0.00	
						LOS	A

**Turning Movement Summary
and
Level of Service**

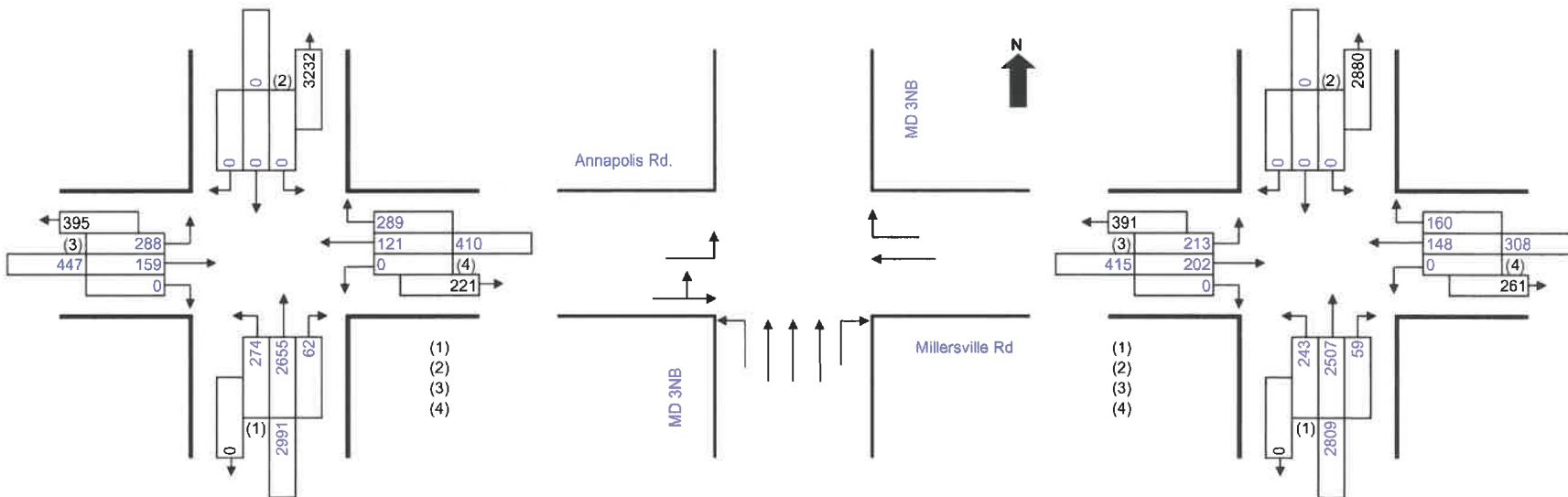
Count Date: N/A
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 5/8/2017



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	2655	0.40	1062	0	1.00	0	1062	*		NBT	2507	0.40	1003	0	1.00	0	1003	*
	WBR	289	1.00	289	0	0.60	0	289	*		WBT	160	1.00	160	0	0.60	0	160	*
	EBTL	447	0.60	268	0	1.00	0	268	*		EBTL	415	0.60	249	0	1.00	0	249	*

Remarks:	AM TOTAL 1619	Remarks:	PM TOTAL 1412
* Critical Volume.	v/c = <u>1.01</u> LOS F	* Critical Volume.	v/c = <u>0.88</u> LOS D

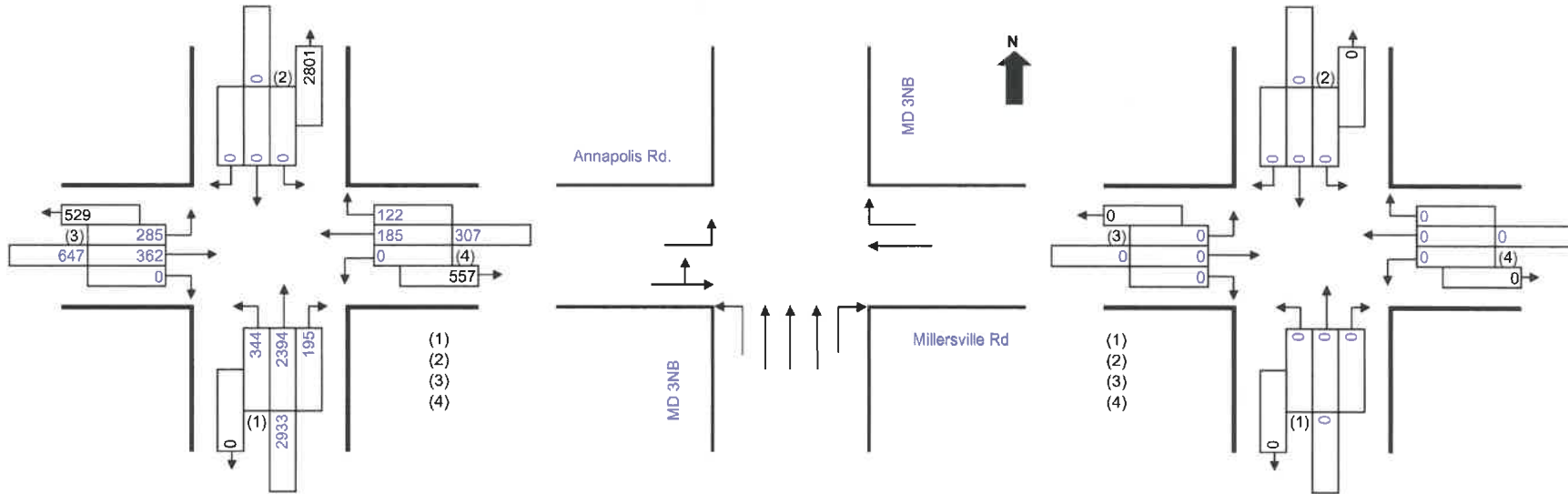
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
12:15 - 13:15**



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	2394	0.40	958	0	1.00	0	958	*										
	WBT	185	1.00	185	0	1.00	0	185	*										*
	EBTL	647	0.60	388	0	1.00	0	388	*										*

SAT TOTAL 1531
 v/c = 0.96 LOS E

Remarks:

PM TOTAL 0
 v/c = 0.00 LOS A

* Critical Volume.

* Critical Volume.

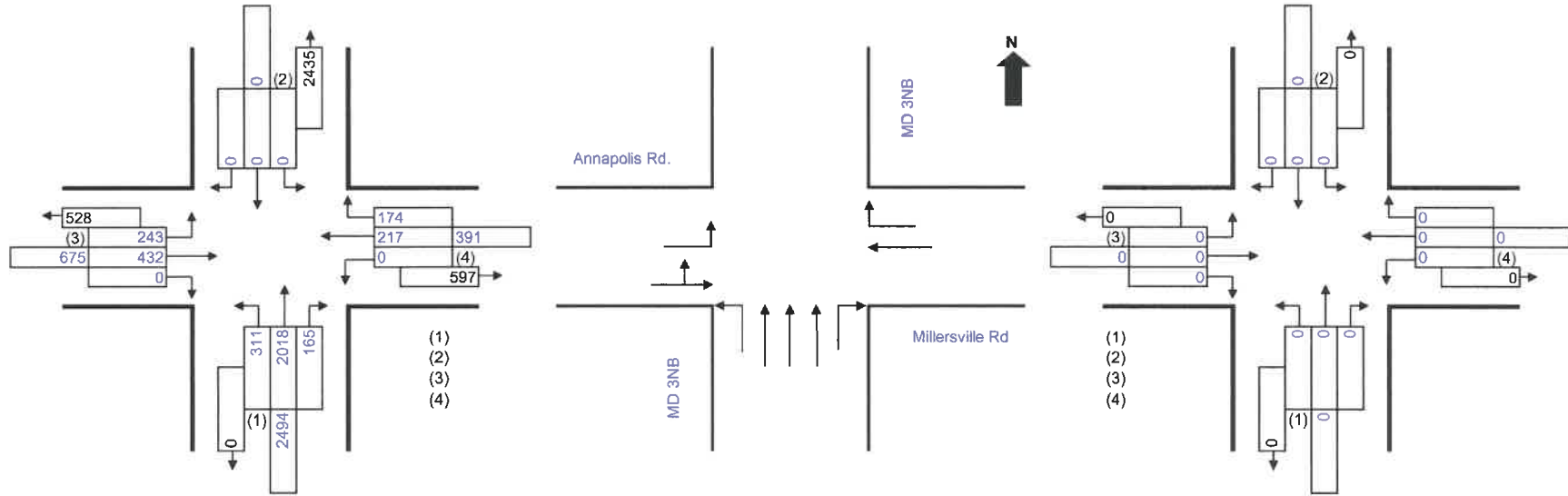
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
MD 3 NB
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
12:00 - 13:00**



Phasing (φ)			
1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal 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	2018	0.40	807	0	1.00	0	807	*										
	WBT	217	1.00	217	0	1.00	0	217	*										
	EBT	432	1.00	432	0	1.00	0	432	*										

* Critical Volume.	SAT TOTAL		1456	Remarks:	PM TOTAL		0
	v/c = <u>0.91</u>	LOS	E		v/c = <u>0.00</u>	LOS	A

**Turning Movement Summary
and
Level of Service**

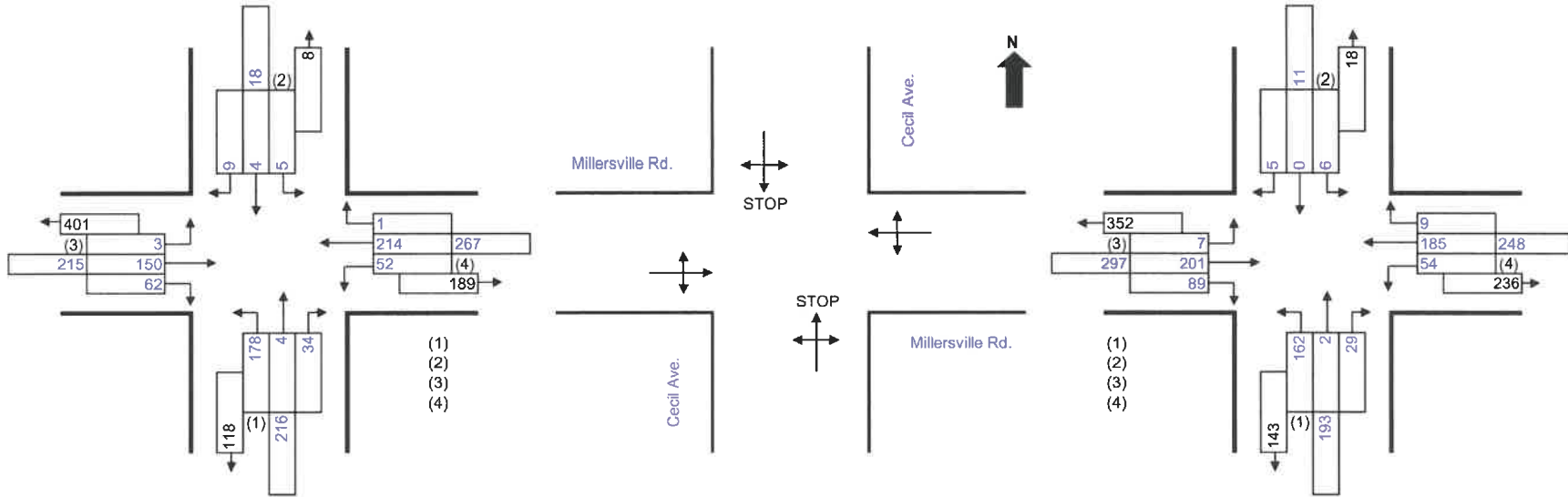
Count Date: Thursday, February 25, 2016
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @ Cecil Ave.
 Checked by: TAR Date: 5/8/2017



AM PEAK HOUR:
8:00 - 9:00

PM PEAK HOUR:
4:30 - 5:30



Phasing (Φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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	> 1000	

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)	*
	EBLTR	218	1.00	218	52	1.00	52	270			EBLTR	298	1.00	298	54	1.00	54	352	*
	WBLTR	319	1.00	319	3	1.00	3	322	*		WBLTR	302	1.00	302	7	1.00	7	309	*
	NTLTR	216	1.00	216	0	1.00	0	216	*		NTLTR	193	1.00	193	0	1.00	0	193	*
	SBLTR	18	1.00	18	0	1.00	0	18	*		SBLTR	11	1.00	11	0	1.00	0	11	*

Remarks:
 EBLTR: (3*2.0) + 150 + 62 = 218
 WBLTR: (52*2) + 214 + 1 = 319
 * Critical Volume.

AM TOTAL **556**
 v/c = 0.35 LOS A

Remarks:
 EBLTR: (7*1.1) + 201 + 89 = 298
 WBLTR: (54*2.0) + 185 + 9 = 302
 * Critical Volume.

PM TOTAL **556**
 v/c = 0.35 LOS A

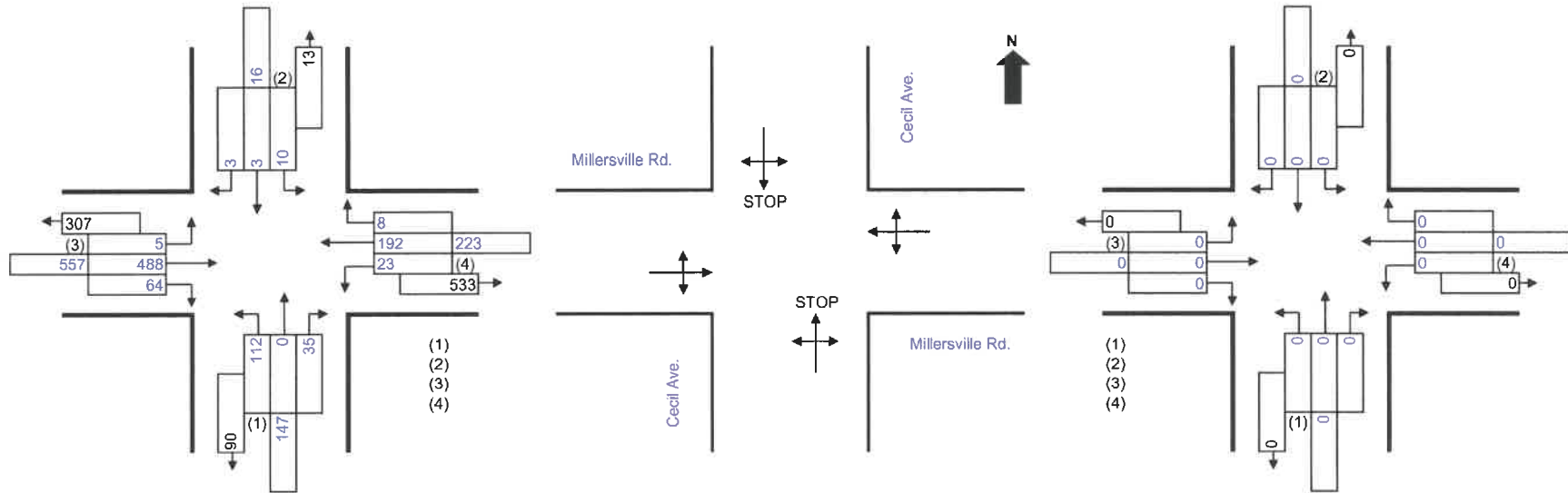
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Cecil Ave.
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



Phasing (φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
 Signal _____ Stop X Ways 2

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)	*
	EBLTR	558	1.00	558	23	1.00	23	581	*		EBT	8	0.55	0	0	1.00	0	0	*
	WBLTR	246	1.00	246	5	1.00	5	251	*		WBTR	23	0.55	0	0	1.00	0	0	*
	NBLTR	147	1.00	147	0	1.00	0	147	*		NBT	0	0.55	0	0	1.00	0	0	*
	SBLTR	16	1.00	16	0	1.00	0	16	*		SBT	0	0.55	0	0	1.00	0	0	*

Remarks:
 EBLTR: (5*1.1) + 488 + 64 = 558
 WBLTR: (23*2.0) + 192 + 8 = 246
 * Critical Volume.

SAT TOTAL **744**
 v/c = 0.46 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

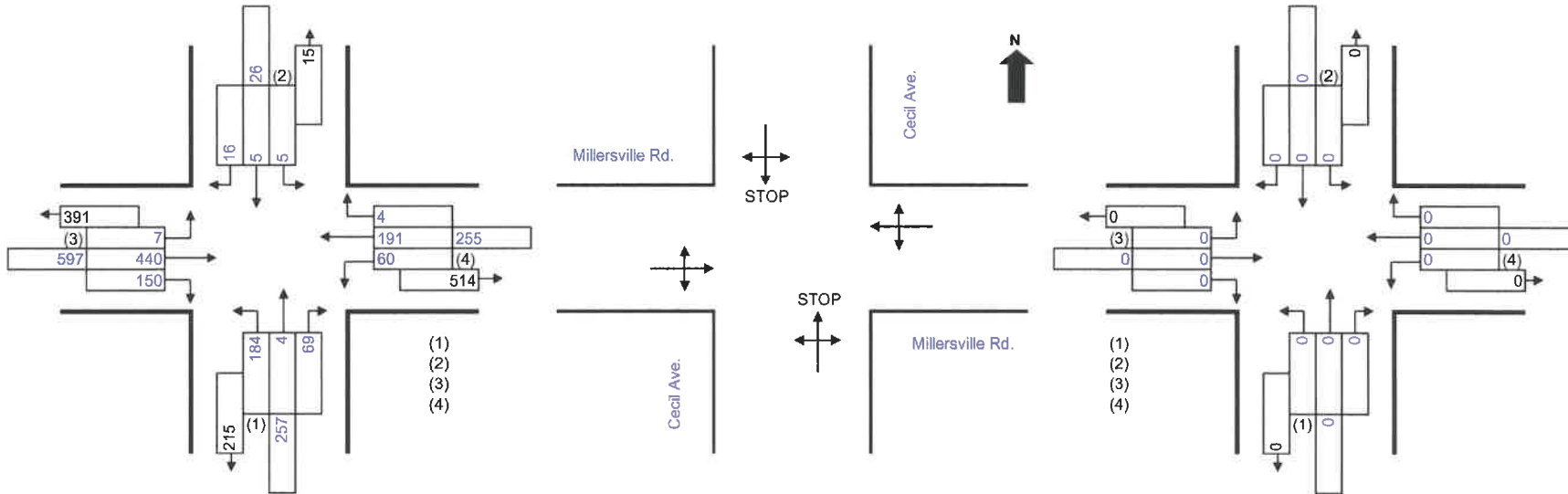
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Cecil Ave.
 Checked by: TAR Date: 1/25/2018



SUN PEAK HOUR:
9:00 - 10:00



Phasing (Φ)

1	2	3	4
5	6	7	8

Intersection Control Type:
Signal _____ Stop X Ways 2

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)	*
	EBLTR	598	1.00	598	60	1.00	60	658	*		EBT	0	0.55	0	0	1.00	0	0	
	WBLTR	315	1.00	315	7	1.00	7	322	*		WBTR	0	0.55	0	1.00	0	0	0	*
	NBLTR	257	1.00	257	0	1.00	0	257	*		NBT	0	0.55	0	1.00	0	0	0	
	SBLTR	26	1.00	26	0	1.00	0	26	*		SBT	0	0.55	0	1.00	0	0	0	*

Remarks:
 EBLTR: (7*1.1) + 440 + 150 = 598
 WBLTR: (60*2.0) + 191 + 4 = 315
 * Critical Volume.

SUN TOTAL **941**
 v/c = 0.59 LOS **A**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**

**Turning Movement Summary
and
Level of Service**

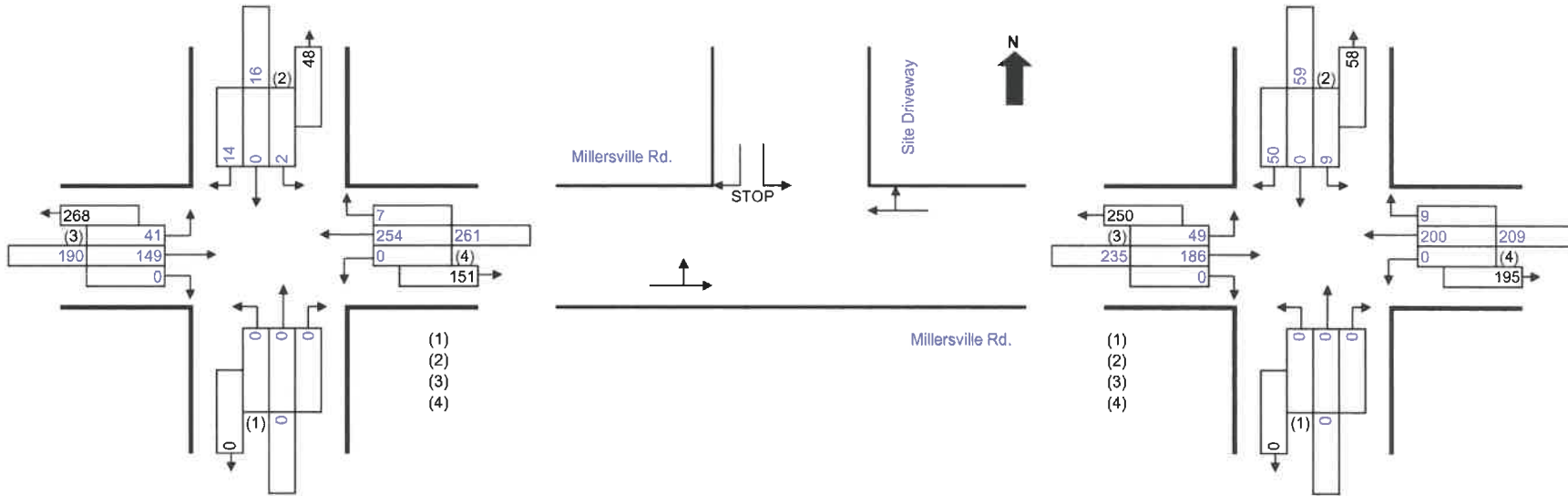
Count Date: Thursday, February 25, 2016
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
Site Driveway
 Checked by: TAR Date: 5/8/2017



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)	*
	EBTL	231	1.00	231	0	1.00	0	231			EBTL	284	1.00	284	0	1.00	0	284	*
	WBTR	261	1.00	261	41	1.00	41	302	*		WBTR	209	1.00	209	49	1.00	49	258	*
	SBLR	14	1.00	14	0	1.00	0	14	*		SBLR	50	1.00	50	0	1.00	0	50	*
													0.55	0	1.00	0	0		

Remarks: EBLT: (41*2.0) + 149 = 231	AM TOTAL v/c = <u>0.20</u>	316 LOS A	Remarks: EBTL: (49*2.0) + 186 = 284	PM TOTAL v/c = <u>0.21</u>	334 LOS A
--	--------------------------------------	----------------------------	--	--------------------------------------	----------------------------

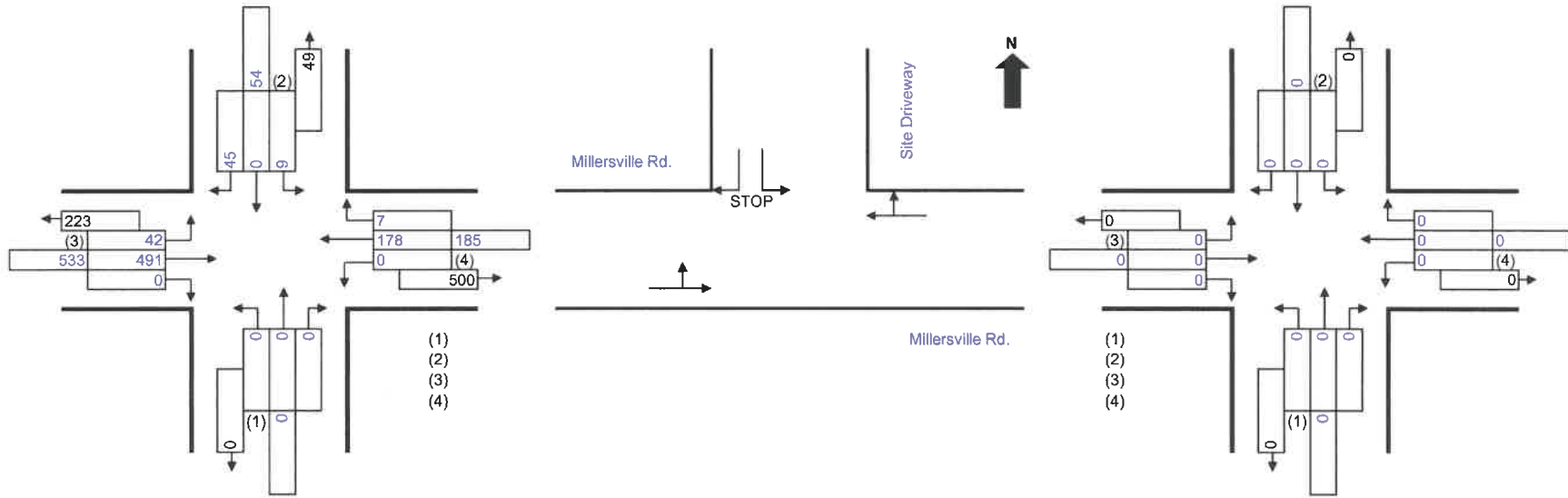
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Site Driveway
 Checked by: TAR Date: 1/25/2018



**SAT PEAK HOUR:
9:00 - 10:00**



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)	*
	EBLT	537	1.00	537	0	1.00	0	537	*				0.55	0	1.00	0	0		
	WBTR	185	1.00	185	42	1.00	42	227	*				0.55	0	1.00	0	0		*
	SBLR	54	1.00	54	0	1.00	0	54	*				0.55	0	1.00	0	0		*

Remarks:
 EBLT: (42*1.1) + 168 = 214
 * Critical Volume.

SAT TOTAL	591
v/c = <u>0.37</u>	LOS A

Remarks:
 * Critical Volume.

PM TOTAL	0
v/c = <u>0.00</u>	LOS A

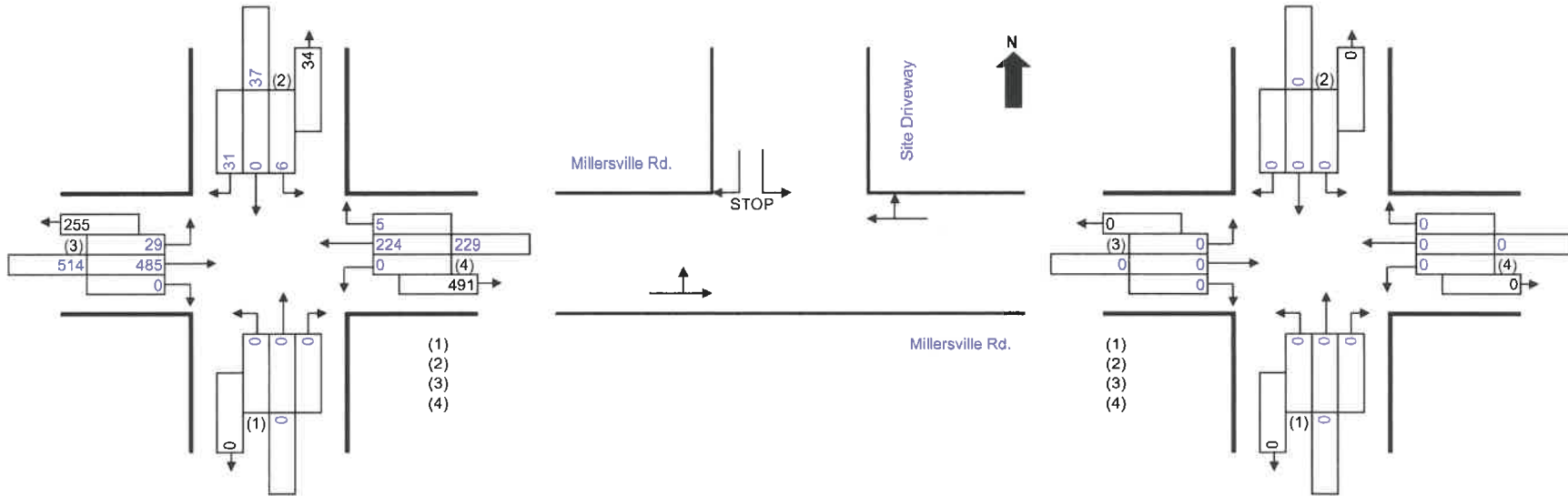
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Site Driveway
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



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)	*
	EBLT	543	1.00	543	0	1.00	0	543	*										
	WBTR	229	1.00	229	29	1.00	29	258	*										*
	SBLR	37	1.00	37	0	1.00	0	37	*										*

Remarks:
 EBLT: (29*2.0) + 485 = 543

SUN TOTAL **580**
 v/c = 0.36 LOS **A**

Remarks:

PM TOTAL **0**
 v/c = 0.00 LOS **A**

* Critical Volume.

* Critical Volume.

**Turning Movement Summary
and
Level of Service**

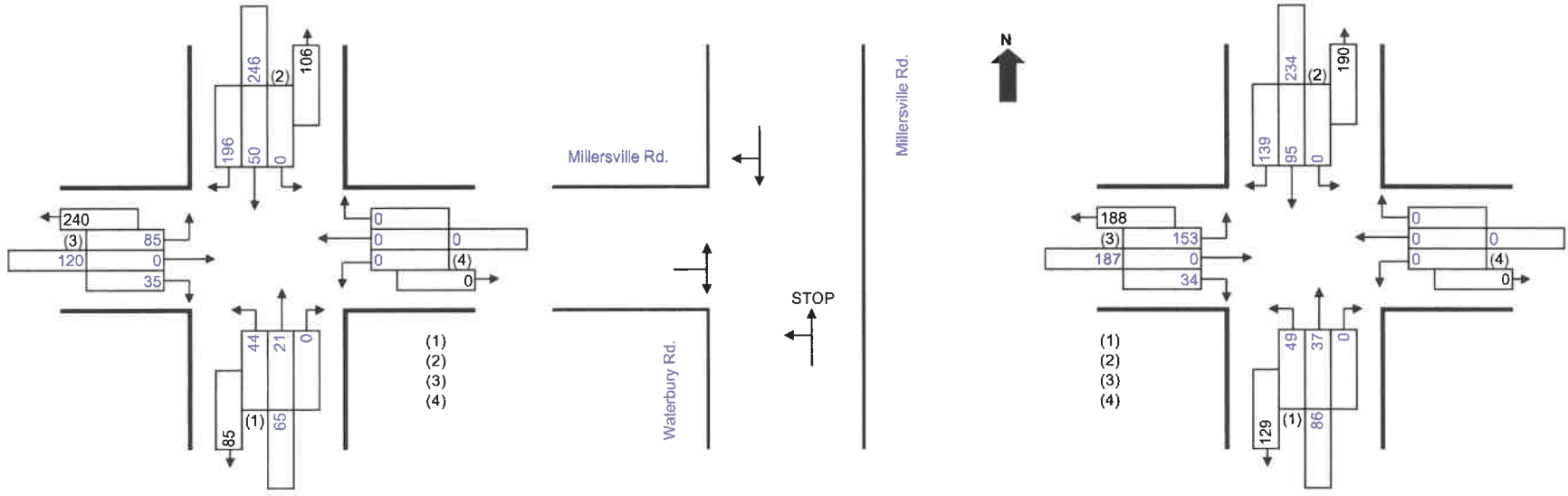
Count Date: Thursday, February 25, 2016
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 5/8/2017



**AM PEAK HOUR:
8:00 - 9:00**

**PM PEAK HOUR:
4:30 - 5:30**



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)	*
	NBLT	65	1.00	65	0	1.00	0	65	*		NBLT	86	1.00	86	0	1.00	0	86	*
	EBLR	120	1.00	120	50	1.00	50	170	*		EBLR	187	1.00	187	95	1.00	95	282	*
	SBTR	251	1.00	251	0	1.00	0	251	*		SBTR	244	1.00	244	0	1.00	0	244	*
			0.55	0		1.00	0	0					0.55	0		1.00	0	0	

Remarks:
 SBTR: (50*1.1) + 196 = 251
 * Critical Volume.

AM TOTAL **316**
 v/c = 0.20 LOS **A**

Remarks:
 SBTR: (95*1.1) + 139 = 244
 * Critical Volume.

PM TOTAL **368**
 v/c = 0.23 LOS **A**

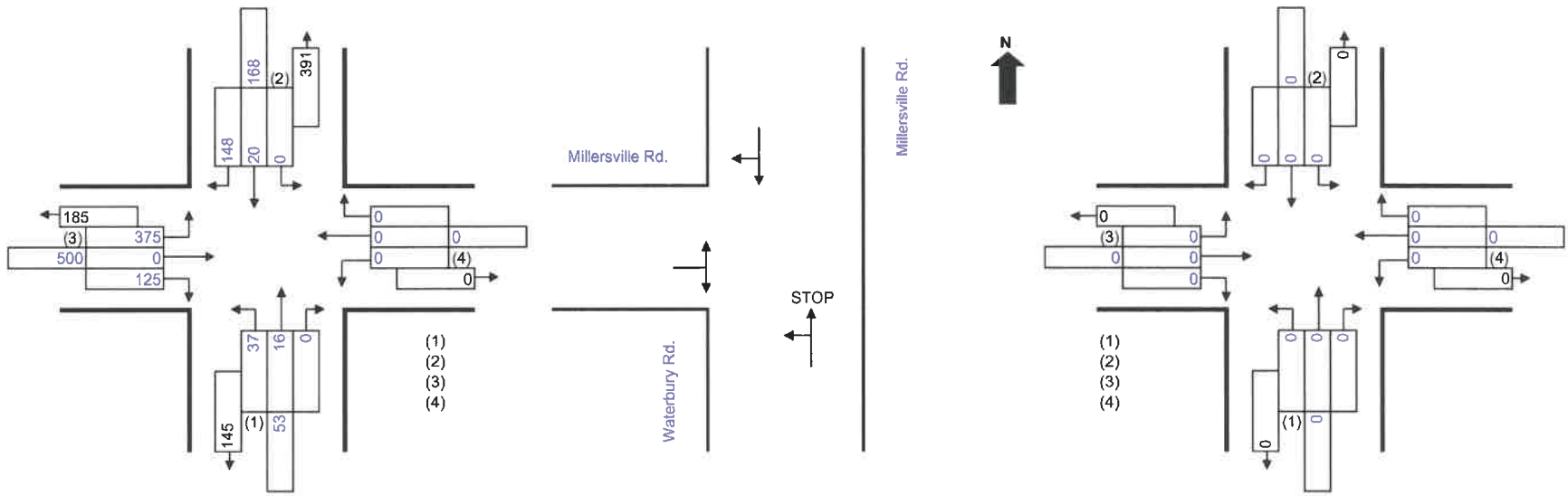
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
9:00 - 10:00



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)	*
	NBLT	53	1.00	53	0	1.00	0	53	*		EBT	0	0.55	0	1.00	0	0		
	EBLR	500	1.00	500	20	1.00	20	520	*		WBTR	0	0.55	0	1.00	0	0		*
	SBTR	188	1.00	188	0	1.00	0	188			NBT	0	0.55	0	1.00	0	0		

Remarks: SBTR: (20*2.0) + 148 = 188	SAT TOTAL v/c = <u>0.36</u>	573 LOS A	Remarks: * Critical Volume.	PM TOTAL v/c = <u>0.00</u>	0 LOS A
--	---------------------------------------	----------------------------	--------------------------------	--------------------------------------	--------------------------

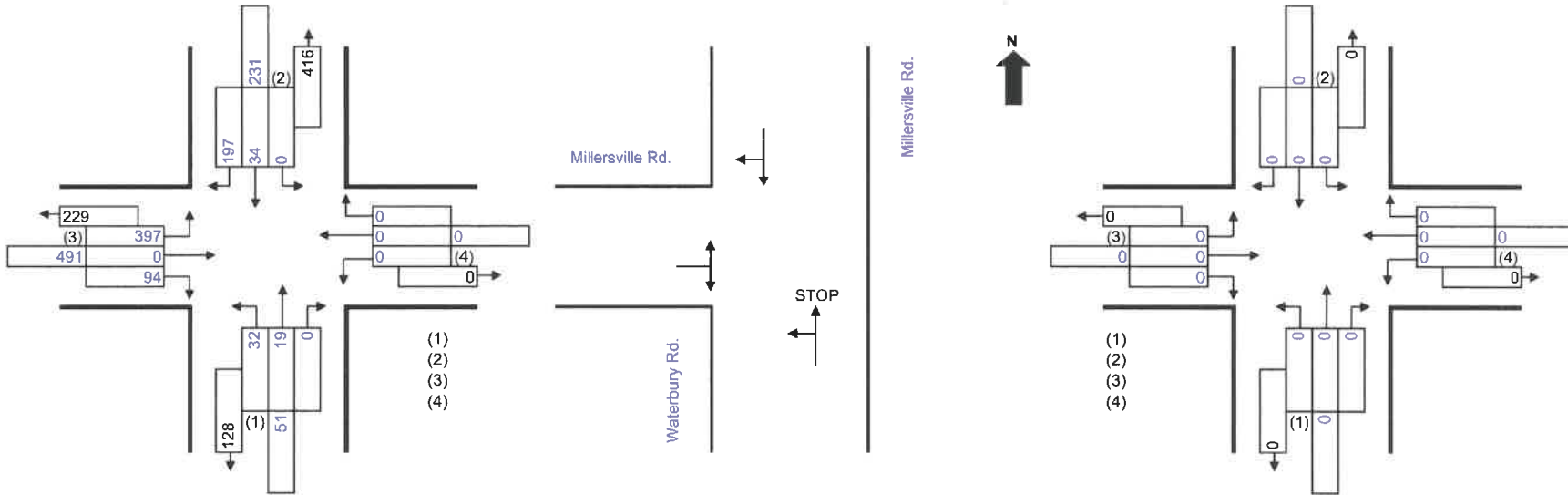
**Turning Movement Summary
and
Level of Service**

Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @
Waterbury Rd.
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



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)	*
	NBLT	51	1.00	51	0	1.00	0	51	*		EBT	0	0.55	0	0	1.00	0	0	
	EBLR	491	1.00	491	34	1.00	34	525	*		WBTR	0	0.55	0	0	1.00	0	0	*
	SBTR	265	1.00	265	0	1.00	0	265			NBT	0	0.55	0	0	1.00	0	0	*
			0.55	0		1.00	0	0					0.55	0	0	1.00	0	0	*

Remarks:
 SBTR: (34*2.0) + 197 = 265

SUN TOTAL **576**
 v/c = 0.36 LOS A

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS A

**Turning Movement Summary
and
Level of Service**

Count Date: Thursday, February 25, 2016
 Condition: Total Future
 Design Year: _____
 Computed by: MDP Date: 5/4/2017

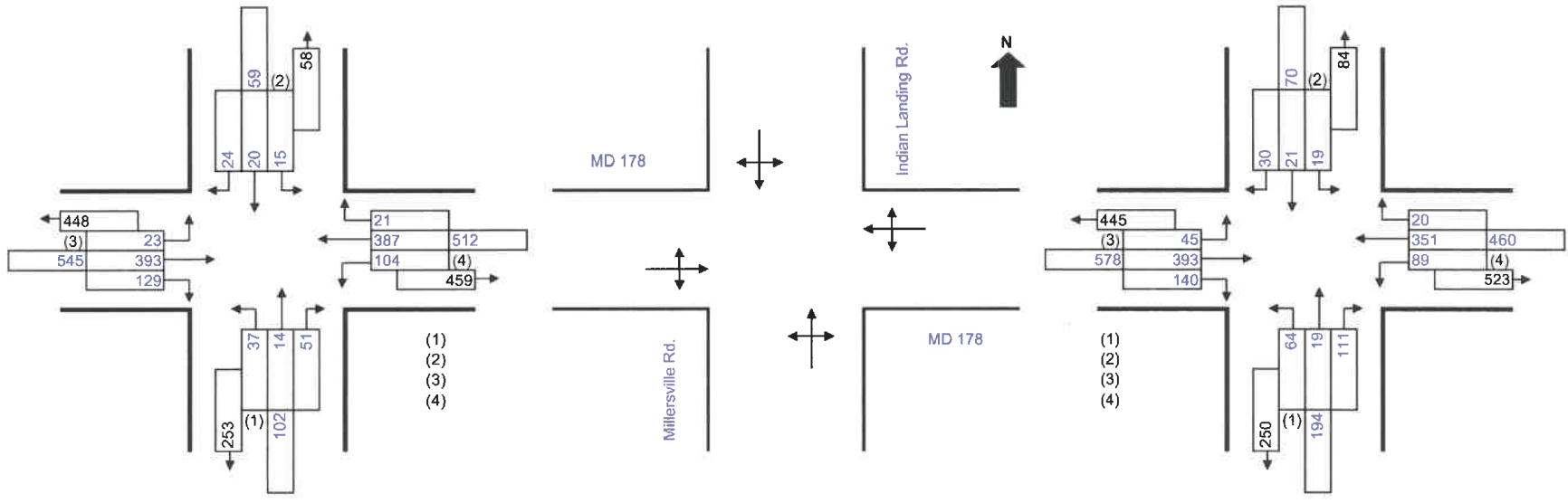
Location: Millersville Rd. @ MD 178

 Checked by: TAR Date: 5/8/2017



**AM PEAK HOUR:
7:45 - 8:45**

**PM PEAK HOUR:
4:15 - 5:15**



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)	*
	EBLTR	568	1.00	568	104	1.00	104	672	*		EBLTR	623	1.00	623	89	1.00	89	712	*
	WBLTR	616	1.00	616	23	1.00	23	639			WBLTR	549	1.00	549	45	1.00	45	594	
	NBLTR	106	1.00	106	15	1.00	15	121	*		NBLTR	200	1.00	200	19	1.00	19	219	*
	SBLTR	61	1.00	61	37	1.00	37	98			SBLTR	72	1.00	72	64	1.00	64	136	

Remarks:		AM TOTAL		Remarks:		PM TOTAL	
EBLTR: (23*2.0)+393+129=568	NLTR: (37*1.1)+14+51=106	793		EBLTR: (45*2.0)+393+140=623	NBLTR: (64*1.1)+19+111=200	931	
WLTR: (104*2.0)+387+21=616	SBLTR: (15*1.1)+20+24=61	v/c = <u>0.50</u>	LOS A	WBLTR: (89*2.0)+351+20=549	SBLTR: (19*1.1)+21+30=72	v/c = <u>0.58</u>	LOS A
* Critical Volume.				* Critical Volume.			

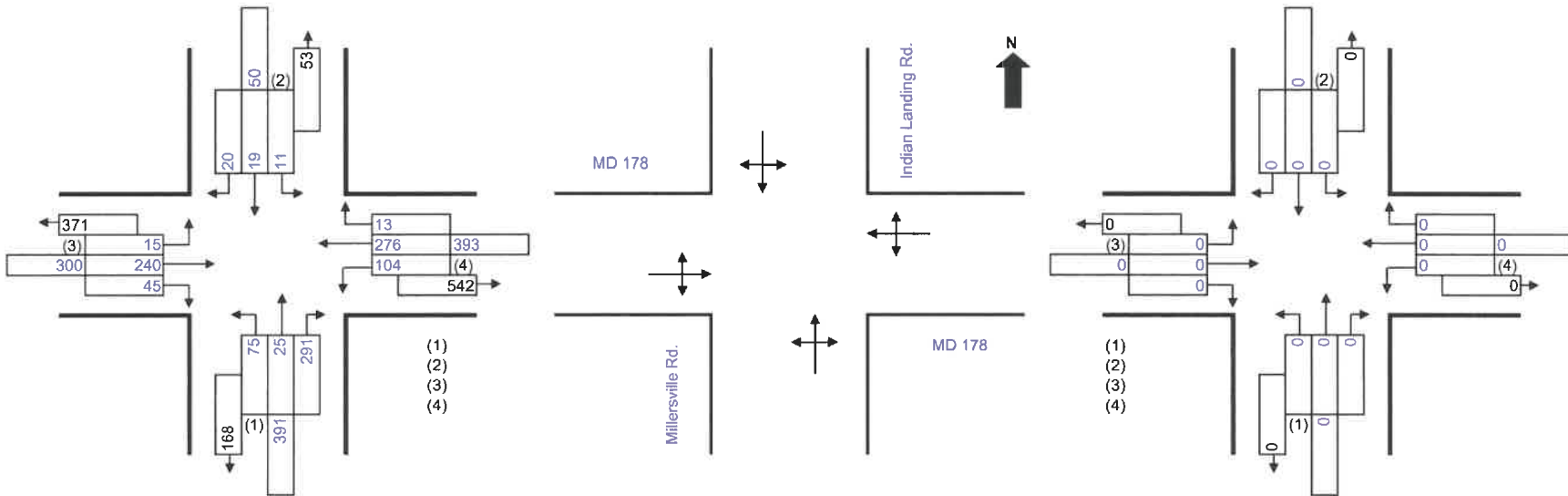
**Turning Movement Summary
and
Level of Service**

Count Date: Saturday, December 02, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

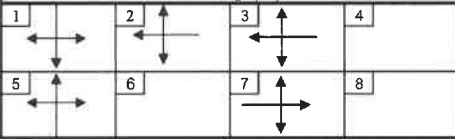
Location: Millersville Rd. @ MD 178
 Checked by: TAR Date: 1/25/2018



SAT PEAK HOUR:
9:00 - 10:00



Phasing (φ)



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)	*
	EBLTR	315	1.00	315	104	1.00	104	419					0.55	0		1.00	0	0	
	WBLTR	497	1.00	497	15	1.00	15	512	*				0.55	0		1.00	0	0	*
	NBLTR	399	1.00	399	11	1.00	11	410	*				0.55	0		1.00	0	0	*
	SBLTR	61	1.00	61	75	1.00	75	136					0.55	0		1.00	0	0	*

Remarks:
 EBLTR: (15*2.0)+240+45 = 315 NBLTR: (75*1.1)+25+291 = 399
 WBLTR: (104*2.0)+276+13 = 497 SBLTR: (11*2.0)+19+20 = 61
 * Critical Volume.

SAT TOTAL	922
v/c = <u>0.58</u>	LOS A

Remarks:
 * Critical Volume.

PM TOTAL	0
v/c = <u>0.00</u>	LOS A

**Turning Movement Summary
and
Level of Service**

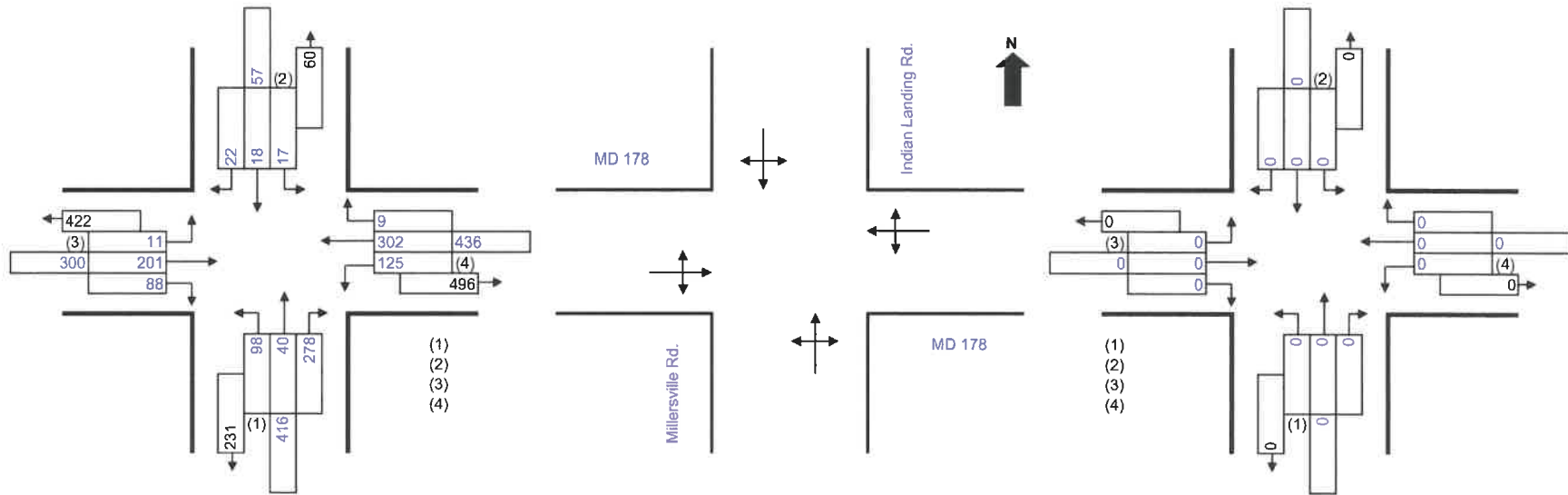
Count Date: Sunday, December 03, 2017
 Condition: Total Future
 Design Year: _____
 Computed by: MCM Date: 1/24/2017

Location: Millersville Rd. @ MD 178

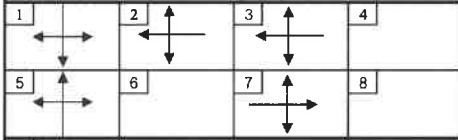
 Checked by: TAR Date: 1/25/2018



**SUN PEAK HOUR:
9:00 - 10:00**



Phasing (φ)



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)	*
	EBLTR	311	1.00	311	125	1.00	125	436											
	WBLTR	561	1.00	561	11	1.00	11	572	*										*
	NBLTR	426	1.00	426	17	1.00	17	443	*										*
	SBLTR	74	1.00	74	98	1.00	98	172											*

Remarks:
 EBLTR: (11*2.0)+201+88= 311 NBLTR: (98*1.1)+40+278= 426
 WBLTR: (125*2.0)+302+9= 561 SBLTR: (17*2.0)+18+22= 74
 * Critical Volume.

SUN TOTAL **1015**
 v/c = 0.63 LOS **B**

Remarks:
 * Critical Volume.

PM TOTAL **0**
 v/c = 0.00 LOS **A**



APPENDIX D

Traffic Count Data



Traffic Volume Summary Table

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Saturday, 8/14/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	59	1,423	56	1,538					65	119		184		106	203	309	2,031
9:00 AM	70	1,646	90	1,806					87	191		278		138	268	406	2,490
10:00 AM	88	2,064	83	2,235					116	233		349		172	327	499	3,083
11:00 AM	115	2,221	102	2,438					124	267		391		141	346	487	3,316
12:00 PM	90	2,002	104	2,196					113	284		397		162	300	462	3,055
1:00 PM	94	2,007	102	2,203					110	260		370		137	353	490	3,063
2:00 PM	83	2,279	93	2,455					102	260		362		120	340	460	3,277
3:00 PM	85	1,922	95	2,102					114	272		386		123	320	443	2,931
4:00 PM	117	2,021	97	2,235					81	232		313		138	275	413	2,961
5:00 PM	76	1,694	78	1,848					105	264		369		118	296	414	2,631
6:00 PM	59	1,096	102	1,257					87	246		333		100	294	394	1,984
Total	936	20,375	1,002	22,313					1,104	2,628		3,732		1,455	3,322	4,777	30,822



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Saturday, 8/14/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	12	328	12	352					13	27		40		26	45	71	463
8:15 AM	14	357	14	385					8	25		33		26	32	58	476
8:30 AM	17	361	11	389					17	37		54		36	54	90	533
8:45 AM	16	377	19	412					27	30		57		18	72	90	559
Total	59	1,423	56	1,538					65	119		184		106	203	309	2,031



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Saturday, 8/14/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	13	341	21	375					13	37		50		28	64	92	517
9:15 AM	19	419	19	457					23	46		69		44	60	104	630
9:30 AM	15	420	27	462					23	48		71		36	70	106	639
9:45 AM	23	466	23	512					28	60		88		30	74	104	704
10:00 AM	16	472	22	510					27	60		87		43	71	114	711
10:15 AM	25	487	18	530					23	48		71		52	85	137	738
10:30 AM	21	530	17	568					32	62		94		35	81	116	778
10:45 AM	26	575	26	627					34	63		97		42	90	132	856
11:00 AM	30	531	28	589					27	74		101		40	102	142	832
11:15 AM	33	543	24	600					26	55		81		35	84	119	800
11:30 AM	25	588	20	633					40	81		121		27	74	101	855
11:45 AM	27	559	30	616					31	57		88		39	86	125	829
12:00 PM	29	524	21	574					44	87		131		50	74	124	829
12:15 PM	28	516	29	573					25	62		87		35	67	102	762
12:30 PM	17	470	29	516					27	66		93		46	73	119	728
12:45 PM	16	492	25	533					17	69		86		31	86	117	736
1:00 PM	23	515	19	557					30	68		98		40	74	114	769
1:15 PM	17	510	34	561					25	67		92		31	96	127	780
1:30 PM	23	480	21	524					28	72		100		40	86	126	750
1:45 PM	31	502	28	561					27	53		80		26	97	123	764
2:00 PM	18	502	21	541					27	68		95		26	83	109	745
2:15 PM	23	517	30	570					24	72		96		33	81	114	780
2:30 PM	21	637	16	674					27	60		87		21	91	112	873
2:45 PM	21	623	26	670					24	60		84		40	85	125	879
3:00 PM	24	481	23	528					27	69		96		38	85	123	747
3:15 PM	21	482	25	528					27	62		89		21	77	98	715
3:30 PM	21	469	20	510					27	72		99		35	88	123	732
3:45 PM	19	490	27	536					33	69		102		29	70	99	737
Total	625	14,141	669	15,435					766	1,767		2,533		993	2,254	3,247	21,215



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Saturday, 8/14/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	22	433	23	478					19	49		68		33	69	102	648
4:15 PM	23	488	28	539					17	66		83		26	77	103	725
4:30 PM	31	510	26	567					24	67		91		39	64	103	761
4:45 PM	41	590	20	651					21	50		71		40	65	105	827
5:00 PM	31	432	19	482					29	65		94		26	67	93	669
5:15 PM	7	419	20	446					32	58		90		27	77	104	640
5:30 PM	22	457	17	496					24	67		91		29	78	107	694
5:45 PM	16	386	22	424					20	74		94		36	74	110	628
6:00 PM	10	287	23	320					20	71		91		22	75	97	508
6:15 PM	14	276	27	317					16	60		76		41	83	124	517
6:30 PM	23	275	21	319					22	65		87		19	63	82	488
6:45 PM	12	258	31	301					29	50		79		18	73	91	471
Total	252	4,811	277	5,340					273	742		1,015		356	865	1,221	7,576

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/14/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:45	End 11:45	Volume 3343	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 14:15	End 15:15	Volume 3279	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	MD 3 SB (Crain Highway)					From South					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15		12	328	12	352					0	0	13	27	40	0			26	45	71	463
08:30		14	357	14	385					0	0	8	25	33	0			26	32	58	476
08:45		17	361	11	389					0	0	17	37	54	0			36	54	90	533
09:00		16	377	19	412					0	2	27	30	59	0			18	72	90	561
09:15		13	341	21	375					0	2	11	37	50	0			28	64	92	517
09:30		19	419	19	457					0	0	23	46	69	0			44	60	104	630
09:45		15	420	27	462					0	1	22	48	71	0			36	70	106	639
10:00		23	466	23	512					0	0	28	60	88	0			30	74	104	704
10:15		16	472	22	510					0	0	27	60	87	0			43	71	114	711
10:30		25	487	18	530					0	1	22	48	71	0			52	85	137	738
10:45		21	530	17	568					0	0	32	62	94	0			35	81	116	778
11:00		26	575	26	627					0	0	34	63	97	0			42	90	132	856
11:15		30	531	28	589					0	1	26	74	101	0			40	102	142	832
11:30		33	543	24	600					0	1	25	55	81	0			35	84	119	800
11:45		25	588	20	633					0	0	40	81	121	0			27	74	101	855
12:00		27	559	30	616					0	1	30	57	88	0			39	86	125	829
12:15		29	524	21	574					0	1	43	87	131	0			50	74	124	829
12:30		28	516	29	573					0	1	24	62	87	0			35	67	102	762
12:45		17	470	29	516					0	3	24	66	93	0			46	73	119	728
13:00		16	492	25	533					0	0	17	69	86	0			31	86	117	736
13:15		23	515	19	557					0	2	28	68	98	0			40	74	114	769
13:30		17	510	34	561					0	1	24	67	92	0			31	96	127	780
13:45		23	480	21	524					0	2	26	72	100	0			40	86	126	750
14:00		31	502	28	561					0	1	26	53	80	0			26	97	123	764
14:15		18	502	21	541					0	2	25	68	95	0			26	83	109	745
14:30		23	517	30	570					0	2	22	72	96	0			33	81	114	780
14:45		21	637	16	674					0	1	26	60	87	0			21	91	112	873
15:00		21	623	26	670					0	3	21	60	84	0			40	85	125	879
15:15		24	481	23	528					0	1	26	69	96	0			38	85	123	747
15:30		21	482	25	528					0	0	27	62	89	0			21	77	98	715
15:45		21	469	20	510					0	0	27	72	99	0			35	88	123	732
16:00		19	490	27	536					0	0	33	69	102	0			29	70	99	737
16:15		22	433	23	478					0	0	19	49	68	0			33	69	102	648
16:30		23	488	28	539					0	1	16	66	83	0			26	77	103	725
16:45		31	510	26	567					0	0	24	67	91	0			39	64	103	761
17:00		41	590	20	651					0	2	19	50	71	0			40	65	105	827
17:15		31	432	19	482					0	0	29	65	94	0			26	67	93	669
17:30		7	419	20	446					0	2	30	58	90	0			27	77	104	640
17:45		22	457	17	496					0	2	22	67	91	0			29	78	107	694
18:00		16	386	22	424					0	1	19	74	94	0			36	74	110	628
18:15		10	287	23	320					0	1	19	71	91	0			22	75	97	508
18:30		14	276	27	317					0	1	15	60	76	0			41	83	124	517
18:45		23	275	21	319					0	2	20	65	87	0			19	63	82	488
19:00		12	258	31	301					0	1	28	50	79	0			18	73	91	471
TOTAL	0	936	20375	1002	22313	0	0	0	0	0	42	1064	2628	0	3734	0	0	1455	3322	4777	30824
AM Peak Vol	0	114	2237	98	2449	0	0	0	0	0	2	125	273	0	400	0	0	144	350	494	3343
PM Peak Vol	0	89	2258	95	2442	0	0	0	0	0	7	95	261	0	363	0	0	132	342	474	3279

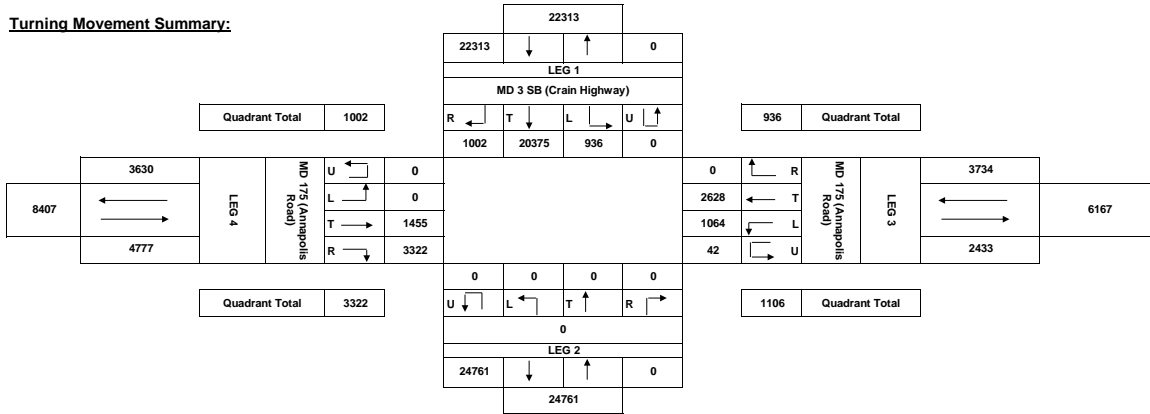
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/14/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

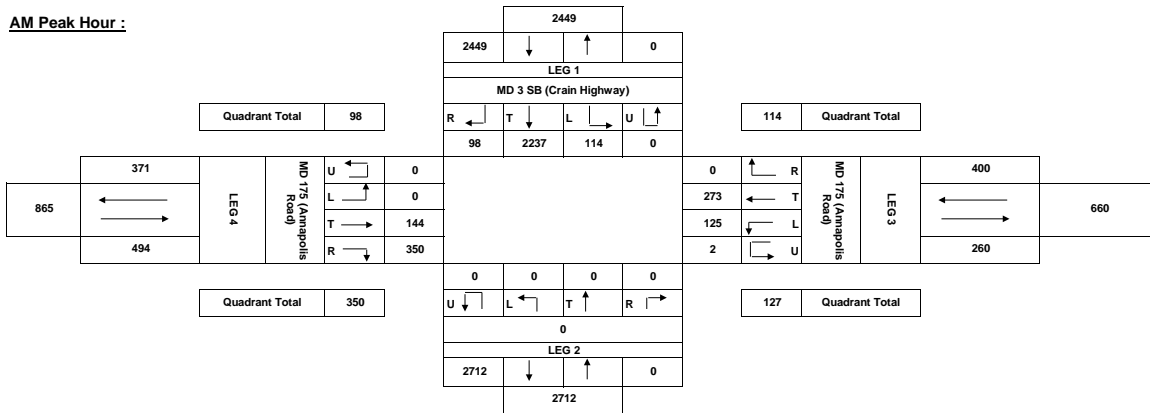
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	3343			12:00PM-7:00PM	14:15	15:15	3279		

Turning Movement Summary:

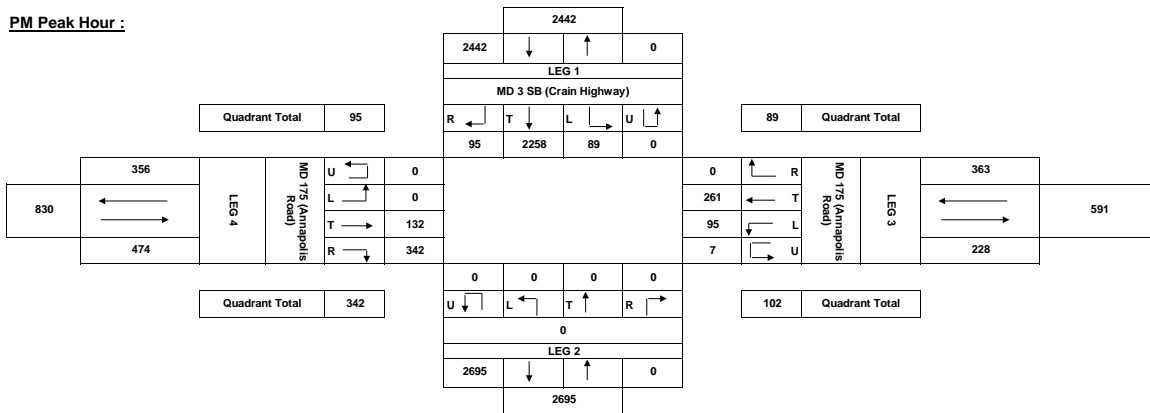


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location:	MD 3 SB at MD 175 (Annapolis Road)	City/County:	Anne Arundel
Date & Day:	Sunday, 8/15/2021	Weather:	Sunny
Type Of Count:	Turning Movement Count	Recorders:	WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	39	783	28	850					54	89		143		72	146	218	1,211
9:00 AM	95	1,132	60	1,287					67	155		222		120	199	319	1,828
10:00 AM	101	1,676	72	1,849					100	209		309		142	231	373	2,531
11:00 AM	107	1,803	86	1,996					107	242		349		142	225	367	2,712
12:00 PM	87	1,917	93	2,097					145	251		396		170	303	473	2,966
1:00 PM	100	1,979	94	2,173					111	259		370		160	338	498	3,041
2:00 PM	91	2,007	81	2,179					128	251		379		155	320	475	3,033
3:00 PM	101	1,828	94	2,023					112	237		349		117	284	401	2,773
4:00 PM	96	1,802	91	1,989					78	268		346		142	227	369	2,704
5:00 PM	75	1,670	80	1,825					83	238		321		96	239	335	2,481
6:00 PM	71	1,491	95	1,657					104	261		365		102	243	345	2,367
Total	963	18,088	874	19,925					1,089	2,460		3,549		1,418	2,755	4,173	27,647



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Sunday, 8/15/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	4	134	2	140					13	20		33		11	30	41	214
8:15 AM	11	192	10	213					11	22		33		15	28	43	289
8:30 AM	7	214	11	232					12	17		29		19	43	62	323
8:45 AM	17	243	5	265					18	30		48		27	45	72	385
Total	39	783	28	850					54	89		143		72	146	218	1,211



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Sunday, 8/15/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	21	241	11	273					14	30		44		14	40	54	371
9:15 AM	28	234	19	281					17	41		58		39	55	94	433
9:30 AM	25	333	14	372					15	38		53		36	48	84	509
9:45 AM	21	324	16	361					21	46		67		31	56	87	515
10:00 AM	18	371	18	407					18	37		55		34	53	87	549
10:15 AM	22	397	10	429					26	56		82		28	53	81	592
10:30 AM	28	421	20	469					24	57		81		37	54	91	641
10:45 AM	33	487	24	544					32	59		91		43	71	114	749
11:00 AM	33	457	16	506					30	66		96		28	52	80	682
11:15 AM	32	440	20	492					25	58		83		46	56	102	677
11:30 AM	23	464	15	502					28	66		94		32	63	95	691
11:45 AM	19	442	35	496					24	52		76		36	54	90	662
12:00 PM	20	454	21	495					29	61		90		45	68	113	698
12:15 PM	18	506	29	553					28	53		81		37	74	111	745
12:30 PM	20	461	23	504					50	66		116		45	71	116	736
12:45 PM	29	496	20	545					38	71		109		43	90	133	787
1:00 PM	18	480	18	516					36	78		114		42	82	124	754
1:15 PM	25	490	27	542					29	59		88		50	89	139	769
1:30 PM	32	496	29	557					27	63		90		32	92	124	771
1:45 PM	25	513	20	558					19	59		78		36	75	111	747
2:00 PM	28	434	21	483					32	59		91		40	79	119	693
2:15 PM	24	522	17	563					35	62		97		39	76	115	775
2:30 PM	16	533	16	565					31	73		104		36	77	113	782
2:45 PM	23	518	27	568					30	57		87		40	88	128	783
3:00 PM	31	494	27	552					31	49		80		28	68	96	728
3:15 PM	24	447	17	488					26	45		71		27	82	109	668
3:30 PM	26	468	23	517					31	66		97		29	73	102	716
3:45 PM	20	419	27	466					24	77		101		33	61	94	661
Total	682	12,342	580	13,604					770	1,604		2,374		1,006	1,900	2,906	18,884



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Sunday, 8/15/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	15	473	23	511					19	72		91		31	50	81	683
4:15 PM	20	432	25	477					19	60		79		35	66	101	657
4:30 PM	24	438	27	489					18	63		81		26	64	90	660
4:45 PM	37	459	16	512					22	73		95		50	47	97	704
5:00 PM	24	451	22	497					13	69		82		28	73	101	680
5:15 PM	16	410	20	446					26	60		86		23	62	85	617
5:30 PM	20	432	14	466					23	44		67		21	47	68	601
5:45 PM	15	377	24	416					21	65		86		24	57	81	583
6:00 PM	19	373	19	411					38	66		104		35	58	93	608
6:15 PM	23	426	26	475					29	67		96		25	69	94	665
6:30 PM	13	370	19	402					18	57		75		23	54	77	554
6:45 PM	16	322	31	369					19	71		90		19	62	81	540
Total	242	4,963	266	5,471					265	767		1,032		340	709	1,049	7,552

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/15/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:45	11:45	2799				12:45	13:45	3081		

Street Name->	MD 3 SB (Crain Highway)					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL					
	From North					From South					From East						From West				
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		U turn	Left	Through	Right	Total
08:15	4	134	2	140	0	0	1	13	20	34	0	11	30	41	0	11	30	41	215		
08:30	11	192	10	213	0	0	0	11	22	33	0	15	28	43	0	15	28	43	289		
08:45	7	214	11	232	0	0	1	12	17	30	0	19	43	62	0	19	43	62	324		
09:00	17	243	5	265	0	0	0	18	30	48	0	27	45	72	0	27	45	72	385		
09:15	21	241	11	273	0	0	0	14	30	44	0	14	40	54	0	14	40	54	371		
09:30	28	234	19	281	0	0	2	15	41	58	0	39	55	94	0	39	55	94	433		
09:45	25	333	14	372	0	0	0	15	38	53	0	36	48	84	0	36	48	84	509		
10:00	21	324	16	361	0	0	0	21	46	67	0	31	56	87	0	31	56	87	515		
10:15	18	371	18	407	0	0	0	18	37	55	0	34	53	87	0	34	53	87	549		
10:30	22	397	10	429	0	0	2	24	56	82	0	28	53	81	0	28	53	81	592		
10:45	28	421	20	469	0	0	0	24	57	81	0	37	54	91	0	37	54	91	641		
11:00	33	487	24	544	0	0	0	32	59	91	0	43	71	114	0	43	71	114	749		
11:15	33	457	16	506	0	0	2	28	66	96	0	28	52	80	0	28	52	80	682		
11:30	32	440	20	492	0	0	1	24	58	83	0	46	56	102	0	46	56	102	677		
11:45	23	464	15	502	0	0	0	28	66	94	0	32	63	95	0	32	63	95	691		
12:00	19	442	35	496	0	0	0	24	52	76	0	36	54	90	0	36	54	90	662		
12:15	20	454	21	495	0	0	1	28	61	90	0	45	68	113	0	45	68	113	698		
12:30	18	506	29	553	0	0	0	28	53	81	0	37	74	111	0	37	74	111	745		
12:45	20	461	23	504	0	0	1	49	66	116	0	45	71	116	0	45	71	116	736		
13:00	29	496	20	545	0	0	3	35	71	109	0	43	90	133	0	43	90	133	787		
13:15	18	480	18	516	0	0	2	34	78	114	0	42	82	124	0	42	82	124	754		
13:30	25	490	27	542	0	0	1	28	59	88	0	50	89	139	0	50	89	139	769		
13:45	32	496	29	557	0	0	3	24	63	90	0	32	92	124	0	32	92	124	771		
14:00	25	513	20	558	0	0	1	18	59	78	0	36	75	111	0	36	75	111	747		
14:15	28	434	21	483	0	0	2	30	59	91	0	40	79	119	0	40	79	119	693		
14:30	24	522	17	563	0	0	0	35	62	97	0	39	76	115	0	39	76	115	775		
14:45	16	533	16	565	0	0	4	27	73	104	0	36	77	113	0	36	77	113	782		
15:00	23	518	27	568	0	0	0	30	57	87	0	40	88	128	0	40	88	128	783		
15:15	31	494	27	552	0	0	0	31	49	80	0	28	68	96	0	28	68	96	728		
15:30	24	447	17	488	0	0	1	25	45	71	0	27	82	109	0	27	82	109	668		
15:45	26	468	23	517	0	0	1	30	66	97	0	29	73	102	0	29	73	102	716		
16:00	20	419	27	466	0	0	1	23	77	101	0	33	61	94	0	33	61	94	661		
16:15	15	473	23	511	0	0	6	13	72	91	0	31	50	81	0	31	50	81	683		
16:30	20	432	25	477	0	0	1	18	60	79	0	35	66	101	0	35	66	101	657		
16:45	24	438	27	489	0	0	1	17	63	81	0	26	64	90	0	26	64	90	660		
17:00	37	459	16	512	0	0	1	21	73	95	0	50	47	97	0	50	47	97	704		
17:15	24	451	22	497	0	0	0	13	69	82	0	28	73	101	0	28	73	101	680		
17:30	16	410	20	446	0	0	0	26	60	86	0	23	62	85	0	23	62	85	617		
17:45	20	432	14	466	0	0	0	23	44	67	0	21	47	68	0	21	47	68	601		
18:00	15	377	24	416	0	0	1	20	65	86	0	24	57	81	0	24	57	81	583		
18:15	19	373	19	411	0	0	0	38	66	104	0	35	58	93	0	35	58	93	608		
18:30	23	426	26	475	0	0	1	28	67	96	0	25	69	94	0	25	69	94	665		
18:45	13	370	19	402	0	0	1	17	57	75	0	23	54	77	0	23	54	77	554		
19:00	16	322	31	369	0	0	1	18	71	90	0	19	62	81	0	19	62	81	540		
TOTAL	0	963	18088	874	19925	0	0	0	0	0	43	1048	2460	0	3551	0	0	1418	2755	4173	27649
AM Peak Vo	0	121	1848	75	2044	0	0	0	0	0	3	112	249	0	364	0	0	149	242	391	2799
PM Peak Vo	0	104	1962	94	2160	0	0	0	0	0	9	121	271	0	401	0	0	167	353	520	3081

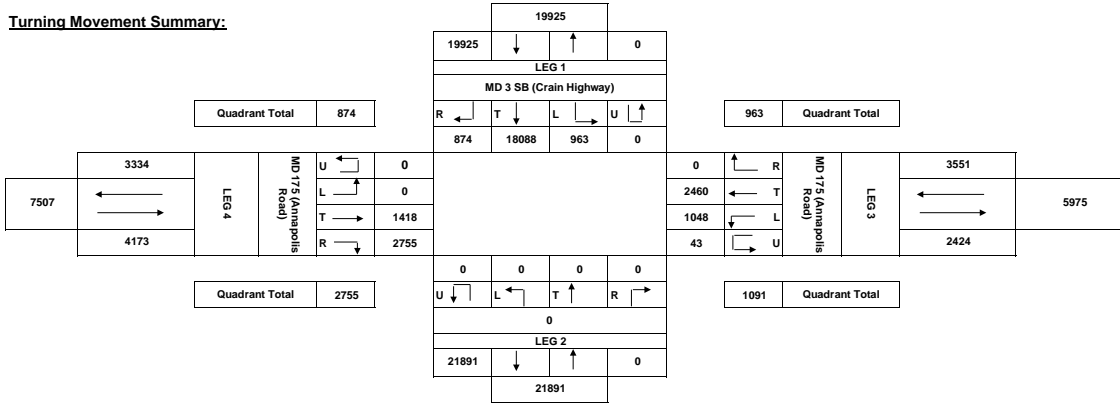
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/15/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

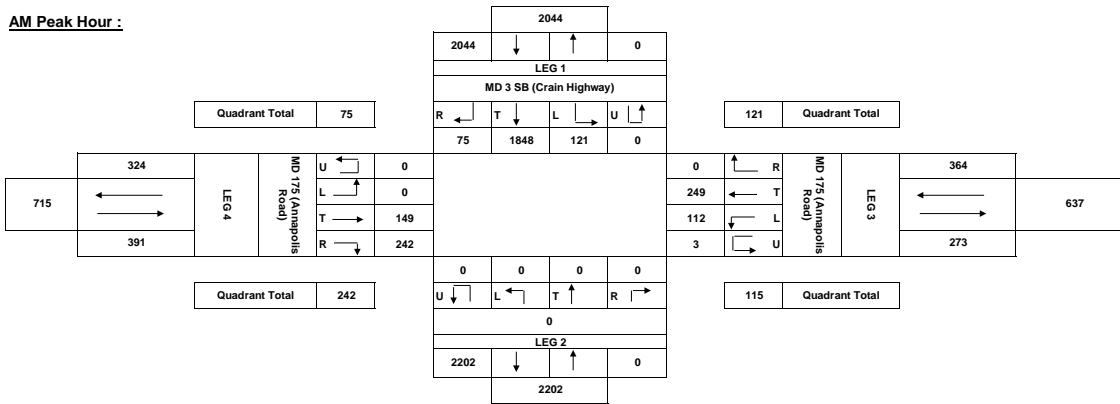
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	2799			12:00PM-7:00PM	12:45	13:45	3081		

Turning Movement Summary:

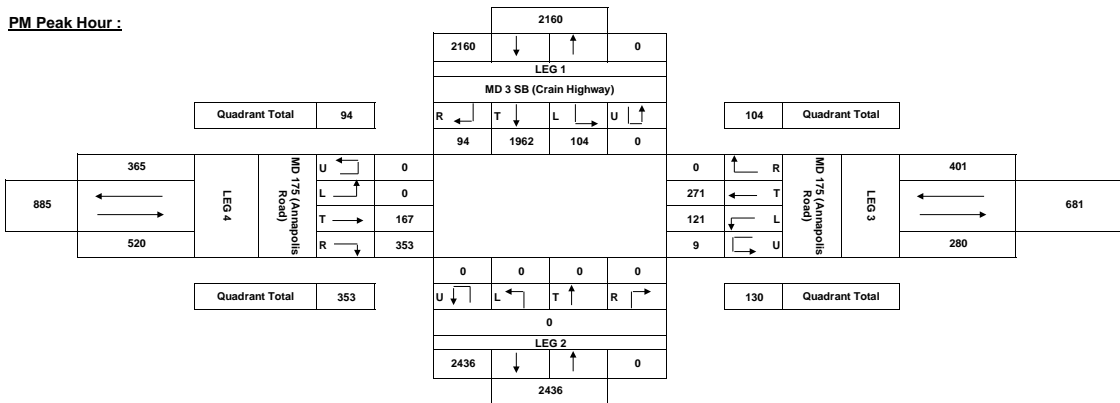


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Tuesday, 8/17/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	39	1,731	30	1,800					58	99		157		65	141	206	2,163
7:00 AM	105	2,170	91	2,366					104	175		279		105	232	337	2,982
8:00 AM	79	1,874	82	2,035					107	170		277		141	243	384	2,696
9:00 AM	87	1,388	100	1,575					67	205		272		167	268	435	2,282
10:00 AM	75	1,441	94	1,610					102	198		300		115	265	380	2,290
11:00 AM	103	1,423	97	1,623					100	224		324		135	303	438	2,385
12:00 PM	92	1,574	92	1,758					104	278		382		146	283	429	2,569
1:00 PM	98	1,472	106	1,676					111	271		382		122	295	417	2,475
2:00 PM	93	1,723	96	1,912					90	281		371		156	302	458	2,741
3:00 PM	103	2,155	109	2,367					95	236		331		133	339	472	3,170
4:00 PM	130	2,221	119	2,470					135	371		506		152	366	518	3,494
5:00 PM	116	2,285	151	2,552					116	316		432		176	339	515	3,499
6:00 PM	91	1,851	114	2,056					91	258		349		136	295	431	2,836
Total	1,211	23,308	1,281	25,800					1,280	3,082		4,362		1,749	3,671	5,420	35,582



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Tuesday, 8/17/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	7	354	3	364					8	20		28		12	30	42	434
6:15 AM	8	423	12	443					19	16		35		12	22	34	512
6:30 AM	6	457	4	467					16	26		42		19	38	57	566
6:45 AM	18	497	11	526					15	37		52		22	51	73	651
7:00 AM	18	451	13	482					18	28		46		19	46	65	593
7:15 AM	22	507	15	544					28	58		86		29	52	81	711
7:30 AM	29	626	23	678					17	36		53		27	44	71	802
7:45 AM	36	586	40	662					41	53		94		30	90	120	876
8:00 AM	21	560	19	600					22	35		57		29	59	88	745
8:15 AM	22	497	18	537					32	52		84		40	55	95	716
8:30 AM	21	416	28	465					27	39		66		33	66	99	630
8:45 AM	15	401	17	433					26	44		70		39	63	102	605
Total	223	4,044	203	6,201					211	444		713		311	616	927	7,841



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Tuesday, 8/17/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	28	361	22	411					12	56		68		37	57	94	573
9:15 AM	26	333	25	384					18	50		68		49	62	111	563
9:30 AM	15	355	24	394					20	42		62		44	75	119	575
9:45 AM	18	339	29	386					17	57		74		37	74	111	571
10:00 AM	17	385	16	418					24	48		72		28	64	92	582
10:15 AM	21	351	24	396					29	50		79		23	63	86	561
10:30 AM	14	347	28	389					24	47		71		28	79	107	567
10:45 AM	23	358	26	407					25	53		78		36	59	95	580
11:00 AM	23	319	18	360					25	58		83		29	63	92	535
11:15 AM	23	333	28	384					21	51		72		43	82	125	581
11:30 AM	21	405	20	446					20	56		76		30	80	110	632
11:45 AM	36	366	31	433					34	59		93		33	78	111	637
12:00 PM	26	357	20	403					33	70		103		37	82	119	625
12:15 PM	21	439	23	483					22	74		96		40	63	103	682
12:30 PM	24	386	24	434					28	68		96		42	64	106	636
12:45 PM	21	392	25	438					21	66		87		27	74	101	626
1:00 PM	22	321	29	372					31	75		106		33	76	109	587
1:15 PM	24	379	23	426					36	59		95		21	69	90	611
1:30 PM	21	359	23	403					20	66		86		33	73	106	595
1:45 PM	31	413	31	475					24	71		95		35	77	112	682
2:00 PM	22	357	22	401					25	61		86		31	81	112	599
2:15 PM	30	447	20	497					21	67		88		36	82	118	703
2:30 PM	21	440	26	487					19	70		89		53	80	133	709
2:45 PM	20	479	28	527					25	83		108		36	59	95	730
3:00 PM	28	470	18	516					19	50		69		29	84	113	698
3:15 PM	24	544	34	602					22	70		92		37	93	130	824
3:30 PM	18	514	26	558					33	47		80		40	74	114	752
3:45 PM	33	627	31	691					21	69		90		27	88	115	896
Total	651	11,176	694	12,521					669	1,693		2,362		974	2,055	3,029	17,912



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Tuesday, 8/17/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	42	564	20	626					35	63		98		37	83	120	844
4:15 PM	25	520	35	580					25	93		118		33	88	121	819
4:30 PM	34	573	25	632					32	111		143		40	107	147	922
4:45 PM	29	564	39	632					43	104		147		42	88	130	909
5:00 PM	37	580	42	659					38	67		105		44	82	126	890
5:15 PM	28	561	27	616					28	79		107		48	93	141	864
5:30 PM	24	556	53	633					19	88		107		37	78	115	855
5:45 PM	27	588	29	644					31	82		113		47	86	133	890
6:00 PM	25	513	30	568					19	72		91		36	83	119	778
6:15 PM	27	550	25	602					30	59		89		34	77	111	802
6:30 PM	18	430	29	477					20	66		86		38	69	107	670
6:45 PM	21	358	30	409					22	61		83		28	66	94	586
Total	337	6,357	384	7,078					342	945		1,287		464	1,000	1,464	9,829

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/17/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 3140	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 3585	LOS	V/C

Street Name--> HOUR ENDING	MD 3 SB (Crain Highway)					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL						
	From North					From South					From East						From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		U turn	Left	Through	Right	Total	
06:15		7	354		3	364					0	0	8	20	28	0			12	30	42	434
06:30		8	423		12	443					0	0	19	16	35	0			12	22	34	512
06:45		6	457		4	467					0	0	16	26	42	0			19	38	57	566
07:00		18	497		11	526					0	2	15	37	54	0			22	51	73	653
07:15		18	451		13	482					0	0	18	28	46	0			19	46	65	593
07:30		22	507		15	544					0	0	28	58	86	0			29	52	81	711
07:45		29	626		23	678					0	0	17	36	53	0			27	44	71	802
08:00		36	586		40	662					0	0	41	53	94	0			30	90	120	876
08:15		21	560		19	600					0	1	22	35	58	0			29	59	88	746
08:30		22	497		18	537					0	0	32	52	84	0			40	55	95	716
08:45		21	416		28	465					0	0	27	39	66	0			33	66	99	630
09:00		15	401		17	433					0	0	26	44	70	0			39	63	102	605
09:15		28	361		22	411					0	0	12	56	68	0			37	57	94	573
09:30		26	333		25	384					0	0	18	50	68	0			49	62	111	563
09:45		15	355		24	394					0	0	20	42	62	0			44	75	119	575
10:00		18	339		29	388					0	0	17	57	74	0			37	74	111	571
10:15		17	385		16	418					0	0	24	48	72	0			28	64	92	582
10:30		21	351		24	396					0	0	29	50	79	0			23	63	86	561
10:45		14	347		28	389					0	0	24	47	71	0			28	79	107	567
11:00		23	358		26	407					0	2	23	53	78	0			36	59	95	580
11:15		23	319		18	360					0	1	24	58	83	0			29	63	92	535
11:30		23	333		28	384					0	0	21	51	72	0			43	82	125	581
11:45		21	405		20	446					0	0	20	56	76	0			30	80	110	632
12:00		36	366		31	433					0	0	34	59	93	0			33	78	111	637
12:15		26	357		20	403					0	1	32	70	103	0			37	82	119	625
12:30		21	439		23	483					0	3	19	74	96	0			40	63	103	682
12:45		24	386		24	434					0	2	26	68	96	0			42	64	106	636
13:00		21	392		25	438					0	2	19	66	87	0			27	74	101	626
13:15		22	321		29	372					0	1	30	75	106	0			33	76	109	587
13:30		24	379		23	426					0	1	35	59	95	0			21	69	90	611
13:45		21	359		23	403					0	0	20	66	86	0			33	73	106	595
14:00		31	413		31	475					0	0	24	71	95	0			35	77	112	682
14:15		22	357		22	401					0	1	24	61	86	0			31	81	112	599
14:30		30	447		20	497					0	4	17	67	88	0			36	82	118	703
14:45		21	440		26	487					0	0	19	70	89	0			53	80	133	709
15:00		20	479		28	527					0	1	24	83	108	0			36	59	95	730
15:15		28	470		18	516					0	0	19	50	69	0			29	84	113	698
15:30		24	544		34	602					0	0	22	70	92	0			37	93	130	824
15:45		18	514		26	558					0	1	32	47	80	0			40	74	114	752
16:00		33	627		31	691					0	1	20	69	90	0			27	88	115	896
16:15		42	564		20	626					0	0	35	63	98	0			37	83	120	844
16:30		25	520		35	580					0	1	24	93	118	0			33	88	121	819
16:45		34	573		25	632					0	1	31	111	143	0			40	107	147	922
17:00		29	564		39	632					0	1	42	104	147	0			42	88	130	909
17:15		37	580		42	659					0	0	38	67	105	0			44	82	126	890
17:30		28	561		27	616					0	1	27	79	107	0			48	93	141	864
17:45		24	556		53	633					0	0	19	88	107	0			37	78	115	855
18:00		27	588		29	644					0	1	30	82	113	0			47	86	133	890
18:15		25	513		30	568					0	1	18	72	91	0			36	83	119	778
18:30		27	550		25	602					0	1	29	59	89	0			34	77	111	802
18:45		18	430		29	477					0	0	20	66	86	0			38	69	107	670
19:00		21	358		30	409					0	0	22	61	83	0			28	66	94	586
TOTAL		0	1211	23308	1281	25800	0	0	0	0	0	31	1252	3082	0	4365	0	0	1749	3671	5420	35585
AM Peak Vol		0	108	2269	100	2477	0	0	0	0	0	1	112	176	0	289	0	0	126	248	374	3140
PM Peak Vol		0	128	2278	133	2539	0	0	0	0	0	3	138	361	0	502	0	0	174	370	544	3585

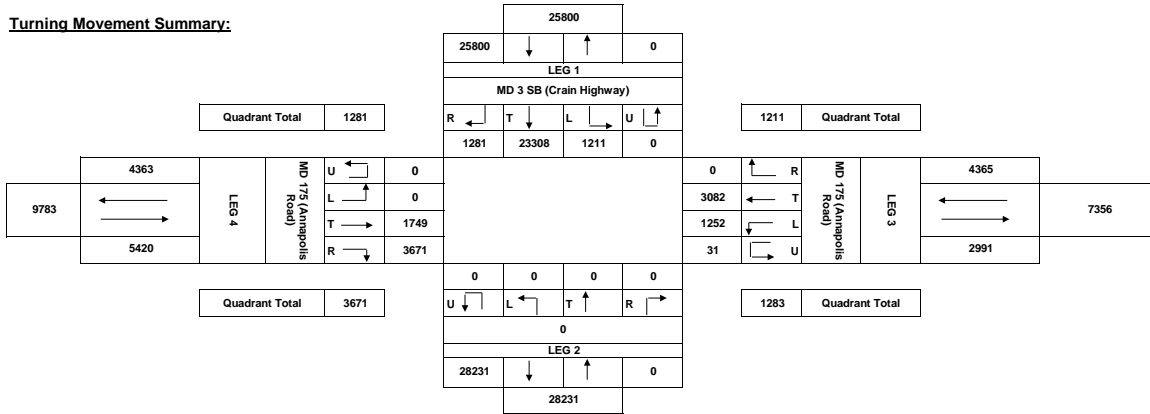
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 8/17/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

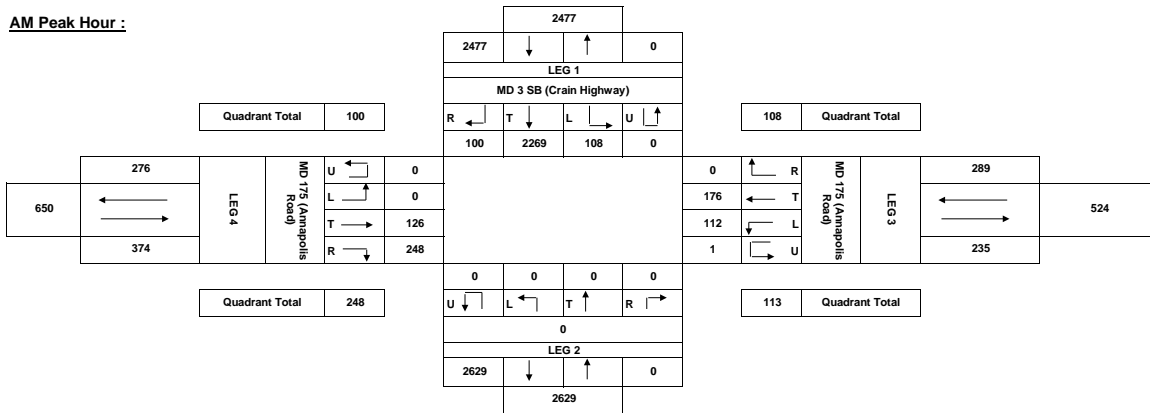
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	3140			12:00PM-7:00PM	16:30	17:30	3585		

Turning Movement Summary:

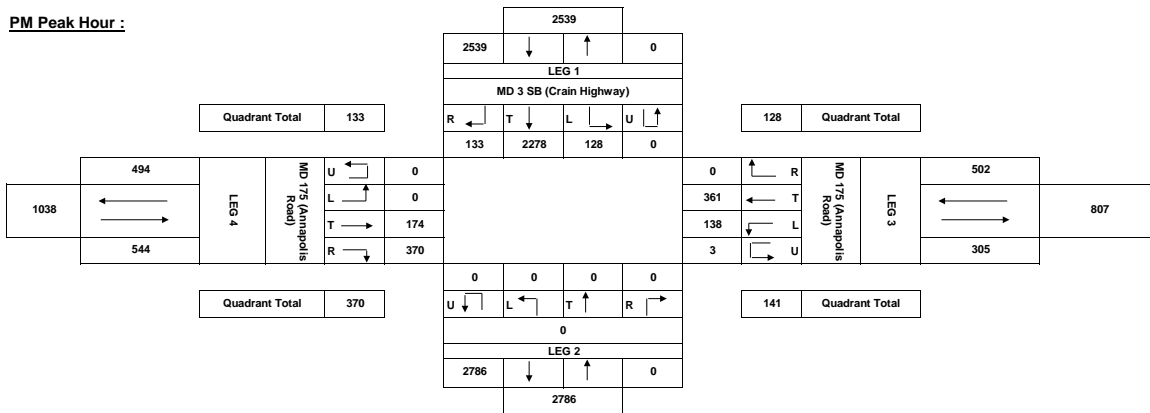


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Wednesday, 9/1/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	26	1,491	27	1,544					49	88		137		67	114	181	1,862
7:00 AM	100	2,141	105	2,346					99	180		279		128	247	375	3,000
8:00 AM	105	1,960	100	2,165					101	224		325		113	293	406	2,896
9:00 AM	77	1,397	67	1,541					72	203		275		127	227	354	2,170
10:00 AM	67	1,294	75	1,436					77	220		297		117	212	329	2,062
11:00 AM	86	1,469	103	1,658					115	217		332		145	266	411	2,401
12:00 PM	107	1,564	111	1,782					99	238		337		142	318	460	2,579
1:00 PM	90	1,670	97	1,857					112	265		377		131	304	435	2,669
2:00 PM	73	1,904	84	2,061					91	250		341		136	307	443	2,845
3:00 PM	78	2,249	51	2,378					95	331		426		155	479	634	3,438
4:00 PM	71	1,934	87	2,092					65	260		325		127	371	498	2,915
5:00 PM	82	1,715	80	1,877					67	209		276		116	266	382	2,535
6:00 PM	64	1,312	67	1,443					50	182		232		85	219	304	1,979
Total	1,026	22,100	1,054	24,180					1,092	2,867		3,959		1,589	3,623	5,212	33,351



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Wednesday, 9/1/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	1	225	2	228					5	8		13		5	15	20	261
6:15 AM	6	374	9	389					13	18		31		17	24	41	461
6:30 AM	10	416	7	433					18	34		52		14	30	44	529
6:45 AM	9	476	9	494					13	28		41		31	45	76	611
7:00 AM	22	418	11	451					18	29		47		22	49	71	569
7:15 AM	24	504	27	555					26	34		60		33	63	96	711
7:30 AM	26	600	28	654					20	48		68		39	56	95	817
7:45 AM	28	619	39	686					35	69		104		34	79	113	903
8:00 AM	38	615	32	685					39	56		95		28	91	119	899
8:15 AM	22	482	20	524					22	58		80		23	64	87	691
8:30 AM	20	408	25	453					20	55		75		26	65	91	619
8:45 AM	25	455	23	503					20	55		75		36	73	109	687
Total	231	4,101	232	6,055					249	492		741		308	654	962	7,758



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Wednesday, 9/1/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	21	349	16	386					20	45		65		49	55	104	555
9:15 AM	26	345	15	386					15	57		72		23	49	72	530
9:30 AM	15	338	11	364					16	56		72		24	58	82	518
9:45 AM	15	365	25	405					21	45		66		31	65	96	567
10:00 AM	14	304	27	345					25	51		76		26	48	74	495
10:15 AM	15	303	16	334					23	57		80		29	58	87	501
10:30 AM	15	340	19	374					13	51		64		37	58	95	533
10:45 AM	23	347	13	383					16	61		77		25	48	73	533
11:00 AM	16	361	19	396					20	65		85		34	64	98	579
11:15 AM	22	320	31	373					35	50		85		31	54	85	543
11:30 AM	30	385	21	436					23	55	21	78		37	66	103	617
11:45 AM	18	403	32	453					37	47		84		43	82	125	662
12:00 PM	21	350	20	391					25	57		82		43	78	121	594
12:15 PM	31	388	32	451					16	58		74		41	88	129	654
12:30 PM	25	402	25	452					24	69		93		34	77	111	656
12:45 PM	30	424	34	488					34	54		88		24	75	99	675
1:00 PM	23	379	26	428					25	64		89		29	66	95	612
1:15 PM	19	423	22	464					21	58		79		30	86	116	659
1:30 PM	28	426	21	475					34	77		111		32	71	103	689
1:45 PM	20	442	28	490					32	66		98		40	81	121	709
2:00 PM	9	452	23	484					20	65		85		36	70	106	675
2:15 PM	19	552	23	594					18	76		94		41	88	129	817
2:30 PM	25	513	21	559					27	55		82		30	79	109	750
2:45 PM	20	387	17	424					26	54		80		29	70	99	603
3:00 PM	15	549	6	570					22	64		86		31	92	123	779
3:15 PM	20	570	15	605					25	88		113		35	131	166	884
3:30 PM	21	570	16	607					23	84	16	107		49	145	194	908
3:45 PM	22	560	14	596					25	95		120		40	111	151	867
Total	578	11,547	588	12,713					661	1,724		2,385		953	2,113	3,066	18,164



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Wednesday, 9/1/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	12	484	21	517					18	70		88		29	105	134	739
4:15 PM	23	502	20	545					21	63		84		45	106	151	780
4:30 PM	19	507	28	554					14	65		79		22	85	107	740
4:45 PM	17	441	18	476					12	62		74		31	75	106	656
5:00 PM	24	433	28	485					20	52		72		35	57	92	649
5:15 PM	22	452	19	493					19	62		81		35	76	111	685
5:30 PM	17	445	12	474					12	48		60		23	75	98	632
5:45 PM	19	385	21	425					16	47		63		23	58	81	569
6:00 PM	16	349	19	384					14	59		73		20	64	84	541
6:15 PM	20	348	12	380					13	38		51		23	57	80	511
6:30 PM	14	321	13	348					6	39		45		23	49	72	465
6:45 PM	14	294	23	331					17	46		63		19	49	68	462
Total	217	4,961	234	5,412					182	651		833		328	856	1,184	7,429

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 9/1/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 3331	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 15:00	End 16:00	Volume 3438	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name-> HOUR ENDING	MD 3 SB (Crain Highway)					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total						
06:15		1	225	2	228						0	1	5	8	14	0		5	15	20	262
06:30		6	374	9	389						0	0	13	18	31	0		17	24	41	461
06:45		10	416	7	433						0	0	18	34	52	0		14	30	44	529
07:00		9	476	9	494						0	0	13	28	41	0		31	45	76	611
07:15		22	418	11	451						0	1	18	29	48	0		22	49	71	570
07:30		24	504	27	555						0	0	26	34	60	0		33	63	96	711
07:45		26	600	28	654						0	0	20	48	68	0		39	56	95	817
08:00		28	619	39	686						0	1	35	69	105	0		34	79	113	904
08:15		38	615	32	685						0	0	39	56	95	0		28	91	119	899
08:30		22	482	20	524						0	0	22	58	80	0		23	64	87	691
08:45		20	408	25	453						0	0	20	55	75	0		26	65	91	619
09:00		25	455	23	503						0	0	20	50	75	0		36	73	109	687
09:15		21	349	16	386						0	2	20	45	67	0		49	55	104	557
09:30		26	345	15	386						0	0	15	57	72	0		23	49	72	530
09:45		15	338	11	364						0	0	16	56	72	0		24	58	82	518
10:00		15	365	25	405						0	0	21	45	66	0		31	65	96	567
10:15		14	304	27	345						0	1	25	51	77	0		26	48	74	496
10:30		15	303	16	334						0	2	23	57	82	0		29	58	87	503
10:45		15	340	19	374						0	1	13	51	65	0		37	58	95	534
11:00		23	347	13	383						0	0	16	61	77	0		25	48	73	533
11:15		16	361	19	396						0	1	20	65	86	0		34	64	98	580
11:30		22	320	31	373						0	1	35	50	86	0		31	54	85	544
11:45		30	385	21	436						0	0	23	55	78	0		37	66	103	617
12:00		18	403	32	453						0	1	37	47	85	0		43	82	125	663
12:15		21	350	20	391						0	0	25	57	82	0		43	78	121	594
12:30		31	388	32	451						0	2	16	58	76	0		41	88	129	656
12:45		25	402	25	452						0	1	24	69	94	0		34	77	111	657
13:00		30	424	34	488						0	1	34	54	89	0		24	75	99	676
13:15		23	379	26	428						0	2	25	64	91	0		29	66	95	614
13:30		19	423	22	464						0	1	21	58	80	0		30	86	116	660
13:45		28	426	21	475						0	1	34	77	112	0		32	71	103	690
14:00		20	442	28	490						0	1	32	66	99	0		40	81	121	710
14:15		9	452	23	484						0	0	20	65	85	0		36	70	106	675
14:30		19	552	23	594						0	2	18	76	96	0		41	88	129	819
14:45		25	513	21	559						0	0	27	55	82	0		30	79	109	750
15:00		20	387	17	424						0	0	26	54	80	0		29	70	99	603
15:15		15	549	6	570						0	0	22	64	86	0		31	92	123	779
15:30		20	570	15	605						0	0	25	88	113	0		35	131	166	884
15:45		21	570	16	607						0	0	23	84	107	0		49	145	194	908
16:00		22	560	14	596						0	0	25	95	120	0		40	111	151	867
16:15		12	484	21	517						0	0	18	70	88	0		29	105	134	739
16:30		23	502	20	545						0	0	21	63	84	0		45	106	151	780
16:45		19	507	28	554						0	1	14	65	80	0		22	85	107	741
17:00		17	441	18	476						0	1	12	62	75	0		31	75	106	657
17:15		24	433	28	485						0	0	20	52	72	0		35	57	92	649
17:30		22	452	19	493						0	0	19	62	81	0		35	76	111	685
17:45		17	445	12	474						0	0	12	48	60	0		23	75	98	632
18:00		19	385	21	425						0	0	16	47	63	0		23	58	81	569
18:15		16	349	19	384						0	0	14	59	73	0		20	64	84	541
18:30		20	348	12	380						0	0	13	38	51	0		23	57	80	511
18:45		14	321	13	348						0	0	6	39	45	0		23	49	72	465
19:00		14	294	23	331						0	3	17	46	66	0		19	49	68	465
TOTAL	0	1026	22100	1054	24180	0	0	0	0	0	28	1092	2867	0	3987	0	0	1589	3623	5212	33379
AM Peak Vol	0	116	2338	126	2580	0	0	0	0	0	1	120	207	0	328	0	0	134	289	423	3331
PM Peak Vol	0	78	2249	51	2378	0	0	0	0	0	0	95	331	0	426	0	0	155	479	634	3438

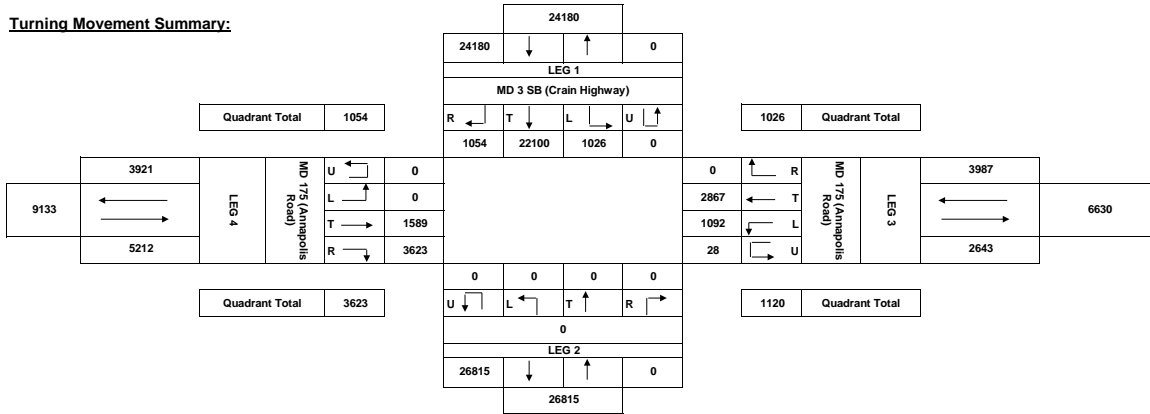
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 9/1/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

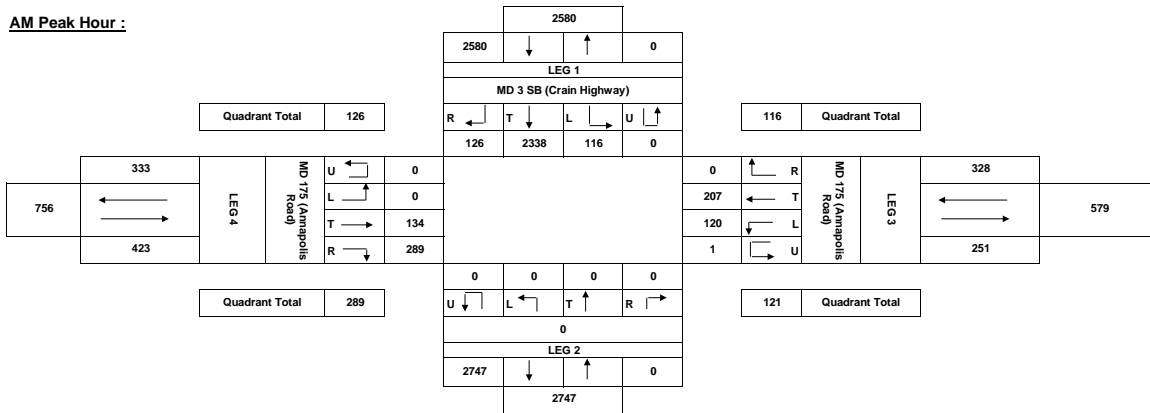
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	3331			12:00PM-7:00PM	15:00	16:00	3438		

Turning Movement Summary:

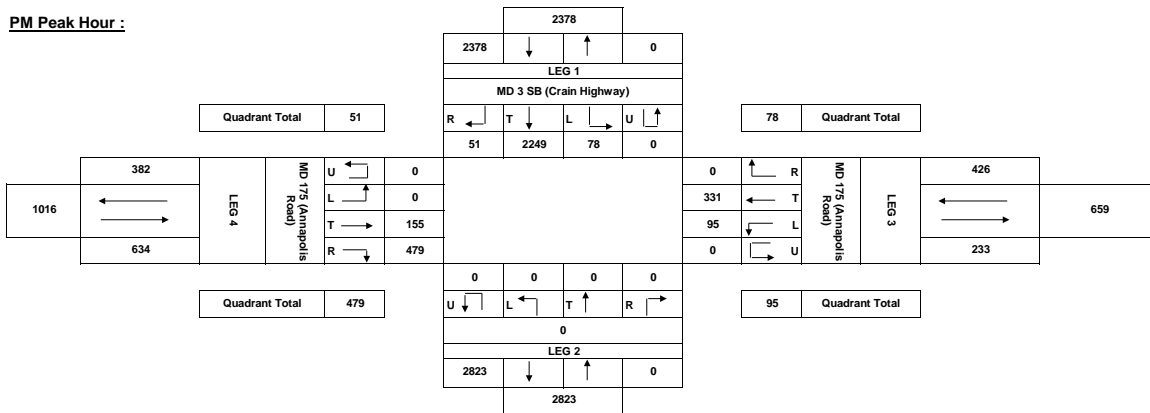


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Saturday, 8/21/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					165	1,306	39	1,510		51	72	123	146	47		193	1,826
9:00 AM					221	1,443	67	1,731		77	72	149	195	86		281	2,161
10:00 AM					242	1,665	62	1,969		107	101	208	216	83		299	2,476
11:00 AM					280	1,877	64	2,221		110	69	179	230	99		329	2,729
12:00 PM					272	1,997	76	2,345		95	67	162	229	102		331	2,838
1:00 PM					239	2,174	65	2,478		76	78	154	206	90		296	2,928
2:00 PM					234	2,251	65	2,550		98	102	200	176	84		260	3,010
3:00 PM					257	2,236	47	2,540		64	89	153	199	80		279	2,972
4:00 PM					233	2,043	47	2,323		75	60	135	190	116		306	2,764
5:00 PM					217	1,921	39	2,177		82	82	164	192	67		259	2,600
6:00 PM					228	1,838	42	2,108		62	50	112	142	69		211	2,431
Total					2,588	20,751	613	23,952		897	842	1,739	2,121	923		3,044	28,735



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Saturday, 8/21/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Rd				MD 175 (Annapolis Rd)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					40	295	6	341		13	14	27	35	9		44	412
8:15 AM					39	337	10	386		12	22	34	41	10		51	471
8:30 AM					39	337	10	386		10	18	28	40	16		56	470
8:45 AM					47	337	13	397		16	18	34	30	12		42	473
Total					165	1,306	39	1,510		51	72	123	146	47		193	1,826



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Saturday, 8/21/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Rd				MD 175 (Annapolis Rd)				Grand Total	
	From North		From South		From East		From West							
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM				44	320	12	376	23	14	37	47	22	69	482
9:15 AM				51	384	21	456	16	21	37	50	30	80	573
9:30 AM				51	367	21	439	15	25	40	40	18	58	537
9:45 AM				75	372	13	460	23	12	35	58	16	74	569
10:00 AM				51	386	15	452	30	35	65	48	14	62	579
10:15 AM				64	423	11	498	20	14	34	47	19	66	598
10:30 AM				55	425	25	505	25	23	48	56	23	79	632
10:45 AM				72	431	11	514	32	29	61	65	27	92	667
11:00 AM				87	454	14	555	26	11	37	59	28	87	679
11:15 AM				68	491	23	582	21	16	37	45	22	67	686
11:30 AM				46	439	15	500	34	26	60	58	27	85	645
11:45 AM				79	493	12	584	29	16	45	68	22	90	719
12:00 PM				80	509	14	603	21	13	34	46	16	62	699
12:15 PM				72	473	19	564	23	14	37	65	24	89	690
12:30 PM				61	513	21	595	32	23	55	62	31	93	743
12:45 PM				59	502	22	583	19	17	36	56	31	87	706
1:00 PM				59	516	21	596	12	26	38	45	23	68	702
1:15 PM				61	514	10	585	16	15	31	59	27	86	702
1:30 PM				63	568	17	648	25	19	44	56	24	80	772
1:45 PM				56	576	17	649	23	18	41	46	16	62	752
2:00 PM				56	555	16	627	26	18	44	41	22	63	734
2:15 PM				71	547	18	636	28	25	53	48	19	67	756
2:30 PM				62	566	18	646	25	31	56	40	23	63	765
2:45 PM				45	583	13	641	19	28	47	47	20	67	755
3:00 PM				58	572	9	639	14	26	40	41	19	60	739
3:15 PM				66	589	10	665	19	18	37	57	26	83	785
3:30 PM				66	542	10	618	17	18	35	60	15	75	728
3:45 PM				67	533	18	618	14	27	41	41	20	61	720
Total				1,745	13,643	446	15,834	627	578	1,205	1,451	624	2,075	19,114



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Saturday, 8/21/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Rd From East				MD 175 (Annapolis Rd) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					46	550	15	611		30	21	51	44	22		66	728
4:15 PM					59	541	11	611		12	12	24	52	28		80	715
4:30 PM					70	512	15	597		16	8	24	38	35		73	694
4:45 PM					58	440	6	504		17	19	36	56	31		87	627
5:00 PM					54	497	12	563		17	15	32	54	20		74	669
5:15 PM					61	486	3	550		26	16	42	49	23		72	664
5:30 PM					52	504	10	566		21	19	40	56	7		63	669
5:45 PM					50	434	14	498		18	32	50	33	17		50	598
6:00 PM					59	470	10	539		19	19	38	37	21		58	635
6:15 PM					54	473	9	536		14	9	23	35	15		50	609
6:30 PM					64	442	13	519		13	12	25	37	13		50	594
6:45 PM					51	453	10	514		16	10	26	33	20		53	593
Total					678	5,802	128	6,608		219	192	411	524	252		776	7,795

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/21/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 11:00	End 12:00	Volume 2729	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 14:30	End 15:30	Volume 3051	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	From North					MD 3 NB (Crain Highway) From South					Millersville Road From East					MD 175 (Annapolis Road) From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15					0		40	295	6	341			13	14	27		0	35	9		44
08:30					0		39	337	10	386			12	22	34		0	41	10		51
08:45					0		39	337	10	386			10	18	28		1	40	16		57
09:00					0		47	337	13	397			16	18	34		1	30	12		43
09:15					0		44	320	12	376			23	14	37		0	47	22		69
09:30					0		51	384	21	456			16	21	37		0	50	30		80
09:45					0		51	367	21	439			15	25	40		0	40	18		58
10:00					0		75	372	13	460			23	12	35		0	58	16		74
10:15					0		51	386	15	452			30	35	65		0	48	14		62
10:30					0		64	423	11	498			20	14	34		0	47	19		66
10:45					0		55	425	25	505			25	23	48		0	56	23		79
11:00					0		72	431	11	514			32	29	61		1	65	27		93
11:15					0		87	454	14	555			26	11	37		0	59	28		87
11:30					0		68	491	23	582			21	16	37		0	45	22		67
11:45					0		46	439	15	500			34	26	60		0	58	27		85
12:00					0		79	493	12	584			29	16	45		0	68	22		90
12:15					0		80	509	14	603			21	13	34		0	46	16		62
12:30					0		72	473	19	564			23	14	37		0	65	24		89
12:45					0		61	513	21	595			32	23	55		2	62	31		95
13:00					0		59	502	22	583			19	17	36		0	56	31		87
13:15					0		59	516	21	596			12	26	38		0	45	23		68
13:30					0		61	514	10	585			16	15	31		0	59	27		86
13:45					0		63	588	17	648			25	19	44		0	56	24		80
14:00					0		56	576	17	649			23	18	41		0	46	16		62
14:15					0		56	555	16	627			26	18	44		0	41	22		63
14:30					0		71	547	18	636			28	25	53		0	48	19		67
14:45					0		62	566	18	646			25	31	56		0	40	23		63
15:00					0		45	583	13	641			19	28	47		0	47	20		67
15:15					0		58	572	9	639			14	26	40		1	41	19		61
15:30					0		66	589	10	665			19	18	37		6	57	26		89
15:45					0		66	542	10	618			17	18	35		2	60	15		77
16:00					0		67	533	18	618			14	27	41		1	41	20		62
16:15					0		46	550	15	611			30	21	51		1	44	22		67
16:30					0		59	541	11	611			12	12	24		0	52	28		80
16:45					0		70	512	15	597			16	8	24		2	38	35		75
17:00					0		58	440	6	504			17	19	36		1	56	31		88
17:15					0		54	497	12	563			17	15	32		0	54	20		74
17:30					0		61	486	3	550			26	16	42		2	49	23		74
17:45					0		52	504	10	566			21	19	40		1	56	7		64
18:00					0		50	434	14	498			18	32	50		2	33	17		52
18:15					0		59	470	10	539			19	19	38		0	37	21		58
18:30					0		54	473	9	536			14	9	23		0	35	15		50
18:45					0		64	442	13	519			13	12	25		0	37	13		50
19:00					0		51	453	10	514			16	10	26		0	33	20		53
TOTAL	0	0	0	0	0	0	2588	20751	613	23952	0	0	897	842	1739	24	2121	923	0	3068	28759
AM Peak Vol	0	0	0	0	0	0	280	1877	64	2221	0	0	110	69	179	0	230	99	0	329	2729
PM Peak Vol	0	0	0	0	0	0	231	2310	50	2591	0	0	77	103	180	7	185	88	0	280	3051

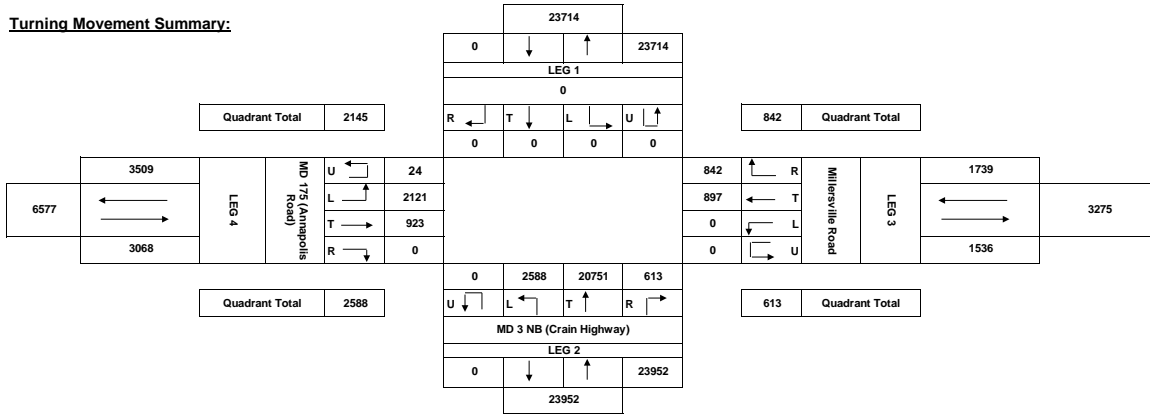
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/21/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

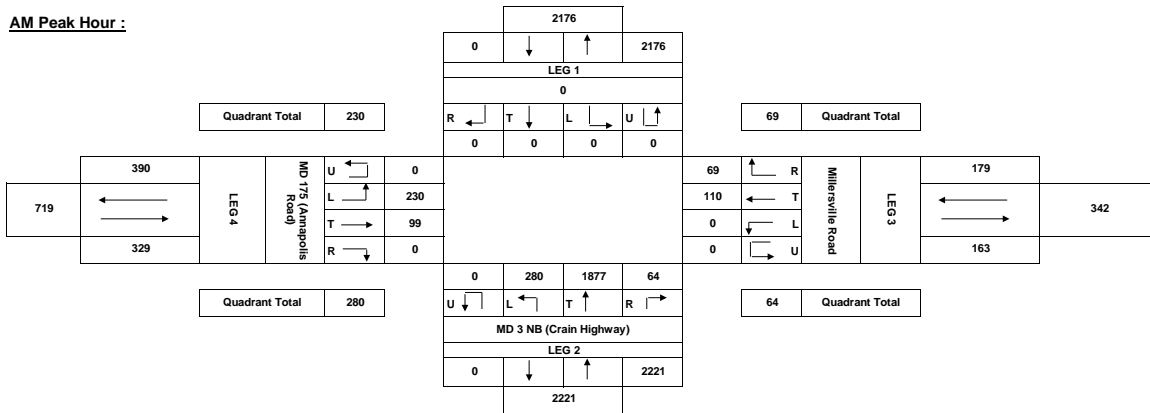
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	11:00	12:00	2729			12:00PM-7:00PM	14:30	15:30	3051		

Turning Movement Summary:

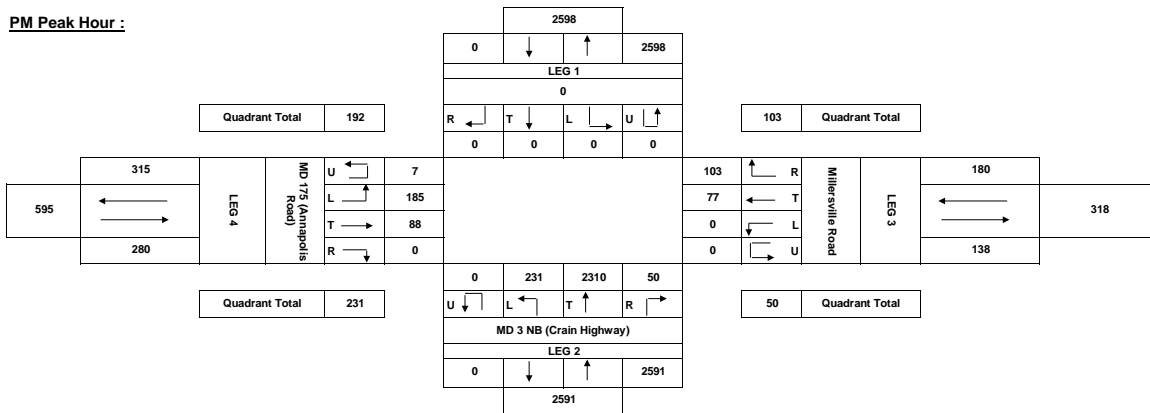


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Sunday, 8/22/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				From South				From East				From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					69	730	19	818		64	61	125	86	44		130	1,073
9:00 AM					123	1,139	40	1,302		58	65	123	163	105		268	1,693
10:00 AM					172	1,405	58	1,635		111	76	187	159	125		284	2,106
11:00 AM					199	1,543	45	1,787		81	56	137	172	118		290	2,214
12:00 PM					228	1,738	57	2,023		115	100	215	151	79		230	2,468
1:00 PM					235	1,852	54	2,141		78	73	151	186	71		257	2,549
2:00 PM					205	1,959	60	2,224		75	64	139	184	70		254	2,617
3:00 PM					252	1,810	41	2,103		69	68	137	161	81		242	2,482
4:00 PM					203	1,838	43	2,084		70	62	132	137	123		260	2,476
5:00 PM					208	1,689	55	1,952		62	70	132	129	90		219	2,303
6:00 PM					192	1,552	44	1,788		77	63	140	127	64		191	2,119
Total					2,086	17,255	516	19,857		860	758	1,618	1,655	970		2,625	24,100



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Sunday, 8/22/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					12	167	6	185		11	7	18	17	13		30	233
8:15 AM					18	166	6	190		11	10	21	22	7		29	240
8:30 AM					19	200	3	222		9	9	18	16	10		26	266
8:45 AM					20	197	4	221		33	35	68	31	14		45	334
Total					69	730	19	818		64	61	125	86	44		130	1,073



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Sunday, 8/22/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					27	225	6	258		14	22	36	38	33		71	365
9:15 AM					25	284	11	320		14	15	29	34	29		63	412
9:30 AM					27	315	10	352		13	16	29	42	19		61	442
9:45 AM					44	315	13	372		17	12	29	49	24		73	474
10:00 AM					31	312	6	349		15	4	19	40	30		70	438
10:15 AM					39	350	18	407		22	19	41	30	24		54	502
10:30 AM					49	340	18	407		38	26	64	43	27		70	541
10:45 AM					53	403	16	472		36	27	63	46	44		90	625
11:00 AM					54	419	8	481		21	13	34	47	26		73	588
11:15 AM					47	367	16	430		28	10	38	38	43		81	549
11:30 AM					51	370	8	429		12	21	33	36	26		62	524
11:45 AM					47	387	13	447		20	12	32	51	23		74	553
12:00 PM					49	428	10	487		27	19	46	40	18		58	591
12:15 PM					50	444	15	509		22	20	42	38	21		59	610
12:30 PM					57	451	12	520		44	45	89	44	22		66	675
12:45 PM					72	415	20	507		22	16	38	29	18		47	592
1:00 PM					60	467	11	538		16	30	46	35	18		53	637
1:15 PM					58	471	15	544		17	19	36	49	19		68	648
1:30 PM					54	460	10	524		22	12	34	43	18		61	619
1:45 PM					63	454	18	535		23	12	35	59	16		75	645
2:00 PM					45	478	15	538		20	17	37	41	18		59	634
2:15 PM					52	503	15	570		21	16	37	40	12		52	659
2:30 PM					57	497	14	568		14	16	30	46	23		69	667
2:45 PM					51	481	16	548		20	15	35	57	17		74	657
3:00 PM					56	500	13	569		16	18	34	43	23		66	669
3:15 PM					67	453	13	533		21	23	44	40	28		68	645
3:30 PM					63	416	7	486		13	15	28	41	18		59	573
3:45 PM					66	441	8	515		19	12	31	37	12		49	595
Total					1,414	11,446	355	13,215		587	502	1,089	1,176	649		1,825	16,129



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Sunday, 8/22/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					42	442	7	491		19	16	35	38	24		62	588
4:15 PM					62	508	10	580		20	24	44	35	19		54	678
4:30 PM					47	514	10	571		19	12	31	35	23		58	660
4:45 PM					52	374	16	442		12	10	22	29	57		86	550
5:00 PM					51	425	16	492		19	18	37	23	26		49	578
5:15 PM					54	418	10	482		16	13	29	32	22		54	565
5:30 PM					37	396	17	450		18	15	33	33	9		42	525
5:45 PM					66	450	12	528		9	24	33	41	33		74	635
6:00 PM					48	401	15	464		35	25	60	35	23		58	582
6:15 PM					48	394	12	454		21	14	35	37	12		49	538
6:30 PM					51	409	9	469		9	13	22	30	15		45	536
6:45 PM					45	348	8	401		12	11	23	25	14		39	463
Total					603	5,079	142	5,824		209	195	404	393	277		670	6,898

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/22/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:30	End 11:30	Volume 2310	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 14:15	End 15:15	Volume 2652	LOS	V/C

Street Name--> HOUR ENDING	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15					0		12	167	6	185	0		11	7	18	0	17	13		30	233
08:30					0		18	166	6	190	0		11	10	21	0	22	7		29	240
08:45					0		19	200	3	222	0		9	9	18	1	16	10		27	267
09:00					0		20	197	4	221	0		33	35	68	0	31	14		45	334
09:15					0		27	225	6	258	0		14	22	36	0	38	33		71	365
09:30					0		25	284	11	320	0		14	15	29	0	34	29		63	412
09:45					0		27	315	10	352	0		13	16	29	0	42	19		61	442
10:00					0		44	315	13	372	0		17	12	29	1	49	24		74	475
10:15					0		31	312	6	349	0		15	4	19	3	40	30		73	441
10:30					0		39	350	18	407	0		22	19	41	2	30	24		56	504
10:45					0		49	340	18	407	0		38	26	64	1	43	27		71	542
11:00					0		53	403	16	472	0		36	27	63	5	46	44		95	630
11:15					0		54	419	8	481	0		21	13	34	0	47	26		73	588
11:30					0		47	387	16	430	0		28	10	38	1	38	43		82	550
11:45					0		51	370	8	429	0		12	21	33	0	36	26		62	524
12:00					0		47	387	13	447	0		20	12	32	2	51	23		76	555
12:15					0		49	428	10	487	0		27	19	46	1	40	18		59	592
12:30					0		50	444	15	509	0		22	20	42	1	38	21		60	611
12:45					0		57	451	12	520	0		44	45	89	2	44	22		68	677
13:00					0		72	415	20	507	0		22	16	38	3	29	18		50	595
13:15					0		60	467	11	538	0		16	30	46	1	35	18		54	638
13:30					0		58	471	15	544	0		17	19	36	2	49	19		70	650
13:45					0		54	460	10	524	0		22	12	34	0	43	18		61	619
14:00					0		63	454	18	535	0		23	12	35	1	59	16		76	646
14:15					0		45	478	15	538	0		20	17	37	0	41	18		59	634
14:30					0		52	503	15	570	0		21	16	37	0	40	12		52	659
14:45					0		57	497	14	568	0		14	16	30	0	46	23		69	667
15:00					0		51	481	16	548	0		20	15	35	0	57	17		74	657
15:15					0		56	500	13	569	0		16	18	34	0	43	23		66	669
15:30					0		67	453	13	533	0		21	23	44	3	40	28		71	648
15:45					0		63	416	7	486	0		13	15	28	3	41	18		62	576
16:00					0		66	441	8	515	0		19	12	31	3	37	12		52	598
16:15					0		42	442	7	491	0		19	16	35	1	38	24		63	589
16:30					0		62	508	10	580	0		20	24	44	1	35	19		55	679
16:45					0		47	514	10	571	0		19	12	31	6	35	23		64	666
17:00					0		52	374	16	442	0		12	10	22	0	29	57		86	550
17:15					0		51	425	16	492	0		19	18	37	0	23	26		49	578
17:30					0		54	418	10	482	0		16	13	29	1	32	22		55	566
17:45					0		37	396	17	450	0		18	15	33	2	33	9		44	527
18:00					0		66	450	12	528	0		9	24	33	0	41	33		74	635
18:15					0		48	401	15	464	0		35	25	60	0	35	23		58	582
18:30					0		48	394	12	454	0		21	14	35	0	37	12		49	538
18:45					0		51	409	9	469	0		9	13	22	0	30	15		45	536
19:00					0		45	348	8	401	0		12	11	23	0	25	14		39	463
19:15					0		51	329	16	396	0		11	8	19	0	28	11		39	454
TOTAL	0	0	0	0	0	0	2137	17584	532	20253	0	0	871	766	1637	47	1683	981	0	2711	24601
AM Peak Vol	0	0	0	0	0	0	203	1529	58	1790	0	0	123	76	199	7	174	140	0	321	2310
PM Peak Vol	0	0	0	0	0	0	216	1981	58	2255	0	0	71	65	136	0	186	75	0	261	2652

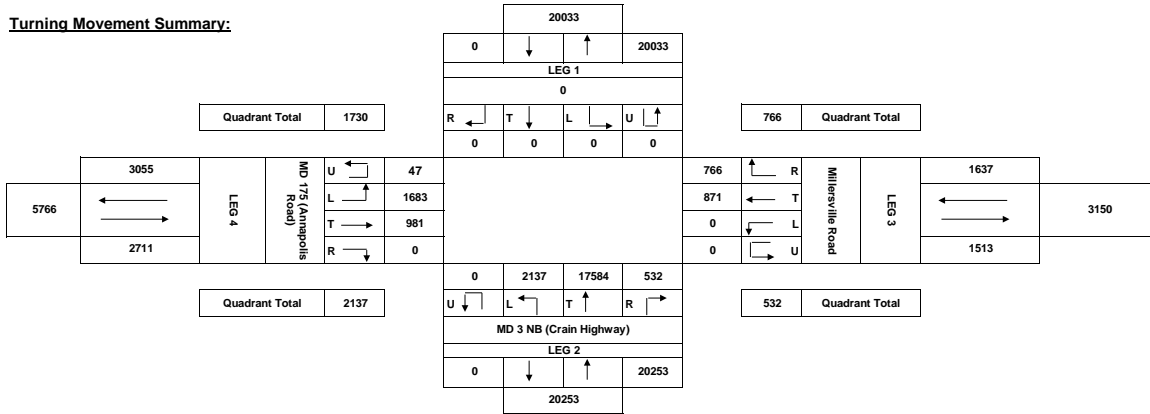
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/22/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

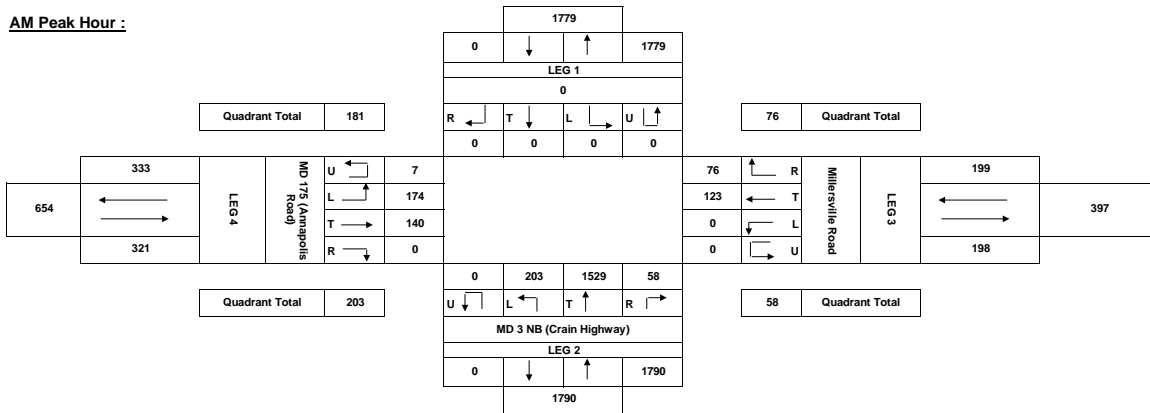
County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	2310			12:00PM-7:00PM	14:15	15:15	2652		

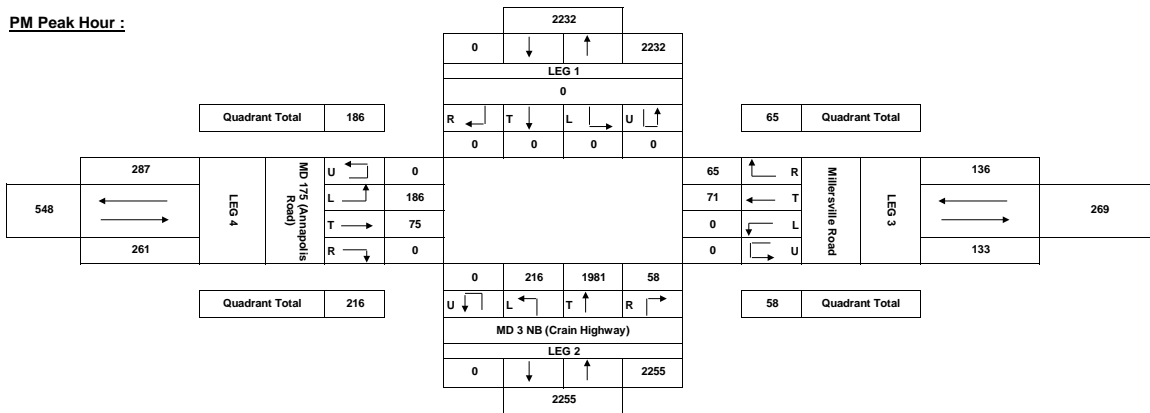
Turning Movement Summary:



AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Tuesday, 8/24/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway)				From East				MD 175 (Annapolis Road)				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					84	1,454	7	1,545		26	69	95	112	26		138	1,778
7:00 AM					180	2,021	23	2,224		47	146	193	181	58		239	2,656
8:00 AM					181	1,878	34	2,093		74	123	197	188	78		266	2,556
9:00 AM					199	1,552	42	1,793		77	108	185	185	93		278	2,256
10:00 AM					228	1,488	50	1,766		77	84	161	201	76		277	2,204
11:00 AM					259	1,637	63	1,959		79	97	176	174	84		258	2,393
12:00 PM					295	1,708	52	2,055		91	64	155	189	91		280	2,490
1:00 PM					302	1,703	63	2,068		75	79	154	173	97		270	2,492
2:00 PM					286	1,899	42	2,227		65	99	164	177	102		279	2,670
3:00 PM					303	2,080	69	2,452		80	88	168	169	106		275	2,895
4:00 PM					291	2,214	48	2,553		92	143	235	190	134		324	3,112
5:00 PM					249	2,161	43	2,453		104	183	287	204	115		319	3,059
6:00 PM					300	2,176	59	2,535		67	72	139	187	98		285	2,959
Total					3,157	23,971	595	27,723		954	1,355	2,309	2,330	1,158		3,488	33,520



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Tuesday, 8/24/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					14	315	3	332		5	14	19	26	4		30	381
6:15 AM					12	318	0	330		8	18	26	33	8		41	397
6:30 AM					26	389	2	417		4	24	28	22	5		27	472
6:45 AM					32	432	2	466		9	13	22	31	9		40	528
7:00 AM					36	521	4	561		12	32	44	32	10		42	647
7:15 AM					34	469	4	507		8	43	51	50	9		59	617
7:30 AM					47	552	7	606		9	38	47	37	10		47	700
7:45 AM					63	479	8	550		18	33	51	62	29		91	692
8:00 AM					43	533	12	588		19	44	63	35	16		51	702
8:15 AM					44	453	2	499		19	22	41	64	21		85	625
8:30 AM					50	519	9	578		9	28	37	45	14		59	674
8:45 AM					44	373	11	428		27	29	56	44	27		71	555
Total					445	5,353	64	5,862		147	338	485	481	162		643	6,990



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Tuesday, 8/24/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total					
	From North		From South		From East		From West											
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM					46	424	10	480		11	26	37	74	37	26		63	580
9:15 AM					46	397	9	452		24	36	60	120	45	23		68	580
9:30 AM					43	356	10	409		15	26	41	82	54	18		72	522
9:45 AM					64	375	13	452		27	20	47	94	49	26		75	574
10:00 AM					44	370	13	427		15	23	38	76	44	14		58	523
10:15 AM					65	359	11	435		21	18	39	78	63	20		83	557
10:30 AM					58	391	12	461		27	18	45	90	52	17		69	575
10:45 AM					61	368	14	443		14	25	39	78	42	25		67	549
11:00 AM					47	394	14	455		19	22	41	82	38	18		56	552
11:15 AM					60	421	12	493		27	22	49	98	45	20		65	607
11:30 AM					79	419	23	521		18	29	47	94	48	25		73	641
11:45 AM					73	403	14	490		15	24	39	78	43	21		64	593
12:00 PM					65	399	11	475		25	15	40	80	47	21		68	583
12:15 PM					80	409	12	501		23	20	43	86	50	25		75	619
12:30 PM					66	455	12	533		24	14	38	76	33	19		52	623
12:45 PM					84	445	17	546		19	15	34	68	59	26		85	665
1:00 PM					80	443	19	542		19	20	39	78	37	16		53	634
1:15 PM					93	429	15	537		21	16	37	74	48	34		82	656
1:30 PM					66	408	14	488		17	25	42	84	43	27		70	600
1:45 PM					63	423	15	501		18	18	36	72	45	20		65	602
2:00 PM					75	423	8	506		19	18	37	74	46	30		76	619
2:15 PM					68	489	16	573		17	32	49	98	44	28		72	694
2:30 PM					73	507	8	588		8	20	28	56	43	22		65	681
2:45 PM					70	480	10	560		21	29	50	100	44	22		66	676
3:00 PM					69	480	21	570		21	19	40	80	45	28		73	683
3:15 PM					81	517	16	614		22	14	36	72	43	32		75	725
3:30 PM					66	542	12	620		23	29	52	104	31	22		53	725
3:45 PM					87	541	20	648		14	26	40	80	50	24		74	762
Total					1,872	12,067	381	14,320		544	619	1,163	2,326	1,268	649		1,917	17,400



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Tuesday, 8/24/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					74	556	11	641		20	29	49	51	36		87	777
4:15 PM					74	563	12	649		20	34	54	55	26		81	784
4:30 PM					63	557	12	632		21	40	61	39	36		75	768
4:45 PM					80	538	13	631		31	40	71	45	36		81	783
5:00 PM					56	548	13	617		23	55	78	56	27		83	778
5:15 PM					70	523	9	602		33	51	84	43	33		76	762
5:30 PM					63	550	11	624		25	41	66	50	37		87	777
5:45 PM					60	540	10	610		23	36	59	55	18		73	742
6:00 PM					75	544	15	634		15	23	38	53	29		82	754
6:15 PM					77	588	12	677		16	16	32	43	21		64	773
6:30 PM					63	546	12	621		16	21	37	36	19		55	713
6:45 PM					85	498	20	603		20	12	32	55	29		84	719
Total					840	6,551	150	7,541		263	398	661	581	347		928	9,130

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/24/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
		07:30	08:30	2719				16:15	17:15	3116		

Street Name->	HOURL	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL
		U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15					0	14	315	3	332	0	5	14	19	0	26	4	30	381				
06:30					0	12	318	0	330	0	8	18	26	0	33	8	41	397				
06:45					0	26	389	2	417	0	4	24	28	1	22	5	28	473				
07:00					0	32	432	2	466	0	9	13	22	0	31	9	40	528				
07:15					0	36	521	4	561	0	12	32	44	0	32	10	42	647				
07:30					0	34	469	4	507	0	8	43	51	2	50	9	61	619				
07:45					0	47	552	7	606	0	9	38	47	0	37	10	47	700				
08:00					0	63	479	8	550	0	18	33	51	0	62	29	91	692				
08:15					0	43	533	12	588	0	19	44	63	0	35	16	51	702				
08:30					0	44	453	2	499	0	19	22	41	0	64	21	85	625				
08:45					0	50	519	9	578	0	9	28	37	0	45	14	59	674				
09:00					0	44	373	11	428	0	27	29	56	2	44	27	73	557				
09:15					0	46	424	10	480	0	11	26	37	0	37	26	63	580				
09:30					0	46	397	9	452	0	24	36	60	1	45	23	69	581				
09:45					0	43	356	10	409	0	15	26	41	1	54	18	73	523				
10:00					0	64	375	13	452	0	27	20	47	1	49	26	76	575				
10:15					0	44	370	13	427	0	15	23	38	0	44	14	58	523				
10:30					0	65	359	11	435	0	21	18	39	1	63	20	84	558				
10:45					0	58	391	12	461	0	27	18	45	0	52	17	69	575				
11:00					0	61	368	14	443	0	14	25	39	0	42	25	67	549				
11:15					0	47	394	14	455	0	19	22	41	0	38	18	56	552				
11:30					0	60	421	12	493	0	27	22	49	0	45	20	65	607				
11:45					0	79	419	23	521	0	18	29	47	0	48	25	73	641				
12:00					0	73	403	14	490	0	15	24	39	0	43	21	64	593				
12:15					0	65	399	11	475	0	25	15	40	1	47	21	69	584				
12:30					0	80	409	12	501	0	23	20	43	0	50	25	75	619				
12:45					0	66	455	12	533	0	24	14	38	0	33	19	52	623				
13:00					0	84	445	17	546	0	19	15	34	0	59	26	85	665				
13:15					0	80	443	19	542	0	19	20	39	0	37	16	53	634				
13:30					0	93	429	15	537	0	21	16	37	2	48	34	84	658				
13:45					0	66	406	14	488	0	17	25	42	1	43	27	71	601				
14:00					0	63	423	15	501	0	18	18	36	0	45	20	65	602				
14:15					0	75	423	8	506	0	19	18	37	0	46	30	76	619				
14:30					0	68	489	16	573	0	17	32	49	0	44	28	72	694				
14:45					0	73	507	8	588	0	8	20	28	0	43	22	65	681				
15:00					0	70	480	10	560	0	21	29	50	0	44	22	66	676				
15:15					0	89	480	21	570	0	21	19	40	0	45	28	73	683				
15:30					0	81	517	16	614	0	22	14	36	1	43	32	76	726				
15:45					0	66	542	12	620	0	23	29	52	1	31	22	54	726				
16:00					0	87	541	20	648	0	14	26	40	2	50	24	76	764				
16:15					0	74	556	11	641	0	20	29	49	0	51	36	87	777				
16:30					0	74	563	12	649	0	20	34	54	0	55	26	81	784				
16:45					0	63	557	12	632	0	21	40	61	2	39	36	77	770				
17:00					0	80	538	13	631	0	31	40	71	1	45	36	82	784				
17:15					0	56	548	13	617	0	23	55	78	0	56	27	83	778				
17:30					0	70	523	9	602	0	33	51	84	0	43	33	76	762				
17:45					0	63	550	11	624	0	25	41	66	0	50	37	87	777				
18:00					0	60	540	10	610	0	23	36	59	0	55	18	73	742				
18:15					0	75	544	15	634	0	15	23	38	3	53	29	85	757				
18:30					0	77	588	12	677	0	16	16	32	2	43	21	66	775				
18:45					0	63	546	12	621	0	16	21	37	4	36	19	59	717				
19:00					0	85	498	20	603	0	20	12	32	0	55	29	84	719				
TOTAL		0	0	0	0	0	3157	23971	595	27723	0	0	954	1355	2309	29	2330	1158	0	3517	33549	
AM Peak Vo		0	0	0	0	0	197	2017	29	2243	0	0	65	137	202	0	198	76	0	274	2719	
PM Peak Vo		0	0	0	0	0	273	2206	50	2529	0	0	95	169	264	3	195	125	0	323	3116	

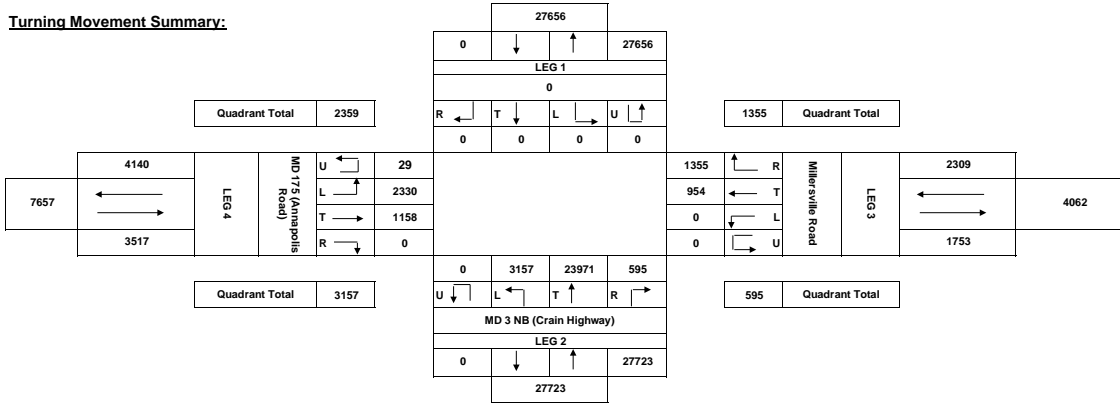
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/24/2021 Tuesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

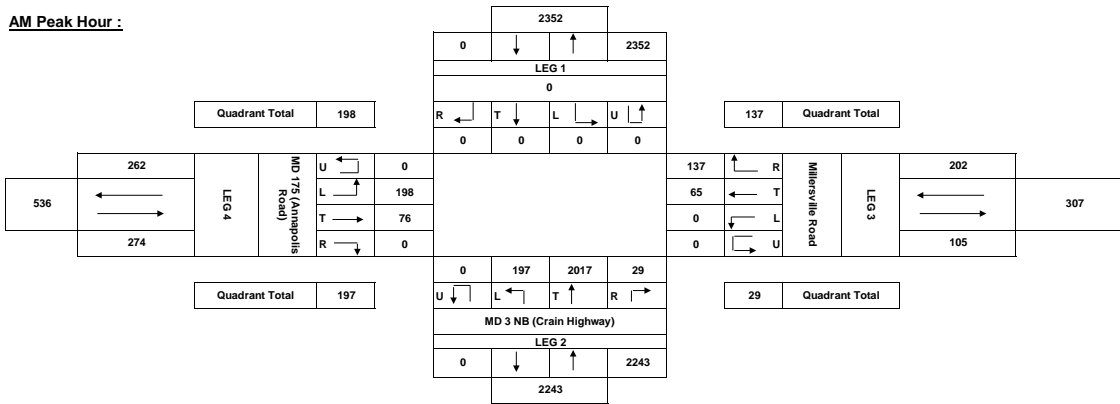
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	2719			12:00PM-7:00PM	16:15	17:15	3116		

Turning Movement Summary:

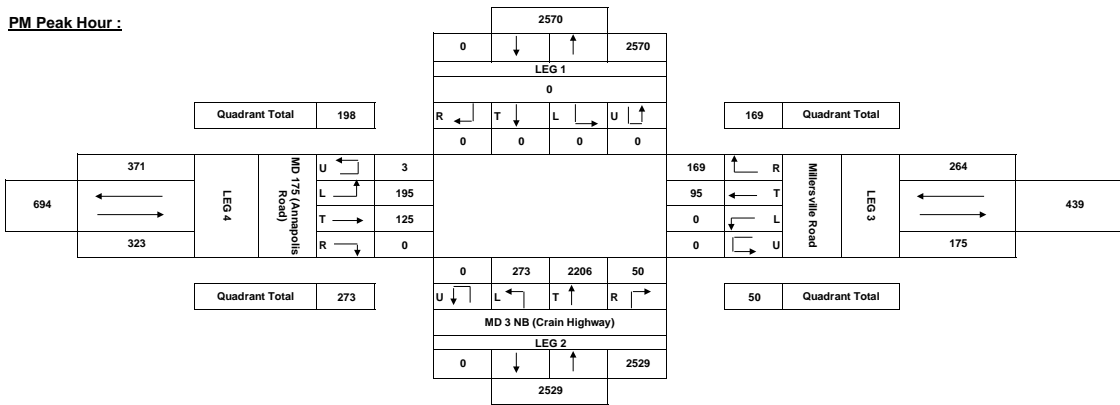


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Road City/County: Anne Arundel
 Date & Day: Wednesday, 8/25/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					83	1,454	10	1,547		31	83	114	110	30		140	1,801
7:00 AM					193	2,021	40	2,254		57	179	236	188	74		262	2,752
8:00 AM					200	1,878	28	2,106		73	133	206	220	77		297	2,609
9:00 AM					185	1,552	42	1,779		75	99	174	199	90		289	2,242
10:00 AM					238	1,488	43	1,769		77	84	161	203	67		270	2,200
11:00 AM					203	1,637	47	1,887		99	73	172	177	92		269	2,328
12:00 PM					294	1,708	70	2,072		85	64	149	184	94		278	2,499
1:00 PM					298	1,703	53	2,054		86	64	150	200	91		291	2,495
2:00 PM					277	1,899	46	2,222		75	95	170	181	87		268	2,660
3:00 PM					261	2,080	52	2,393		85	141	226	193	117		310	2,929
4:00 PM					299	2,214	38	2,551		97	164	261	180	114		294	3,106
5:00 PM					294	2,161	61	2,516		100	143	243	185	148		333	3,092
6:00 PM					295	2,176	59	2,530		75	74	149	173	102		275	2,954
Total					3,120	23,971	589	27,680		1,015	1,396	2,411	2,393	1,183		3,576	33,667



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 8/25/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					14	315	0	329		2	10	12	23	4		27	368
6:15 AM					14	318	5	337		5	25	30	24	8		32	399
6:30 AM					24	389	1	414		5	22	27	26	8		34	475
6:45 AM					31	432	4	467		19	26	45	37	10		47	559
7:00 AM					43	521	10	574		9	36	45	29	10		39	658
7:15 AM					43	469	6	518		12	33	45	49	19		68	631
7:30 AM					44	552	14	610		13	69	82	43	22		65	757
7:45 AM					63	479	10	552		23	41	64	67	23		90	706
8:00 AM					58	533	7	598		22	46	68	63	15		78	744
8:15 AM					45	453	4	502		23	37	60	59	24		83	645
8:30 AM					49	519	7	575		13	27	40	51	13		64	679
8:45 AM					48	373	10	431		15	23	38	47	25		72	541
Total					476	5,353	78	5,907		161	395	556	518	181		699	7,162



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 8/25/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total	
	From North		From South		From East		From West							
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM				40	424	8	472	19	26	45	53	18	71	588
9:15 AM				46	397	7	450	18	20	38	50	29	79	567
9:30 AM				42	356	9	407	19	25	44	56	20	76	527
9:45 AM				57	375	18	450	19	28	47	40	23	63	560
10:00 AM				58	370	12	440	25	32	57	55	21	76	573
10:15 AM				44	359	7	410	12	22	34	51	20	71	515
10:30 AM				70	391	11	472	19	16	35	40	13	53	560
10:45 AM				66	368	13	447	21	14	35	57	13	70	552
11:00 AM				43	394	10	447	15	21	36	43	37	80	563
11:15 AM				43	421	5	469	23	14	37	45	14	59	565
11:30 AM				47	419	14	480	23	22	45	42	23	65	590
11:45 AM				70	403	18	491	38	16	54	47	18	65	610
12:00 PM				82	399	14	495	25	13	38	42	19	61	594
12:15 PM				74	409	19	502	22	16	38	45	23	68	608
12:30 PM				66	455	19	540	17	14	31	40	27	67	638
12:45 PM				72	445	18	535	21	21	42	57	25	82	659
1:00 PM				82	443	16	541	21	16	37	62	24	86	664
1:15 PM				61	429	7	497	30	17	47	46	15	61	605
1:30 PM				82	408	18	508	16	18	34	46	28	74	616
1:45 PM				73	423	12	508	19	13	32	46	24	70	610
2:00 PM				69	423	18	510	16	22	38	48	14	62	610
2:15 PM				75	489	7	571	21	21	42	53	19	72	685
2:30 PM				67	507	9	583	16	30	46	41	24	65	694
2:45 PM				66	480	12	558	22	22	44	39	30	69	671
3:00 PM				66	480	19	565	26	24	50	62	29	91	706
3:15 PM				73	517	14	604	17	25	42	46	29	75	721
3:30 PM				49	542	9	600	24	43	67	44	30	74	741
3:45 PM				73	541	10	624	18	49	67	41	29	70	761
Total				1,756	12,067	353	14,176	582	620	1,202	1,337	638	1,975	17,353



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 8/25/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					44	556	10	610		25	37	62	48	24		72	744
4:15 PM					73	563	7	643		24	46	70	39	23		62	775
4:30 PM					85	557	11	653		23	37	60	44	37		81	794
4:45 PM					97	538	10	645		25	44	69	49	30		79	793
5:00 PM					71	548	16	635		24	39	63	50	38		88	786
5:15 PM					68	523	12	603		26	43	69	48	42		90	762
5:30 PM					80	550	17	647		25	36	61	48	36		84	792
5:45 PM					75	540	16	631		25	25	50	39	32		71	752
6:00 PM					78	544	14	636		20	27	47	53	27		80	763
6:15 PM					71	588	16	675		17	12	29	33	27		60	764
6:30 PM					62	546	17	625		20	19	39	55	23		78	742
6:45 PM					84	498	12	594		18	16	34	32	25		57	685
Total					888	6,551	158	7,597		272	381	653	538	364		902	9,152

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/25/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	2852			12:00PM-7:00PM	16:15	17:15	3149		

Street

Street Name--> HOUR ENDING	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	From South			U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
							Left	Through	Right												
08:15	0	0	0	0	0	14	315	0	329	0	0	2	10	12	1	23	4	28	369		
08:30	0	0	0	0	0	14	318	5	337	0	0	5	25	30	0	24	8	32	399		
08:45	0	0	0	0	0	24	389	1	414	0	0	5	22	27	0	26	8	34	475		
07:00	0	0	0	0	0	31	432	4	467	0	0	19	26	45	0	37	10	47	559		
07:15	0	0	0	0	0	43	521	10	574	0	0	9	36	45	0	29	10	39	658		
07:30	0	0	0	0	0	43	469	6	518	0	0	12	33	45	0	49	19	68	631		
07:45	0	0	0	0	0	44	552	14	610	0	0	13	69	82	0	43	22	65	757		
08:00	0	0	0	0	0	63	479	10	552	0	0	23	41	64	0	67	23	90	706		
08:15	0	0	0	0	0	58	533	7	598	0	0	22	46	68	0	63	15	78	744		
08:30	0	0	0	0	0	45	453	4	502	0	0	23	37	60	0	59	24	83	645		
08:45	0	0	0	0	0	49	519	7	575	0	0	13	27	40	0	51	13	64	679		
09:00	0	0	0	0	0	48	373	10	431	0	0	15	23	38	0	47	25	72	541		
09:15	0	0	0	0	0	40	424	8	472	0	0	19	26	45	0	53	18	71	588		
09:30	0	0	0	0	0	46	397	7	450	0	0	18	20	38	0	50	29	79	567		
09:45	0	0	0	0	0	42	356	9	407	0	0	19	25	44	1	56	20	77	528		
10:00	0	0	0	0	0	57	375	18	450	0	0	19	28	47	0	40	23	63	560		
10:15	0	0	0	0	0	58	370	12	440	0	0	25	32	57	1	55	21	77	574		
10:30	0	0	0	0	0	44	359	7	410	0	0	12	22	34	1	51	20	72	516		
10:45	0	0	0	0	0	70	391	11	472	0	0	19	16	35	1	40	13	54	561		
11:00	0	0	0	0	0	66	368	13	447	0	0	21	14	35	1	57	13	71	553		
11:15	0	0	0	0	0	43	394	10	447	0	0	15	21	36	4	43	37	84	567		
11:30	0	0	0	0	0	43	421	5	469	0	0	23	14	37	2	45	14	61	567		
11:45	0	0	0	0	0	47	419	14	480	0	0	23	22	45	0	42	23	65	590		
12:00	0	0	0	0	0	70	403	18	491	0	0	38	16	54	2	47	18	67	612		
12:15	0	0	0	0	0	82	399	14	495	0	0	25	13	38	1	42	19	62	595		
12:30	0	0	0	0	0	74	409	19	502	0	0	22	16	38	0	45	23	68	608		
12:45	0	0	0	0	0	66	455	19	540	0	0	17	14	31	1	40	27	68	639		
13:00	0	0	0	0	0	72	445	18	535	0	0	21	21	42	0	57	25	82	659		
13:15	0	0	0	0	0	82	443	16	541	0	0	21	16	37	0	62	24	86	664		
13:30	0	0	0	0	0	61	429	7	497	0	0	30	17	47	2	46	15	63	607		
13:45	0	0	0	0	0	82	408	18	508	0	0	16	18	34	2	46	28	76	618		
14:00	0	0	0	0	0	73	423	12	508	0	0	19	13	32	2	46	24	72	612		
14:15	0	0	0	0	0	69	423	18	510	0	0	16	22	38	0	48	14	62	610		
14:30	0	0	0	0	0	75	489	7	571	0	0	21	21	42	0	53	19	72	685		
14:45	0	0	0	0	0	67	507	9	583	0	0	16	30	46	0	41	24	65	694		
15:00	0	0	0	0	0	66	480	12	558	0	0	22	22	44	0	39	30	69	671		
15:15	0	0	0	0	0	66	480	19	565	0	0	26	24	50	0	62	29	91	706		
15:30	0	0	0	0	0	73	517	14	604	0	0	17	25	42	0	46	29	75	721		
15:45	0	0	0	0	0	49	542	9	600	0	0	24	43	67	0	44	30	74	741		
16:00	0	0	0	0	0	73	541	10	624	0	0	18	49	67	0	41	29	70	761		
16:15	0	0	0	0	0	44	556	10	610	0	0	25	37	62	0	48	24	72	744		
16:30	0	0	0	0	0	73	563	7	643	0	0	24	46	70	0	39	23	62	775		
16:45	0	0	0	0	0	85	557	11	653	0	0	23	37	60	0	44	37	61	794		
17:00	0	0	0	0	0	97	538	10	645	0	0	25	44	69	0	49	30	79	793		
17:15	0	0	0	0	0	71	548	16	635	0	0	24	39	63	1	50	38	89	787		
17:30	0	0	0	0	0	68	523	12	603	0	0	26	43	69	1	48	42	91	763		
17:45	0	0	0	0	0	80	550	17	647	0	0	25	36	61	2	48	36	86	794		
18:00	0	0	0	0	0	75	540	16	631	0	0	25	25	50	1	39	32	72	753		
18:15	0	0	0	0	0	78	544	14	636	0	0	20	27	47	0	53	27	80	763		
18:30	0	0	0	0	0	71	588	16	675	0	0	17	12	29	0	33	27	60	764		
18:45	0	0	0	0	0	62	546	17	625	0	0	20	19	39	0	55	23	78	742		
19:00	0	0	0	0	0	84	498	12	594	0	0	18	16	34	0	32	25	57	685		
TOTAL	0	0	0	0	0	0	3120	23971	589	27680	0	0	1015	1396	2411	27	2393	1183	0	3603	33694
AM Peak Vol	0	0	0	0	0	0	210	2017	35	2262	0	0	81	193	274	0	232	84	0	316	2852
PM Peak Vol	0	0	0	0	0	0	326	2206	44	2576	0	0	96	166	262	1	182	128	0	311	3149

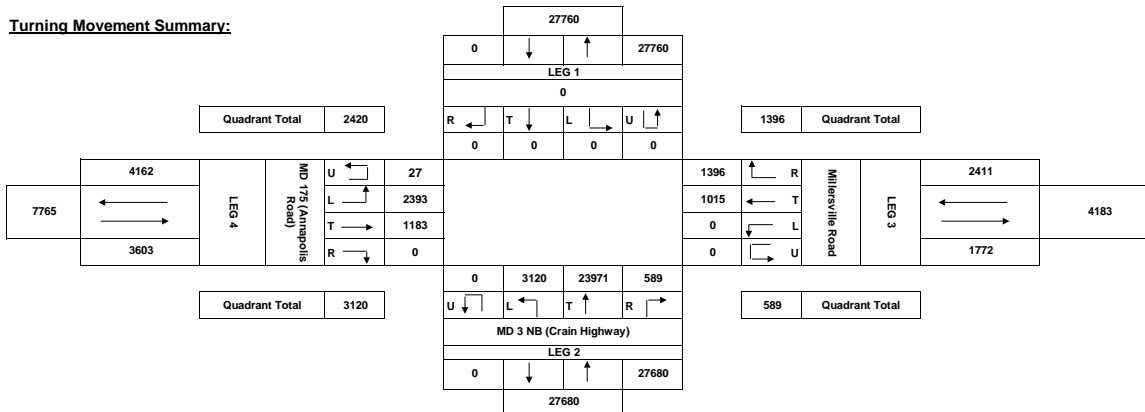
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 8/25/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

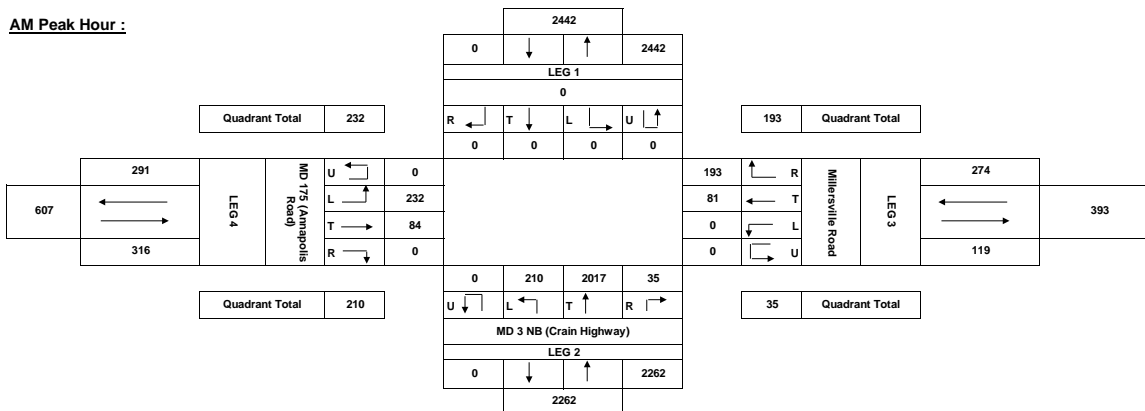
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	2852			12:00PM-7:00PM	16:15	17:15	3149		

Turning Movement Summary:

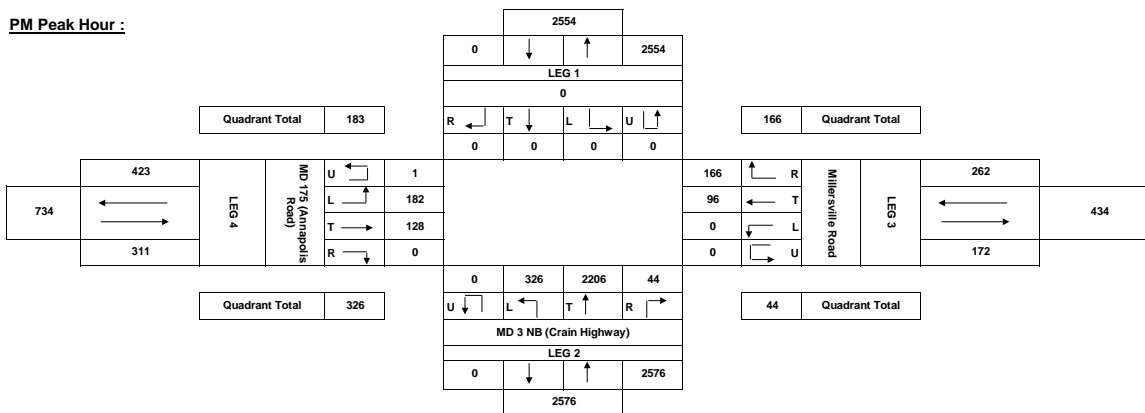


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: **Millersville Road at Cecil Avenue**

City/County: **Anne Arundel**

Date & Day: **Saturday, 8/28/2021**

Weather: **Sunny**

Type Of Count **Turning Movement Count**

Recorders: **WBCM**

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	1	2	3	56	0	4	60	13	62	0	75	2	53	23	78	216
9:00 AM	0	1	3	4	49	1	4	54	15	79	0	94	1	82	53	136	288
10:00 AM	3	0	6	9	103	0	16	119	16	78	1	95	3	95	48	146	369
11:00 AM	1	0	5	6	68	1	9	78	18	88	2	108	3	92	35	130	322
12:00 PM	2	0	3	5	74	1	12	87	11	84	5	100	1	105	43	149	341
1:00 PM	1	3	5	9	76	0	19	95	12	91	4	107	6	105	61	172	383
2:00 PM	2	0	2	4	62	2	10	74	13	80	0	93	4	90	61	155	326
3:00 PM	0	0	6	6	62	1	10	73	21	77	2	100	3	90	58	151	330
4:00 PM	0	1	6	7	54	0	16	70	36	81	0	117	5	77	92	174	368
5:00 PM	1	1	2	4	73	0	13	86	14	78	1	93	4	92	47	143	326
6:00 PM	1	1	4	6	84	1	14	99	16	55	0	71	5	75	25	105	281
Total	11	8	44	63	761	7	127	895	185	853	15	1,053	37	956	546	1,539	3,550



Traffic Volume Table - Morning Peak Period

Location: <u> Millersville Road at Cecil Avenue </u>	City/County: <u> Anne Arundel </u>
Date & Day: <u> Saturday, 8/28/2021 </u>	Weather: <u> Sunny </u>
Type Of Count: <u> Turning Movement Count </u>	Recorders: <u> WBCM </u>

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	0	1	1	12	0	0	12	2	23	0	25	0	15	3	18	56
8:15 AM	0	0	0	0	16	0	3	19	2	8	0	10	0	7	5	12	41
8:30 AM	0	1	1	2	13	0	1	14	5	13	0	18	1	16	5	22	56
8:45 AM	0	0	0	0	15	0	0	15	4	18	0	22	1	15	10	26	63
Total	0	1	2	3	56	0	4	60	13	62	0	75	2	53	23	78	216



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Saturday, 8/28/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	0	0	1	1	6	0	1	7	0	19	0	19	1	20	9	30	57
9:15 AM	0	0	2	2	12	0	0	12	6	25	0	31	0	17	20	37	82
9:30 AM	0	0	0	0	14	1	0	15	5	18	0	23	0	17	10	27	65
9:45 AM	0	1	0	1	17	0	3	20	4	17	0	21	0	28	14	42	84
10:00 AM	0	0	2	2	27	0	6	33	1	21	1	23	0	20	5	25	83
10:15 AM	0	0	3	3	21	0	3	24	5	17	0	22	1	25	13	39	88
10:30 AM	1	0	1	2	22	0	6	28	5	21	0	26	0	22	12	34	90
10:45 AM	2	0	0	2	33	0	1	34	5	19	0	24	2	28	18	48	108
11:00 AM	0	0	0	0	15	0	4	19	5	21	1	27	1	30	7	38	84
11:15 AM	0	0	4	4	14	0	2	16	5	23	1	29	1	23	15	39	88
11:30 AM	1	0	1	2	19	0	1	20	4	17	0	21	1	24	7	32	75
11:45 AM	0	0	0	0	20	1	2	23	4	27	0	31	0	15	6	21	75
12:00 PM	0	0	1	1	13	0	2	15	2	19	2	23	1	23	15	39	78
12:15 PM	0	0	1	1	21	0	4	25	3	22	2	27	0	18	14	32	85
12:30 PM	0	0	0	0	20	0	4	24	3	29	0	32	0	26	9	35	91
12:45 PM	2	0	1	3	20	1	2	23	3	14	1	18	0	38	5	43	87
1:00 PM	1	2	4	7	23	0	3	26	4	26	1	31	4	39	18	61	125
1:15 PM	0	1	0	1	24	0	4	28	2	22	3	27	0	17	8	25	81
1:30 PM	0	0	0	0	14	0	11	25	3	25	0	28	1	27	20	48	101
1:45 PM	0	0	1	1	15	0	1	16	3	18	0	21	1	22	15	38	76
2:00 PM	0	0	0	0	21	0	2	23	5	22	0	27	2	22	12	36	86
2:15 PM	0	0	0	0	11	1	2	14	3	26	0	29	1	26	12	39	82
2:30 PM	1	0	0	1	13	0	2	15	3	15	0	18	1	26	25	52	86
2:45 PM	1	0	2	3	17	1	4	22	2	17	0	19	0	16	12	28	72
3:00 PM	0	0	2	2	10	0	2	12	1	16	0	17	2	22	3	27	58
3:15 PM	0	0	1	1	14	1	0	15	6	19	0	25	1	20	13	34	75
3:30 PM	0	0	1	1	14	0	1	15	7	28	2	37	0	26	22	48	101
3:45 PM	0	0	2	2	24	0	7	31	7	14	0	21	0	22	20	42	96
Total	9	4	30	43	494	6	80	580	106	577	14	697	21	659	359	1,039	2,359



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Saturday, 8/28/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	1	0	1	20	0	4	24	3	25	0	28	1	24	8	33	86
4:15 PM	0	0	1	1	16	0	2	18	3	22	0	25	1	16	14	31	75
4:30 PM	0	0	2	2	7	0	5	12	13	17	0	30	2	23	19	44	88
4:45 PM	0	0	3	3	11	0	5	16	17	17	0	34	1	14	51	66	119
5:00 PM	0	1	1	2	18	0	1	19	3	19	0	22	1	18	20	39	82
5:15 PM	0	0	0	0	15	0	2	17	5	23	0	28	0	24	7	31	76
5:30 PM	0	0	0	0	12	0	4	16	3	20	0	23	2	29	7	38	77
5:45 PM	1	0	1	2	28	0	6	34	3	16	1	20	1	21	13	35	91
6:00 PM	0	0	0	0	54	0	11	65	4	15	0	19	1	20	3	24	108
6:15 PM	1	1	1	3	10	1	2	13	5	15	0	20	1	20	7	28	64
6:30 PM	0	0	1	1	16	0	0	16	4	12	0	16	1	19	9	29	62
6:45 PM	0	0	2	2	4	0	1	5	3	13	0	16	2	16	6	24	47
Total	2	3	12	17	211	1	43	255	66	214	1	281	14	244	164	422	975

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/28/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:15	End 11:15	Volume 370	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:45	End 13:45	Volume 395	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	08:15	0	0	0	1	1	0	12	0	0	12	0	2	23	0	25	0	0	15	3	
08:30	0	0	0	0	0	0	16	0	3	19	0	2	8	0	10	0	0	7	5	12	41
08:45	0	0	1	1	2	0	13	0	1	14	0	5	13	0	18	0	1	16	5	22	56
09:00	0	0	0	0	0	0	15	0	0	15	0	4	18	0	22	0	1	15	10	26	63
09:15	0	0	0	1	1	0	6	0	1	7	0	0	19	0	19	0	1	20	9	30	57
09:30	0	0	0	2	2	0	12	0	0	12	0	6	25	0	31	0	0	17	20	37	82
09:45	0	0	0	0	0	0	14	1	0	15	0	5	18	0	23	0	0	17	10	27	65
10:00	0	0	1	0	1	0	17	0	3	20	0	4	17	0	21	0	0	28	14	42	84
10:15	0	0	0	2	2	0	27	0	6	33	0	1	21	1	23	0	0	20	5	25	83
10:30	0	0	0	3	3	0	21	0	3	24	0	5	17	0	22	0	1	25	13	39	88
10:45	0	1	0	1	2	0	22	0	6	28	0	5	21	0	26	0	0	22	12	34	90
11:00	0	2	0	0	2	0	33	0	1	34	0	5	19	0	24	0	2	28	18	48	108
11:15	0	0	0	0	0	0	15	0	4	19	0	5	21	1	27	0	1	30	7	38	84
11:30	0	0	0	4	4	0	14	0	2	16	0	5	23	1	29	0	1	23	15	39	88
11:45	0	1	0	1	2	0	19	0	1	20	0	4	17	0	21	0	1	24	7	32	75
12:00	0	0	0	0	0	0	20	1	2	23	0	4	27	0	31	0	0	15	6	21	75
12:15	0	0	0	1	1	0	13	0	2	15	0	2	19	2	23	0	1	23	15	39	78
12:30	0	0	0	1	1	0	21	0	4	25	0	3	22	2	27	0	0	18	14	32	85
12:45	0	0	0	0	0	0	20	0	4	24	0	3	29	0	32	0	0	26	9	35	91
13:00	0	2	0	1	3	0	20	1	2	23	0	3	14	1	18	0	0	38	5	43	87
13:15	0	1	2	4	7	0	23	0	3	26	0	4	26	1	31	1	4	39	18	62	126
13:30	0	0	1	0	1	0	24	0	4	28	0	2	22	3	27	0	0	17	8	25	81
13:45	0	0	0	0	0	0	14	0	11	25	0	3	25	0	28	0	1	27	20	48	101
14:00	0	0	0	1	1	1	15	0	1	17	0	3	18	0	21	0	1	22	15	38	77
14:15	0	0	0	0	0	0	21	0	2	23	0	5	22	0	27	0	2	22	12	36	86
14:30	0	0	0	0	0	0	11	1	2	14	0	3	26	0	29	0	1	26	12	39	82
14:45	0	1	0	0	1	0	13	0	2	15	0	3	15	0	18	0	1	26	25	52	86
15:00	0	1	0	2	3	0	17	1	4	22	0	2	17	0	19	0	0	16	12	28	72
15:15	0	0	0	2	2	0	10	0	2	12	0	1	16	0	17	0	2	22	3	27	58
15:30	0	0	0	1	1	0	14	1	0	15	0	6	19	0	25	0	1	20	13	34	75
15:45	0	0	0	1	1	0	14	0	1	15	0	7	28	2	37	0	0	26	22	48	101
16:00	0	0	0	2	2	0	24	0	7	31	0	7	14	0	21	0	0	22	20	42	96
16:15	0	0	1	0	1	0	20	0	4	24	0	3	25	0	28	0	1	24	8	33	86
16:30	0	0	0	1	1	0	16	0	2	18	0	3	22	0	25	0	1	16	14	31	75
16:45	0	0	0	2	2	0	7	0	5	12	0	13	17	0	30	0	2	23	19	44	88
17:00	0	0	0	3	3	0	11	0	5	16	0	17	17	0	34	0	1	14	51	66	119
17:15	0	0	1	1	2	0	18	0	1	19	0	3	19	0	22	0	1	18	20	39	82
17:30	0	0	0	0	0	0	15	0	2	17	0	5	23	0	28	0	0	24	7	31	76
17:45	0	0	0	0	0	0	12	0	4	16	0	3	20	0	23	0	2	29	7	38	77
18:00	0	1	0	1	2	0	28	0	6	34	0	3	16	1	20	0	1	21	13	35	91
18:15	0	0	0	0	0	0	54	0	11	65	0	4	15	0	19	0	1	20	3	24	108
18:30	0	1	1	1	3	0	10	1	2	13	0	5	15	0	20	0	1	20	7	28	64
18:45	0	0	0	1	1	0	16	0	0	16	0	4	12	0	16	0	1	19	9	29	62
19:00	0	0	0	2	2	0	4	0	1	5	0	3	13	0	16	0	2	16	6	24	47
TOTAL	0	11	8	44	63	1	761	7	127	896	0	185	853	15	1053	1	37	956	546	1540	3552
AM Peak Vol	0	3	0	4	7	0	91	0	14	105	0	20	78	1	99	0	4	105	50	159	370
PM Peak Vol	0	3	3	5	11	0	81	1	20	102	0	12	87	5	104	1	5	121	51	178	395

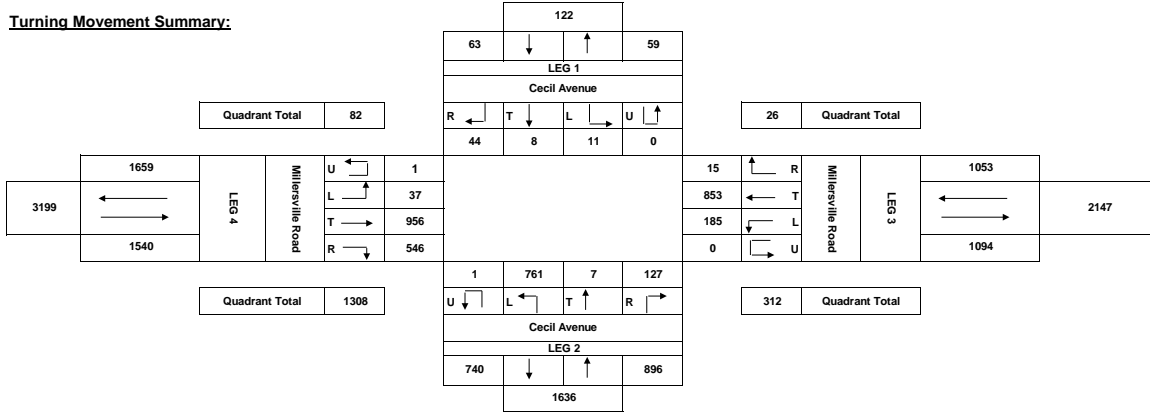
Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/28/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

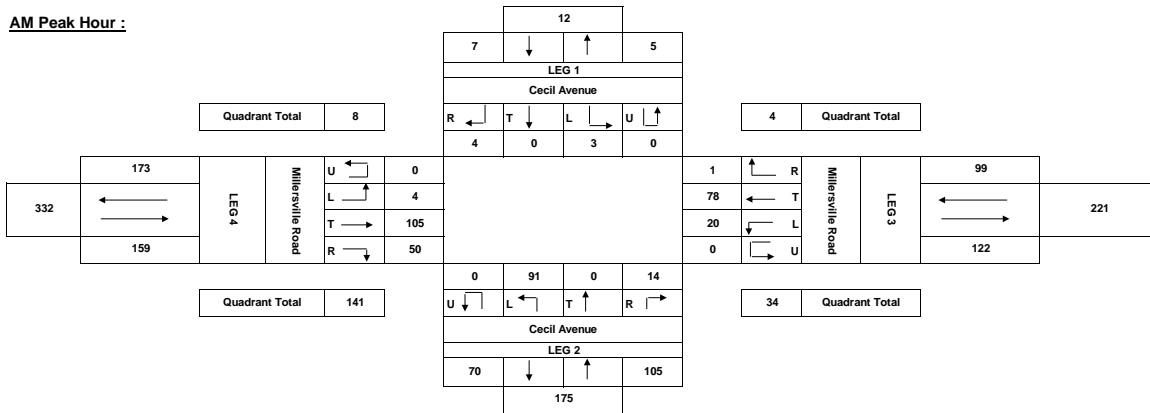
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:15	11:15	370			12:00PM-7:00PM	12:45	13:45	395		

Turning Movement Summary:

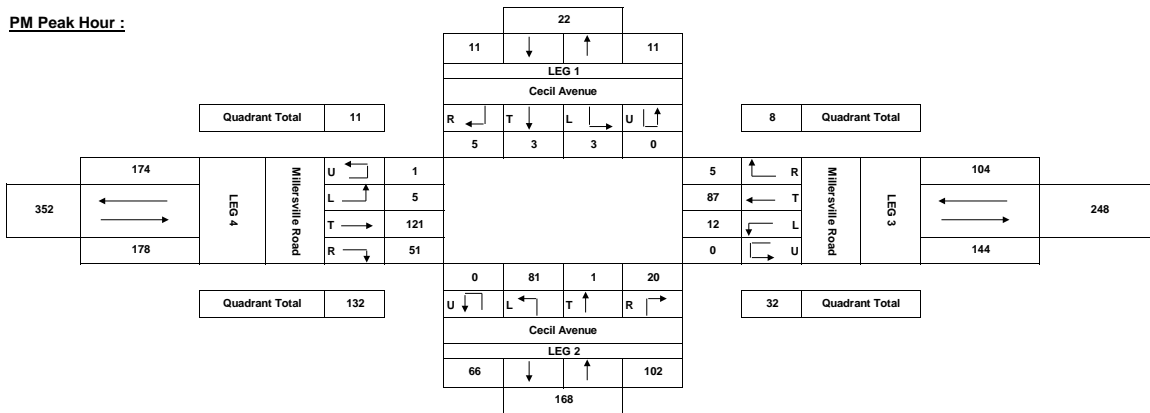


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Sunday, 8/29/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	1	2	3	84	0	11	95	7	39	0	46	2	31	19	52	196
9:00 AM	0	0	4	4	48	1	11	60	41	56	0	97	27	65	53	145	306
10:00 AM	0	0	4	4	94	1	23	118	12	77	1	90	7	92	31	130	342
11:00 AM	0	0	21	21	71	0	11	82	43	79	2	124	9	94	73	176	403
12:00 PM	2	1	6	9	114	1	31	146	23	115	0	138	5	87	59	151	444
1:00 PM	2	0	16	18	61	0	8	69	14	85	1	100	2	94	51	147	334
2:00 PM	0	0	3	3	51	0	5	56	12	65	0	77	8	80	41	129	265
3:00 PM	1	3	13	17	46	1	15	62	18	81	1	100	6	87	43	136	315
4:00 PM	0	0	3	3	44	2	15	61	27	68	0	95	3	86	88	177	336
5:00 PM	0	0	5	5	43	1	11	55	17	63	1	81	8	71	42	121	262
6:00 PM	0	1	5	6	85	0	17	102	16	63	1	80	4	64	35	103	291
Total	5	6	82	93	741	7	158	906	230	791	7	1,028	81	851	535	1,467	3,494



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Sunday, 8/29/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	0	1	1	8	0	1	9	2	11	0	13	1	8	7	16	39
8:15 AM	0	0	0	0	9	0	0	9	1	7	0	8	0	6	4	10	27
8:30 AM	0	0	1	1	10	0	0	10	3	11	0	14	1	8	2	11	36
8:45 AM	0	1	0	1	57	0	10	67	1	10	0	11	0	9	6	15	94
Total	0	1	2	3	84	0	11	95	7	39	0	46	2	31	19	52	196



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Sunday, 8/29/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM	0	0	1	1	16	0	1	17	10	8	0	18	6	12	10	28	64	
9:15 AM	0	0	1	1	9	0	2	11	20	15	0	35	13	8	28	49	96	
9:30 AM	0	0	2	2	10	0	2	12	9	15	0	24	6	25	5	36	74	
9:45 AM	0	0	0	0	13	1	6	20	2	18	0	20	2	20	10	32	72	
10:00 AM	0	0	1	1	13	1	0	14	3	17	0	20	1	20	3	24	59	
10:15 AM	0	0	2	2	13	0	0	13	3	19	1	23	1	27	8	36	74	
10:30 AM	0	0	0	0	53	0	15	68	2	22	0	24	3	20	6	29	121	
10:45 AM	0	0	1	1	15	0	8	23	4	19	0	23	2	25	14	41	88	
11:00 AM	0	0	2	2	16	0	3	19	13	17	0	30	1	18	20	39	90	
11:15 AM	0	0	6	6	19	0	5	24	22	17	0	39	3	19	28	50	119	
11:30 AM	0	0	12	12	22	0	0	22	6	18	2	26	4	24	15	43	103	
11:45 AM	0	0	1	1	14	0	3	17	2	27	0	29	1	33	10	44	91	
12:00 PM	1	0	3	4	17	0	4	21	5	15	0	20	0	24	19	43	88	
12:15 PM	0	1	1	2	23	0	11	34	3	32	0	35	4	18	18	40	111	
12:30 PM	1	0	0	1	54	1	14	69	10	32	0	42	1	21	10	32	144	
12:45 PM	0	0	2	2	20	0	2	22	5	36	0	41	0	24	12	36	101	
1:00 PM	0	0	4	4	17	0	4	21	3	31	1	35	1	23	13	37	97	
1:15 PM	0	0	3	3	14	0	2	16	2	19	0	21	1	25	5	31	71	
1:30 PM	1	0	4	5	21	0	2	23	6	16	0	22	0	21	17	38	88	
1:45 PM	1	0	5	6	9	0	0	9	3	19	0	22	0	25	16	41	78	
2:00 PM	0	0	0	0	13	0	0	13	3	14	0	17	2	15	13	30	60	
2:15 PM	0	0	1	1	11	0	2	13	1	21	0	22	1	22	11	34	70	
2:30 PM	0	0	2	2	13	0	3	16	4	14	0	18	3	21	8	32	68	
2:45 PM	0	0	0	0	14	0	0	14	4	16	0	20	2	22	9	33	67	
3:00 PM	0	1	1	2	17	0	2	19	6	19	1	26	1	23	6	30	77	
3:15 PM	0	1	6	7	9	0	3	12	2	20	0	22	3	23	13	39	80	
3:30 PM	1	0	3	4	12	0	2	14	3	21	0	24	1	19	13	33	75	
3:45 PM	0	1	3	4	8	1	8	17	7	21	0	28	1	22	11	34	83	
Total	5	4	67	76	485	4	104	593	163	558	5	726	64	599	351	1,014	2,409	



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Sunday, 8/29/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	1	1	9	1	4	14	3	19	0	22	0	23	14	37	74
4:15 PM	0	0	0	0	14	0	3	17	6	13	0	19	0	18	13	31	67
4:30 PM	0	0	1	1	8	1	2	11	2	17	0	19	3	21	13	37	68
4:45 PM	0	0	1	1	13	0	6	19	16	19	0	35	0	24	48	72	127
5:00 PM	0	0	2	2	7	1	7	15	7	20	1	28	1	18	12	31	76
5:15 PM	0	0	2	2	9	0	1	10	2	13	0	15	1	19	10	30	57
5:30 PM	0	0	1	1	12	0	0	12	5	19	0	24	3	20	7	30	67
5:45 PM	0	0	0	0	15	0	3	18	3	11	0	14	3	14	13	30	62
6:00 PM	0	0	2	2	57	0	10	67	3	20	0	23	0	17	9	26	118
6:15 PM	0	0	2	2	13	0	4	17	4	18	1	23	0	13	11	24	66
6:30 PM	0	1	1	2	8	0	2	10	4	12	0	16	3	17	9	29	57
6:45 PM	0	0	0	0	7	0	1	8	5	13	0	18	1	17	6	24	50
Total	0	1	13	14	172	3	43	218	60	194	2	256	15	221	165	401	889

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/29/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:30	End 11:30	Volume 418	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:15	End 13:15	Volume 453	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15	0	0	0	1	1	0	8	0	1	9	0	2	11	0	13	0	1	8	7	16	39
08:30	0	0	0	0	0	0	9	0	0	9	0	1	7	0	8	0	0	6	4	10	27
08:45	0	0	0	1	1	0	10	0	0	10	0	3	11	0	14	0	1	8	2	11	36
09:00	0	0	1	0	1	0	57	0	10	67	0	1	10	0	11	0	0	9	6	15	94
09:15	0	0	0	1	1	0	16	0	1	17	0	10	8	0	18	0	6	12	10	28	64
09:30	0	0	0	1	1	0	9	0	2	11	0	20	15	0	35	0	13	8	28	49	96
09:45	0	0	0	2	2	0	10	0	2	12	0	9	15	0	24	0	6	25	5	36	74
10:00	0	0	0	0	0	0	13	1	6	20	0	2	18	0	20	0	2	20	10	32	72
10:15	0	0	0	1	1	0	13	1	0	14	0	3	17	0	20	0	1	20	3	24	59
10:30	0	0	0	2	2	0	13	0	0	13	0	3	19	1	23	0	1	27	8	36	74
10:45	0	0	0	0	0	0	53	0	15	68	0	2	22	0	24	0	3	20	6	29	121
11:00	0	0	0	1	1	0	15	0	8	23	0	4	19	0	23	0	2	25	14	41	88
11:15	0	0	0	2	2	0	16	0	3	19	0	13	17	0	30	0	1	18	20	39	90
11:30	0	0	0	6	6	0	19	0	5	24	0	22	17	0	39	0	3	19	28	50	119
11:45	0	0	0	12	12	0	22	0	0	22	0	6	18	2	26	0	4	24	15	43	103
12:00	0	0	0	1	1	0	14	0	3	17	0	2	27	0	29	0	1	33	10	44	91
12:15	0	1	0	3	4	0	17	0	4	21	0	5	15	0	20	0	0	24	19	43	88
12:30	0	0	1	1	2	0	23	0	11	34	0	3	32	0	35	0	4	18	18	40	111
12:45	0	1	0	0	1	0	54	1	14	69	0	10	32	0	42	0	1	21	10	32	144
13:00	0	0	0	2	2	0	20	0	2	22	0	5	36	0	41	0	0	24	12	36	101
13:15	0	0	0	4	4	0	17	0	4	21	0	3	31	1	35	0	1	23	13	37	97
13:30	0	0	0	3	3	0	14	0	2	16	0	2	19	0	21	0	1	25	5	31	71
13:45	0	1	0	4	5	0	21	0	2	23	0	6	16	0	22	0	0	21	17	38	88
14:00	0	1	0	5	6	0	9	0	0	9	0	3	19	0	22	0	0	25	16	41	78
14:15	0	0	0	0	0	0	13	0	0	13	0	3	14	0	17	0	2	15	13	30	60
14:30	0	0	0	1	1	0	11	0	2	13	0	1	21	0	22	0	1	22	11	34	70
14:45	0	0	0	2	2	0	13	0	3	16	0	4	14	0	18	0	3	21	8	32	68
15:00	0	0	0	0	0	0	14	0	0	14	0	4	16	0	20	0	2	22	9	33	67
15:15	0	0	1	1	2	0	17	0	2	19	0	6	19	1	26	0	1	23	6	30	77
15:30	0	0	1	6	7	0	9	0	3	12	0	2	20	0	22	0	3	23	13	39	80
15:45	0	1	0	3	4	0	12	0	2	14	0	3	21	0	24	0	1	19	13	33	75
16:00	0	0	1	3	4	0	8	1	8	17	0	7	21	0	28	0	1	22	11	34	83
16:15	0	0	0	1	1	0	9	1	4	14	0	3	19	0	22	0	0	23	14	37	74
16:30	0	0	0	0	0	0	14	0	3	17	0	6	13	0	19	0	0	18	13	31	67
16:45	0	0	0	1	1	0	8	1	2	11	0	2	17	0	19	0	3	21	13	37	68
17:00	0	0	0	1	1	0	13	0	6	19	0	16	19	0	35	0	0	24	48	72	127
17:15	0	0	0	2	2	0	7	1	7	15	0	7	20	1	28	0	1	18	12	31	76
17:30	0	0	0	2	2	0	9	0	1	10	0	2	13	0	15	0	1	19	10	30	57
17:45	0	0	0	1	1	0	12	0	0	12	0	5	19	0	24	0	3	20	7	30	67
18:00	0	0	0	0	0	0	15	0	3	18	0	3	11	0	14	0	3	14	13	30	62
18:15	0	0	0	2	2	0	57	0	10	67	0	3	20	0	23	0	0	17	9	26	118
18:30	0	0	0	2	2	0	13	0	4	17	0	4	18	1	23	0	0	13	11	24	66
18:45	0	0	1	1	2	0	8	0	2	10	0	4	12	0	16	0	3	17	9	29	57
19:00	0	0	0	0	0	0	7	0	1	8	0	5	13	0	18	0	1	17	6	24	50
TOTAL	0	5	6	82	93	0	741	7	158	906	0	230	791	7	1028	0	81	851	535	1467	3494
AM Peak Vol	0	0	0	9	9	0	103	0	31	134	0	41	75	0	116	0	9	82	68	159	418
PM Peak Vol	0	1	1	7	9	0	114	1	31	146	0	21	131	1	153	0	6	86	53	145	453

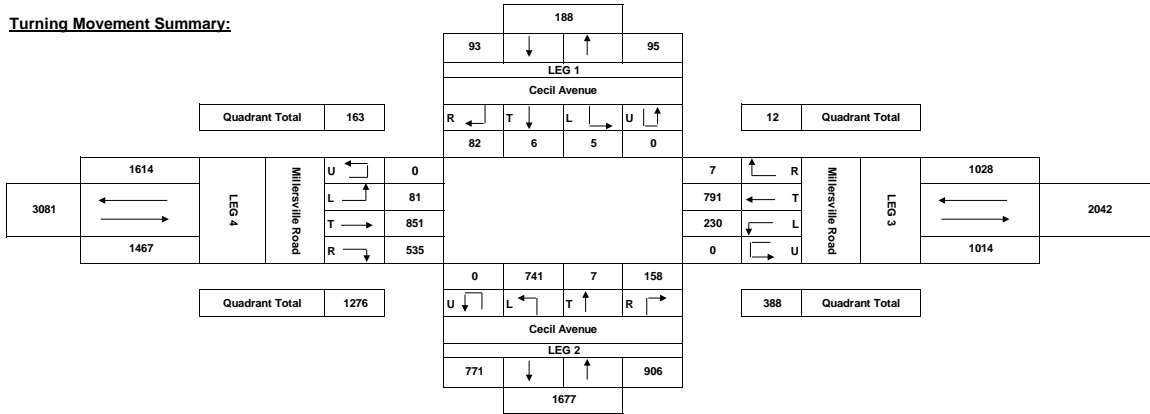
Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/29/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

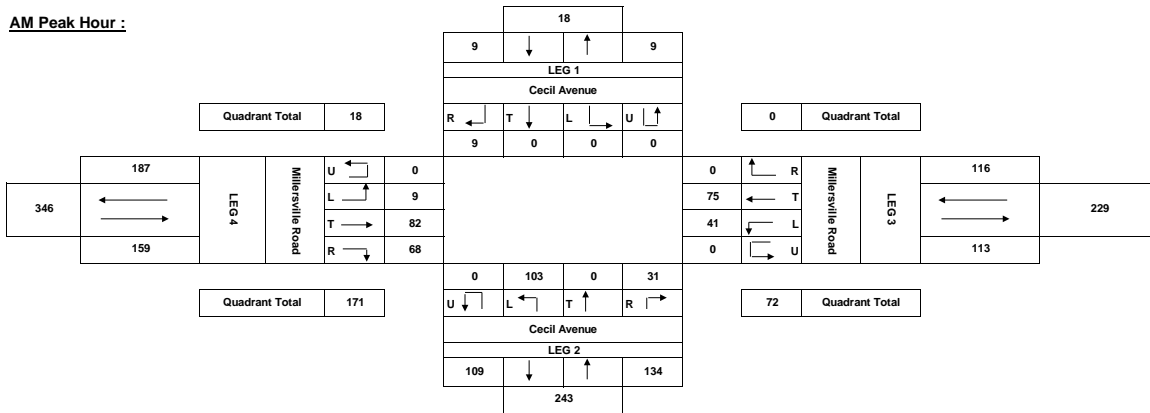
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	418			12:00PM-7:00PM	12:15	13:15	453		

Turning Movement Summary:

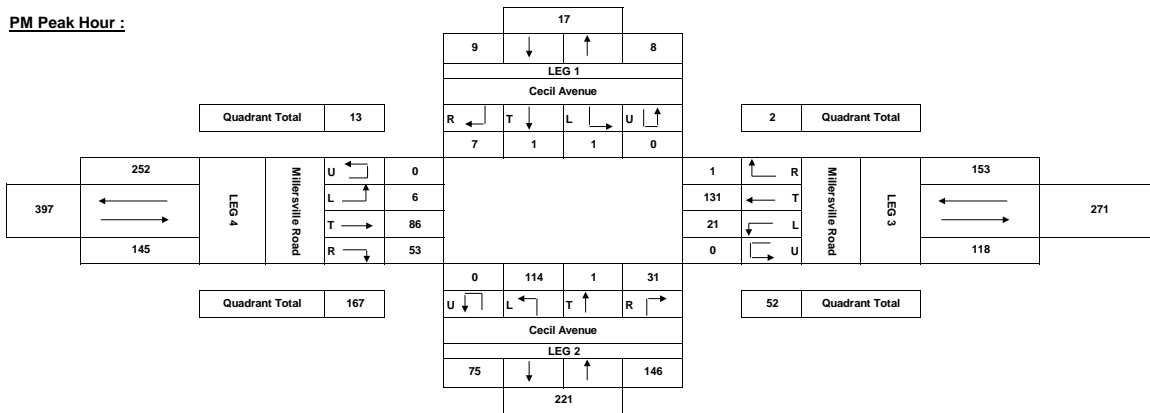


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Tuesday, 8/31/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	77	0	2	79	9	40	0	49	0	27	9	36	164
7:00 AM	1	1	8	10	160	0	8	168	11	111	0	122	1	54	29	84	384
8:00 AM	2	1	4	7	102	0	7	109	22	74	0	96	4	64	40	108	320
9:00 AM	0	1	4	5	73	2	5	80	21	99	1	121	2	70	49	121	327
10:00 AM	0	1	3	4	82	0	20	102	31	74	2	107	3	80	73	156	369
11:00 AM	2	0	7	9	72	1	8	81	19	83	4	106	5	80	49	134	330
12:00 PM	3	1	5	9	136	1	30	167	17	85	2	104	6	109	49	164	444
1:00 PM	0	1	8	9	58	1	14	73	16	94	1	111	6	110	48	164	357
2:00 PM	0	1	4	5	67	0	9	76	15	81	0	96	5	69	57	131	308
3:00 PM	2	2	3	7	83	2	13	98	22	107	2	131	2	118	63	183	419
4:00 PM	0	1	5	6	141	1	22	164	28	95	2	125	4	90	65	159	454
5:00 PM	0	1	3	4	166	0	23	189	29	108	0	137	4	101	71	176	506
6:00 PM	1	1	2	4	65	1	18	84	14	65	2	81	7	106	64	177	346
Total	11	12	56	79	1,282	9	179	1,470	254	1,116	16	1,386	49	1,078	666	1,793	4,728



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Tuesday, 8/31/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	10	0	0	10	0	10	0	10	0	3	1	4	24
6:15 AM	0	0	0	0	13	0	0	13	1	5	0	6	0	7	1	8	27
6:30 AM	0	0	0	0	18	0	1	19	6	8	0	14	0	5	3	8	41
6:45 AM	0	0	0	0	36	0	1	37	2	17	0	19	0	12	4	16	72
7:00 AM	0	0	2	2	35	0	0	35	2	22	0	24	1	7	3	11	72
7:15 AM	1	1	2	4	50	0	1	51	2	21	0	23	0	14	6	20	98
7:30 AM	0	0	1	1	42	0	2	44	2	31	0	33	0	13	3	16	94
7:45 AM	0	0	3	3	33	0	5	38	5	37	0	42	0	20	17	37	120
8:00 AM	0	0	1	1	29	0	0	29	10	26	0	36	1	21	12	34	100
8:15 AM	0	0	1	1	32	0	3	35	6	7	0	13	1	10	11	22	71
8:30 AM	1	0	2	3	24	0	2	26	2	24	0	26	1	16	9	26	81
8:45 AM	1	1	0	2	17	0	2	19	4	17	0	21	1	17	8	26	68
Total	3	2	12	17	339	0	17	356	42	225	0	267	5	145	78	228	868



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Tuesday, 8/31/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	0	1	2	3	19	1	2	22	2	22	1	25	1	13	12	26	76
9:15 AM	0	0	2	2	14	0	0	14	9	21	0	30	1	18	16	35	81
9:30 AM	0	0	0	0	19	0	2	21	6	37	0	43	0	25	11	36	100
9:45 AM	0	0	0	0	21	1	1	23	4	19	0	23	0	14	10	24	70
10:00 AM	0	0	0	0	19	0	9	28	2	21	2	25	0	17	6	23	76
10:15 AM	0	0	1	1	28	0	7	35	8	22	0	30	1	18	17	36	102
10:30 AM	0	0	0	0	18	0	2	20	7	15	0	22	0	25	25	50	92
10:45 AM	0	1	2	3	17	0	2	19	14	16	0	30	2	20	25	47	99
11:00 AM	1	0	1	2	16	0	2	18	4	17	1	22	0	16	14	30	72
11:15 AM	1	0	4	5	13	0	2	15	6	20	1	27	1	18	11	30	77
11:30 AM	0	0	1	1	22	1	1	24	4	13	2	19	1	23	14	38	82
11:45 AM	0	0	1	1	21	0	3	24	5	33	0	38	3	23	10	36	99
12:00 PM	1	0	1	2	30	0	4	34	4	25	0	29	0	22	10	32	97
12:15 PM	1	0	1	2	50	0	18	68	2	20	0	22	2	31	14	47	139
12:30 PM	1	1	3	5	30	1	4	35	3	19	2	24	3	34	17	54	118
12:45 PM	0	0	0	0	26	0	4	30	8	21	0	29	1	22	8	31	90
1:00 PM	0	1	1	2	8	0	7	15	5	29	1	35	2	31	4	37	89
1:15 PM	0	0	2	2	13	1	0	14	3	18	0	21	0	23	12	35	72
1:30 PM	0	0	2	2	15	0	1	16	7	31	0	38	2	26	15	43	99
1:45 PM	0	0	3	3	22	0	6	28	1	16	0	17	2	30	17	49	97
2:00 PM	0	0	1	1	23	0	2	25	4	20	0	24	1	12	13	26	76
2:15 PM	0	0	2	2	11	0	1	12	6	18	0	24	1	14	18	33	71
2:30 PM	0	1	1	2	17	0	3	20	0	20	0	20	2	26	13	41	83
2:45 PM	0	0	0	0	16	0	3	19	5	23	0	28	1	17	13	31	78
3:00 PM	1	1	1	3	20	0	4	24	2	26	0	28	1	30	22	53	108
3:15 PM	0	0	0	0	23	0	2	25	5	23	0	28	0	25	16	41	94
3:30 PM	0	0	1	1	21	0	5	26	6	25	2	33	1	31	11	43	103
3:45 PM	1	1	1	3	19	2	2	23	9	33	0	42	0	32	14	46	114
Total	7	7	34	48	571	7	99	677	141	623	12	776	29	636	388	1,053	2,554



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Tuesday, 8/31/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	2	2	25	0	11	36	6	27	2	35	2	24	16	42	115
4:15 PM	0	0	1	1	37	1	3	41	7	28	0	35	1	14	12	27	104
4:30 PM	0	0	1	1	40	0	5	45	5	19	0	24	0	23	14	37	107
4:45 PM	0	1	1	2	39	0	3	42	10	21	0	31	1	29	23	53	128
5:00 PM	0	0	1	1	41	0	6	47	7	32	0	39	1	28	20	49	136
5:15 PM	0	0	0	0	51	0	5	56	7	26	0	33	0	24	23	47	136
5:30 PM	0	1	1	2	38	0	7	45	6	19	0	25	1	26	11	38	110
5:45 PM	0	0	1	1	36	0	5	41	9	31	0	40	2	23	17	42	124
6:00 PM	1	0	0	1	24	1	8	33	5	21	0	26	2	16	21	39	99
6:15 PM	0	1	0	1	21	0	3	24	5	15	0	20	2	20	11	33	78
6:30 PM	0	0	0	0	12	0	4	16	1	12	2	15	1	31	15	47	78
6:45 PM	0	0	2	2	8	0	3	11	3	17	0	20	2	39	17	58	91
Total	1	3	10	14	372	2	63	437	71	268	4	343	15	297	200	512	1,306

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/31/2021 Tuesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 412	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 510	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15	0	0	0	0	0	0	10	0	0	10	0	0	10	0	10	0	0	3	1	4	24
06:30	0	0	0	0	0	0	13	0	0	13	0	1	5	0	6	0	0	7	1	8	27
06:45	0	0	0	0	0	0	18	0	1	19	0	6	8	0	14	0	0	5	3	8	41
07:00	0	0	0	0	0	0	36	0	1	37	0	2	17	0	19	0	0	12	4	16	72
07:15	0	0	0	2	2	0	35	0	0	35	0	2	22	0	24	0	1	7	3	11	72
07:30	0	1	1	2	4	0	50	0	1	51	0	2	21	0	23	0	0	14	6	20	98
07:45	0	0	0	1	1	0	42	0	2	44	0	2	31	0	33	0	0	13	3	16	94
08:00	0	0	0	3	3	0	33	0	5	38	0	5	37	0	42	0	0	20	17	37	120
08:15	0	0	0	1	1	0	29	0	0	29	0	10	26	0	36	0	1	21	12	34	100
08:30	0	0	0	1	1	0	32	0	3	35	0	6	7	0	13	0	1	10	11	22	71
08:45	0	1	0	2	3	0	24	0	2	26	0	2	24	0	26	0	1	16	9	26	81
09:00	0	1	1	0	2	0	17	0	2	19	0	4	17	0	21	0	1	17	8	26	68
09:15	0	0	1	2	3	0	19	1	2	22	0	2	22	1	25	0	1	13	12	26	76
09:30	0	0	0	2	2	0	14	0	0	14	0	9	21	0	30	0	1	18	16	35	81
09:45	0	0	0	0	0	0	19	0	2	21	0	6	37	0	43	0	0	25	11	36	100
10:00	0	0	0	0	0	0	21	1	1	23	0	4	19	0	23	0	0	14	10	24	70
10:15	0	0	0	0	0	0	19	0	9	28	0	2	21	2	25	0	0	17	6	23	76
10:30	0	0	0	1	1	0	28	0	7	35	0	8	22	0	30	0	1	18	17	36	102
10:45	0	0	0	0	0	0	18	0	2	20	0	7	15	0	22	0	0	25	25	50	92
11:00	0	0	1	2	3	0	17	0	2	19	0	14	16	0	30	0	2	20	25	47	99
11:15	0	1	0	1	2	0	16	0	2	18	0	4	17	1	22	0	0	16	14	30	72
11:30	0	1	0	4	5	0	13	0	2	15	0	6	20	1	27	0	1	18	11	30	77
11:45	0	0	0	1	1	0	22	1	1	24	0	4	13	2	19	0	1	23	14	38	82
12:00	0	0	0	1	1	0	21	0	3	24	0	5	33	0	38	0	3	23	10	36	99
12:15	0	1	0	1	2	0	30	0	4	34	0	4	25	0	29	0	0	22	10	32	97
12:30	0	1	0	1	2	0	50	0	18	68	0	2	20	0	22	0	2	31	14	47	139
12:45	0	1	1	3	5	0	30	1	4	35	0	3	19	2	24	0	3	34	17	54	118
13:00	0	0	0	0	0	0	26	0	4	30	0	8	21	0	29	0	1	22	8	31	90
13:15	0	0	1	1	2	0	8	0	7	15	0	5	29	1	35	0	2	31	4	37	89
13:30	0	0	0	2	2	0	13	1	0	14	0	3	18	0	21	1	0	23	12	36	73
13:45	0	0	0	2	2	0	15	0	1	16	0	7	31	0	38	0	2	26	15	43	99
14:00	0	0	0	3	3	0	22	0	6	28	0	1	16	0	17	0	2	30	17	49	97
14:15	0	0	0	1	1	0	23	0	2	25	0	4	20	0	24	0	1	12	13	26	76
14:30	0	0	0	2	2	0	11	0	1	12	0	6	18	0	24	0	1	14	18	33	71
14:45	0	0	1	1	2	0	17	0	3	20	0	0	20	0	20	0	2	26	13	41	83
15:00	0	0	0	0	0	0	16	0	3	19	0	5	23	0	28	0	1	17	13	31	78
15:15	0	1	1	1	3	0	20	0	4	24	0	2	26	0	28	0	1	30	22	53	108
15:30	0	0	0	0	0	0	23	0	2	25	0	5	23	0	28	0	0	25	16	41	94
15:45	0	0	0	1	1	0	21	0	5	26	0	6	25	2	33	0	1	31	11	43	103
16:00	0	1	1	1	3	0	19	2	2	23	0	9	33	0	42	0	0	32	14	46	114
16:15	0	0	0	2	2	0	25	0	11	36	0	6	27	2	35	0	2	24	16	42	115
16:30	0	0	0	1	1	0	37	1	3	41	0	7	28	0	35	0	1	14	12	27	104
16:45	0	0	0	1	1	0	40	0	5	45	0	5	19	0	24	0	0	23	14	37	107
17:00	0	0	1	1	2	0	39	0	3	42	0	10	21	0	31	0	1	29	23	53	128
17:15	0	0	0	1	1	0	41	0	6	47	0	7	32	0	39	0	1	28	20	49	136
17:30	0	0	0	0	0	0	51	0	5	56	0	7	26	0	33	0	0	24	23	47	136
17:45	0	0	1	1	2	0	38	0	7	45	0	6	19	0	25	0	1	26	11	38	110
18:00	0	0	0	1	1	0	36	0	5	41	0	9	31	0	40	0	2	23	17	42	124
18:15	0	1	0	0	1	0	24	1	8	33	0	5	21	0	26	0	2	16	21	39	99
18:30	0	0	1	0	1	0	21	0	3	24	0	5	15	0	20	0	2	20	11	33	78
18:45	0	0	0	0	0	0	12	0	4	16	0	1	12	2	15	0	1	31	15	47	78
19:00	0	0	0	2	2	0	8	0	3	11	0	3	17	0	20	0	2	39	17	58	91
TOTAL	0	11	12	56	79	0	1282	9	179	1470	0	254	1116	16	1386	1	49	1078	666	1794	4729
AM Peak Vol	0	1	1	7	9	0	154	0	8	162	0	19	115	0	134	0	1	68	38	107	412
PM Peak Vol	0	0	2	3	5	0	169	0	21	190	0	30	98	0	128	0	3	107	77	187	510

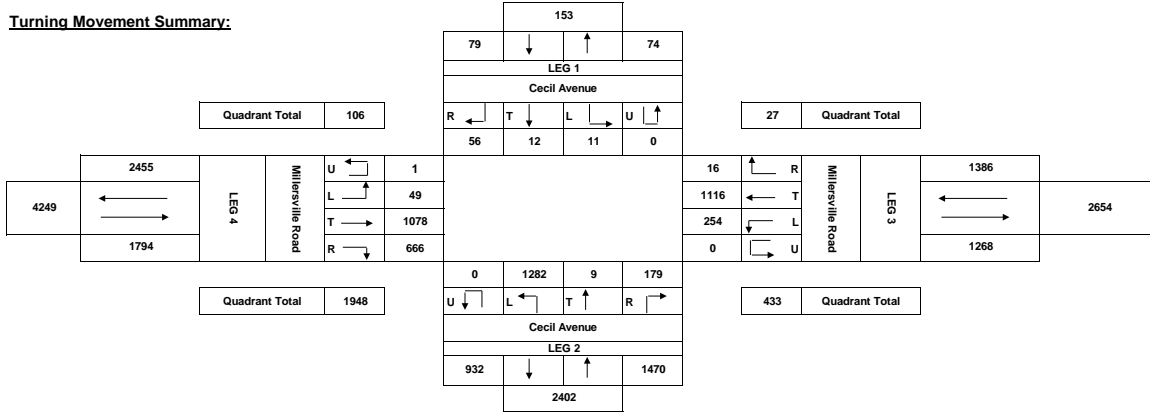
Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 8/31/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

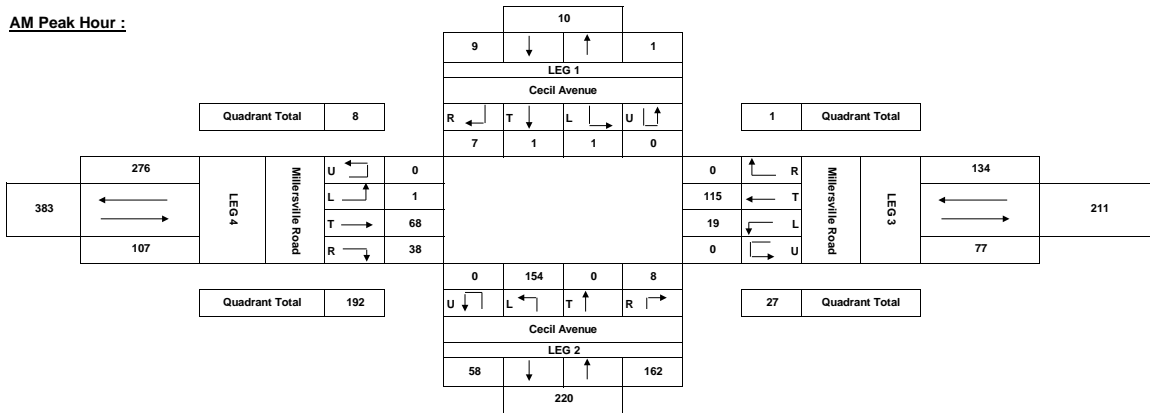
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	412			12:00PM-7:00PM	16:45	17:45	510		

Turning Movement Summary:

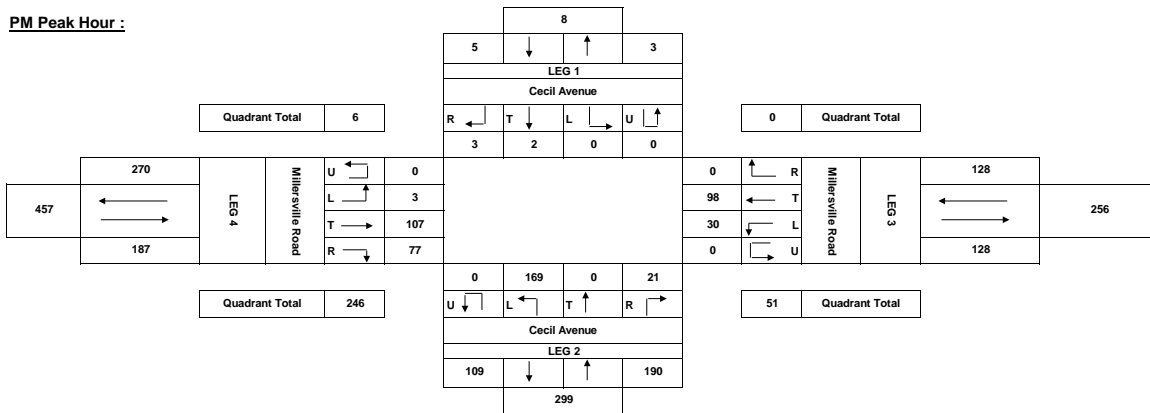


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Wednesday, 9/1/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	1	1	2	71	0	2	73	6	41	1	48	0	22	7	29	152
7:00 AM	1	1	5	7	144	3	7	154	13	102	2	117	0	54	23	77	355
8:00 AM	2	1	3	6	91	0	6	97	16	86	2	104	2	71	27	100	307
9:00 AM	1	1	8	10	63	2	5	70	18	71	0	89	4	64	35	103	272
10:00 AM	0	1	6	7	74	0	16	90	5	77	1	83	4	50	21	75	255
11:00 AM	1	0	7	8	61	0	7	68	14	100	2	116	1	83	42	126	318
12:00 PM	1	0	1	2	61	1	9	71	9	85	2	96	2	104	40	146	315
1:00 PM	0	0	2	2	53	0	8	61	17	74	1	92	3	89	44	136	291
2:00 PM	1	0	2	3	56	0	4	60	13	77	0	90	4	87	43	134	287
3:00 PM	0	1	6	7	101	0	18	119	28	102	1	131	4	84	65	153	410
4:00 PM	1	1	2	4	91	1	17	109	13	71	4	88	4	80	49	133	334
5:00 PM	0	0	5	5	62	0	8	70	19	67	1	87	2	90	41	133	295
6:00 PM	0	0	1	1	34	1	5	40	15	55	1	71	7	61	38	106	218
Total	8	7	49	64	962	8	112	1,082	186	1,008	18	1,212	37	939	475	1,451	3,809



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Wednesday, 9/1/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	14	0	0	14	0	4	0	4	0	2	2	4	22
6:15 AM	0	0	0	0	13	0	2	15	2	6	1	9	0	6	2	8	32
6:30 AM	0	1	0	1	19	0	0	19	3	14	0	17	0	5	1	6	43
6:45 AM	0	0	1	1	25	0	0	25	1	17	0	18	0	9	2	11	55
7:00 AM	1	0	0	1	34	3	0	37	2	19	0	21	0	6	3	9	68
7:15 AM	0	0	2	2	35	0	0	35	2	20	0	22	0	13	6	19	78
7:30 AM	0	0	2	2	35	0	4	39	5	29	2	36	0	14	6	20	97
7:45 AM	0	1	1	2	40	0	3	43	4	34	0	38	0	21	8	29	112
8:00 AM	1	0	0	1	26	0	2	28	5	26	1	32	0	21	6	27	88
8:15 AM	1	0	2	3	18	0	0	18	5	14	1	20	0	22	7	29	70
8:30 AM	0	0	1	1	25	0	3	28	4	27	0	31	0	15	1	16	76
8:45 AM	0	1	0	1	22	0	1	23	2	19	0	21	2	13	13	28	73
Total	3	3	9	15	306	3	15	324	35	229	5	269	2	147	57	206	814



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Wednesday, 9/1/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	1	0	3	4	18	0	2	20	4	17	0	21	3	18	13	34	79
9:15 AM	0	0	1	1	20	0	1	21	9	10	0	19	0	12	15	27	68
9:30 AM	0	1	2	3	16	0	0	16	5	21	0	26	1	13	2	16	61
9:45 AM	0	0	2	2	9	2	2	13	0	23	0	23	0	21	5	26	64
10:00 AM	0	0	4	4	29	0	9	38	1	15	0	16	2	14	4	20	78
10:15 AM	0	0	0	0	17	0	3	20	2	23	0	25	1	12	0	13	58
10:30 AM	0	1	1	2	10	0	1	11	1	26	0	27	1	11	7	19	59
10:45 AM	0	0	1	1	18	0	3	21	1	13	1	15	0	13	10	23	60
11:00 AM	1	0	1	2	12	0	2	14	4	20	0	24	0	14	9	23	63
11:15 AM	0	0	3	3	18	0	3	21	4	30	2	36	0	19	10	29	89
11:30 AM	0	0	1	1	17	0	1	18	2	22	0	24	0	16	10	26	69
11:45 AM	0	0	2	2	14	0	1	15	4	28	0	32	1	34	13	48	97
12:00 PM	0	0	0	0	12	0	3	15	4	20	0	24	0	19	8	27	66
12:15 PM	0	0	0	0	15	1	3	19	2	23	1	26	1	36	12	49	94
12:30 PM	1	0	0	1	20	0	2	22	1	23	0	24	0	30	12	42	89
12:45 PM	0	0	1	1	14	0	1	15	2	19	1	22	1	19	8	28	66
1:00 PM	0	0	1	1	12	0	4	16	2	14	0	16	0	17	14	31	64
1:15 PM	0	0	0	0	10	0	0	10	1	18	0	19	2	23	7	32	61
1:30 PM	0	0	0	0	15	0	2	17	3	25	1	29	1	24	13	38	84
1:45 PM	0	0	1	1	16	0	2	18	11	17	0	28	0	25	10	35	82
2:00 PM	0	0	0	0	15	0	0	15	6	18	0	24	0	23	7	30	69
2:15 PM	0	0	0	0	15	0	2	17	4	18	0	22	1	26	14	41	80
2:30 PM	0	0	1	1	13	0	0	13	1	15	0	16	0	14	11	25	55
2:45 PM	1	0	1	2	13	0	2	15	2	26	0	28	3	24	11	38	83
3:00 PM	0	1	3	4	12	0	3	15	6	40	1	47	1	14	9	24	90
3:15 PM	0	0	0	0	30	0	2	32	9	22	0	31	1	29	15	45	108
3:30 PM	0	0	3	3	28	0	6	34	6	23	0	29	2	22	23	47	113
3:45 PM	0	0	0	0	31	0	7	38	7	17	0	24	0	19	18	37	99
Total	4	3	32	39	469	3	67	539	104	586	7	697	22	561	290	873	2,148



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Wednesday, 9/1/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	0	0	25	0	8	33	2	23	1	26	0	22	9	31	90
4:15 PM	0	0	1	1	21	1	2	24	8	20	1	29	3	17	19	39	93
4:30 PM	1	0	0	1	21	0	6	27	2	16	1	19	1	26	10	37	84
4:45 PM	0	1	1	2	24	0	1	25	1	12	1	14	0	15	11	26	67
5:00 PM	0	0	1	1	13	0	3	16	2	16	1	19	0	19	12	31	67
5:15 PM	0	0	3	3	18	0	1	19	7	16	0	23	1	30	16	47	92
5:30 PM	0	0	0	0	14	0	2	16	6	21	0	27	0	21	7	28	71
5:45 PM	0	0	1	1	17	0	2	19	4	14	0	18	1	20	6	27	65
6:00 PM	0	0	0	0	13	1	0	14	3	15	1	19	3	12	9	24	57
6:15 PM	0	0	0	0	7	0	1	8	3	13	0	16	1	16	11	28	52
6:30 PM	0	0	0	0	5	0	3	8	5	15	0	20	0	14	11	25	53
6:45 PM	0	0	1	1	9	0	1	10	4	12	0	16	3	19	7	29	56
Total	1	1	8	10	187	2	30	219	47	193	6	246	13	231	128	372	847

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 9/1/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start				End				PM PERIOD 12:00PM-7:00PM	Start				End			
		07:15	08:15	375	LOS	V/C	15:00	16:00	410		LOS	V/C						

Street Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	06:15	0	0	0	0	0	0	14	0	0	14	0	0	4	0	4	0	0	2	2	
06:30	0	0	0	0	0	0	13	0	2	15	0	2	6	1	9	0	0	6	2	8	32
06:45	0	0	1	0	1	0	19	0	0	19	0	3	14	0	17	0	0	5	1	6	43
07:00	0	0	0	1	1	0	25	0	0	25	0	1	17	0	18	0	0	9	2	11	55
07:15	0	1	0	0	1	0	34	3	0	37	0	2	19	0	21	0	0	6	3	9	68
07:30	0	0	0	2	2	0	35	0	0	35	0	2	20	0	22	0	0	13	6	19	78
07:45	0	0	0	2	2	0	35	0	4	39	0	5	29	2	36	0	0	14	6	20	97
08:00	0	0	1	1	2	0	40	0	3	43	0	4	34	0	38	0	0	21	8	29	112
08:15	0	1	0	0	1	0	26	0	2	28	0	5	26	1	32	0	0	21	6	27	88
08:30	0	1	0	2	3	0	18	0	0	18	0	5	14	1	20	0	0	22	7	29	70
08:45	0	0	0	1	1	0	25	0	3	28	0	4	27	0	31	0	0	15	1	16	76
09:00	0	0	1	0	1	0	22	0	1	23	0	2	19	0	21	0	2	13	13	28	73
09:15	0	1	0	3	4	0	18	0	2	20	0	4	17	0	21	0	3	18	13	34	79
09:30	0	0	0	1	1	0	20	0	1	21	0	9	10	0	19	0	0	12	15	27	68
09:45	0	0	1	2	3	0	16	0	0	16	0	5	21	0	26	0	1	13	2	16	61
10:00	0	0	0	2	2	0	9	2	2	13	0	0	23	0	23	0	0	21	5	26	64
10:15	0	0	0	4	4	0	29	0	9	38	0	1	15	0	16	0	2	14	4	20	78
10:30	0	0	0	0	0	0	17	0	3	20	0	2	23	0	25	0	1	12	0	13	58
10:45	0	0	1	1	2	0	10	0	1	11	0	1	26	0	27	0	1	11	7	19	59
11:00	0	0	0	1	1	0	18	0	3	21	0	1	13	1	15	0	0	13	10	23	60
11:15	0	1	0	1	2	0	12	0	2	14	0	4	20	0	24	0	0	14	9	23	63
11:30	0	0	0	3	3	0	18	0	3	21	0	4	30	2	36	0	0	19	10	29	89
11:45	0	0	0	1	1	0	17	0	1	18	0	2	22	0	24	0	0	16	10	26	69
12:00	0	0	0	2	2	0	14	0	1	15	0	4	28	0	32	0	1	34	13	48	97
12:15	0	0	0	0	0	0	12	0	3	15	0	4	20	0	24	0	0	19	8	27	66
12:30	0	0	0	0	0	0	15	1	3	19	0	2	23	1	26	0	1	36	12	49	94
12:45	0	1	0	0	1	0	20	0	2	22	0	1	23	0	24	0	0	30	12	42	89
13:00	0	0	0	1	1	0	14	0	1	15	0	2	19	1	22	0	1	19	8	28	66
13:15	0	0	0	1	1	0	12	0	4	16	0	2	14	0	16	0	0	17	14	31	64
13:30	0	0	0	0	0	0	10	0	0	10	0	1	18	0	19	1	2	23	7	33	62
13:45	0	0	0	0	0	0	15	0	2	17	0	3	25	1	29	0	1	24	13	38	84
14:00	0	0	0	1	1	0	16	0	2	18	0	11	17	0	28	0	0	25	10	35	82
14:15	0	0	0	0	0	0	15	0	0	15	0	6	18	0	24	0	0	23	7	30	69
14:30	0	0	0	0	0	0	15	0	2	17	0	4	18	0	22	0	1	26	14	41	80
14:45	0	0	0	1	1	0	13	0	0	13	0	1	15	0	16	0	0	14	11	25	55
15:00	0	1	0	1	2	0	13	0	2	15	0	2	26	0	28	0	3	24	11	38	83
15:15	0	0	1	3	4	0	12	0	3	15	0	6	40	1	47	0	1	14	9	24	90
15:30	0	0	0	0	0	0	30	0	2	32	0	9	22	0	31	0	1	29	15	45	108
15:45	0	0	0	3	3	0	28	0	6	34	0	6	23	0	29	0	2	22	23	47	113
16:00	0	0	0	0	0	0	31	0	7	38	0	7	17	0	24	0	0	19	18	37	99
16:15	0	0	0	0	0	0	25	0	8	33	0	2	23	1	26	0	0	22	9	31	90
16:30	0	0	0	1	1	0	21	1	2	24	0	8	20	1	29	0	3	17	19	39	93
16:45	0	1	0	0	1	0	21	0	6	27	0	2	16	1	19	0	1	26	10	37	84
17:00	0	0	1	1	2	0	24	0	1	25	0	1	12	1	14	0	0	15	11	26	67
17:15	0	0	0	1	1	0	13	0	3	16	0	2	16	1	19	0	0	19	12	31	67
17:30	0	0	0	3	3	0	18	0	1	19	0	7	16	0	23	0	1	30	16	47	92
17:45	0	0	0	0	0	0	14	0	2	16	0	6	21	0	27	0	0	21	7	28	71
18:00	0	0	0	1	1	0	17	0	2	19	0	4	14	0	18	0	1	20	6	27	65
18:15	0	0	0	0	0	0	13	1	0	14	0	3	15	1	19	0	3	12	9	24	57
18:30	0	0	0	0	0	0	7	0	1	8	0	3	13	0	16	0	1	16	11	28	52
18:45	0	0	0	0	0	0	5	0	3	8	0	5	15	0	20	0	0	14	11	25	53
19:00	0	0	0	1	1	0	9	0	1	10	0	4	12	0	16	0	3	19	7	29	56
TOTAL	0	8	7	49	64	0	962	8	112	1082	0	186	1008	18	1212	1	37	939	475	1452	3810
AM Peak Vol	0	1	1	5	7	0	136	0	9	145	0	16	109	3	128	0	0	69	26	95	375
PM Peak Vol	0	0	1	6	7	0	101	0	18	119	0	28	102	1	131	0	4	84	65	153	410

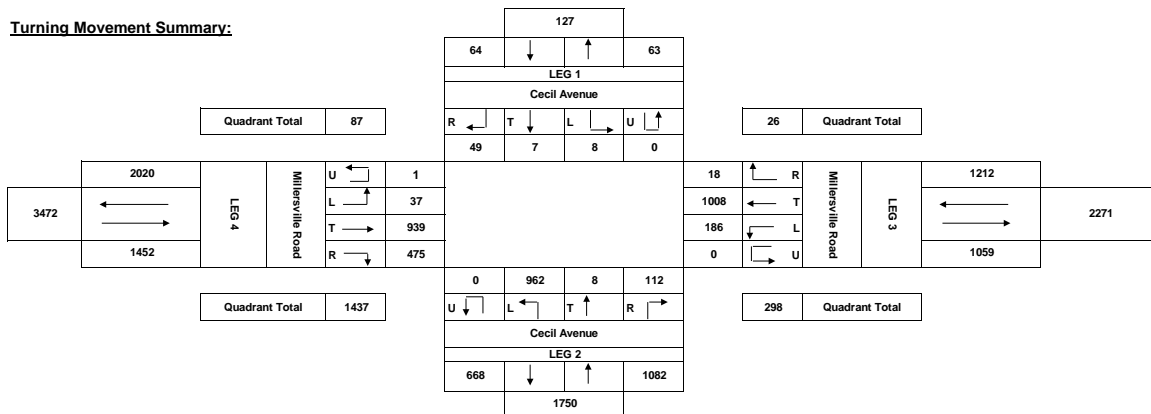
Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 9/1/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

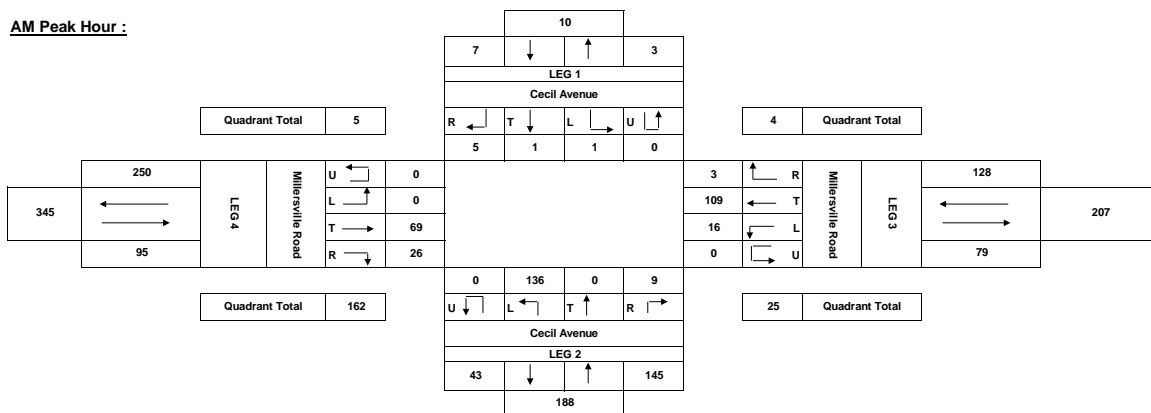
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	375			12:00PM-7:00PM	15:00	16:00	410		

Turning Movement Summary:

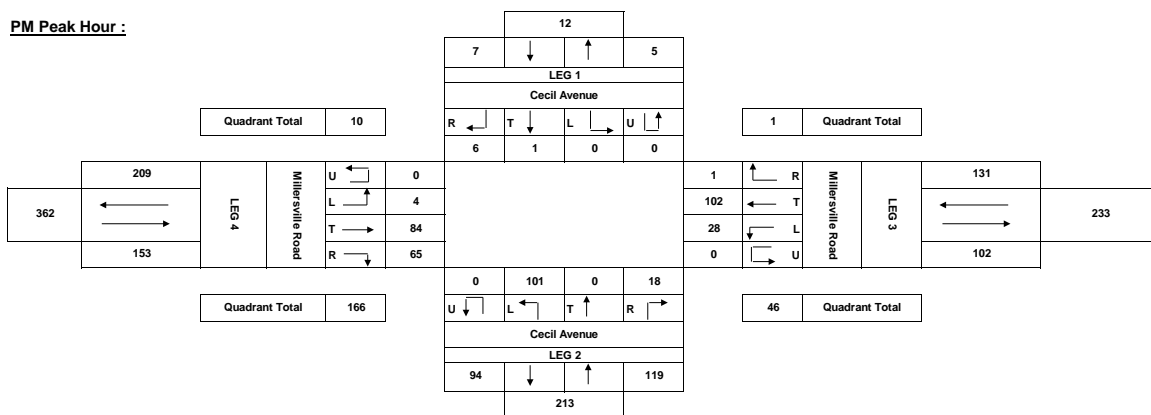


Comments:

AM Peak Hour :



PM Peak Hour :



Direction: Eastbound

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6
06:45	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
07:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
07:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
07:30	0	19	7	0	3	0	0	0	0	0	0	0	0	1	30
07:45	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
08:00	0	13	5	0	1	0	0	0	0	0	0	0	0	0	19
08:15	1	14	4	0	0	1	0	0	0	0	0	0	0	1	21
08:30	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
08:45	1	53	14	0	2	1	0	0	0	0	0	0	0	1	72
09:00	0	10	1	0	1	0	0	0	0	0	0	0	0	1	13
09:15	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
09:30	0	12	0	0	0	0	0	0	0	0	0	0	0	1	13
09:45	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
10:00	0	42	4	0	3	0	0	0	0	0	0	0	0	2	51
10:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
10:30	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
10:45	0	11	2	0	1	0	0	0	0	0	0	0	0	0	14
11:00	1	11	6	1	0	0	0	1	0	0	0	0	0	1	21
11:15	1	45	10	1	2	0	0	1	0	0	0	0	0	1	61
11:30	0	17	6	0	1	0	0	1	0	0	0	0	0	1	26
11:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
Total	0	13	5	0	3	0	0	1	0	0	0	0	0	0	22
Percent	0	17	0	0	3	0	0	1	0	0	0	0	0	1	22
	0	58	12	0	7	0	0	3	0	0	0	0	0	2	82
	0	21	7	0	3	1	0	1	0	0	0	0	0	0	33
	0	11	3	0	1	0	0	1	0	0	0	0	0	0	16
	0	18	7	0	1	0	0	0	0	0	0	0	0	1	27
	0	16	5	0	2	0	0	0	0	0	0	0	0	0	23
	0	66	22	0	7	1	0	2	0	0	0	0	0	1	99
Total	2	292	75	1	24	2	0	6	0	0	0	0	0	8	410
Percent	0.5%	71.2%	18.3%	0.2%	5.9%	0.5%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	

Direction: Eastbound

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	17	3	0	1	0	0	0	0	0	0	0	0	1	22
12:15	0	16	12	0	1	0	0	1	0	0	0	0	0	0	30
12:30	0	25	6	1	0	0	0	0	0	0	0	0	0	0	32
12:45	0	16	2	0	2	0	0	0	0	0	0	0	0	0	20
	0	74	23	1	4	0	0	1	0	0	0	0	0	1	104
13:00	0	13	2	0	3	0	0	0	0	0	0	0	0	0	18
13:15	0	9	5	0	1	0	0	0	0	0	0	0	0	1	16
13:30	0	18	5	0	4	0	0	0	0	0	0	0	0	0	27
13:45	0	17	2	0	0	0	0	1	0	0	0	0	0	1	21
	0	57	14	0	8	0	0	1	0	0	0	0	0	2	82
14:00	0	13	6	0	1	0	0	0	0	0	0	0	0	1	21
14:15	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22
14:30	1	17	5	0	1	1	0	0	0	0	0	0	0	1	26
14:45	0	20	3	0	2	0	0	0	0	0	0	0	0	1	26
	1	65	21	0	4	1	0	0	0	0	0	0	0	3	95
15:00	0	25	3	0	2	0	0	0	0	0	0	0	0	0	30
15:15	0	20	7	0	1	0	0	1	0	0	0	0	0	1	30
15:30	0	19	3	1	1	0	0	0	0	0	0	0	0	0	24
15:45	0	16	8	0	1	0	0	0	0	0	0	0	0	1	26
	0	80	21	1	5	0	0	1	0	0	0	0	0	2	110
16:00	0	8	5	0	2	0	0	0	0	0	0	0	0	1	16
16:15	0	11	6	0	1	0	0	0	0	0	0	0	0	1	19
16:30	1	26	4	0	1	0	0	0	0	0	0	0	0	0	32
16:45	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
	1	66	20	0	5	0	0	0	0	0	0	0	0	2	94
17:00	0	24	6	0	1	0	0	1	0	0	0	0	0	0	32
17:15	0	25	3	0	1	0	0	0	0	0	0	0	0	0	29
17:30	0	26	10	1	2	0	0	0	0	0	0	0	0	0	39
17:45	0	21	2	0	2	0	0	0	0	0	0	0	0	1	26
	0	96	21	1	6	0	0	1	0	0	0	0	0	1	126
18:00	0	16	5	0	1	0	0	0	0	0	0	0	0	0	22
18:15	0	23	3	1	0	0	0	0	0	0	0	0	0	0	27
18:30	0	14	8	0	1	0	0	0	0	0	0	0	0	0	23
18:45	1	16	3	0	1	0	0	0	0	0	0	0	0	1	22
	1	69	19	1	3	0	0	0	0	0	0	0	0	1	94
19:00	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
19:15	0	15	1	1	0	0	0	0	0	0	0	0	0	0	17
19:30	0	11	4	0	1	0	0	0	0	0	0	0	0	0	16
19:45	1	15	0	0	1	0	0	0	0	0	0	0	0	0	17
	1	59	10	1	2	0	0	0	0	0	0	0	0	0	73
20:00	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
20:15	0	17	3	0	1	0	0	0	0	0	0	0	0	0	21
20:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
20:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	0	52	10	0	3	0	0	0	0	0	0	0	0	0	65
21:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
21:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
21:30	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
21:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	21	6	0	2	0	0	0	0	0	0	0	0	0	29
22:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
22:15	0	4	2	0	3	0	0	0	0	0	0	0	0	0	9
22:30	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	14	2	0	4	0	0	0	0	0	0	0	0	1	21
23:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
23:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	13	0	0	2	0	0	0	0	0	0	0	0	0	15
Total	4	666	167	5	48	1	0	4	0	0	0	0	0	13	908
Percent	0.4%	73.3%	18.4%	0.6%	5.3%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	

Direction: Eastbound

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
03:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	5	0	0	0	0	0	1	0	0	0	0	0	0	6
06:00	0	7	0	0	0	0	0	1	0	0	0	0	0	0	8
06:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:45	0	4	0	0	0	0	0	1	0	0	0	0	0	0	5
07:00	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
07:15	0	15	2	0	1	0	0	1	0	0	0	0	0	0	19
07:30	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
07:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
08:00	0	9	0	0	0	0	0	0	0	0	0	0	0	1	10
08:15	0	21	4	0	2	1	0	1	0	0	0	0	0	0	29
08:30	0	41	7	1	2	1	0	1	0	0	0	0	0	1	54
08:45	0	15	4	1	0	0	0	1	0	0	0	0	0	0	21
09:00	0	11	2	0	2	1	0	0	0	0	0	0	0	0	16
09:15	0	13	1	0	1	0	0	1	0	0	0	0	0	1	17
09:30	0	14	6	0	0	0	0	1	0	0	0	0	0	2	23
09:45	0	53	13	1	3	1	0	3	0	0	0	0	0	3	77
10:00	0	10	3	0	3	0	0	0	0	0	0	0	0	0	16
10:15	0	12	3	0	3	0	0	0	0	0	0	0	0	0	18
10:30	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
10:45	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
11:00	0	43	13	0	9	0	0	0	0	0	0	0	0	0	65
11:15	0	16	0	0	2	0	0	2	0	0	0	0	0	0	20
11:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
11:45	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
Total	0	58	13	0	5	0	0	2	0	0	0	0	0	0	78
Percent	0.0%	12	3	0	1	0	0	1	0	0	0	0	0	1	25
		5	7	0	0	0	0	0	0	0	0	0	0	0	12
		19	5	0	1	0	0	0	0	0	0	0	0	0	25
		54	16	3	4	0	0	1	0	0	0	0	0	1	79
Total	0	279	65	5	24	3	0	9	0	0	0	0	0	5	390
Percent	0.0%	71.5%	16.7%	1.3%	6.2%	0.8%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	

Direction: Eastbound

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	1	24	6	0	0	0	0	0	0	0	0	0	0	1	32
12:15	0	18	9	0	2	0	0	0	0	0	0	0	0	0	29
12:30	0	27	2	0	3	0	0	1	0	0	0	0	0	0	33
12:45	0	17	5	0	2	0	0	2	0	0	0	0	0	0	26
13:00	1	86	22	0	7	0	0	3	0	0	0	0	0	1	120
13:15	0	18	3	1	1	0	0	0	0	0	0	0	0	0	23
13:30	0	21	4	0	3	0	0	0	0	0	0	0	0	0	28
13:45	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
14:00	0	13	4	0	3	0	0	1	0	0	0	0	0	1	22
14:15	0	63	11	1	9	0	0	1	0	0	0	0	0	1	86
14:30	0	16	5	0	2	0	0	0	0	0	0	0	0	1	24
14:45	0	12	2	0	0	0	0	2	0	0	0	0	0	1	17
15:00	2	8	2	0	2	0	0	0	0	0	0	0	0	0	14
15:15	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
15:30	2	56	12	0	5	0	0	2	0	0	0	0	0	2	79
15:45	0	7	5	0	2	0	0	0	0	0	0	0	0	0	14
16:00	0	21	5	0	1	0	0	0	0	0	0	0	0	0	27
16:15	0	26	1	0	0	0	0	0	0	0	0	0	0	1	28
16:30	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
16:45	0	65	15	0	3	0	0	0	0	0	0	0	0	1	84
17:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	27
17:15	0	23	4	0	0	0	0	1	0	0	0	0	0	0	28
17:30	0	23	4	0	0	0	0	0	0	0	0	0	0	0	27
17:45	0	21	3	0	0	0	0	1	0	0	0	0	0	0	25
18:00	0	91	14	0	0	0	0	2	0	0	0	0	0	0	107
18:15	1	13	5	0	0	0	0	0	0	0	0	0	0	0	19
18:30	0	16	7	0	4	0	0	0	0	0	0	0	0	3	30
18:45	0	22	1	0	2	0	0	0	0	0	0	0	0	1	26
19:00	0	22	4	0	3	0	0	0	0	0	0	0	0	0	29
19:15	1	73	17	0	9	0	0	0	0	0	0	0	0	4	104
19:30	1	12	3	0	1	0	0	1	0	0	0	0	0	0	18
19:45	0	15	5	1	1	0	0	0	0	0	0	0	0	1	23
20:00	0	13	8	0	3	0	0	0	0	0	0	0	0	0	24
20:15	1	24	5	0	0	0	0	0	0	0	0	0	0	0	30
20:30	2	64	21	1	5	0	0	1	0	0	0	0	0	1	95
20:45	1	18	2	0	0	0	0	0	0	0	0	0	0	0	21
21:00	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
21:15	1	10	0	0	1	0	0	0	0	0	0	0	0	0	12
21:30	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
21:45	2	57	11	0	5	0	0	0	0	0	0	0	0	0	75
22:00	0	13	5	0	0	0	0	0	0	0	0	0	0	1	19
22:15	0	7	0	0	3	0	0	0	0	0	0	0	0	0	10
22:30	0	9	5	0	2	0	0	0	0	0	0	0	0	0	16
22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	42	11	0	5	0	0	0	0	0	0	0	0	1	59
23:15	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
23:30	0	15	0	0	0	0	0	0	0	0	0	0	0	1	16
23:45	0	4	0	0	2	0	0	0	0	0	0	0	0	0	6
24:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
24:15	0	36	10	0	2	0	0	0	0	0	0	0	0	1	49
24:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24:45	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
25:00	1	3	1	0	0	0	0	0	0	0	0	0	0	0	5
25:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
25:30	1	18	5	1	0	0	0	0	0	0	0	0	0	0	25
25:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
26:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
Total	9	658	151	3	50	0	0	9	0	0	0	0	0	12	892
Percent	1.0%	73.8%	16.9%	0.3%	5.6%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
Grand Total	15	1895	458	14	146	6	0	28	0	0	0	0	0	38	2600
Percent	0.6%	72.9%	17.6%	0.5%	5.6%	0.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	

Direction: Westbound

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
05:00	0	8	1	0	2	0	0	0	0	0	0	0	0	0	11
05:15	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
05:30	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:00	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	8	8	0	2	0	0	0	0	0	0	0	0	0	18
06:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	7	4	0	4	0	0	0	0	0	0	0	0	0	15
07:15	0	13	5	0	3	0	0	0	0	0	0	0	0	0	21
07:30	0	30	14	0	7	0	0	0	0	0	0	0	0	0	51
07:45	0	13	5	1	3	0	0	0	0	0	0	0	0	0	22
08:00	0	13	4	0	0	0	0	0	0	0	0	0	0	1	18
08:15	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
08:30	0	26	13	0	3	0	0	0	0	0	0	0	0	0	42
08:45	0	71	27	1	6	0	0	0	0	0	0	0	0	1	106
09:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
09:15	0	17	5	0	2	0	0	0	0	0	0	0	0	1	25
09:30	0	15	4	0	1	0	0	1	0	0	0	0	0	0	21
09:45	0	17	2	1	3	0	0	0	0	0	0	0	0	0	23
10:00	0	62	15	1	8	0	0	1	0	0	0	0	0	1	88
10:15	0	13	4	0	1	1	0	0	0	0	0	0	0	1	20
10:30	0	20	6	1	2	0	0	0	0	0	0	0	0	0	29
10:45	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
11:00	0	18	10	0	1	0	0	0	0	0	0	0	0	0	29
11:15	0	66	23	1	6	1	0	0	0	0	0	0	0	1	98
11:30	0	16	9	1	2	0	0	1	0	0	0	0	0	0	29
11:45	0	15	5	0	1	0	0	0	0	0	0	0	0	0	21
Total	0	14	7	1	0	0	0	0	0	0	0	0	0	0	22
Percent	0.0%	13	2	1	0	0	0	0	0	0	0	0	0	0	17
	0	58	23	3	4	0	0	1	0	0	0	0	0	0	89
	0	14	2	0	3	0	0	0	0	0	0	0	0	0	19
	0	5	3	0	2	0	0	2	0	0	0	0	0	0	12
	0	9	3	0	1	0	0	1	0	0	0	0	0	0	14
	0	38	12	0	2	0	0	1	0	0	0	0	0	0	53
	0	66	20	0	8	0	0	4	0	0	0	0	0	0	98
Total	0	371	132	6	43	1	0	6	0	0	0	0	0	3	562
Percent	0.0%	66.0%	23.5%	1.1%	7.7%	0.2%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	

Direction: Westbound

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	14	3	0	2	0	0	0	0	0	0	0	0	0	19
12:15	0	11	0	0	2	0	0	0	0	0	0	0	0	1	14
12:30	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
12:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
	0	55	8	0	6	0	0	0	0	0	0	0	0	1	70
13:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
13:15	0	20	2	0	6	0	0	0	1	0	0	0	0	0	29
13:30	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
13:45	0	17	4	1	4	0	0	0	0	0	0	0	0	0	26
	0	73	12	1	12	0	0	0	1	0	0	0	0	0	99
14:00	0	13	7	0	4	0	0	0	0	0	0	0	0	0	24
14:15	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
14:30	0	20	2	0	0	0	0	1	0	0	0	0	0	0	23
14:45	0	16	2	0	2	0	0	0	0	0	0	0	0	0	20
	0	61	13	0	8	0	0	1	0	0	0	0	0	0	83
15:00	0	15	3	2	2	0	0	1	0	0	0	0	0	0	23
15:15	0	10	4	0	3	0	0	0	0	0	0	0	0	1	18
15:30	0	17	6	0	5	0	0	0	0	0	0	0	0	0	28
15:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
	0	56	17	2	10	0	0	1	0	0	0	0	0	1	87
16:00	0	16	6	0	4	0	0	0	0	0	0	0	0	0	26
16:15	0	16	14	0	1	0	0	0	0	0	0	0	0	0	31
16:30	0	21	5	0	4	0	0	0	0	0	0	0	0	0	30
16:45	0	12	9	0	0	0	0	0	0	0	0	0	0	0	21
	0	65	34	0	9	0	0	0	0	0	0	0	0	0	108
17:00	0	22	4	0	4	0	0	0	0	0	0	0	0	0	30
17:15	0	25	5	0	3	0	0	1	0	0	0	0	0	0	34
17:30	0	25	1	0	5	0	0	0	0	0	0	0	0	0	31
17:45	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
	0	94	13	0	12	0	0	1	0	0	0	0	0	0	120
18:00	0	16	5	0	2	0	0	0	0	0	0	0	0	1	24
18:15	0	18	3	0	2	0	0	2	0	0	0	0	0	0	25
18:30	0	13	5	0	2	0	0	0	0	0	0	0	0	0	20
18:45	1	18	2	1	0	0	0	0	0	0	0	0	0	0	22
	1	65	15	1	6	0	0	2	0	0	0	0	0	1	91
19:00	1	14	7	0	1	0	0	0	0	0	0	0	0	0	23
19:15	0	18	0	0	5	0	0	1	0	0	0	0	0	5	29
19:30	0	10	0	0	1	0	0	2	0	0	0	0	0	9	22
19:45	0	11	3	0	2	0	0	0	0	0	0	0	0	2	18
	1	53	10	0	9	0	0	3	0	0	0	0	0	16	92
20:00	1	14	2	0	1	0	0	0	0	0	0	0	0	0	18
20:15	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
20:30	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
20:45	0	6	2	1	0	0	0	0	0	0	0	0	0	0	9
	1	39	8	1	2	0	0	0	0	0	0	0	0	0	51
21:00	1	9	3	0	0	0	0	0	0	0	0	0	0	0	13
21:15	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
21:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:45	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
	1	19	4	0	2	0	0	0	0	0	0	0	0	0	26
22:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	4	594	137	5	76	0	0	8	1	0	0	0	0	19	844
Percent	0.5%	70.4%	16.2%	0.6%	9.0%	0.0%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	2.3%	

Direction: Westbound

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	0	0	4	0	0	0	0	0	0	0	0	0	12
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:45	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
06:00	1	9	4	0	1	0	0	0	0	0	0	0	0	0	15
06:00	0	4	5	0	0	0	0	0	0	0	0	0	0	0	9
06:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:30	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
06:45	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
07:00	0	26	14	0	2	0	0	0	0	0	0	0	0	0	42
07:00	0	10	4	1	0	0	0	1	0	0	0	0	0	0	16
07:15	0	13	2	0	2	0	0	0	0	0	0	0	0	0	17
07:30	0	20	4	0	2	0	0	0	0	0	0	0	0	0	26
07:45	0	35	8	0	3	0	0	1	0	0	0	0	0	1	48
08:00	0	78	18	1	7	0	0	2	0	0	0	0	0	1	107
08:00	0	16	6	0	1	0	0	0	0	0	0	0	0	0	23
08:15	0	18	1	0	3	0	0	0	0	0	0	0	0	0	22
08:30	0	18	2	0	3	0	0	0	0	0	0	0	0	0	23
08:45	0	12	3	0	4	1	0	0	0	0	0	0	0	0	20
09:00	0	64	12	0	11	1	0	0	0	0	0	0	0	0	88
09:00	0	15	3	0	1	0	0	0	0	0	0	0	0	0	19
09:15	0	21	6	0	4	0	0	0	0	0	0	0	0	0	31
09:30	0	21	7	1	3	0	0	0	0	0	0	0	0	0	32
09:45	0	12	3	1	0	0	0	1	0	0	0	0	0	0	17
10:00	0	69	19	2	8	0	0	1	0	0	0	0	0	0	99
10:00	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
10:15	0	12	1	0	1	0	0	1	0	0	0	0	0	0	15
10:30	0	10	7	0	1	0	0	0	0	0	0	0	0	0	18
10:45	0	13	4	0	1	0	0	1	0	0	0	0	0	0	19
11:00	0	51	18	0	3	0	0	2	0	0	0	0	0	0	74
11:00	1	15	10	1	3	0	0	0	0	0	0	0	0	0	30
11:15	0	13	8	0	4	0	0	0	0	0	0	0	0	0	25
11:30	0	13	7	0	1	0	0	0	0	0	0	0	0	0	21
11:45	0	13	5	0	4	0	0	0	0	0	0	0	0	0	22
Total	1	54	30	1	12	0	0	0	0	0	0	0	0	0	98
Percent	0.4%	67.0%	21.5%	0.7%	9.0%	0.4%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	545

Direction: Westbound

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	14	3	0	1	0	0	1	0	0	0	0	0	0	19
12:15	0	14	2	0	1	0	0	1	0	0	0	0	0	0	18
12:30	0	10	9	0	1	0	0	0	0	0	0	0	0	0	20
12:45	0	17	3	0	0	0	0	0	1	0	0	0	0	0	21
13:00	0	55	17	0	3	0	0	2	1	0	0	0	0	0	78
13:15	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
13:30	0	20	7	1	1	2	0	0	0	0	0	0	0	0	31
13:45	0	14	6	1	2	0	0	0	0	0	0	0	0	0	23
14:00	0	18	3	1	1	0	0	0	0	0	0	0	0	0	23
14:15	0	68	20	3	5	2	0	0	0	0	0	0	0	0	98
14:30	0	17	6	0	1	0	0	1	0	0	0	0	0	0	25
14:45	0	20	6	0	2	0	0	0	0	0	0	0	0	3	31
15:00	0	23	3	0	5	0	0	0	0	0	0	0	0	0	31
15:15	0	28	5	0	3	0	0	0	0	0	0	0	0	0	36
15:30	0	88	20	0	11	0	0	1	0	0	0	0	0	3	123
15:45	0	20	2	0	1	0	0	1	0	0	0	0	0	0	24
16:00	0	13	7	0	5	0	0	0	0	0	0	0	0	0	25
16:15	0	24	6	0	2	0	0	0	0	0	0	0	0	0	32
16:30	0	22	10	0	2	0	0	0	0	0	0	0	0	0	34
16:45	0	79	25	0	10	0	0	1	0	0	0	0	0	0	115
17:00	0	19	4	1	1	0	0	0	0	0	0	0	0	0	25
17:15	0	16	4	0	3	0	0	3	0	0	0	0	0	0	26
17:30	0	22	5	0	2	0	0	0	0	0	0	0	0	0	29
17:45	0	14	7	0	1	0	0	0	0	0	0	0	0	0	22
18:00	0	71	20	1	7	0	0	3	0	0	0	0	0	0	102
18:15	0	17	6	0	0	0	0	0	0	0	0	0	0	0	23
18:30	0	17	7	0	0	0	0	0	0	0	0	0	0	0	24
18:45	0	15	5	0	4	0	0	0	0	0	0	0	0	0	24
19:00	0	14	5	0	0	0	0	1	0	0	0	0	0	0	20
19:15	0	63	23	0	4	0	0	1	0	0	0	0	0	0	91
19:30	0	19	4	0	1	0	0	0	0	0	0	0	0	0	24
19:45	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
20:00	0	25	8	1	3	0	0	0	0	0	0	0	0	0	37
20:15	0	21	8	1	1	0	0	0	0	0	0	0	0	0	31
20:30	0	85	24	2	5	0	0	0	0	0	0	0	0	0	116
20:45	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
21:00	1	13	2	1	3	0	0	0	0	0	0	0	0	0	20
21:15	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
21:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
21:45	1	47	12	1	4	0	0	0	0	0	0	0	0	0	65
22:00	0	4	1	0	3	0	0	0	0	0	0	0	0	0	8
22:15	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
22:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
22:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	23	7	0	4	0	0	0	0	0	0	0	0	0	34
23:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
24:15	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
24:30	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
24:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
25:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
25:30	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
25:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
26:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
26:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	1	609	174	7	56	2	0	8	1	0	0	0	0	3	861
Percent	0.1%	70.7%	20.2%	0.8%	6.5%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
Grand Total	7	1939	560	22	224	5	0	27	2	0	0	0	0	26	2812
Percent	0.2%	69.0%	19.9%	0.8%	8.0%	0.2%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%	

Direction: Combined

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
05:15	0	10	2	0	2	0	0	0	0	0	0	0	0	0	14
05:30	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
05:45	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
06:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
06:30	0	11	11	0	2	0	0	0	0	0	0	0	0	0	24
06:45	0	8	4	0	0	0	0	0	0	0	0	0	0	1	13
07:00	0	6	5	0	1	0	0	0	0	0	0	0	0	0	12
07:15	0	16	6	0	5	0	0	0	0	0	0	0	0	0	27
07:30	0	19	6	0	4	0	0	0	0	0	0	0	0	0	29
07:45	0	49	21	0	10	0	0	0	0	0	0	0	0	1	81
08:00	0	22	6	1	4	0	0	0	0	0	0	0	0	0	33
08:15	0	26	9	0	1	0	0	0	0	0	0	0	0	1	37
08:30	1	33	9	0	0	1	0	0	0	0	0	0	0	1	45
08:45	0	43	17	0	3	0	0	0	0	0	0	0	0	0	63
09:00	1	124	41	1	8	1	0	0	0	0	0	0	0	2	178
09:15	0	23	5	0	3	0	0	0	0	0	0	0	0	1	32
09:30	0	26	7	0	3	0	0	0	0	0	0	0	0	1	37
09:45	0	27	4	0	1	0	0	1	0	0	0	0	0	1	34
10:00	0	28	3	1	4	0	0	0	0	0	0	0	0	0	36
10:15	0	104	19	1	11	0	0	1	0	0	0	0	0	3	139
10:30	0	23	5	0	2	1	0	0	0	0	0	0	0	1	32
10:45	0	33	7	1	2	0	0	0	0	0	0	0	0	0	43
11:00	0	26	5	0	3	0	0	0	0	0	0	0	0	0	34
11:15	1	29	16	1	1	0	0	1	0	0	0	0	0	1	50
11:30	1	111	33	2	8	1	0	1	0	0	0	0	0	2	159
11:45	0	33	15	1	3	0	0	2	0	0	0	0	0	1	55
12:00	0	26	6	0	1	0	0	0	0	0	0	0	0	0	33
12:15	0	27	12	1	3	0	0	1	0	0	0	0	0	0	44
12:30	0	30	2	1	4	0	0	1	0	0	0	0	0	1	39
12:45	0	116	35	3	11	0	0	4	0	0	0	0	0	2	171
13:00	0	35	9	0	6	1	0	1	0	0	0	0	0	0	52
13:15	0	16	6	0	3	0	0	3	0	0	0	0	0	0	28
13:30	0	27	10	0	2	0	0	1	0	0	0	0	0	1	41
13:45	0	54	17	0	4	0	0	1	0	0	0	0	0	0	76
14:00	0	132	42	0	15	1	0	6	0	0	0	0	0	1	197
Total	2	663	207	7	67	3	0	12	0	0	0	0	0	11	972
Percent	0.2%	68.2%	21.3%	0.7%	6.9%	0.3%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	

Direction: Combined

8/25/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	31	6	0	3	0	0	0	0	0	0	0	0	1	41
12:15	0	27	12	0	3	0	0	1	0	0	0	0	0	1	44
12:30	0	42	8	1	1	0	0	0	0	0	0	0	0	0	52
12:45	0	29	5	0	3	0	0	0	0	0	0	0	0	0	37
	0	129	31	1	10	0	0	1	0	0	0	0	0	2	174
13:00	0	34	4	0	3	0	0	0	0	0	0	0	0	0	41
13:15	0	29	7	0	7	0	0	0	1	0	0	0	0	1	45
13:30	0	33	9	0	6	0	0	0	0	0	0	0	0	0	48
13:45	0	34	6	1	4	0	0	1	0	0	0	0	0	1	47
	0	130	26	1	20	0	0	1	1	0	0	0	0	2	181
14:00	0	26	13	0	5	0	0	0	0	0	0	0	0	1	45
14:15	0	27	9	0	2	0	0	0	0	0	0	0	0	0	38
14:30	1	37	7	0	1	1	0	1	0	0	0	0	0	1	49
14:45	0	36	5	0	4	0	0	0	0	0	0	0	0	1	46
	1	126	34	0	12	1	0	1	0	0	0	0	0	3	178
15:00	0	40	6	2	4	0	0	1	0	0	0	0	0	0	53
15:15	0	30	11	0	4	0	0	1	0	0	0	0	0	2	48
15:30	0	36	9	1	6	0	0	0	0	0	0	0	0	0	52
15:45	0	30	12	0	1	0	0	0	0	0	0	0	0	1	44
	0	136	38	3	15	0	0	2	0	0	0	0	0	3	197
16:00	0	24	11	0	6	0	0	0	0	0	0	0	0	1	42
16:15	0	27	20	0	2	0	0	0	0	0	0	0	0	1	50
16:30	1	47	9	0	5	0	0	0	0	0	0	0	0	0	62
16:45	0	33	14	0	1	0	0	0	0	0	0	0	0	0	48
	1	131	54	0	14	0	0	0	0	0	0	0	0	2	202
17:00	0	46	10	0	5	0	0	1	0	0	0	0	0	0	62
17:15	0	50	8	0	4	0	0	1	0	0	0	0	0	0	63
17:30	0	51	11	1	7	0	0	0	0	0	0	0	0	0	70
17:45	0	43	5	0	2	0	0	0	0	0	0	0	0	1	51
	0	190	34	1	18	0	0	2	0	0	0	0	0	1	246
18:00	0	32	10	0	3	0	0	0	0	0	0	0	0	1	46
18:15	0	41	6	1	2	0	0	2	0	0	0	0	0	0	52
18:30	0	27	13	0	3	0	0	0	0	0	0	0	0	0	43
18:45	2	34	5	1	1	0	0	0	0	0	0	0	0	1	44
	2	134	34	2	9	0	0	2	0	0	0	0	0	2	185
19:00	1	32	12	0	1	0	0	0	0	0	0	0	0	0	46
19:15	0	33	1	1	5	0	0	1	0	0	0	0	0	5	46
19:30	0	21	4	0	2	0	0	2	0	0	0	0	0	9	38
19:45	1	26	3	0	3	0	0	0	0	0	0	0	0	2	35
	2	112	20	1	11	0	0	3	0	0	0	0	0	16	165
20:00	1	22	5	0	2	0	0	0	0	0	0	0	0	0	30
20:15	0	27	6	0	2	0	0	0	0	0	0	0	0	0	35
20:30	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
20:45	0	16	4	1	1	0	0	0	0	0	0	0	0	0	22
	1	91	18	1	5	0	0	0	0	0	0	0	0	0	116
21:00	1	14	5	0	1	0	0	0	0	0	0	0	0	0	21
21:15	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
21:30	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
21:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
	1	40	10	0	4	0	0	0	0	0	0	0	0	0	55
22:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
22:15	0	5	3	0	3	0	0	0	0	0	0	0	0	0	11
22:30	0	3	1	0	0	0	0	0	0	0	0	0	0	1	5
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
	0	21	4	0	4	0	0	0	0	0	0	0	0	1	30
23:00	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
23:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
Total	8	1260	304	10	124	1	0	12	1	0	0	0	0	32	1752
Percent	0.5%	71.9%	17.4%	0.6%	7.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	1.8%	

Direction: Combined

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	0	0	3	0	0	0	0	0	0	0	0	0	4
04:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	8	0	0	4	0	0	0	0	0	0	0	0	0	12
05:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
05:30	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:00	1	7	2	0	0	0	0	1	0	0	0	0	0	0	11
06:15	1	16	4	0	1	0	0	1	0	0	0	0	0	0	23
06:30	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
06:45	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
07:00	0	11	4	0	1	0	0	1	0	0	0	0	0	0	17
07:15	0	16	3	0	2	0	0	0	0	0	0	0	0	0	21
07:30	0	41	16	0	3	0	0	1	0	0	0	0	0	0	61
07:45	0	13	5	2	0	0	0	1	0	0	0	0	0	0	21
08:00	0	21	4	0	2	0	0	0	0	0	0	0	0	0	27
08:15	0	29	4	0	2	0	0	0	0	0	0	0	0	1	36
08:30	0	56	12	0	5	1	0	2	0	0	0	0	0	1	77
08:45	0	119	25	2	9	1	0	3	0	0	0	0	0	2	161
09:00	0	31	10	1	1	0	0	1	0	0	0	0	0	0	44
09:15	0	29	3	0	5	1	0	0	0	0	0	0	0	0	38
09:30	0	31	3	0	4	0	0	1	0	0	0	0	0	1	40
09:45	0	26	9	0	4	1	0	1	0	0	0	0	0	2	43
10:00	0	117	25	1	14	2	0	3	0	0	0	0	0	3	165
10:15	0	25	6	0	4	0	0	0	0	0	0	0	0	0	35
10:30	0	33	9	0	7	0	0	0	0	0	0	0	0	0	49
10:45	0	36	8	1	5	0	0	0	0	0	0	0	0	0	50
11:00	0	18	9	1	1	0	0	1	0	0	0	0	0	0	30
11:15	0	112	32	2	17	0	0	1	0	0	0	0	0	0	164
11:30	0	32	6	0	2	0	0	2	0	0	0	0	0	0	42
11:45	0	23	2	0	2	0	0	1	0	0	0	0	0	0	28
Total	1	30	14	0	1	0	0	0	0	0	0	0	0	0	45
Percent	0.2%	68.9%	19.5%	1.0%	7.8%	0.5%	0.0%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	935

Direction: Combined

8/26/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	1	38	9	0	1	0	0	1	0	0	0	0	0	1	51
12:15	0	32	11	0	3	0	0	1	0	0	0	0	0	0	47
12:30	0	37	11	0	4	0	0	1	0	0	0	0	0	0	53
12:45	0	34	8	0	2	0	0	2	1	0	0	0	0	0	47
13:00	1	141	39	0	10	0	0	5	1	0	0	0	0	1	198
13:15	0	34	7	1	2	0	0	0	0	0	0	0	0	0	44
13:30	0	41	11	1	4	2	0	0	0	0	0	0	0	0	59
13:30	0	25	6	1	4	0	0	0	0	0	0	0	0	0	36
13:45	0	31	7	1	4	0	0	1	0	0	0	0	0	1	45
14:00	0	131	31	4	14	2	0	1	0	0	0	0	0	1	184
14:00	0	33	11	0	3	0	0	1	0	0	0	0	0	1	49
14:15	0	32	8	0	2	0	0	2	0	0	0	0	0	4	48
14:30	2	31	5	0	7	0	0	0	0	0	0	0	0	0	45
14:45	0	48	8	0	4	0	0	0	0	0	0	0	0	0	60
15:00	2	144	32	0	16	0	0	3	0	0	0	0	0	5	202
15:00	0	27	7	0	3	0	0	1	0	0	0	0	0	0	38
15:15	0	34	12	0	6	0	0	0	0	0	0	0	0	0	52
15:30	0	50	7	0	2	0	0	0	0	0	0	0	0	1	60
15:45	0	33	14	0	2	0	0	0	0	0	0	0	0	0	49
16:00	0	144	40	0	13	0	0	1	0	0	0	0	0	1	199
16:00	0	43	7	1	1	0	0	0	0	0	0	0	0	0	52
16:15	0	39	8	0	3	0	0	4	0	0	0	0	0	0	54
16:30	0	45	9	0	2	0	0	0	0	0	0	0	0	0	56
16:45	0	35	10	0	1	0	0	1	0	0	0	0	0	0	47
17:00	0	162	34	1	7	0	0	5	0	0	0	0	0	0	209
17:00	1	30	11	0	0	0	0	0	0	0	0	0	0	0	42
17:15	0	33	14	0	4	0	0	0	0	0	0	0	0	3	54
17:30	0	37	6	0	6	0	0	0	0	0	0	0	0	1	50
17:45	0	36	9	0	3	0	0	1	0	0	0	0	0	0	49
18:00	1	136	40	0	13	0	0	1	0	0	0	0	0	4	195
18:00	1	31	7	0	2	0	0	1	0	0	0	0	0	0	42
18:15	0	35	9	1	1	0	0	0	0	0	0	0	0	1	47
18:30	0	38	16	1	6	0	0	0	0	0	0	0	0	0	61
18:45	1	45	13	1	1	0	0	0	0	0	0	0	0	0	61
19:00	2	149	45	3	10	0	0	1	0	0	0	0	0	1	211
19:00	1	36	5	0	0	0	0	0	0	0	0	0	0	0	42
19:15	1	27	6	1	6	0	0	0	0	0	0	0	0	0	41
19:30	1	17	5	0	2	0	0	0	0	0	0	0	0	0	25
19:45	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
20:00	3	104	23	1	9	0	0	0	0	0	0	0	0	0	140
20:00	0	17	6	0	3	0	0	0	0	0	0	0	0	1	27
20:15	0	14	2	0	4	0	0	0	0	0	0	0	0	0	20
20:30	0	15	7	0	2	0	0	0	0	0	0	0	0	0	24
20:45	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
21:00	0	65	18	0	9	0	0	0	0	0	0	0	0	1	93
21:00	0	16	10	0	0	0	0	0	0	0	0	0	0	0	26
21:15	0	18	0	0	0	0	0	0	0	0	0	0	0	1	19
21:30	0	6	0	0	2	0	0	0	0	0	0	0	0	0	8
21:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
22:00	0	49	13	0	3	0	0	0	0	0	0	0	0	1	66
22:00	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
22:15	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
22:30	1	8	2	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23:00	1	29	8	1	2	0	0	0	0	0	0	0	0	0	41
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	10	1267	325	10	106	2	0	17	1	0	0	0	0	15	1753
Percent	0.6%	72.3%	18.5%	0.6%	6.0%	0.1%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.9%	
Grand Total	22	3834	1018	36	370	11	0	55	2	0	0	0	0	64	5412
Percent	0.4%	70.8%	18.8%	0.7%	6.8%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Eastbound

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
07:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:30	0	3	4	0	0	0	0	0	0	0	0	0	0	1	8
07:45	0	4	1	0	1	0	0	0	0	0	0	0	0	0	6
08:00	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
08:15	0	20	6	0	2	0	0	0	0	0	0	0	0	1	29
08:30	0	8	2	0	2	0	0	0	0	0	0	0	0	0	12
08:45	0	4	2	0	2	0	0	1	0	0	0	0	0	0	9
09:00	0	11	3	0	0	0	0	0	0	0	0	0	0	1	15
09:15	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
09:30	0	34	8	0	4	0	0	1	0	0	0	0	0	1	48
09:45	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
10:00	0	12	1	1	0	0	0	0	0	0	0	0	0	0	14
10:15	0	11	2	0	2	0	0	1	0	0	0	0	0	1	17
10:30	0	17	10	0	1	0	0	0	0	0	0	0	0	1	29
10:45	0	54	17	1	3	0	0	1	0	0	0	0	0	2	78
11:00	0	22	4	0	1	0	0	0	0	0	0	0	0	0	27
11:15	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
11:30	1	19	5	0	0	0	0	0	0	0	0	0	0	1	26
11:45	0	19	5	0	1	0	0	0	0	0	0	0	0	0	25
Total	1	79	18	0	2	0	0	0	0	0	0	0	0	1	101
Percent	0.3%	15	8	0	3	0	0	0	0	0	0	0	0	0	26
		79	2	0	2	0	0	0	0	0	0	0	0	0	19
		15	4	0	1	1	0	0	0	0	0	0	0	0	22
		19	3	0	2	0	0	0	0	0	0	0	0	2	16
		55	17	0	8	1	0	0	0	0	0	0	0	2	83
Total	1	274	70	1	19	1	0	2	0	0	0	0	0	7	375
Percent	0.3%	73.1%	18.7%	0.3%	5.1%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Eastbound

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	17	7	0	1	0	0	1	0	0	0	0	0	0	26
12:15	0	17	2	0	0	0	0	1	0	0	0	0	0	0	20
12:30	0	23	4	0	1	0	0	0	0	0	0	0	0	0	28
12:45	1	29	6	0	1	0	0	0	0	0	0	0	0	0	37
13:00	1	86	19	0	3	0	0	2	0	0	0	0	0	0	111
13:15	0	28	7	0	1	0	0	0	0	0	0	0	0	1	37
13:30	0	15	7	0	0	0	0	0	0	0	0	0	0	0	22
13:45	0	23	9	0	3	0	0	1	0	0	0	0	0	0	36
14:00	0	14	3	0	0	0	0	0	0	0	0	0	0	1	18
14:15	0	80	26	0	4	0	0	1	0	0	0	0	0	2	113
14:30	0	15	5	0	2	0	0	1	0	0	0	0	0	0	23
14:45	0	19	5	0	1	0	0	0	0	0	0	0	0	1	26
15:00	0	18	1	1	2	0	0	0	0	0	0	0	0	2	24
15:15	1	15	3	0	1	0	0	0	0	0	0	0	0	1	21
15:30	1	67	14	1	6	0	0	1	0	0	0	0	0	4	94
15:45	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
16:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
16:15	0	21	3	0	3	0	0	0	0	0	0	0	0	0	27
16:30	1	18	5	0	1	0	0	0	0	0	0	0	0	1	26
16:45	1	68	17	0	7	0	0	0	0	0	0	0	0	1	94
17:00	0	16	7	0	3	0	0	0	0	0	0	0	0	0	26
17:15	0	12	3	0	2	0	0	0	0	0	0	0	0	1	18
17:30	0	19	2	0	2	0	0	0	0	0	0	0	0	0	23
17:45	0	14	2	0	2	0	0	0	0	0	0	0	0	0	18
18:00	0	61	14	0	9	0	0	0	0	0	0	0	0	1	85
18:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
18:30	0	15	2	0	0	0	0	0	0	0	0	0	0	1	18
18:45	0	23	4	0	1	0	0	2	0	0	0	0	0	0	30
19:00	1	18	6	0	1	0	0	0	0	0	0	0	0	2	28
19:15	1	70	15	0	3	0	0	2	0	0	0	0	0	3	94
19:30	1	24	5	0	0	0	0	0	0	0	0	0	0	0	30
19:45	0	17	2	0	1	0	0	0	0	0	0	0	0	1	21
20:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
20:15	0	10	4	0	2	0	0	2	0	0	0	0	0	0	18
20:30	1	63	14	0	3	0	0	2	0	0	0	0	0	1	84
20:45	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	1	10
21:15	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
21:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
21:45	0	41	13	0	2	0	0	0	0	0	0	0	0	1	57
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
22:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
22:45	0	7	1	0	1	0	0	1	0	0	0	0	0	0	10
23:00	0	27	4	0	3	0	0	1	0	0	0	0	0	0	35
23:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	8	3	0	1	0	0	0	0	0	0	0	0	0	12
24:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24:15	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
24:30	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
24:45	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
25:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
25:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
25:30	0	23	8	0	0	0	0	0	0	0	0	0	0	0	31
25:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
26:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
26:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
26:45	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
Total	5	622	152	1	43	0	0	9	0	0	0	0	0	13	845
Percent	0.6%	73.6%	18.0%	0.1%	5.1%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Eastbound

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
06:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30	0	1	1	0	1	0	0	1	0	0	0	0	0	0	4
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	5
07:15	0	6	1	0	2	0	0	1	0	0	0	0	0	1	11
07:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
07:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
08:15	0	5	2	0	2	0	0	0	0	0	0	0	0	1	10
08:30	0	15	2	0	2	0	0	0	0	0	0	0	0	2	21
08:45	0	8	1	0	0	0	0	0	0	0	0	0	0	2	11
09:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
09:30	0	16	1	0	0	0	0	0	0	0	0	0	0	2	19
09:45	0	35	5	0	0	0	0	0	0	0	0	0	0	4	44
10:00	0	10	3	1	0	0	0	1	0	0	0	0	0	1	16
10:15	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
10:30	1	23	4	0	1	0	0	0	0	0	0	0	0	0	29
10:45	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
11:00	1	62	12	1	2	0	0	1	0	0	0	0	0	1	80
11:15	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
11:30	2	15	7	1	0	0	0	0	0	0	0	0	0	0	25
11:45	0	23	5	0	0	0	0	0	0	0	0	0	0	0	28
12:00	0	13	5	0	1	0	0	0	0	0	0	0	0	4	23
12:15	2	64	23	1	1	0	0	0	0	0	0	0	0	4	95
12:30	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
12:45	0	15	6	1	3	0	0	0	0	0	0	0	0	1	26
13:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
13:15	0	21	6	0	2	0	0	1	0	0	0	0	0	0	30
13:30	0	66	17	1	6	0	0	1	0	0	0	0	0	1	92
Total	3	271	63	3	15	0	0	3	0	0	0	0	0	13	371
Percent	0.8%	73.0%	17.0%	0.8%	4.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	3.5%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Eastbound

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	22	3	0	2	0	0	0	0	0	0	0	0	1	28
12:15	0	22	6	0	1	0	0	0	0	0	0	0	0	0	29
12:30	0	28	7	0	1	0	0	0	0	0	0	0	0	2	38
12:45	0	20	5	0	0	1	0	0	0	0	0	0	0	0	26
13:00	0	92	21	0	4	1	0	0	0	0	0	0	0	3	121
13:15	0	18	5	0	2	0	0	0	0	0	0	0	0	0	25
13:30	1	12	8	0	2	0	0	0	0	0	0	0	0	0	23
13:45	0	19	4	0	0	0	0	0	0	0	0	0	0	1	24
14:00	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
14:15	1	66	19	0	5	0	0	0	0	0	0	0	0	1	92
14:30	0	8	5	0	1	0	0	0	0	0	0	0	0	0	14
14:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
15:00	1	18	3	0	1	0	0	1	0	0	0	0	0	1	25
15:15	0	16	5	0	1	0	0	0	0	0	0	0	0	0	22
15:30	1	61	13	0	3	0	0	0	0	0	0	0	0	1	80
15:45	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
16:00	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
16:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
16:30	2	19	1	0	0	0	0	0	0	0	0	0	0	2	24
16:45	2	79	9	0	1	0	0	0	0	0	0	0	0	2	93
17:00	1	20	1	0	0	0	0	0	0	0	0	0	0	0	22
17:15	0	12	0	0	1	0	0	0	0	0	0	0	0	0	13
17:30	0	17	2	0	2	0	0	0	0	0	0	0	0	0	21
17:45	0	19	0	0	1	0	0	0	0	0	0	0	0	0	20
18:00	1	68	3	0	4	0	0	0	0	0	0	0	0	0	76
18:15	3	16	4	0	0	0	0	0	0	0	0	0	0	0	23
18:30	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
18:45	0	19	1	0	1	0	0	0	0	0	0	0	0	0	21
19:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
19:15	3	56	13	0	3	0	0	0	0	0	0	0	0	0	75
19:30	0	22	1	0	2	0	0	0	0	0	0	0	0	0	25
19:45	1	18	2	0	0	0	0	0	0	0	0	0	0	0	21
20:00	1	12	1	0	0	0	0	0	0	0	0	0	0	0	14
20:15	1	11	3	0	2	0	0	0	0	0	0	0	0	0	17
20:30	3	63	7	0	4	0	0	0	0	0	0	0	0	0	77
20:45	0	5	2	0	1	0	0	0	0	0	0	0	0	1	9
21:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
21:15	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
21:30	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
21:45	0	38	7	0	1	0	0	2	0	0	0	0	0	1	49
22:00	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
22:15	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
22:30	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
22:45	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
23:00	0	31	8	0	3	0	0	0	0	0	0	0	0	0	42
23:15	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
23:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
24:15	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
24:30	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
24:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
25:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
25:30	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
27:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
Total	11	582	105	0	31	1	0	3	0	0	0	0	0	8	741
Percent	1.5%	78.5%	14.2%	0.0%	4.2%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Grand Total	20	1749	390	5	108	2	0	17	0	0	0	0	0	41	2332
Percent	0.9%	75.0%	16.7%	0.2%	4.6%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Westbound

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	2
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
07:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
08:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
09:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
09:15	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
09:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
09:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	4
10:00	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
10:15	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
10:30	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
10:45	0	3	3	0	4	0	0	1	0	0	0	0	0	0	11
11:00	0	9	1	0	2	0	0	0	0	0	0	0	0	0	12
11:15	0	24	9	0	7	0	0	1	0	0	0	0	0	0	41
11:30	1	17	3	0	1	0	0	0	0	0	0	0	0	0	22
11:45	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
12:00	0	10	3	0	1	0	0	1	0	0	0	0	0	0	15
12:15	0	14	1	0	2	0	0	1	0	0	0	0	0	0	18
12:30	1	47	11	0	4	0	0	2	0	0	0	0	0	0	65
12:45	0	11	2	0	3	0	0	0	0	0	0	0	0	0	16
13:00	0	14	6	0	2	0	0	0	0	0	0	0	0	1	23
13:15	0	8	5	0	3	0	0	0	0	0	0	0	0	0	16
13:30	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
13:45	0	47	17	0	9	0	0	0	0	0	0	0	0	1	74
14:00	0	10	6	0	1	0	0	0	0	0	0	0	0	0	17
14:15	0	12	8	1	1	0	0	0	0	0	0	0	0	0	22
14:30	0	14	5	0	1	0	0	1	0	0	0	0	0	0	21
14:45	0	18	2	0	2	0	0	0	0	0	0	0	0	0	22
15:00	0	54	21	1	5	0	0	1	0	0	0	0	0	0	82
15:15	1	20	2	0	3	0	0	0	0	0	0	0	0	1	27
15:30	0	19	6	0	0	0	0	0	0	0	0	0	0	0	25
15:45	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
16:00	0	18	6	0	1	0	0	0	0	0	0	0	0	1	26
Total	1	69	18	0	5	0	0	0	0	0	0	0	0	2	95
Percent	0.5%	67.5%	21.5%	0.2%	8.3%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	409

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Westbound

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	15	4	0	2	0	0	0	0	0	0	0	0	0	21
12:15	0	16	5	0	3	0	0	0	0	0	0	0	0	0	24
12:30	0	27	3	0	2	0	0	0	0	0	0	0	0	0	32
12:45	0	11	7	0	2	0	0	0	0	0	0	0	0	0	20
13:00	2	13	5	0	4	0	0	0	0	0	0	0	0	1	25
13:15	0	16	9	0	1	0	0	0	0	0	0	0	0	0	26
13:30	0	18	5	0	0	0	0	0	0	0	0	0	0	0	23
13:45	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24
14:00	0	66	24	0	5	0	0	0	0	0	0	0	0	1	98
14:15	0	14	4	0	2	0	0	1	0	0	0	0	0	0	21
14:30	0	13	9	0	1	0	0	0	0	0	0	0	0	0	23
14:45	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
15:00	0	8	6	0	1	0	0	1	0	0	0	0	0	1	17
15:15	1	49	23	0	5	0	0	2	0	0	0	0	0	1	80
15:30	1	16	1	0	1	0	0	0	0	0	0	0	0	0	19
15:45	0	20	3	0	1	0	0	0	0	0	0	0	0	0	24
16:00	0	20	4	0	2	0	0	1	0	0	0	0	0	0	27
16:15	0	18	3	0	1	0	0	0	0	0	0	0	0	1	23
16:30	1	74	11	0	5	0	0	1	0	0	0	0	0	1	93
16:45	0	19	8	0	1	0	0	0	0	0	0	0	0	0	28
17:00	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
17:15	0	19	6	1	2	0	0	0	0	0	0	0	0	0	28
17:30	0	20	6	0	0	0	0	0	0	0	0	0	0	1	27
17:45	0	71	24	1	3	0	0	0	0	0	0	0	0	1	100
18:00	0	17	4	0	2	0	0	0	0	0	0	0	0	0	23
18:15	0	19	6	0	2	0	0	0	0	0	0	0	0	0	27
18:30	2	9	5	0	2	0	0	0	0	0	0	0	0	2	20
18:45	0	11	6	0	1	0	0	0	0	0	0	0	0	1	19
19:00	2	56	21	0	7	0	0	0	0	0	0	0	0	3	89
19:15	0	13	6	0	2	0	0	0	0	0	0	0	0	0	21
19:30	0	16	2	0	0	0	0	1	0	0	0	0	0	1	20
19:45	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
20:00	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
20:15	0	55	11	0	4	0	0	1	0	0	0	0	0	1	72
20:30	0	8	4	0	2	0	0	0	0	0	0	0	0	0	14
20:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
21:15	0	7	2	0	4	0	0	0	0	0	0	0	0	0	13
21:30	0	29	9	0	6	0	0	1	0	0	0	0	0	0	45
21:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
22:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
22:45	0	32	6	0	2	0	0	0	0	0	0	0	0	0	40
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	8	0	0	1	0	0	1	0	0	0	0	0	0	10
23:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	17	2	0	1	0	0	1	0	0	0	0	0	0	21
24:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
24:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
24:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
25:15	0	14	5	0	0	0	0	0	0	0	0	0	0	0	19
25:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
26:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
26:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
26:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
Total	5	539	157	1	47	0	0	6	0	0	0	0	0	8	763
Percent	0.7%	70.6%	20.6%	0.1%	6.2%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Westbound

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
04:45	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	2	1	0	2	0	0	0	0	0	0	0	0	0	5
05:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
06:30	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	0	2	3	0	1	0	0	0	0	0	0	0	0	0	11
07:15	0	7	1	0	2	0	0	1	0	0	0	0	0	0	6
07:30	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
07:45	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
08:00	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
08:15	0	34	8	0	4	0	0	1	0	0	0	0	0	0	47
08:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
08:45	0	7	3	0	1	0	0	0	0	0	0	0	0	0	11
09:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
09:15	0	10	1	0	1	0	0	0	0	0	0	0	0	2	14
09:30	0	29	8	0	2	0	0	0	0	0	0	0	0	2	41
09:45	0	18	4	0	0	0	0	1	0	0	0	0	0	1	24
10:00	0	28	6	0	3	0	0	0	0	0	0	0	0	0	37
10:15	0	12	4	0	1	0	0	0	0	0	0	0	0	0	17
10:30	0	11	5	0	0	0	0	0	0	0	0	0	0	1	17
10:45	0	69	19	0	4	0	0	1	0	0	0	0	0	2	95
11:00	0	15	5	0	2	0	0	0	0	0	0	0	0	0	22
11:15	0	12	4	0	2	0	0	0	0	0	0	0	0	0	18
11:30	0	15	4	0	1	0	0	1	0	0	0	0	0	0	21
11:45	0	20	11	0	1	0	0	0	0	0	0	0	0	0	32
Total	0	62	24	0	6	0	0	1	0	0	0	0	0	0	93
Percent	0.0%	25	3	0	0	0	0	0	0	0	0	0	0	1	29
	0.0%	23	10	0	0	0	0	1	0	0	0	0	0	0	34
	0.0%	17	4	0	2	0	0	0	0	0	0	0	0	1	24
	0.0%	19	2	0	0	0	0	0	0	0	0	0	0	0	21
	0.0%	84	19	0	2	0	0	1	0	0	0	0	0	2	108
Total	0	307	86	0	23	0	0	4	0	0	0	0	0	6	426
Percent	0.0%	72.1%	20.2%	0.0%	5.4%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Westbound

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	1	13	4	0	2	0	0	0	0	0	0	0	0	0	20
12:15	0	27	9	0	3	0	0	1	0	0	0	0	0	0	40
12:30	1	21	4	0	1	0	0	0	0	0	0	0	0	0	27
12:45	1	17	5	0	2	0	0	0	0	0	0	0	0	2	27
13:00	3	78	22	0	8	0	0	1	0	0	0	0	0	2	114
13:15	0	22	10	0	1	0	0	0	0	0	0	0	0	0	33
13:30	0	11	7	0	0	0	0	0	0	0	0	0	0	0	18
13:45	0	13	6	0	0	0	0	1	0	0	0	0	0	1	21
14:00	0	11	6	0	2	0	0	0	0	0	0	0	0	0	19
14:15	0	57	29	0	3	0	0	1	0	0	0	0	0	1	91
14:30	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
14:45	0	10	5	0	2	0	0	0	0	0	0	0	0	0	17
15:00	0	10	3	0	0	0	0	1	0	0	0	0	0	0	14
15:15	0	19	2	0	2	0	0	0	0	0	0	0	0	1	24
15:30	0	48	13	0	5	0	0	1	0	0	0	0	0	1	68
15:45	1	19	4	0	0	0	0	0	0	0	0	0	0	1	25
16:00	1	13	4	0	1	0	0	0	0	0	0	0	0	0	19
16:15	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
16:30	0	18	5	0	0	0	0	0	0	0	0	0	0	0	24
16:45	1	64	16	0	2	0	0	0	0	0	0	0	0	1	86
17:00	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
17:15	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
17:30	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
17:45	0	25	3	0	2	0	0	0	0	0	0	0	0	0	30
18:00	0	68	14	0	3	0	0	0	0	0	0	0	0	0	85
18:15	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
18:30	0	14	4	0	3	0	0	0	0	0	0	0	0	0	21
18:45	0	11	3	0	2	0	0	0	0	0	0	0	0	0	16
19:00	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
19:15	0	63	12	0	7	0	0	0	0	0	0	0	0	0	82
19:30	0	14	4	0	0	0	0	0	0	0	0	0	0	0	18
19:45	0	9	1	0	2	0	0	0	0	0	0	0	0	0	12
20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
20:15	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
20:30	0	50	6	0	4	0	0	0	0	0	0	0	0	0	60
20:45	1	10	4	0	1	0	0	0	0	0	0	0	0	0	16
21:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
21:15	0	13	1	0	1	0	0	1	0	0	0	0	0	0	16
21:30	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
21:45	0	37	9	0	2	0	0	1	0	0	0	0	0	0	50
22:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
22:15	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
22:30	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
22:45	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	25	8	0	3	0	0	0	0	0	0	0	0	0	36
23:15	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6
23:30	1	4	1	0	0	0	0	0	0	0	0	0	0	0	5
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	4
24:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
24:15	1	12	6	1	0	0	0	0	0	0	0	0	0	0	20
24:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
24:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
25:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
25:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
25:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
26:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
27:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
Total	8	506	138	1	37	0	0	4	0	0	0	0	0	5	699
Percent	1.1%	72.4%	19.7%	0.1%	5.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Grand Total	15	1628	469	3	141	0	0	18	0	0	0	0	0	23	2297
Percent	0.7%	70.9%	20.4%	0.1%	6.1%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Combined

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
01:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	6	1	0	0	0	0	0	0	0	0	0	0	1	8
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
06:15	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
06:30	0	8	5	0	2	0	0	0	0	0	0	0	0	0	15
06:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:30	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
07:45	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
08:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
08:15	0	11	6	0	1	0	0	0	0	0	0	0	0	1	19
08:30	0	7	4	0	5	0	0	1	0	0	0	0	0	0	17
08:45	0	20	2	0	3	0	0	0	0	0	0	0	0	0	25
09:00	0	44	15	0	9	0	0	1	0	0	0	0	0	1	70
09:15	1	25	5	0	3	0	0	0	0	0	0	0	0	0	34
09:30	0	10	6	0	2	0	0	1	0	0	0	0	0	0	19
09:45	0	21	6	0	1	0	0	1	0	0	0	0	0	1	30
10:00	0	25	2	0	2	0	0	1	0	0	0	0	0	0	30
10:15	1	81	19	0	8	0	0	3	0	0	0	0	0	1	113
10:30	0	25	6	0	3	0	0	0	0	0	0	0	0	0	34
10:45	0	26	7	1	2	0	0	0	0	0	0	0	0	1	37
11:00	0	19	7	0	5	0	0	1	0	0	0	0	0	1	33
11:15	0	31	14	0	2	0	0	0	0	0	0	0	0	1	48
11:30	0	101	34	1	12	0	0	1	0	0	0	0	0	3	152
11:45	0	32	10	0	2	0	0	0	0	0	0	0	0	0	44
12:00	0	31	12	1	1	0	0	0	0	0	0	0	0	0	45
12:15	1	33	10	0	1	0	0	1	0	0	0	0	0	1	47
12:30	0	37	7	0	3	0	0	0	0	0	0	0	0	0	47
12:45	1	133	39	1	7	0	0	1	0	0	0	0	0	1	183
13:00	1	35	10	0	6	0	0	0	0	0	0	0	0	1	53
13:15	0	34	8	0	2	0	0	0	0	0	0	0	0	0	44
13:30	0	28	8	0	2	1	0	0	0	0	0	0	0	0	39
13:45	0	27	9	0	3	0	0	0	0	0	0	0	0	3	42
14:00	1	124	35	0	13	1	0	0	0	0	0	0	0	4	178
Total	3	550	158	2	53	1	0	6	0	0	0	0	0	11	784
Percent	0.4%	70.2%	20.2%	0.3%	6.8%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	

Direction: Combined

8/28/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	0	32	11	0	3	0	0	1	0	0	0	0	0	0	47
12:15	0	33	7	0	3	0	0	1	0	0	0	0	0	0	44
12:30	0	50	7	0	3	0	0	0	0	0	0	0	0	0	60
12:45	1	40	13	0	3	0	0	0	0	0	0	0	0	0	57
13:00	1	155	38	0	12	0	0	2	0	0	0	0	0	0	208
13:15	2	41	12	0	5	0	0	0	0	0	0	0	0	2	62
13:30	0	31	16	0	1	0	0	0	0	0	0	0	0	0	48
13:45	0	41	14	0	3	0	0	1	0	0	0	0	0	0	59
14:00	2	146	50	0	9	0	0	1	0	0	0	0	0	3	211
14:15	0	29	9	0	4	0	0	2	0	0	0	0	0	0	44
14:30	0	32	14	0	2	0	0	0	0	0	0	0	0	1	49
14:45	0	32	5	1	3	0	0	0	0	0	0	0	0	2	43
15:00	1	23	9	0	2	0	0	1	0	0	0	0	0	2	38
15:15	1	116	37	1	11	0	0	3	0	0	0	0	0	5	174
15:30	1	31	6	0	3	0	0	0	0	0	0	0	0	0	41
15:45	0	34	7	0	2	0	0	0	0	0	0	0	0	0	43
16:00	0	41	7	0	5	0	0	1	0	0	0	0	0	0	54
16:15	1	36	8	0	2	0	0	0	0	0	0	0	0	2	49
16:30	2	142	28	0	12	0	0	1	0	0	0	0	0	2	187
16:45	0	35	15	0	4	0	0	0	0	0	0	0	0	0	54
17:00	0	25	7	0	2	0	0	0	0	0	0	0	0	1	35
17:15	0	38	8	1	4	0	0	0	0	0	0	0	0	0	51
17:30	0	34	8	0	2	0	0	0	0	0	0	0	0	1	45
17:45	0	132	38	1	12	0	0	0	0	0	0	0	0	2	185
18:00	0	31	7	0	3	0	0	0	0	0	0	0	0	0	41
18:15	0	34	8	0	2	0	0	0	0	0	0	0	0	1	45
18:30	2	32	9	0	3	0	0	2	0	0	0	0	0	2	50
18:45	1	29	12	0	2	0	0	0	0	0	0	0	0	3	47
19:00	3	126	36	0	10	0	0	2	0	0	0	0	0	6	183
19:15	1	37	11	0	2	0	0	0	0	0	0	0	0	0	51
19:30	0	33	4	0	1	0	0	1	0	0	0	0	0	2	41
19:45	0	26	5	0	1	0	0	0	0	0	0	0	0	0	32
20:00	0	22	5	0	3	0	0	2	0	0	0	0	0	0	32
20:15	1	118	25	0	7	0	0	3	0	0	0	0	0	2	156
20:30	0	17	8	0	3	0	0	0	0	0	0	0	0	0	28
20:45	0	11	3	0	0	0	0	0	0	0	0	0	0	1	15
21:00	0	25	5	0	0	0	0	1	0	0	0	0	0	0	31
21:15	0	17	6	0	5	0	0	0	0	0	0	0	0	0	28
21:30	0	70	22	0	8	0	0	1	0	0	0	0	0	1	102
21:45	0	14	3	0	1	0	0	0	0	0	0	0	0	0	18
22:00	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
22:15	0	17	2	0	2	0	0	0	0	0	0	0	0	0	21
22:30	0	14	3	0	1	0	0	1	0	0	0	0	0	0	19
22:45	0	59	10	0	5	0	0	1	0	0	0	0	0	0	75
23:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
23:15	0	14	1	0	1	0	0	1	0	0	0	0	0	0	17
23:30	0	10	4	0	1	0	0	0	0	0	0	0	0	0	15
23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	41	9	0	2	0	0	1	0	0	0	0	0	0	53
24:15	0	12	8	0	0	0	0	0	0	0	0	0	0	0	20
24:30	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
24:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
25:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
25:15	0	37	13	0	0	0	0	0	0	0	0	0	0	0	50
25:30	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
25:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
26:00	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
26:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
26:30	0	19	3	0	2	0	0	0	0	0	0	0	0	0	24
Total	10	1161	309	2	90	0	0	15	0	0	0	0	0	21	1608
Percent	0.6%	72.2%	19.2%	0.1%	5.6%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Direction: Combined

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
00:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	13	0	0	1	0	0	0	0	0	0	0	0	0	14
01:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
01:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
06:00	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
06:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
06:30	0	2	1	0	2	0	0	1	0	0	0	0	0	0	6
06:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	7
07:15	0	13	4	0	3	0	0	1	0	0	0	0	0	1	22
07:30	0	5	1	0	2	0	0	1	0	0	0	0	0	0	9
07:45	0	9	3	0	1	0	0	0	0	0	0	0	0	0	13
08:00	0	15	3	0	0	0	0	0	0	0	0	0	0	1	19
08:15	0	20	3	0	3	0	0	0	0	0	0	0	0	1	27
08:30	0	49	10	0	6	0	0	1	0	0	0	0	0	2	68
08:45	0	15	3	0	0	0	0	0	0	0	0	0	0	2	20
09:00	0	13	4	0	1	0	0	0	0	0	0	0	0	0	18
09:15	0	10	4	0	0	0	0	0	0	0	0	0	0	0	14
09:30	0	26	2	0	1	0	0	0	0	0	0	0	0	4	33
09:45	0	64	13	0	2	0	0	0	0	0	0	0	0	6	85
10:00	0	28	7	1	0	0	0	2	0	0	0	0	0	2	40
10:15	0	37	7	0	4	0	0	0	0	0	0	0	0	0	48
10:30	1	35	8	0	2	0	0	0	0	0	0	0	0	0	46
10:45	0	31	9	0	0	0	0	0	0	0	0	0	0	1	41
11:00	1	131	31	1	6	0	0	2	0	0	0	0	0	3	175
11:15	0	28	11	0	2	0	0	0	0	0	0	0	0	0	41
11:30	2	27	11	1	2	0	0	0	0	0	0	0	0	0	43
11:45	0	38	9	0	1	0	0	1	0	0	0	0	0	0	49
12:00	0	33	16	0	2	0	0	0	0	0	0	0	0	4	55
12:15	2	126	47	1	7	0	0	1	0	0	0	0	0	4	188
12:30	0	41	4	0	1	0	0	0	0	0	0	0	0	1	47
12:45	0	38	16	1	3	0	0	1	0	0	0	0	0	1	60
13:00	0	31	8	0	2	0	0	0	0	0	0	0	0	1	42
13:15	0	40	8	0	2	0	0	1	0	0	0	0	0	0	51
13:30	0	150	36	1	8	0	0	2	0	0	0	0	0	3	200
Total	3	578	149	3	38	0	0	7	0	0	0	0	0	19	797
Percent	0.4%	72.5%	18.7%	0.4%	4.8%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	

Direction: Combined

8/29/2021 Time	Motor Cycles	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	No Class	Total
12:00	1	35	7	0	4	0	0	0	0	0	0	0	0	0	48
12:15	0	49	15	0	4	0	0	1	0	0	0	0	0	0	69
12:30	1	49	11	0	2	0	0	0	0	0	0	0	0	2	65
12:45	1	37	10	0	2	1	0	0	0	0	0	0	0	2	53
13:00	3	170	43	0	12	1	0	1	0	0	0	0	0	5	235
13:15	0	40	15	0	3	0	0	0	0	0	0	0	0	0	58
13:30	1	23	15	0	2	0	0	0	0	0	0	0	0	0	41
13:45	0	32	10	0	0	0	0	1	0	0	0	0	0	2	45
14:00	0	28	8	0	3	0	0	0	0	0	0	0	0	0	39
14:15	1	123	48	0	8	0	0	1	0	0	0	0	0	2	183
14:30	0	17	8	0	2	0	0	0	0	0	0	0	0	0	27
14:45	0	29	5	0	2	0	0	0	0	0	0	0	0	0	36
15:00	1	28	6	0	1	0	0	2	0	0	0	0	0	1	39
15:15	0	35	7	0	3	0	0	0	0	0	0	0	0	1	46
15:30	1	109	26	0	8	0	0	2	0	0	0	0	0	2	148
15:45	1	41	7	0	0	0	0	0	0	0	0	0	0	1	50
16:00	1	33	6	0	2	0	0	0	0	0	0	0	0	0	42
16:15	0	32	6	0	1	0	0	0	0	0	0	0	0	0	39
16:30	3	37	6	0	0	0	0	0	0	0	0	0	0	2	48
16:45	5	143	25	0	3	0	0	0	0	0	0	0	0	3	179
17:00	1	37	3	0	1	0	0	0	0	0	0	0	0	0	42
17:15	0	27	4	0	1	0	0	0	0	0	0	0	0	0	32
17:30	0	28	7	0	2	0	0	0	0	0	0	0	0	0	37
17:45	0	44	3	0	3	0	0	0	0	0	0	0	0	0	50
18:00	1	136	17	0	7	0	0	0	0	0	0	0	0	0	161
18:15	3	42	7	0	0	0	0	0	0	0	0	0	0	0	52
18:30	0	27	8	0	4	0	0	0	0	0	0	0	0	0	39
18:45	0	30	4	0	3	0	0	0	0	0	0	0	0	0	37
19:00	0	20	6	0	3	0	0	0	0	0	0	0	0	0	29
19:15	3	119	25	0	10	0	0	0	0	0	0	0	0	0	157
19:30	0	36	5	0	2	0	0	0	0	0	0	0	0	0	43
19:45	1	27	3	0	2	0	0	0	0	0	0	0	0	0	33
20:00	1	27	1	0	0	0	0	0	0	0	0	0	0	0	29
20:15	1	23	4	0	4	0	0	0	0	0	0	0	0	0	32
20:30	3	113	13	0	8	0	0	0	0	0	0	0	0	0	137
20:45	1	15	6	0	2	0	0	0	0	0	0	0	0	1	25
21:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
21:15	0	24	2	0	1	0	0	2	0	0	0	0	0	0	29
21:30	0	17	4	0	0	0	0	1	0	0	0	0	0	0	22
21:45	1	75	16	0	3	0	0	3	0	0	0	0	0	1	99
22:00	0	20	5	0	2	0	0	0	0	0	0	0	0	0	27
22:15	0	14	4	0	2	0	0	0	0	0	0	0	0	0	20
22:30	0	10	0	0	2	0	0	0	0	0	0	0	0	0	12
22:45	0	12	7	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	56	16	0	6	0	0	0	0	0	0	0	0	0	78
23:15	0	7	3	1	1	0	0	0	0	0	0	0	0	0	12
23:30	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
23:45	1	7	3	0	0	0	0	0	0	0	0	0	0	0	11
24:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
24:15	1	27	10	1	2	0	0	0	0	0	0	0	0	0	41
24:30	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
24:45	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
25:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
25:30	0	15	4	0	1	0	0	0	0	0	0	0	0	0	20
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
26:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
26:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0
27:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	2
Total	19	1088	243	1	68	1	0	7	0	0	0	0	0	13	1440
Percent	1.3%	75.6%	16.9%	0.1%	4.7%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	

Millersville Road - West of site
 Start Date: 8/28/2021
 End Date: 8/29/2021



Grand Total	35	3377	859	8	249	2	0	35	0	0	0	0	0	64	4629
Percent	0.8%	73.0%	18.6%	0.2%	5.4%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	



Traffic Volume Summary Table

Location: **Millersville Road at Waterbury Road**

City/County: **Anne Arundel**

Date & Day: **Saturday, 8/21/2021**

Weather: **Sunny**

Type Of Count **Turning Movement Count**

Recorders: **WBCM**

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					20		6	26	10	39		49		44	12	56	131
9:00 AM					21		15	36	10	71		81		82	19	101	218
10:00 AM					34		17	51	29	78		107		77	25	102	260
11:00 AM					17		17	34	31	89		120		72	20	92	246
12:00 PM					25		21	46	32	74		106		104	21	125	277
1:00 PM					21		18	39	19	72		91		73	27	100	230
2:00 PM					25		27	52	42	74		116		95	12	107	275
3:00 PM					27		25	52	22	66		88		74	18	92	232
4:00 PM					22		19	41	30	63		93		69	27	96	230
5:00 PM					24		12	36	28	54		82		55	19	74	192
6:00 PM					18		7	25	16	45		61		58	19	77	163
Total					254		184	438	269	725		994		803	219	1,022	2,454



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Saturday, 8/21/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets					Waterbury Road				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					10		1	11	2	8		10		9	1	10	31
8:15 AM					2		2	4	0	9		9		8	4	12	25
8:30 AM					5		0	5	3	12		15		14	3	17	37
8:45 AM					3		3	6	5	10		15		13	4	17	38
Total					20		6	26	10	39		49		44	12	56	131



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road City/County: Anne Arundel
 Date & Day: Saturday, 8/21/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					3		2	5	1	15		16		11	6	17	38
9:15 AM					6		2	8	3	18		21		29	2	31	60
9:30 AM					10		6	16	3	18		21		25	6	31	68
9:45 AM					2		5	7	3	20		23		17	5	22	52
10:00 AM					11		4	15	7	21		28		20	5	25	68
10:15 AM					4		0	4	6	16		22		13	6	19	45
10:30 AM					3		5	8	8	19		27		24	5	29	64
10:45 AM					16		8	24	8	22		30		20	9	29	83
11:00 AM					3		2	5	4	21		25		15	7	22	52
11:15 AM					6		2	8	11	18		29		25	5	30	67
11:30 AM					3		9	12	10	26		36		18	4	22	70
11:45 AM					5		4	9	6	24		30		14	4	18	57
12:00 PM					5		5	10	9	14		23		24	4	28	61
12:15 PM					9		3	12	7	20		27		24	5	29	68
12:30 PM					4		11	15	9	26		35		27	5	32	82
12:45 PM					7		2	9	7	14		21		29	7	36	66
1:00 PM					6		5	11	4	15		19		25	8	33	63
1:15 PM					6		2	8	4	25		29		15	9	24	61
1:30 PM					7		4	11	6	12		18		19	3	22	51
1:45 PM					2		7	9	5	20		25		14	7	21	55
2:00 PM					9		3	12	10	18		28		27	3	30	70
2:15 PM					5		11	16	16	29		45		22	3	25	86
2:30 PM					6		7	13	6	14		20		21	1	22	55
2:45 PM					5		6	11	10	13		23		25	5	30	64
3:00 PM					8		7	15	7	9		16		16	5	21	52
3:15 PM					9		5	14	7	13		20		23	7	30	64
3:30 PM					5		4	9	4	14		18		9	1	10	37
3:45 PM					5		9	14	4	30		34		26	5	31	79
Total					170		140	310	185	524		709		577	142	719	1,738



Traffic Volume Table - Evening Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Saturday, 8/21/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					4		2	6	11	17		28		23	7	30	64
4:15 PM					6		8	14	6	10		16		11	6	17	47
4:30 PM					5		1	6	7	18		25		22	7	29	60
4:45 PM					7		8	15	6	18		24		13	7	20	59
5:00 PM					4		4	8	7	14		21		15	4	19	48
5:15 PM					11		2	13	6	22		28		15	3	18	59
5:30 PM					6		3	9	9	12		21		7	1	8	38
5:45 PM					3		3	6	6	6		12		18	11	29	47
6:00 PM					2		2	4	2	13		15		14	4	18	37
6:15 PM					6		1	7	4	12		16		17	2	19	42
6:30 PM					7		2	9	2	8		10		17	6	23	42
6:45 PM					3		2	5	8	12		20		10	7	17	42
Total					64		38	102	74	162		236		182	65	247	585

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/21/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	272			12:00PM-7:00PM	12:15	13:15	279		

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
08:15					0	0	0	10		1	11	0	2	8	10	0			9	1	10	31
08:30					0	0	0	2		2	4	0	0	9	9	0			8	4	12	25
08:45					0	0	0	5		0	5	0	3	12	15	0			14	3	17	37
09:00					0	0	0	3		3	6	0	5	10	15	0			13	4	17	38
09:15					0	0	0	3		2	5	0	1	15	16	0			11	6	17	38
09:30					0	0	0	6		2	8	0	3	18	21	0			29	2	31	60
09:45					0	0	0	10		6	16	0	3	18	21	0			25	6	31	68
10:00					0	0	0	2		5	7	0	3	20	23	0			17	5	22	52
10:15					0	0	0	11		4	15	0	7	21	28	0			20	5	25	68
10:30					0	0	0	4		0	4	0	6	16	22	0			13	6	19	45
10:45					0	0	0	3		5	8	0	8	19	27	0			24	5	29	64
11:00					0	0	0	16		8	24	0	8	22	30	0			20	9	29	83
11:15					0	0	0	3		2	5	0	4	21	25	0			15	7	22	52
11:30					0	0	0	6		2	8	0	11	18	29	0			25	5	30	67
11:45					0	0	0	3		9	12	0	10	26	36	0			18	4	22	70
12:00					0	0	0	5		4	9	0	6	24	30	0			14	4	18	57
12:15					0	0	0	5		5	10	0	9	14	23	0			24	4	28	61
12:30					0	0	0	9		3	12	0	7	20	27	0			24	5	29	68
12:45					0	0	0	4		11	15	0	9	26	35	0			27	5	32	82
13:00					0	0	0	7		2	9	0	7	14	21	0			29	7	36	66
13:15					0	0	0	6		5	11	0	4	15	19	0			25	8	33	63
13:30					0	0	0	6		2	8	0	4	25	29	0			15	9	24	61
13:45					0	0	0	7		4	11	0	6	12	18	0			19	3	22	51
14:00					0	0	0	2		7	9	0	5	20	25	0			14	7	21	55
14:15					0	0	0	9		3	12	0	10	18	28	0			27	3	30	70
14:30					0	0	0	5		11	16	0	16	29	45	0			22	3	25	66
14:45					0	0	0	6		7	13	0	6	14	20	0			21	1	22	55
15:00					0	0	0	5		6	11	0	10	13	23	0			25	5	30	64
15:15					0	0	0	8		7	15	0	7	9	16	0			16	5	21	52
15:30					0	0	0	9		5	14	0	7	13	20	0			23	7	30	64
15:45					0	0	0	5		4	9	0	4	14	18	0			9	1	10	37
16:00					0	0	0	5		9	14	0	4	30	34	0			26	5	31	79
16:15					0	0	0	4		2	6	0	11	17	28	0			23	7	30	64
16:30					0	0	0	6		8	14	0	6	10	16	0			11	6	17	47
16:45					0	0	0	5		1	6	0	7	18	25	0			22	7	29	60
17:00					0	0	0	7		8	15	0	6	18	24	0			13	7	20	59
17:15					0	0	0	4		4	8	0	7	14	21	0			15	4	19	48
17:30					0	0	1	11		2	14	0	6	22	28	0			15	3	18	60
17:45					0	0	0	6		3	9	0	9	12	21	0			7	1	8	38
18:00					0	0	0	3		3	6	0	6	6	12	0			18	11	29	47
18:15					0	0	0	2		2	4	0	2	13	15	0			14	4	18	37
18:30					0	0	0	6		1	7	0	4	12	16	0			17	2	19	42
18:45					0	0	0	7		2	9	0	2	8	10	0			17	6	23	42
19:00					0	0	0	3		2	5	0	8	12	20	0			10	7	17	42
TOTAL	0	0	0	0	0	1	254	0	184	439	0	269	725	0	994	0	0	803	219	1022	2455	
AM Peak Vol	0	0	0	0	0	0	28	0	21	49	0	33	87	0	120	0	0	78	25	103	272	
PM Peak Vol	0	0	0	0	0	0	26	0	21	47	0	27	75	0	102	0	0	105	25	130	279	

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/21/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	272			12:00PM-7:00PM	12:15	13:15	279		

Hour	From North			From South			From East			From West		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
Ending												
08:15												
08:30												
08:45												
09:00												
09:15												
09:30												
09:45												
10:00												
10:15												
10:30												
10:45												
11:00												
11:15												
11:30												
11:45												
12:00												
12:15												
12:30												
12:45												
13:00												
13:15												
13:30												
13:45												
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00												
16:15												
16:30												
16:45												
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
TOTAL	0	0	0	0	0	2	0	0	17	0	0	9
AM Peak Vol	0	0	0	0	0	0	0	0	1	0	0	3
PM Peak Vol	0	0	0	0	0	0	0	0	2	0	0	1

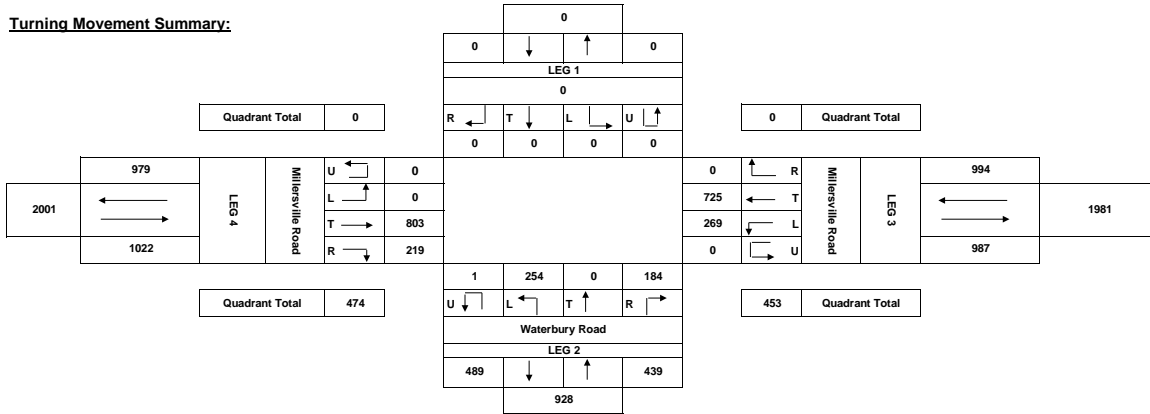
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/21/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

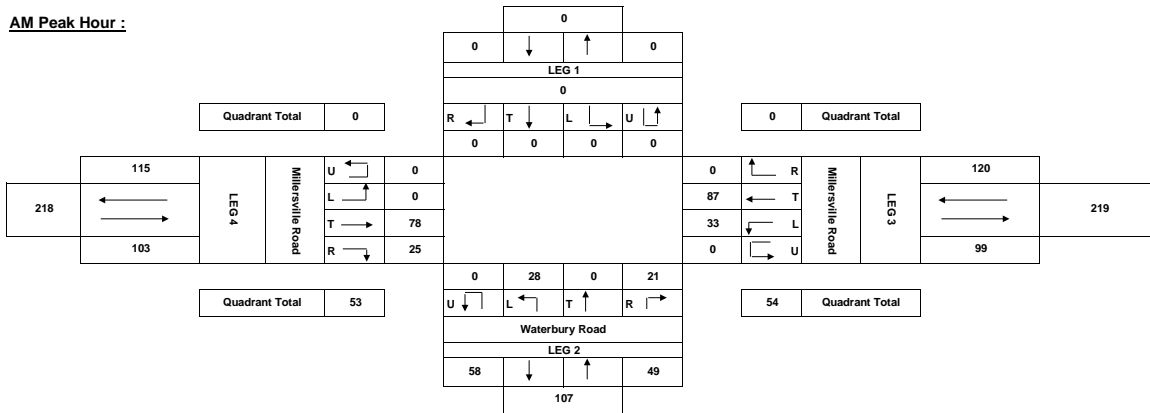
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	272			12:00PM-7:00PM	12:15	13:15	279		

Turning Movement Summary:

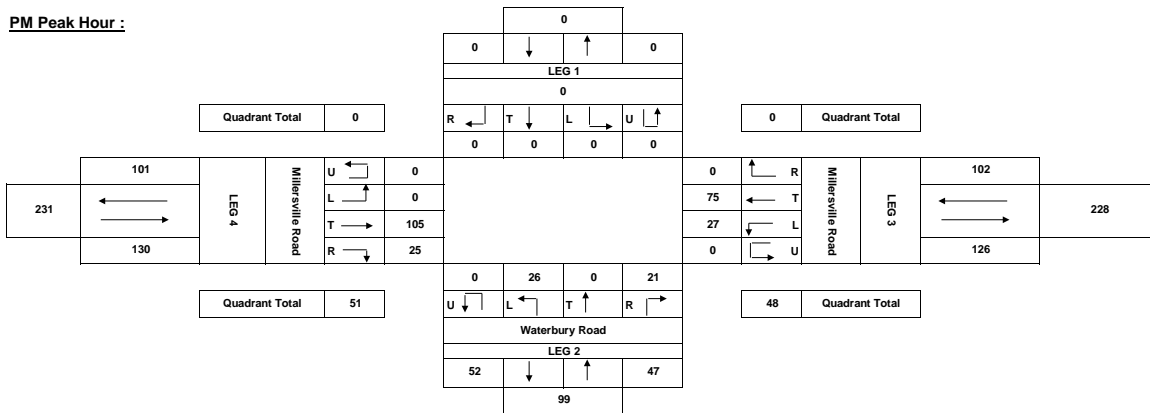


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Waterbury Road City/County: Anne Arundel

Date & Day: Sunday, 8/22/2021 Weather: Sunny

Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					13		9	22	8	31		39		33	11	44	105
7:00 AM					15		10	25	14	71		85		56	7	63	173
8:00 AM					16		9	25	18	83		101		78	17	95	221
9:00 AM					28		10	38	13	92		105		55	29	84	227
10:00 AM					20		15	35	27	62		89		88	20	108	232
11:00 AM					24		17	41	20	71		91		69	17	86	218
12:00 PM					17		14	31	18	47		65		68	16	84	180
1:00 PM					28		16	44	15	46		61		57	19	76	181
2:00 PM					24		13	37	22	79		101		54	18	72	210
3:00 PM					14		14	28	14	50		64		59	14	73	165
4:00 PM					9		4	13	12	37		49		67	19	86	148
5:00 PM					39		31	70	55	83		138		61	22	83	291
6:00 PM					23		22	45	36	51		87		75	23	98	230
Total					270		184	454	272	803		1,075		820	232	1,052	2,581



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Sunday, 8/22/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					6		0	6	2	6		8		8	2	10	24
6:15 AM					3		1	4	2	8		10		7	2	9	23
6:30 AM					0		5	5	2	7		9		5	2	7	21
6:45 AM					4		3	7	2	10		12		13	5	18	37
7:00 AM					5		1	6	3	19		22		11	2	13	41
7:15 AM					5		3	8	5	19		24		12	0	12	44
7:30 AM					2		2	4	3	13		16		11	2	13	33
7:45 AM					3		4	7	3	20		23		22	3	25	55
8:00 AM					3		2	5	5	16		21		12	7	19	45
8:15 AM					2		2	4	2	14		16		20	1	21	41
8:30 AM					5		3	8	6	19		25		27	4	31	64
8:45 AM					6		2	8	5	34		39		19	5	24	71
Total					44		28	72	40	185		225		167	35	202	499



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Sunday, 8/22/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets					Waterbury Road				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					6		3	9	0	27		27		12	8	20	56
9:15 AM					10		3	13	5	32		37		11	7	18	68
9:30 AM					4		2	6	3	19		22		15	6	21	49
9:45 AM					8		2	10	5	14		19		17	8	25	54
10:00 AM					7		1	8	3	18		21		8	2	10	39
10:15 AM					5		7	12	10	13		23		22	4	26	61
10:30 AM					6		4	10	9	17		26		28	9	37	73
10:45 AM					2		3	5	5	14		19		30	5	35	59
11:00 AM					4		4	8	5	24		29		18	5	23	60
11:15 AM					8		2	10	5	16		21		18	4	22	53
11:30 AM					3		5	8	4	17		21		13	3	16	45
11:45 AM					9		6	15	6	14		20		20	5	25	60
12:00 PM					5		2	7	5	14		19		19	5	24	50
12:15 PM					6		3	9	2	10		12		15	2	17	38
12:30 PM					3		6	9	9	14		23		16	3	19	51
12:45 PM					3		3	6	2	9		11		18	6	24	41
1:00 PM					9		2	11	3	8		11		9	9	18	40
1:15 PM					9		4	13	3	11		14		20	0	20	47
1:30 PM					6		5	11	3	14		17		17	4	21	49
1:45 PM					4		5	9	6	13		19		11	6	17	45
2:00 PM					5		5	10	3	15		18		10	6	16	44
2:15 PM					3		4	7	10	21		31		14	5	19	57
2:30 PM					7		2	9	6	13		19		14	4	18	46
2:45 PM					9		2	11	3	30		33		16	3	19	63
3:00 PM					2		4	6	1	25		26		18	1	19	51
3:15 PM					3		2	5	2	7		9		16	2	18	32
3:30 PM					5		3	8	8	12		20		13	4	17	45
3:45 PM					4		5	9	3	6		9		12	7	19	37
Total					155		99	254	129	447		576		450	133	583	1,413



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Sunday, 8/22/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					3		1	4	4	6		10		24	7	31	45
4:15 PM					4		1	5	1	9		10		20	5	25	40
4:30 PM					2		2	4	2	11		13		11	3	14	31
4:45 PM					0		0	0	5	11		16		12	4	16	32
5:00 PM					14		14	28	14	27		41		19	6	25	94
5:15 PM					10		3	13	18	17		35		11	8	19	67
5:30 PM					7		4	11	12	19		31		20	4	24	66
5:45 PM					8		10	18	11	20		31		11	4	15	64
6:00 PM					4		3	7	9	10		19		16	8	24	50
6:15 PM					2		5	7	6	15		21		20	2	22	50
6:30 PM					8		8	16	12	10		22		20	6	26	64
6:45 PM					9		6	15	9	16		25		19	7	26	66
Total					71		57	128	103	171		274		203	64	267	669

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/22/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	245			12:00PM-7:00PM	17:00	18:00	291		

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	06:15					0	0	6			6	0	2	6		8	0		8	2	
06:30					0	0	3		1	4	0	2	8		10	0		7	2	9	23
06:45					0	0	0		5	5	0	2	7		9	0		5	2	7	21
07:00					0	0	4		3	7	0	2	10		12	0		13	5	18	37
07:15					0	0	5		1	6	0	3	19		22	0		11	2	13	41
07:30					0	0	5		3	8	0	5	19		24	0		12	0	12	44
07:45					0	0	2		2	4	0	3	13		16	0		11	2	13	33
08:00					0	0	3		4	7	0	3	20		23	0		22	3	25	55
08:15					0	0	3		2	5	0	5	16		21	0		12	7	19	45
08:30					0	0	2		2	4	0	2	14		16	0		20	1	21	41
08:45					0	0	5		3	8	0	6	19		25	0		27	4	31	64
09:00					0	0	6		2	8	0	5	34		39	0		19	5	24	71
09:15					0	0	6		3	9	0	0	27		27	0		12	8	20	56
09:30					0	0	10		3	13	0	5	32		37	0		11	7	18	68
09:45					0	0	4		2	6	0	3	19		22	0		15	6	21	49
10:00					0	0	8		2	10	0	5	14		19	0		17	8	25	54
10:15					0	0	7		1	8	0	3	18		21	0		8	2	10	39
10:30					0	0	5		7	12	0	10	13		23	0		22	4	26	61
10:45					0	0	6		4	10	0	9	17		26	0		28	9	37	73
11:00					0	0	2		3	5	0	5	14		19	0		30	5	35	59
11:15					0	0	4		4	8	0	5	24		29	0		18	5	23	60
11:30					0	0	8		2	10	0	5	16		21	0		18	4	22	53
11:45					0	0	3		5	8	0	4	17		21	0		13	3	16	45
12:00					0	0	9		6	15	0	6	14		20	0		20	5	25	60
12:15					0	0	5		2	7	0	5	14		19	0		19	5	24	50
12:30					0	0	6		3	9	0	2	10		12	0		15	2	17	38
12:45					0	0	3		6	9	0	9	14		23	0		16	3	19	51
13:00					0	0	3		3	6	0	2	9		11	0		18	6	24	41
13:15					0	0	9		2	11	0	3	8		11	0		9	9	18	40
13:30					0	0	9		4	13	0	3	11		14	0		20	0	20	47
13:45					0	0	6		5	11	0	3	14		17	0		17	4	21	49
14:00					0	0	4		5	9	0	6	13		19	0		11	6	17	45
14:15					0	1	5		5	11	0	3	15		18	0		10	6	16	45
14:30					0	0	3		4	7	0	10	21		31	0		14	5	19	57
14:45					0	0	7		2	9	0	6	13		19	0		14	4	18	46
15:00					0	0	9		2	11	0	3	30		33	0		16	3	19	63
15:15					0	0	2		4	6	0	1	25		26	0		18	1	19	51
15:30					0	0	3		2	5	0	2	7		9	0		16	2	18	32
15:45					0	0	5		3	8	0	8	12		20	0		13	4	17	45
16:00					0	0	4		5	9	0	3	6		9	0		12	7	19	37
16:15					0	0	3		1	4	0	4	6		10	0		24	7	31	45
16:30					0	0	4		1	5	0	1	9		10	0		20	5	25	40
16:45					0	0	2		2	4	0	2	11		13	0		11	3	14	31
17:00					0	0	0		0	0	0	5	11		16	0		12	4	16	32
17:15					0	0	14		14	28	0	14	27		41	0		19	6	25	94
17:30					0	0	10		3	13	0	18	17		35	0		11	8	19	67
17:45					0	0	7		4	11	0	12	19		31	0		20	4	24	66
18:00					0	0	8		10	18	0	11	20		31	0		11	4	15	64
18:15					0	0	4		3	7	0	9	10		19	0		16	8	24	50
18:30					0	0	2		5	7	0	6	15		21	0		20	2	22	50
18:45					0	0	8		6	16	0	12	10		22	0		20	6	26	64
19:00					0	0	9		6	15	0	9	16		25	0		19	7	26	66
TOTAL	0	0	0	0	0	1	270	0	184	455	0	272	803	0	1075	0	0	820	232	1052	2582
AM Peak Vol	0	0	0	0	0	0	20	0	13	33	0	24	71	0	95	0	0	94	23	117	245
PM Peak Vol	0	0	0	0	0	0	39	0	31	70	0	55	83	0	138	0	0	61	22	83	291

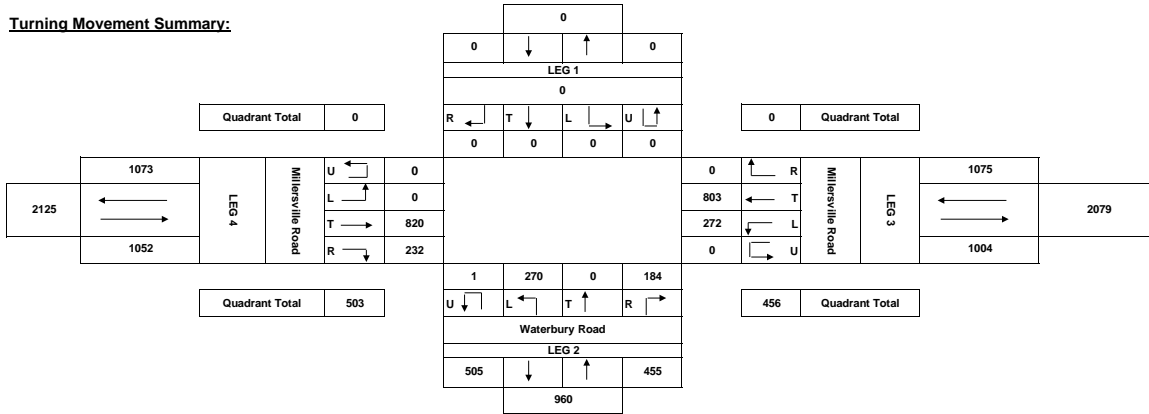
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/22/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

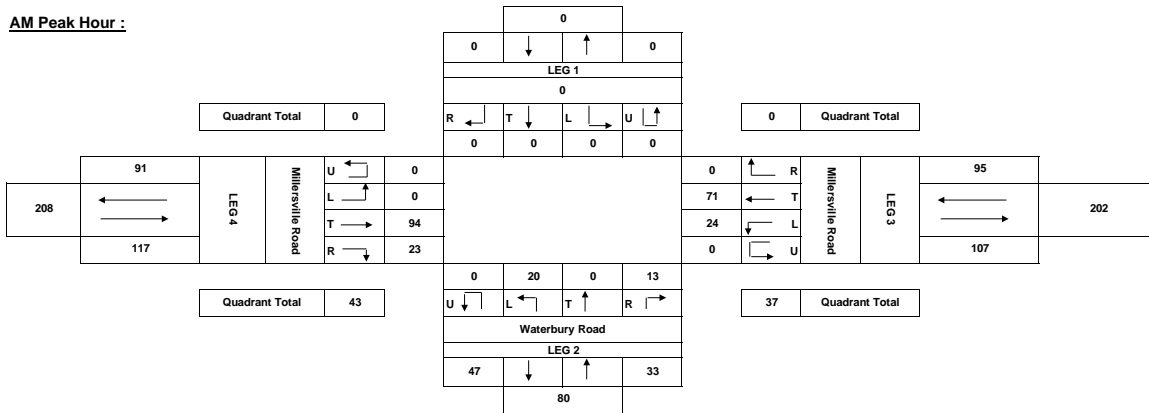
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	245			12:00PM-7:00PM	17:00	18:00	291		

Turning Movement Summary:

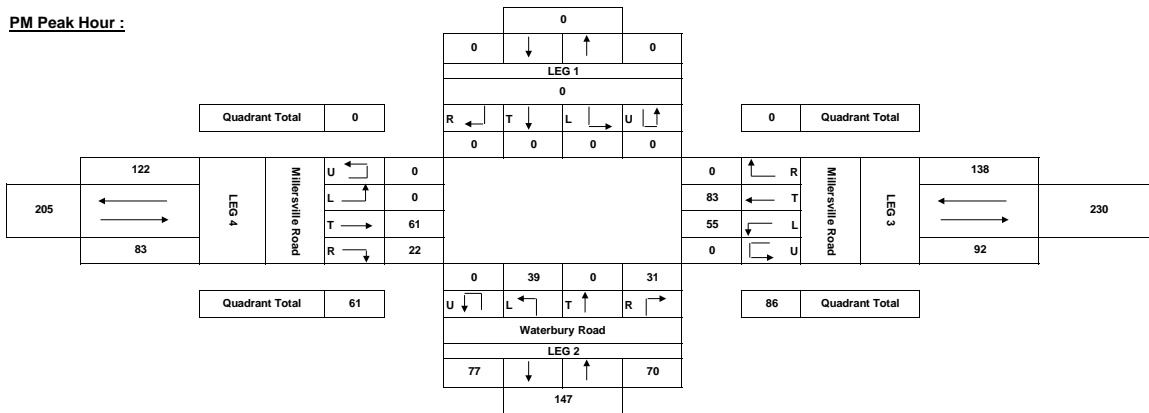


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Waterbury Road	City/County: Anne Arundel
Date & Day: Tuesday, 8/24/2021	Weather: Sunny
Type Of Count: Turning Movement Count	Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					15		4	19	13	24		37		9	10	19	75
7:00 AM					16		13	29	15	46		61		33	14	47	137
8:00 AM					20		27	47	32	78		110		47	20	67	224
9:00 AM					24		17	41	27	79		106		57	17	74	221
10:00 AM					17		18	35	12	54		66		66	19	85	186
11:00 AM					23		11	34	27	80		107		71	33	104	245
12:00 PM					25		10	35	15	77		92		63	22	85	212
1:00 PM					8		16	24	22	67		89		71	16	87	200
2:00 PM					23		18	41	34	75		109		64	20	84	234
3:00 PM					28		26	54	46	70		116		87	30	117	287
4:00 PM					33		36	69	64	74		138		80	26	106	313
5:00 PM					39		31	70	55	83		138		61	22	83	291
6:00 PM					23		22	45	36	51		87		75	23	98	230
Total					294		249	543	398	858		1,256		784	272	1,056	2,855



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Tuesday, 8/24/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					4		0	4	2	3		5		2	1	3	12
6:15 AM					2		3	5	4	4		8		0	0	0	13
6:30 AM					4		0	4	0	8		8		5	7	12	24
6:45 AM					5		1	6	7	9		16		2	2	4	26
7:00 AM					5		4	9	4	13		17		3	6	9	35
7:15 AM					0		3	3	3	6		9		7	4	11	23
7:30 AM					3		2	5	3	11		14		11	2	13	32
7:45 AM					8		4	12	5	16		21		12	2	14	47
8:00 AM					10		6	16	8	13		21		11	7	18	55
8:15 AM					4		4	8	10	23		33		9	4	13	54
8:30 AM					2		9	11	6	20		26		17	5	22	59
8:45 AM					4		8	12	8	22		30		10	4	14	56
Total					51		44	95	60	148		208		89	44	133	436



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road City/County: Anne Arundel
 Date & Day: Tuesday, 8/24/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					5		5	10	9	20		29		16	5	21	60
9:15 AM					8		6	14	4	26		30		15	1	16	60
9:30 AM					4		2	6	9	13		22		13	3	16	44
9:45 AM					7		4	11	5	20		25		13	8	21	57
10:00 AM					6		7	13	2	16		18		12	4	16	47
10:15 AM					5		7	12	1	16		17		16	5	21	50
10:30 AM					4		0	4	7	10		17		19	6	25	46
10:45 AM					2		4	6	2	12		14		19	4	23	43
11:00 AM					7		3	10	8	23		31		13	7	20	61
11:15 AM					6		2	8	6	24		30		19	8	27	65
11:30 AM					2		4	6	6	21		27		24	10	34	67
11:45 AM					8		2	10	7	12		19		15	8	23	52
12:00 PM					9		4	13	3	21		24		17	5	22	59
12:15 PM					7		2	9	3	16		19		13	5	18	46
12:30 PM					6		4	10	7	25		32		15	5	20	62
12:45 PM					3		0	3	2	15		17		18	7	25	45
1:00 PM					2		3	5	9	18		27		18	1	19	51
1:15 PM					2		3	5	2	16		18		15	5	20	43
1:30 PM					3		5	8	4	21		25		16	3	19	52
1:45 PM					1		5	6	7	12		19		22	7	29	54
2:00 PM					8		6	14	7	24		31		14	3	17	62
2:15 PM					4		1	5	5	25		30		22	6	28	63
2:30 PM					5		5	10	13	9		22		11	5	16	48
2:45 PM					6		6	12	9	17		26		17	6	23	61
3:00 PM					5		6	11	11	19		30		24	8	32	73
3:15 PM					5		7	12	13	21		34		19	8	27	73
3:30 PM					10		3	13	11	16		27		18	7	25	65
3:45 PM					8		10	18	11	14		25		26	7	33	76
Total					148		116	264	183	502		685		479	157	636	1,585



Traffic Volume Table - Evening Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Tuesday, 8/24/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					6		4	10	15	18		33		16	7	23	66
4:15 PM					5		6	11	17	17		34		21	4	25	70
4:30 PM					10		15	25	12	14		26		22	6	28	79
4:45 PM					12		11	23	20	25		45		21	9	30	98
5:00 PM					14		14	28	14	27		41		19	6	25	94
5:15 PM					10		3	13	18	17		35		11	8	19	67
5:30 PM					7		4	11	12	19		31		20	4	24	66
5:45 PM					8		10	18	11	20		31		11	4	15	64
6:00 PM					4		3	7	9	10		19		16	8	24	50
6:15 PM					2		5	7	6	15		21		20	2	22	50
6:30 PM					8		8	16	12	10		22		20	6	26	64
6:45 PM					9		6	15	9	16		25		19	7	26	66
Total					95		89	184	155	208		363		216	71	287	834

Millersville Park

Location: Millersville Rd at Waterbury Rd
Date: 8/24/2021 Tuesday
Recorder: WBCM
Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
Town: Gambrills
Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:00	End 09:00	Volume 245	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 341	LOS	V/C
------------	-----------------------------	----------------	--------------	---------------	-----	-----	-----------------------------	----------------	--------------	---------------	-----	-----

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
	08:15					0	0	0	4		3	5	0	2	3	5	0			2		1
08:30					0	0	0	2		3	5	0	4	4	8	0			0	0	0	13
06:45					0	0	0	4		0	4	0	0	8	8	0			5	7	12	24
07:00					0	0	0	5		1	6	0	7	9	16	0			2	2	4	26
07:15					0	0	0	5		4	9	0	4	13	17	0			3	6	9	35
07:30					0	0	0	0		3	3	0	3	6	9	0			7	4	11	23
07:45					0	0	0	3		2	5	0	3	11	14	0			11	2	13	32
08:00					0	0	0	8		4	12	0	5	16	21	0			12	2	14	47
08:15					0	0	0	10		6	16	0	8	13	21	0			11	7	18	55
08:30					0	0	0	4		4	8	0	10	23	33	0			9	4	13	54
08:45					0	0	0	2		9	11	0	6	20	26	0			17	5	22	59
09:00					0	0	0	4		8	12	0	8	22	30	0			10	4	14	56
09:15					0	0	0	5		5	10	0	9	20	29	0			16	5	21	60
09:30					0	0	0	8		6	14	0	4	26	30	0			15	1	16	60
09:45					0	0	0	4		2	6	0	9	13	22	0			13	3	16	44
10:00					0	0	0	7		4	11	0	5	20	25	0			13	8	21	57
10:15					0	0	0	6		7	13	0	2	16	18	0			12	4	16	47
10:30					0	0	0	5		7	12	0	1	16	17	0			16	5	21	50
10:45					0	0	0	4		0	4	0	7	10	17	0			19	6	25	46
11:00					0	0	0	2		4	6	0	2	12	14	0			19	4	23	43
11:15					0	0	0	7		3	10	0	8	23	31	0			13	7	20	61
11:30					0	0	0	6		2	8	0	6	24	30	0			19	8	27	65
11:45					0	0	0	2		4	6	0	6	21	27	0			24	10	34	67
12:00					0	0	0	8		2	10	0	7	12	19	0			15	8	23	52
12:15					0	0	0	9		4	13	0	3	21	24	0			17	5	22	59
12:30					0	0	0	7		2	9	0	3	16	19	0			13	5	18	46
12:45					0	0	0	6		4	10	0	7	25	32	0			15	5	20	62
13:00					0	0	0	3		0	3	0	2	15	17	0			18	7	25	45
13:15					0	0	0	2		3	5	0	9	18	27	0			18	1	19	51
13:30					0	0	0	2		3	5	0	2	16	18	0			15	5	20	43
13:45					0	0	0	3		5	8	0	4	21	25	0			16	3	19	52
14:00					0	0	0	1		5	6	0	7	12	19	0			22	7	29	54
14:15					0	0	0	8		6	14	0	7	24	31	0			14	3	17	62
14:30					0	0	0	4		1	5	0	5	25	30	0			22	6	28	63
14:45					0	0	0	5		5	10	0	13	9	22	0			11	5	16	48
15:00					0	0	0	6		6	12	0	9	17	26	0			17	6	23	61
15:15					0	0	0	5		6	11	0	11	19	30	0			24	8	32	73
15:30					0	0	0	5		7	12	0	13	21	34	0			19	8	27	73
15:45					0	0	0	10		3	13	0	11	16	27	0			18	7	25	65
16:00					0	0	0	8		10	18	0	11	14	25	0			26	7	33	76
16:15					0	0	0	6		4	10	0	15	18	33	0			16	7	23	66
16:30					0	0	0	5		6	11	0	17	17	34	0			21	4	25	70
16:45					0	0	0	10		15	25	0	12	14	26	0			22	6	28	79
17:00					0	0	0	12		11	23	0	20	25	45	0			21	9	30	98
17:15					0	0	0	14		14	28	0	14	27	41	0			19	6	25	94
17:30					0	0	0	10		3	13	0	18	17	35	0			11	8	19	67
17:45					0	0	0	7		4	11	0	12	19	31	0			20	4	24	66
18:00					0	0	0	8		10	18	0	11	20	31	0			11	4	15	64
18:15					0	0	0	4		3	7	0	9	10	19	0			16	8	24	50
18:30					0	0	0	2		5	7	0	6	15	21	0			20	2	22	50
18:45					0	0	0	8		8	16	0	12	10	22	0			20	6	26	64
19:00					0	0	0	9		6	15	0	9	16	25	0			19	7	26	66
TOTAL	0	0	0	0	0	0	294	0	249	543	0	398	856	0	1256	0	0	784	272	1056	2855	
AM Peak Vol	0	0	0	0	0	0	20	0	27	47	0	32	78	0	110	0	0	47	20	67	224	
PM Peak Vol	0	0	0	0	0	0	41	0	46	87	0	63	83	0	146	0	0	83	25	108	341	

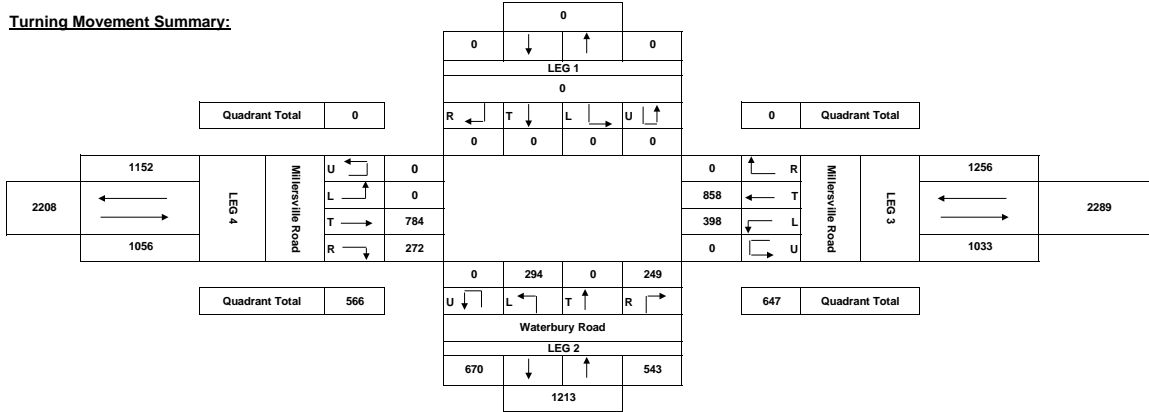
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/24/2021 Tuesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

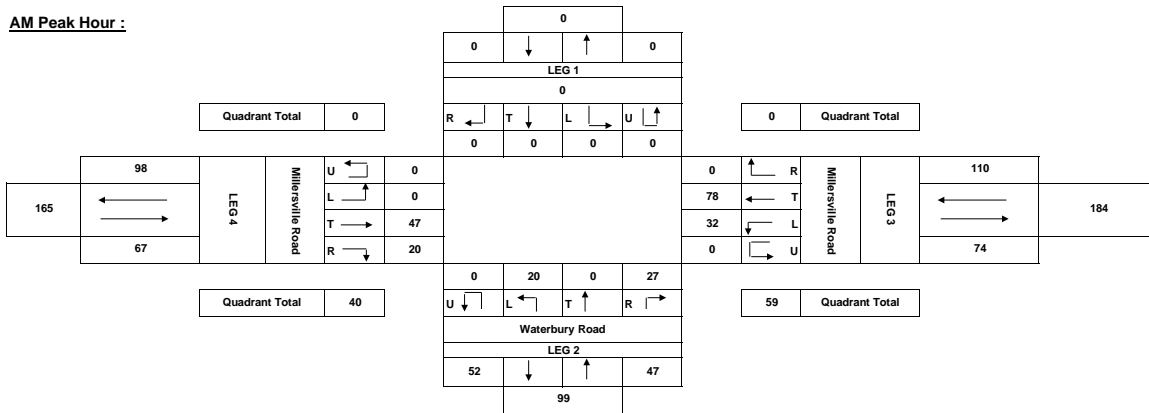
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	08:00	09:00	245			12:00PM-7:00PM	16:15	17:15	341		

Turning Movement Summary:

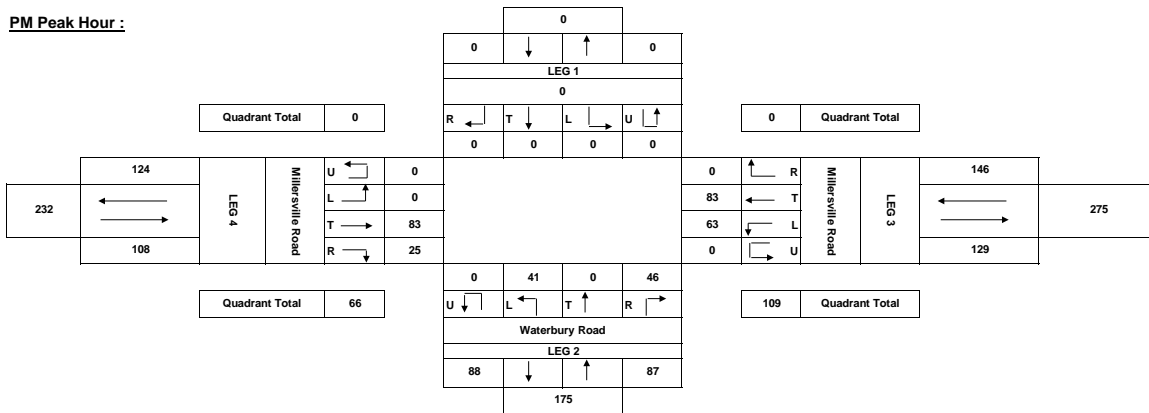


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: <u> Millersville Road at Waterbury Road </u>	City/County: <u> Anne Arundel </u>
Date & Day: <u> Wednesday, 8/25/2021 </u>	Weather: <u> Sunny </u>
Type Of Count <u> Turning Movement Count </u>	Recorders: <u> WBCM </u>

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					12		5	17	9	37		46		17	9	26	89
7:00 AM					29		25	54	20	73		93		57	13	70	217
8:00 AM					22		20	42	25	63		88		35	18	53	183
9:00 AM					31		15	46	15	64		79		41	19	60	185
10:00 AM					26		13	39	12	66		78		53	24	77	194
11:00 AM					15		14	29	33	83		116		82	21	103	248
12:00 PM					15		16	31	30	58		88		75	28	103	222
1:00 PM					30		11	41	22	71		93		54	22	76	210
2:00 PM					22		13	35	23	63		86		80	23	103	224
3:00 PM					19		29	48	44	68		112		82	28	110	270
4:00 PM					34		39	73	67	79		146		75	20	95	314
5:00 PM					30		41	71	55	88		143		97	29	126	340
6:00 PM					25		12	37	35	64		99		80	18	98	234
Total					310		253	563	390	877		1,267		828	272	1,100	2,930



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Wednesday, 8/25/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					2		0	2	2	5		7		4	1	5	14
6:15 AM					2		1	3	1	6		7		1	2	3	13
6:30 AM					5		1	6	1	8		9		7	4	11	26
6:45 AM					3		3	6	5	18		23		5	2	7	36
7:00 AM					12		1	13	3	9		12		11	1	12	37
7:15 AM					1		7	8	8	14		22		12	3	15	45
7:30 AM					6		8	14	7	17		24		18	6	24	62
7:45 AM					10		9	19	2	33		35		16	3	19	73
8:00 AM					11		12	23	7	11		18		8	7	15	56
8:15 AM					5		2	7	7	18		25		9	2	11	43
8:30 AM					3		2	5	4	17		21		9	5	14	40
8:45 AM					3		4	7	7	17		24		9	4	13	44
Total					63		50	113	54	173		227		109	40	149	489



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road City/County: Anne Arundel
 Date & Day: Wednesday, 8/25/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					7		2	9	3	14		17		11	2	13	39
9:15 AM					6		2	8	3	20		23		7	6	13	44
9:30 AM					7		6	13	2	15		17		11	3	14	44
9:45 AM					11		5	16	7	15		22		12	8	20	58
10:00 AM					8		4	12	1	23		24		17	8	25	61
10:15 AM					7		2	9	2	14		16		6	5	11	36
10:30 AM					7		3	10	4	17		21		14	6	20	51
10:45 AM					4		4	8	5	12		17		16	5	21	46
11:00 AM					3		4	7	1	18		19		26	10	36	62
11:15 AM					3		3	6	5	9		14		13	3	16	36
11:30 AM					4		5	9	5	11		16		24	3	27	52
11:45 AM					5		2	7	22	45		67		19	5	24	98
12:00 PM					4		2	6	7	19		26		17	5	22	54
12:15 PM					3		4	7	9	10		19		23	7	30	56
12:30 PM					3		6	9	6	15		21		18	11	29	59
12:45 PM					5		4	9	8	14		22		17	5	22	53
1:00 PM					6		4	10	3	18		21		14	5	19	50
1:15 PM					8		4	12	9	20		29		10	5	15	56
1:30 PM					6		0	6	3	14		17		16	5	21	44
1:45 PM					10		3	13	7	19		26		14	7	21	60
2:00 PM					8		3	11	5	16		21		15	6	21	53
2:15 PM					5		3	8	3	12		15		17	10	27	50
2:30 PM					5		3	8	10	20		30		18	5	23	61
2:45 PM					4		4	8	5	15		20		30	2	32	60
3:00 PM					6		6	12	12	16		28		19	8	27	67
3:15 PM					4		8	12	8	15		23		23	6	29	64
3:30 PM					7		7	14	10	21		31		17	7	24	69
3:45 PM					2		8	10	14	16		30		23	7	30	70
Total					158		111	269	179	473		652		467	165	632	1,553



Traffic Volume Table - Evening Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Wednesday, 8/25/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					12		12	24	14	16		30		13	4	17	71
4:15 PM					7		13	20	24	21		45		16	7	23	88
4:30 PM					8		9	17	15	26		41		21	6	27	85
4:45 PM					7		5	12	14	16		30		25	3	28	70
5:00 PM					8		18	26	9	21		30		24	8	32	88
5:15 PM					6		7	13	11	23		34		27	5	32	79
5:30 PM					11		9	20	16	23		39		22	10	32	91
5:45 PM					5		7	12	19	21		40		24	6	30	82
6:00 PM					8		2	10	8	17		25		22	3	25	60
6:15 PM					5		5	10	10	19		29		16	5	21	60
6:30 PM					6		2	8	11	15		26		20	4	24	58
6:45 PM					6		3	9	6	13		19		22	6	28	56
Total					89		92	181	157	231		388		252	67	319	888

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/25/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start			End			Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start			End			Volume	LOS	V/C
		07:15	08:15	248	17:00	18:00	340													

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	06:15	0	0	0	0	0	0	0	2	3	0	2	0	2	5	7	0		4	1	
06:30	0	0	0	0	0	0	0	2	1	3	0	1	6	7	0		1	2	3	13	
06:45	0	0	0	0	0	0	0	5	1	6	0	1	8	9	0		7	4	11	26	
07:00	0	0	0	0	0	0	0	3	3	6	0	5	18	23	0		5	2	7	36	
07:15	0	0	0	0	0	0	0	12	1	13	0	3	9	12	0		11	1	12	37	
07:30	0	0	0	0	0	0	0	1	7	8	0	8	14	22	0		12	3	15	45	
07:45	0	0	0	0	0	0	0	6	8	14	0	7	17	24	0		18	6	24	62	
08:00	0	0	0	0	0	0	0	10	9	19	0	2	33	35	0		16	3	19	73	
08:15	0	0	0	0	0	0	0	11	12	23	0	7	11	18	0		8	7	15	56	
08:30	0	0	0	0	0	0	0	5	2	7	0	7	18	25	0		9	2	11	43	
08:45	0	0	0	0	0	0	0	3	2	5	0	4	17	21	0		9	5	14	40	
09:00	0	0	0	0	0	0	0	3	4	7	0	7	17	24	0		9	4	13	44	
09:15	0	0	0	0	0	0	0	7	2	9	0	3	14	17	0		11	2	13	39	
09:30	0	0	0	0	0	0	0	6	2	8	0	3	20	23	0		7	6	13	44	
09:45	0	0	0	0	0	0	0	7	6	13	0	2	15	17	0		11	3	14	44	
10:00	0	0	0	0	0	0	0	11	5	16	0	7	15	22	0		12	8	20	58	
10:15	0	0	0	0	0	0	0	8	4	12	0	1	23	24	0		17	8	25	61	
10:30	0	0	0	0	0	0	0	7	2	9	0	2	14	16	0		6	5	11	36	
10:45	0	0	0	0	0	0	0	7	3	10	0	4	17	21	0		14	6	20	51	
11:00	0	0	0	0	0	0	0	4	4	8	0	5	12	17	0		16	5	21	46	
11:15	0	0	0	0	0	0	0	3	4	7	0	1	18	19	0		26	10	36	62	
11:30	0	0	0	0	0	0	0	3	3	6	0	5	9	14	0		13	3	16	36	
11:45	0	0	0	0	0	0	0	4	5	9	0	5	11	16	0		24	3	27	52	
12:00	0	0	0	0	0	0	0	5	2	7	0	22	45	67	0		19	5	24	98	
12:15	0	0	0	0	0	0	0	4	2	6	0	7	19	26	0		17	5	22	54	
12:30	0	0	0	0	0	0	0	3	4	7	0	9	10	19	0		23	7	30	56	
12:45	0	0	0	0	0	0	0	3	6	9	0	6	15	21	0		18	11	29	59	
13:00	0	0	0	0	0	0	0	5	4	9	0	8	14	22	0		17	5	22	53	
13:15	0	0	0	0	0	0	0	6	4	10	0	3	18	21	0		14	5	19	50	
13:30	0	0	0	0	0	0	0	8	4	12	0	9	20	29	0		10	5	15	56	
13:45	0	0	0	0	0	0	0	6	0	6	0	3	14	17	0		16	5	21	44	
14:00	0	0	0	0	0	0	0	10	3	13	0	7	19	26	0		14	7	21	60	
14:15	0	0	0	0	0	0	0	8	3	11	0	5	16	21	0		15	6	21	53	
14:30	0	0	0	0	0	0	0	5	3	8	0	3	12	15	0		17	10	27	50	
14:45	0	0	0	0	0	0	0	5	3	8	0	10	20	30	0		18	5	23	61	
15:00	0	0	0	0	0	0	0	4	4	8	0	5	15	20	0		30	2	32	60	
15:15	0	0	0	0	0	0	0	6	6	12	0	12	16	28	0		19	8	27	67	
15:30	0	0	0	0	0	0	0	4	8	12	0	8	15	23	0		23	6	29	64	
15:45	0	0	0	0	0	0	0	7	7	14	0	10	21	31	0		17	7	24	69	
16:00	0	0	1	2	8	11	0	14	16	30	0	14	16	30	0		23	7	30	71	
16:15	0	0	0	12	12	24	0	14	16	30	0	14	16	30	0		13	4	17	71	
16:30	0	0	0	7	13	20	0	24	21	45	0	24	21	45	0		16	7	23	88	
16:45	0	0	0	8	9	17	0	15	26	41	0	15	26	41	0		21	6	27	85	
17:00	0	0	0	7	5	12	0	14	16	30	0	14	16	30	0		25	3	28	70	
17:15	0	0	0	8	18	26	0	9	21	30	0	9	21	30	0		24	8	32	88	
17:30	0	0	0	6	7	13	0	11	23	34	0	11	23	34	0		27	5	32	79	
17:45	0	0	0	11	9	20	0	16	23	39	0	16	23	39	0		22	10	32	91	
18:00	0	0	0	5	7	12	0	19	21	40	0	19	21	40	0		24	6	30	82	
18:15	0	0	0	8	2	10	0	8	17	25	0	8	17	25	0		22	3	25	60	
18:30	0	0	0	5	5	10	0	10	19	29	0	10	19	29	0		16	5	21	60	
18:45	0	0	0	6	2	8	0	11	15	26	0	11	15	26	0		20	4	24	58	
19:00	0	0	0	6	3	9	0	6	13	19	0	6	13	19	0		22	6	28	56	
TOTAL	0	0	0	0	0	1	310	0	253	564	0	390	877	0	1267	0	0	828	272	1100	2931
AM Peak Vol	0	0	0	0	0	0	28	0	36	64	0	24	75	99	0	0	54	19	73	236	
PM Peak Vol	0	0	0	0	0	0	30	0	41	71	0	55	88	143	0	0	97	29	126	340	

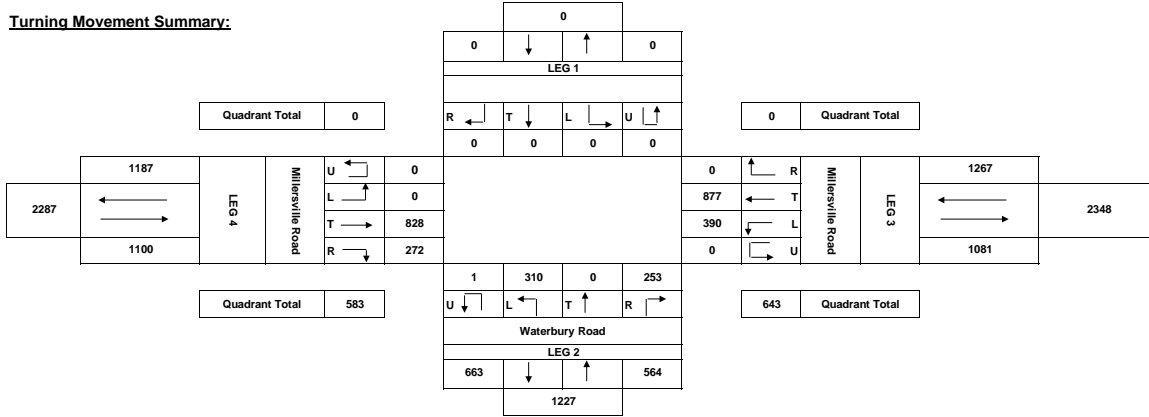
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 8/25/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

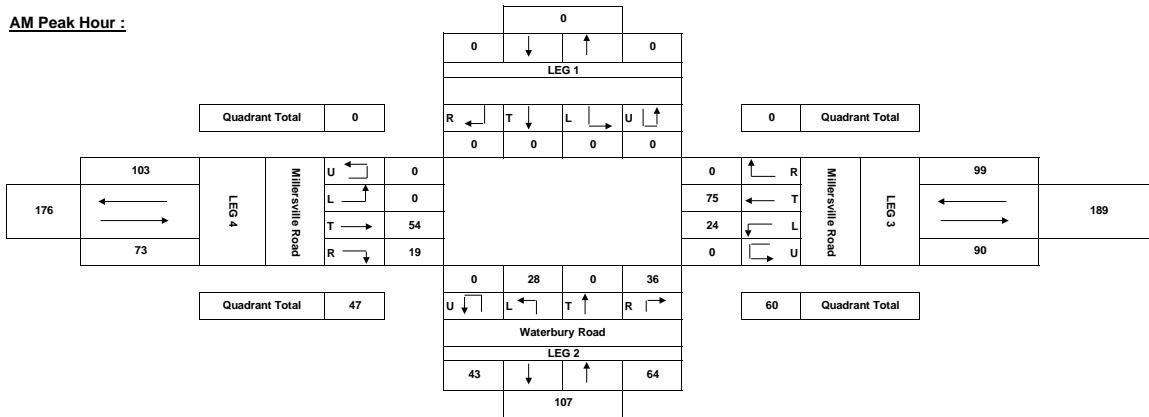
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	248			12:00PM-7:00PM	17:00	18:00	340		

Turning Movement Summary:

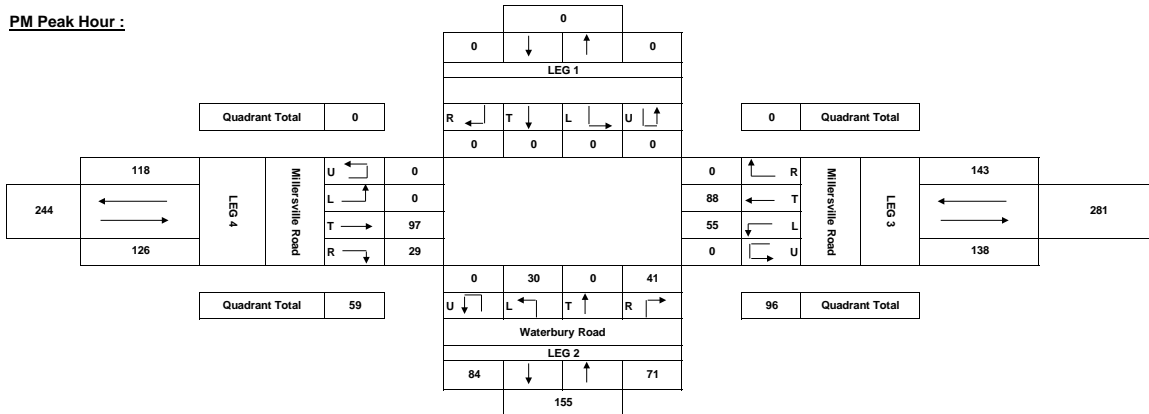


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Saturday, 8/28/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	7	118	23	148	30	156	4	190	3	9	11	23	12	7	26	45	406
9:00 AM	12	187	28	227	38	203	10	251	10	9	13	32	16	6	45	67	577
10:00 AM	19	249	39	307	29	227	13	269	6	11	17	34	15	12	63	90	700
11:00 AM	21	232	35	288	50	236	12	298	17	11	28	56	19	15	48	82	724
12:00 PM	26	217	48	291	43	229	15	287	12	12	19	43	25	17	71	113	734
1:00 PM	20	203	32	255	38	214	9	261	12	9	20	41	23	17	61	101	658
2:00 PM	28	201	41	270	47	240	11	298	11	13	20	44	14	12	54	80	692
3:00 PM	16	206	60	282	41	226	11	278	5	14	22	41	20	15	54	89	690
4:00 PM	14	200	66	280	52	205	11	268	7	5	19	31	20	10	46	76	655
5:00 PM	21	163	39	223	37	182	8	227	11	13	15	39	21	9	60	90	579
6:00 PM	23	152	31	206	27	193	6	226	4	9	19	32	21	8	53	82	546
Total	207	2,128	442	2,777	432	2,311	110	2,853	98	115	203	416	206	128	581	915	6,961



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Saturday, 8/28/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	25	3	29	9	27	0	36	1	2	5	8	2	1	5	8	81
8:15 AM	4	32	4	40	5	42	4	51	0	0	1	1	2	3	4	9	101
8:30 AM	1	33	6	40	7	34	0	41	1	4	1	6	6	2	7	15	102
8:45 AM	1	28	10	39	9	53	0	62	1	3	4	8	2	1	10	13	122
Total	7	118	23	148	30	156	4	190	3	9	11	23	12	7	26	45	406



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Saturday, 8/28/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	4	38	6	48	8	51	0	59	1	3	2	6	3	1	10	14	127
9:15 AM	3	34	6	43	12	44	3	59	1	2	4	7	4	0	10	14	123
9:30 AM	3	57	5	65	13	57	3	73	4	1	4	9	1	2	11	14	161
9:45 AM	2	58	11	71	5	51	4	60	4	3	3	10	8	3	14	25	166
10:00 AM	6	57	7	70	7	63	1	71	3	0	3	6	7	2	15	24	171
10:15 AM	7	58	11	76	5	58	3	66	2	6	6	14	2	3	13	18	174
10:30 AM	0	69	10	79	10	45	4	59	0	0	6	6	3	3	20	26	170
10:45 AM	6	65	11	82	7	61	5	73	1	5	2	8	3	4	15	22	185
11:00 AM	7	53	9	69	15	55	3	73	6	2	8	16	2	3	15	20	178
11:15 AM	5	59	11	75	14	61	3	78	3	3	7	13	5	6	12	23	189
11:30 AM	3	58	7	68	6	63	3	72	4	2	5	11	6	4	15	25	176
11:45 AM	6	62	8	76	15	57	3	75	4	4	8	16	6	2	6	14	181
12:00 PM	7	57	9	73	8	57	1	66	5	4	4	13	3	3	16	22	174
12:15 PM	8	57	16	81	12	47	5	64	1	1	4	6	8	4	11	23	174
12:30 PM	8	47	9	64	15	75	4	94	1	5	8	14	5	4	18	27	199
12:45 PM	3	56	14	73	8	50	5	63	5	2	3	10	9	6	26	41	187
1:00 PM	4	48	7	59	6	58	3	67	6	4	6	16	4	4	18	26	168
1:15 PM	6	55	8	69	12	61	2	75	3	1	5	9	7	3	16	26	179
1:30 PM	4	47	10	61	7	54	2	63	1	2	5	8	5	7	15	27	159
1:45 PM	6	53	7	66	13	41	2	56	2	2	4	8	7	3	12	22	152
2:00 PM	6	49	5	60	15	50	1	66	3	4	5	12	4	2	12	18	156
2:15 PM	7	58	9	74	14	72	5	91	0	2	6	8	3	3	18	24	197
2:30 PM	8	39	13	60	9	63	3	75	3	5	6	14	4	6	10	20	169
2:45 PM	7	55	14	76	9	55	2	66	5	2	3	10	3	1	14	18	170
3:00 PM	3	45	6	54	5	65	1	71	1	2	3	6	6	8	11	25	156
3:15 PM	6	64	19	89	13	55	5	73	1	4	4	9	2	3	16	21	192
3:30 PM	4	42	14	60	14	53	4	71	3	5	7	15	4	0	15	19	165
3:45 PM	3	55	21	79	9	53	1	63	0	3	8	11	8	4	12	24	177
Total	142	1,495	283	1,920	286	1,575	81	1,942	73	79	139	291	132	94	396	622	4,775



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Saturday, 8/28/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	1	50	14	65	18	53	5	76	3	2	2	7	3	5	11	19	167
4:15 PM	4	47	13	64	6	49	1	56	2	1	6	9	8	0	13	21	150
4:30 PM	5	51	17	73	11	48	2	61	0	1	7	8	4	2	12	18	160
4:45 PM	4	52	22	78	17	55	3	75	2	1	4	7	5	3	10	18	178
5:00 PM	3	44	8	55	7	57	5	69	2	3	3	8	3	2	17	22	154
5:15 PM	5	29	13	47	13	46	1	60	3	3	4	10	3	1	14	18	135
5:30 PM	7	47	10	64	9	44	1	54	3	4	4	11	12	1	16	29	158
5:45 PM	6	43	8	57	8	35	1	44	3	3	4	10	3	5	13	21	132
6:00 PM	7	40	10	57	7	53	3	63	1	3	4	8	10	1	18	29	157
6:15 PM	8	35	8	51	6	44	0	50	0	2	5	7	3	3	10	16	124
6:30 PM	5	50	5	60	7	44	1	52	2	3	6	11	5	3	14	22	145
6:45 PM	3	27	8	38	7	52	2	61	1	1	4	6	3	1	11	15	120
Total	58	515	136	709	116	580	25	721	22	27	53	102	62	27	159	248	1,780

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/28/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:45	End 11:45	Volume 728	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:00	End 13:00	Volume 734	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name-> HOUR ENDING	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL
	From North					From South					From East					From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15		1	25	3	29		9	27	0	36		1	2	5	8		2	1	5	8	81
08:30		4	32	4	40		5	42	4	51		0	0	1	1		2	3	4	9	101
08:45		1	33	6	40		7	34	0	41		1	4	1	6		6	2	7	15	102
09:00		1	28	10	39		9	53	0	62		1	3	4	8		2	1	10	13	122
09:15		4	38	6	48		8	51	0	59		1	3	2	6		3	1	10	14	127
09:30		3	34	6	43		12	44	3	59		1	2	4	7		4	0	10	14	123
09:45		3	57	5	65		13	57	3	73		4	1	4	9		1	2	11	14	161
10:00		2	58	11	71		5	51	4	60		4	3	3	10		8	3	14	25	166
10:15		6	57	7	70		7	63	1	71		3	0	3	6		7	2	15	24	171
10:30		7	58	11	76		5	58	3	66		2	6	6	14		2	3	13	18	174
10:45		0	69	10	79		10	45	4	59		0	0	6	6		3	3	20	26	170
11:00		6	65	11	82		7	61	5	73		1	5	2	8		3	4	15	22	185
11:15		7	53	9	69		15	55	3	73		6	2	8	16		2	3	15	20	178
11:30		5	59	11	75		14	61	3	78		3	3	7	13		5	6	12	23	189
11:45		3	58	7	68		6	63	3	72		4	2	5	11		6	4	15	25	176
12:00		6	62	8	76		15	57	3	75		4	4	8	16		6	2	6	14	181
12:15		7	57	9	73		8	57	1	66		5	4	4	13		3	3	16	22	174
12:30		8	57	16	81		12	47	5	64		1	1	4	6		8	4	11	23	174
12:45		8	47	9	64		15	75	4	94		1	5	8	14		5	4	18	27	199
13:00		3	56	14	73		8	50	5	63		5	2	3	10		9	6	26	41	187
13:15		4	48	7	59		6	58	3	67		6	4	6	16		4	4	18	26	168
13:30		6	55	8	69		12	61	2	75		3	1	5	9		7	3	16	26	179
13:45		4	47	10	61		7	54	2	63		1	2	5	8		5	7	15	27	159
14:00		6	53	7	66		13	41	2	56		2	2	4	8		7	3	12	22	152
14:15		6	49	5	60		15	50	1	66		3	4	5	12		4	2	12	18	156
14:30		7	58	9	74		14	72	5	91		0	2	6	8		3	3	18	24	197
14:45		8	39	13	60		9	63	3	75		3	5	6	14		4	6	10	20	169
15:00		7	55	14	76		9	55	2	66		5	2	3	10		3	1	14	18	170
15:15		3	45	6	54		5	65	1	71		1	2	3	6		6	8	11	25	156
15:30		6	64	19	89		13	55	5	73		1	4	4	9		2	3	16	21	192
15:45		4	42	14	60		14	53	4	71		3	5	7	15		4	0	15	19	165
16:00		3	55	21	79		9	53	1	63		0	3	8	11		8	4	12	24	177
16:15		1	50	14	65		18	53	5	76		3	2	2	7		3	5	11	19	167
16:30		4	47	13	64		6	49	1	56		2	1	6	9		8	0	13	21	150
16:45		5	51	17	73		11	48	2	61		0	1	7	8		4	2	12	18	160
17:00		4	52	22	78		17	55	3	75		2	1	4	7		5	3	10	18	178
17:15		3	44	8	55		7	57	5	69		2	3	3	8		3	2	17	22	154
17:30		5	29	13	47		13	46	1	60		3	3	4	10		3	1	14	18	135
17:45		7	47	10	64		9	44	1	54		3	4	4	11		12	1	16	29	158
18:00		6	43	8	57		8	35	1	44		3	3	4	10		3	5	13	21	132
18:15		7	40	10	57		7	53	3	63		1	3	4	8		10	1	18	29	157
18:30		8	35	8	51		6	44	0	50		0	2	5	7		3	3	10	16	124
18:45		5	50	5	60		7	44	1	52		2	3	6	11		5	3	14	22	145
19:00		3	27	8	38		7	52	2	61		1	1	4	6		3	1	11	15	120
TOTAL	0	207	2128	442	2777	0	432	2311	110	2853	0	98	115	203	416	0	206	128	581	915	6961
AM Peak Vol	0	21	235	38	294	0	42	240	14	296	0	14	12	22	48	0	16	17	57	90	728
PM Peak Vol	0	26	217	48	291	0	43	229	15	287	0	12	12	19	43	0	25	17	71	113	734

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/28/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	728			12:00PM-7:00PM	12:00	13:00	734		

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North MD 178 (Generals Hwy)			From South MD 178 (Generals Hwy)			From East Indian Landing Road			From West Millersville Road		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
08:15		0	7		0	0		0	0		0	0
08:30		0	1		0	0		1	0		0	1
08:45		2	1		0	2		0	0		0	1
09:00		0	0		0	0		0	0		0	0
09:15		0	1		0	1		0	0		0	2
09:30		0	0		0	0		0	1		0	0
09:45		0	0		0	2		0	0		0	2
10:00		0	0		0	1		0	0		0	0
10:15		0	1		0	2		0	0		0	0
10:30		0	1		0	0		0	0		0	1
10:45		0	0		0	1		0	0		0	4
11:00		0	1		0	0		0	0		0	0
11:15		0	0		0	0		0	0		0	0
11:30		0	0		0	0		0	0		0	0
11:45		0	0		0	2		0	0		0	0
12:00		0	0		0	0		0	0		0	1
12:15		0	0		0	0		0	0		0	0
12:30		0	1		0	0		0	0		0	0
12:45		0	0		0	0		0	1		0	0
13:00		0	0		0	0		0	0		0	0
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	0		0	0		0	0
13:45		0	0		0	0		0	0		0	0
14:00		0	1		0	1		0	0		0	0
14:15		0	0		0	0		0	0		0	0
14:30		0	0		0	0		0	0		0	0
14:45		0	0		0	0		0	0		0	0
15:00		0	0		0	0		0	0		0	0
15:15		0	0		0	0		0	0		0	0
15:30		0	0		0	0		0	0		0	0
15:45		0	0		0	0		0	0		0	0
16:00		0	1		0	1		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	0		0	0
17:00		0	0		0	0		0	0		0	0
17:15		0	0		0	0		0	0		0	0
17:30		0	0		0	0		0	0		0	0
17:45		0	0		0	0		0	0		0	0
18:00		0	0		0	0		0	0		0	0
18:15		0	0		0	0		0	0		0	0
18:30		0	0		0	0		0	0		0	0
18:45		0	0		0	0		0	0		0	0
19:00		0	0		0	0		0	0		0	0
TOTAL	0	2	16	0	0	13	0	1	2	0	0	12
AM Peak Vol	0	0	1	0	0	2	0	0	0	0	0	0
PM Peak Vol	0	0	1	0	0	0	0	0	1	0	0	0

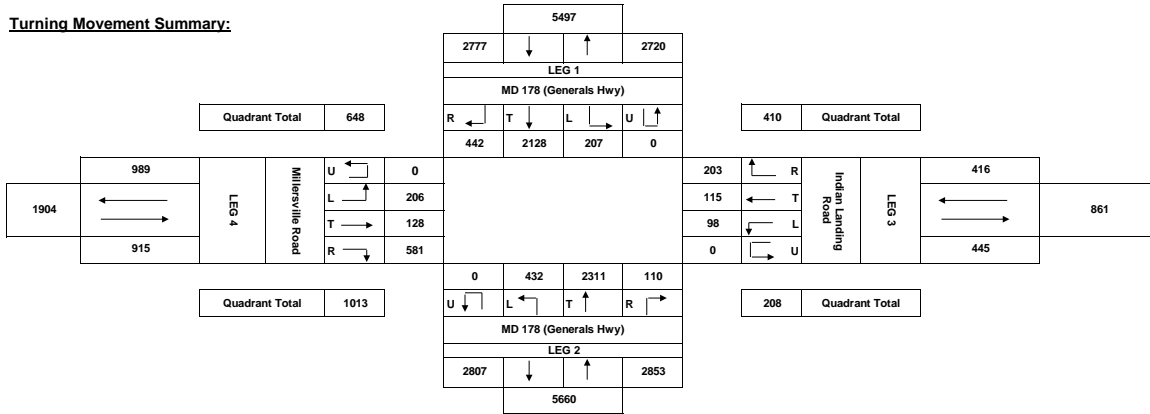
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/28/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

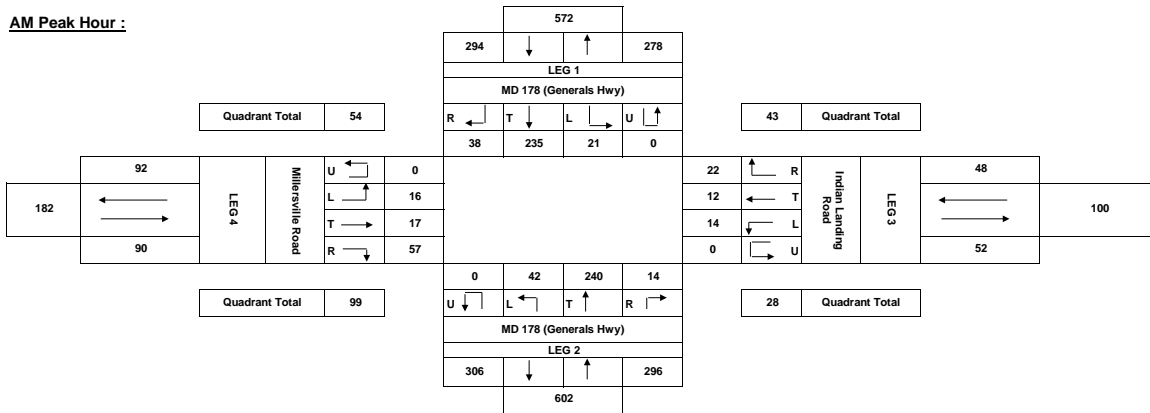
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
		10:45	11:45	728						734		

Turning Movement Summary:

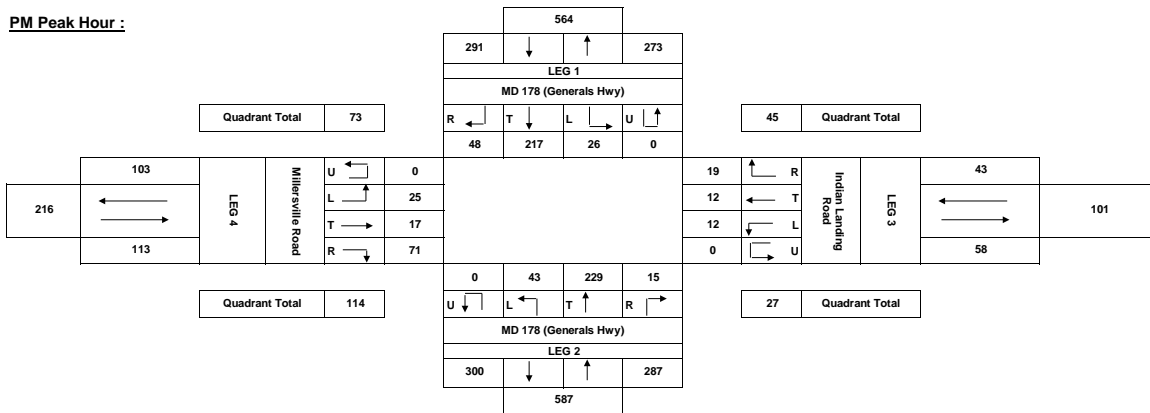


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Sunday, 8/29/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	8	114	10	132	20	105	2	127	6	7	8	21	14	6	23	43	323
9:00 AM	31	145	30	206	41	146	21	208	6	7	11	24	7	17	51	75	513
10:00 AM	13	186	28	227	39	203	10	252	3	9	19	31	29	11	68	108	618
11:00 AM	14	196	49	259	56	190	2	248	21	15	33	69	20	14	56	90	666
12:00 PM	20	209	36	265	66	238	8	312	11	15	16	42	27	15	80	122	741
1:00 PM	15	193	58	266	61	228	8	297	8	10	15	33	20	17	50	87	683
2:00 PM	21	206	31	258	27	241	8	276	3	4	10	17	17	3	58	78	629
3:00 PM	23	180	46	249	32	207	10	249	8	11	18	37	45	13	53	111	646
4:00 PM	16	175	42	233	31	192	10	233	7	9	15	31	16	8	60	84	581
5:00 PM	10	133	27	170	39	167	6	212	3	12	18	33	18	13	45	76	491
6:00 PM	15	124	17	156	33	137	9	179	7	4	16	27	20	11	42	73	435
Total	186	1,861	374	2,421	445	2,054	94	2,593	83	103	179	365	233	128	586	947	6,326



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Sunday, 8/29/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	2	28	1	31	6	23	1	30	1	1	1	3	2	2	6	10	74
8:15 AM	3	25	3	31	3	25	0	28	0	2	2	4	2	1	5	8	71
8:30 AM	1	31	1	33	4	24	1	29	4	1	3	8	4	0	2	6	76
8:45 AM	2	30	5	37	7	33	0	40	1	3	2	6	6	3	10	19	102
Total	8	114	10	132	20	105	2	127	6	7	8	21	14	6	23	43	323



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Sunday, 8/29/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	5	34	5	44	13	37	2	52	1	0	2	3	2	1	12	15	114
9:15 AM	3	36	15	54	12	38	4	54	0	2	5	7	2	1	9	12	127
9:30 AM	14	37	5	56	9	33	5	47	1	0	2	3	2	7	16	25	131
9:45 AM	9	38	5	52	7	38	10	55	4	5	2	11	1	8	14	23	141
10:00 AM	4	34	5	43	7	38	5	50	0	1	6	7	2	1	14	17	117
10:15 AM	2	51	9	62	10	49	2	61	2	1	5	8	8	4	21	33	164
10:30 AM	3	60	4	67	11	67	1	79	1	3	8	12	12	6	24	42	200
10:45 AM	4	41	10	55	11	49	2	62	0	4	0	4	7	0	9	16	137
11:00 AM	3	62	9	74	15	46	1	62	9	9	14	32	2	2	18	22	190
11:15 AM	1	44	17	62	19	42	0	61	9	3	15	27	5	5	12	22	172
11:30 AM	7	43	11	61	9	44	1	54	1	1	3	5	5	2	11	18	138
11:45 AM	3	47	12	62	13	58	0	71	2	2	1	5	8	5	15	28	166
12:00 PM	6	55	6	67	9	46	3	58	1	2	4	7	4	1	20	25	157
12:15 PM	4	43	9	56	22	75	2	99	2	6	4	12	5	6	17	28	195
12:30 PM	5	60	10	75	20	67	2	89	5	4	4	13	12	4	29	45	222
12:45 PM	5	51	11	67	15	50	1	66	3	3	4	10	6	4	14	24	167
1:00 PM	4	59	15	78	21	65	2	88	2	1	5	8	3	3	18	24	198
1:15 PM	5	49	18	72	22	66	0	88	0	3	4	7	7	2	9	18	185
1:30 PM	3	40	16	59	10	49	2	61	4	3	4	11	4	6	13	23	154
1:45 PM	3	45	9	57	8	48	4	60	2	3	2	7	6	6	10	22	146
2:00 PM	4	52	6	62	7	55	4	66	1	1	1	3	7	2	10	19	150
2:15 PM	5	46	10	61	8	65	1	74	2	1	3	6	3	1	14	18	159
2:30 PM	7	56	9	72	5	64	2	71	0	0	3	3	4	0	15	19	165
2:45 PM	5	52	6	63	7	57	1	65	0	2	3	5	3	0	19	22	155
3:00 PM	4	37	16	57	8	52	1	61	3	1	7	11	11	0	11	22	151
3:15 PM	9	44	11	64	6	62	1	69	2	2	5	9	12	6	8	26	168
3:30 PM	4	44	7	55	8	41	4	53	3	4	3	10	7	5	17	29	147
3:45 PM	6	55	12	73	10	52	4	66	0	4	3	7	15	2	17	34	180
Total	137	1,315	278	1,730	322	1,453	67	1,842	60	71	122	253	165	90	416	671	4,496



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Sunday, 8/29/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	8	49	8	65	5	46	2	53	1	4	4	9	1	2	19	22	149
4:15 PM	5	39	9	53	8	43	3	54	2	1	3	6	3	1	11	15	128
4:30 PM	1	46	10	57	6	62	2	70	1	2	4	7	4	2	16	22	156
4:45 PM	2	41	15	58	12	41	3	56	3	2	4	9	8	3	14	25	148
5:00 PM	4	33	13	50	10	45	1	56	2	5	7	14	8	2	11	21	141
5:15 PM	2	30	7	39	10	48	3	61	0	3	3	6	5	2	9	16	122
5:30 PM	2	34	3	39	11	30	2	43	0	2	5	7	4	5	18	27	116
5:45 PM	2	36	4	42	8	44	0	52	1	2	3	6	1	4	7	12	112
6:00 PM	2	27	6	35	11	37	2	50	1	1	3	5	10	2	13	25	115
6:15 PM	3	31	5	39	6	38	5	49	1	1	5	7	5	2	9	16	111
6:30 PM	8	36	2	46	11	26	1	38	2	1	6	9	1	4	9	14	107
6:45 PM	2	30	4	36	5	36	1	42	3	1	2	6	4	3	11	18	102
Total	41	432	86	559	103	496	25	624	17	25	49	91	54	32	147	233	1,507

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/29/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:30	End 11:30	Volume 699	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:15	End 13:15	Volume 782	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name-> HOUR ENDING	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL
	From North					From South					From East					From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15	2	28	1		31	6	23	1		30	1	1	1		3	2	2	6		10	74
08:30	3	25	3		31	3	25	0		28	0	2	2		4	2	1	5		8	71
08:45	1	31	1		33	4	24	1		29	4	1	3		8	4	0	2		6	76
09:00	2	30	5		37	7	33	0		40	1	3	2		6	6	3	10		19	102
09:15	5	34	5		44	13	37	2		52	1	0	2		3	2	1	12		15	114
09:30	3	36	15		54	12	38	4		54	0	2	5		7	2	1	9		12	127
09:45	14	37	5		56	9	33	5		47	1	0	2		3	2	7	16		25	131
10:00	9	38	5		52	7	38	10		55	4	5	2		11	1	8	14		23	141
10:15	4	34	5		43	7	38	5		50	0	1	6		7	2	1	14		17	117
10:30	2	51	9		62	10	49	2		61	2	1	5		8	8	4	21		33	164
10:45	3	60	4		67	11	67	1		79	1	3	8		12	7	6	24		42	200
11:00	4	41	10		55	11	49	2		62	0	4	0		4	2	0	9		16	137
11:15	3	62	9		74	15	46	1		62	9	9	14		32	2	2	18		22	190
11:30	1	44	17		62	19	42	0		61	9	3	15		27	5	5	12		22	172
11:45	7	43	11		61	9	44	1		54	1	1	3		5	5	2	11		18	138
12:00	3	47	12		62	13	58	0		71	2	2	1		5	8	5	15		28	166
12:15	6	55	6		67	9	46	3		58	1	2	4		7	4	1	20		25	157
12:30	4	43	9		56	22	75	2		99	2	6	4		12	5	6	17		28	195
12:45	5	60	10		75	20	67	2		89	5	4	4		13	12	4	29		45	222
13:00	5	51	11		67	15	50	1		66	3	3	4		10	6	4	14		24	167
13:15	4	59	15		78	21	65	2		88	2	1	5		8	3	3	18		24	198
13:30	5	49	18		72	22	66	0		88	0	3	4		7	7	2	9		18	185
13:45	3	40	16		59	10	49	2		61	4	3	4		11	4	6	13		23	154
14:00	3	45	9		57	8	48	4		60	2	3	2		7	6	6	10		22	146
14:15	4	52	6		62	7	55	4		66	1	1	1		3	7	2	10		19	150
14:30	5	46	10		61	8	65	1		74	2	1	3		6	3	1	14		18	159
14:45	7	56	9		72	5	64	2		71	0	0	3		3	4	0	15		19	165
15:00	5	52	6		63	7	57	1		65	0	2	3		5	3	0	19		22	155
15:15	4	37	16		57	8	52	1		61	3	1	7		11	11	0	11		22	151
15:30	9	44	11		64	6	62	1		69	2	2	5		9	12	6	8		26	168
15:45	4	44	7		55	8	41	4		53	3	4	3		10	7	5	17		29	147
16:00	6	55	12		73	10	52	4		66	0	4	3		7	15	2	17		34	180
16:15	8	49	8		65	5	46	2		53	1	4	4		9	1	2	19		22	149
16:30	5	39	9		53	8	43	3		54	2	1	3		6	3	1	11		15	128
16:45	1	46	10		57	6	62	2		70	1	2	4		7	4	2	16		22	156
17:00	2	41	15		58	12	41	3		56	3	2	4		9	8	3	14		25	148
17:15	4	33	13		50	10	45	1		56	2	5	7		14	8	2	11		21	141
17:30	2	30	7		39	10	48	3		61	0	3	3		6	5	2	9		16	122
17:45	2	34	3		39	11	30	2		43	0	2	5		7	4	5	18		27	116
18:00	2	36	4		42	8	44	0		52	1	2	3		6	1	4	7		12	112
18:15	2	27	6		35	11	37	2		50	1	1	3		5	10	2	13		25	115
18:30	3	31	5		39	6	38	5		49	1	1	5		7	5	2	9		16	111
18:45	8	36	2		46	11	26	1		38	2	1	6		9	1	4	9		14	107
19:00	2	30	4		36	5	36	1		42	3	1	2		6	4	3	11		18	102
TOTAL	0	186	1861	374	2421	0	445	2054	94	2593	0	83	103	179	365	0	233	128	586	947	6326
AM Peak Vol	0	11	207	40	258	0	56	204	4	264	0	19	19	37	75	0	26	13	63	102	699
PM Peak Vol	0	18	213	45	276	0	78	257	7	342	0	12	14	17	43	0	26	17	78	121	782

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/29/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	699			12:00PM-7:00PM	12:15	13:15	782		

Hour Ending	SCHOOL CHILDREN, PEDESTRIANS & BICYCLES											
	From North MD 178 (Generals Hwy)			From South MD 178 (Generals Hwy)			From East Indian Landing Road			From West Millersville Road		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
08:15		2	0		0	0		0	0		0	2
08:30		0	0		1	0		0	1		1	0
08:45		0	0		0	0		0	0		0	0
09:00		0	0		0	2		1	0		0	0
09:15		0	0		0	1		0	0		0	4
09:30		0	1		0	1		0	1		0	0
09:45		0	3		0	0		0	0		0	1
10:00		0	3		0	0		0	0		0	0
10:15		0	0		0	0		0	0		0	0
10:30		0	0		0	0		0	0		0	0
10:45		0	0		0	2		0	0		0	0
11:00		0	0		0	1		0	0		0	1
11:15		0	0		0	3		0	0		0	0
11:30		0	0		0	4		0	1		0	8
11:45		0	0		0	2		0	0		0	0
12:00		0	0		0	0		0	1		0	0
12:15		0	0		0	0		0	0		0	0
12:30		0	0		0	0		0	0		0	0
12:45		0	0		0	1		0	0		0	0
13:00		0	0		0	0		0	0		0	0
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	2		0	0		0	0
13:45		0	1		0	1		0	1		0	0
14:00		0	0		0	1		0	0		0	1
14:15		0	0		0	1		0	0		0	0
14:30		0	0		0	0		0	0		0	0
14:45		0	1		0	1		0	0		0	0
15:00		0	1		0	0		0	0		0	0
15:15		0	0		0	0		0	0		0	0
15:30		0	0		0	0		0	0		0	0
15:45		0	0		0	0		0	0		0	0
16:00		0	0		0	0		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	0		0	0
17:00		0	1		0	0		0	0		0	0
17:15		0	0		0	0		0	1		0	0
17:30		0	1		0	0		0	0		0	0
17:45		0	0		0	0		0	0		0	0
18:00		0	0		0	1		0	0		0	0
18:15		0	0		0	0		0	0		0	0
18:30		0	0		0	0		0	0		0	0
18:45		0	0		0	0		0	0		0	0
19:00		0	0		0	0		0	0		0	0
TOTAL	0	2	12	0	1	24	0	1	6	0	1	17
AM Peak Vol	0	0	0	0	0	10	0	0	1	0	0	9
PM Peak Vol	0	0	0	0	0	1	0	0	0	0	0	0

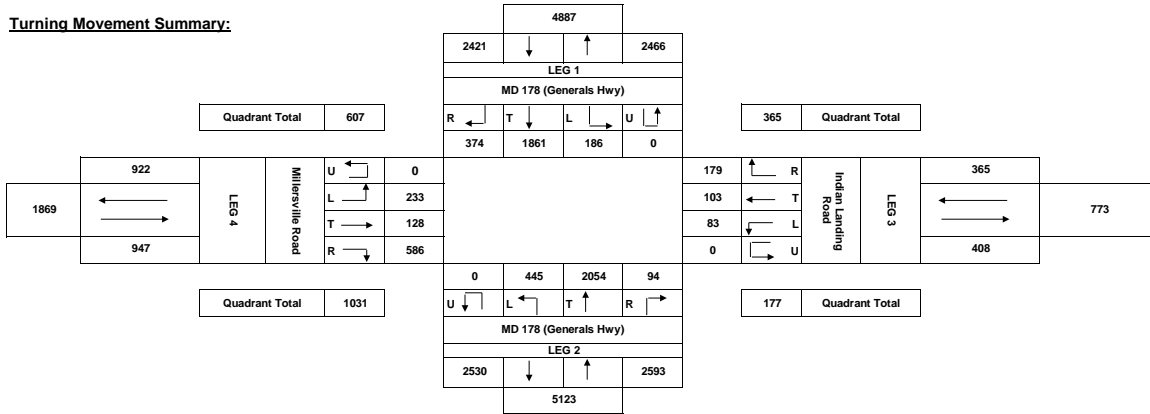
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/29/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

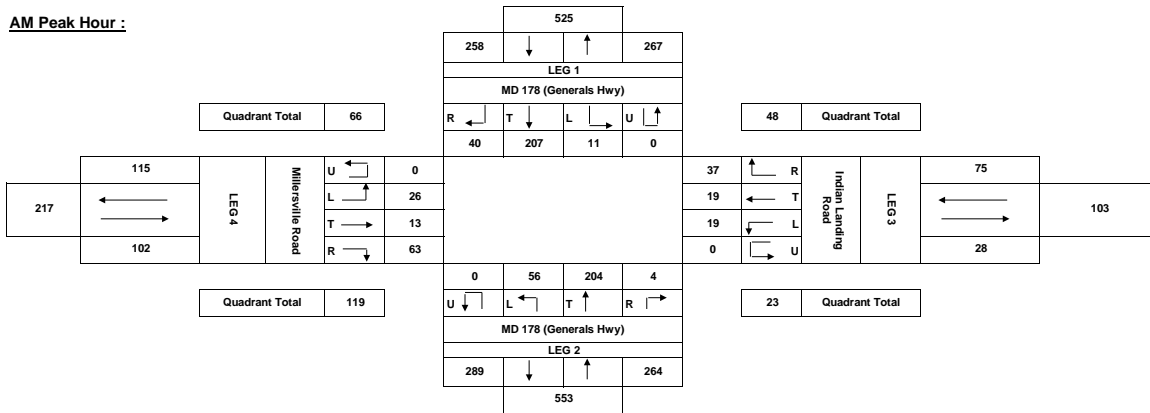
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:30	11:30	699			12:00PM-7:00PM	12:15	13:15	782		

Turning Movement Summary:

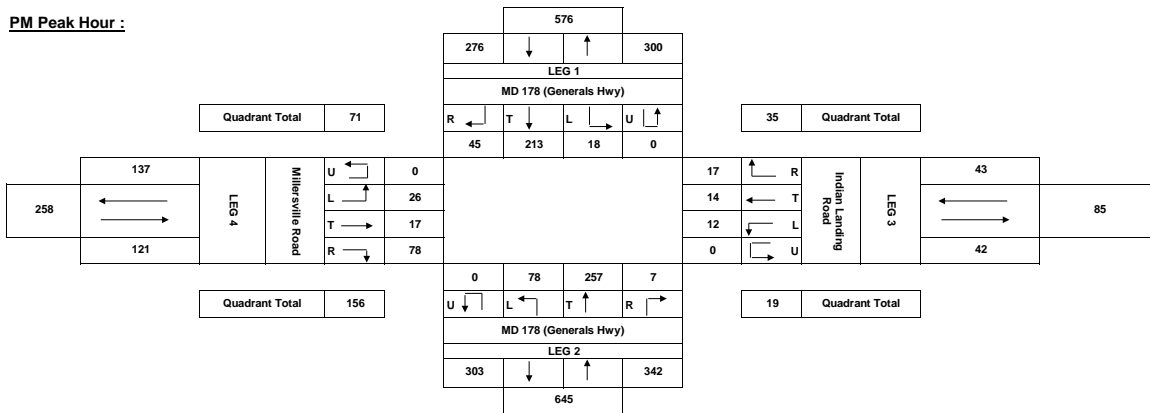


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Thursday, 8/26/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	4	77	28	109	13	156	3	172	2	4	4	10	9	1	6	16	307
7:00 AM	46	220	48	314	36	275	34	345	21	12	21	54	23	18	25	66	779
8:00 AM	16	218	30	264	38	260	7	305	8	8	22	38	15	20	31	66	673
9:00 AM	11	166	35	212	39	178	8	225	7	13	18	38	15	6	33	54	529
10:00 AM	14	150	34	198	32	214	5	251	8	10	15	33	17	12	37	66	548
11:00 AM	18	162	32	212	44	227	13	284	9	13	12	34	17	14	50	81	611
12:00 PM	21	181	30	232	30	207	8	245	15	18	24	57	19	16	65	100	634
1:00 PM	19	183	43	245	37	185	12	234	6	14	18	38	28	11	46	85	602
2:00 PM	19	248	51	318	43	218	9	270	41	40	27	108	29	12	39	80	776
3:00 PM	19	316	78	413	39	259	5	303	8	17	21	46	36	11	39	86	848
4:00 PM	25	376	94	495	34	350	12	396	10	13	30	53	59	23	56	138	1,082
5:00 PM	18	343	100	461	33	299	18	350	13	6	19	38	41	11	56	108	957
6:00 PM	13	251	55	319	42	221	14	277	6	7	11	24	15	14	56	85	705
Total	243	2,891	658	3,792	460	3,049	148	3,657	154	175	242	571	323	169	539	1,031	9,051



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Thursday, 8/26/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	10	7	17	3	25	0	28	0	2	2	4	1	0	0	1	50
6:15 AM	0	10	3	13	2	34	0	36	1	1	0	2	3	0	2	5	56
6:30 AM	1	32	8	41	3	47	1	51	0	1	1	2	2	0	2	4	98
6:45 AM	3	25	10	38	5	50	2	57	1	0	1	2	3	1	2	6	103
7:00 AM	5	45	9	59	7	62	4	73	0	4	7	11	1	1	2	4	147
7:15 AM	8	42	11	61	5	60	5	70	14	0	5	19	8	1	4	13	163
7:30 AM	13	62	8	83	13	103	9	125	4	4	7	15	8	6	7	21	244
7:45 AM	20	71	20	111	11	50	16	77	3	4	2	9	6	10	12	28	225
8:00 AM	8	57	10	75	8	77	1	86	0	1	3	4	3	9	8	20	185
8:15 AM	2	52	6	60	10	57	1	68	5	3	6	14	4	2	7	13	155
8:30 AM	3	55	8	66	11	68	4	83	3	1	6	10	4	6	6	16	175
8:45 AM	3	54	6	63	9	58	1	68	0	3	7	10	4	3	10	17	158
Total	66	515	106	687	87	691	44	822	31	24	47	102	47	39	62	148	1,759



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Thursday, 8/26/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	3	42	8	53	5	37	3	45	1	8	9	18	7	2	11	20	136
9:15 AM	1	36	11	48	10	50	2	62	3	3	5	11	3	2	7	12	133
9:30 AM	3	43	8	54	18	53	2	73	2	2	2	6	2	0	10	12	145
9:45 AM	4	45	8	57	6	38	1	45	1	0	2	3	3	2	5	10	115
10:00 AM	3	42	5	50	12	62	1	75	1	3	4	8	4	3	9	16	149
10:15 AM	4	31	12	47	7	51	2	60	1	3	2	6	4	1	7	12	125
10:30 AM	2	43	5	50	7	55	1	63	4	2	2	8	5	3	14	22	143
10:45 AM	5	34	12	51	6	46	1	53	2	2	7	11	4	5	7	16	131
11:00 AM	1	40	15	56	13	62	4	79	2	7	0	9	2	4	12	18	162
11:15 AM	6	46	6	58	9	54	3	66	1	2	3	6	3	5	10	18	148
11:30 AM	5	40	7	52	9	53	4	66	3	1	4	8	7	2	11	20	146
11:45 AM	6	36	4	46	13	58	2	73	3	3	5	11	5	3	17	25	155
12:00 PM	3	48	2	53	9	54	1	64	5	6	9	20	6	5	12	23	160
12:15 PM	7	43	11	61	6	48	4	58	1	3	4	8	5	4	22	31	158
12:30 PM	5	36	2	43	6	53	1	60	6	7	7	20	4	5	22	31	154
12:45 PM	6	54	15	75	9	52	2	63	3	2	4	9	4	2	9	15	162
1:00 PM	4	36	12	52	10	51	0	61	0	4	2	6	5	4	15	24	143
1:15 PM	3	50	11	64	10	44	5	59	1	3	4	8	11	2	12	25	156
1:30 PM	9	56	10	75	8	47	1	56	2	4	5	11	6	3	9	18	160
1:45 PM	3	41	10	54	9	43	6	58	3	3	7	13	6	2	10	18	143
2:00 PM	5	60	22	87	6	50	3	59	8	7	4	19	8	4	10	22	187
2:15 PM	4	50	10	64	10	53	3	66	17	19	11	47	3	0	11	14	191
2:30 PM	5	66	8	79	12	60	2	74	10	6	9	25	12	2	5	19	197
2:45 PM	5	72	11	88	15	55	1	71	6	8	3	17	6	6	13	25	201
3:00 PM	4	77	14	95	11	70	2	83	1	4	7	12	12	1	7	20	210
3:15 PM	2	65	21	88	9	71	1	81	1	3	5	9	8	5	13	26	204
3:30 PM	2	81	16	99	11	55	1	67	2	9	6	17	9	3	13	25	208
3:45 PM	11	93	27	131	8	63	1	72	4	1	3	8	7	2	6	15	226
Total	121	1,406	303	1,830	264	1,488	60	1,812	94	125	135	354	161	82	309	552	4,548



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Thursday, 8/26/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	7	82	20	109	10	89	3	102	2	4	8	14	6	6	10	22	247
4:15 PM	3	89	22	114	9	86	3	98	2	4	8	14	14	8	18	40	266
4:30 PM	6	103	18	127	11	86	4	101	5	2	5	12	23	3	11	37	277
4:45 PM	9	102	34	145	4	89	2	95	1	3	9	13	16	6	17	39	292
5:00 PM	3	91	32	126	9	90	3	102	3	1	4	8	17	2	14	33	269
5:15 PM	5	81	27	113	10	75	3	88	2	0	2	4	6	4	13	23	228
5:30 PM	3	79	25	107	8	68	7	83	3	4	7	14	10	3	10	23	227
5:45 PM	7	92	16	115	6	66	5	77	5	1	6	12	8	2	19	29	233
6:00 PM	4	63	20	87	9	69	6	84	4	2	0	6	4	5	8	17	194
6:15 PM	1	72	7	80	6	49	2	57	0	3	5	8	4	5	9	18	163
6:30 PM	6	53	10	69	15	52	3	70	0	1	6	7	1	2	19	22	168
6:45 PM	2	63	18	83	12	51	3	66	2	1	0	3	6	2	20	28	180
Total	56	970	249	1,275	109	870	44	1,023	29	26	60	115	115	48	168	331	2,744

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/26/2021 Thursday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 817	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 1104	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	MD 178 (Generals Hwy) From North					MD 178 (Generals Hwy) From South					Indian Landing Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15	0	10	7	7	17	3	25	0	28	0	2	2	2	4	1	0	0	0	1	50	
06:30	0	10	3	13	2	34	0	36	1	1	0	2	3	0	2	3	0	2	5	56	
06:45	1	32	8	41	3	47	1	51	0	1	1	1	2	2	0	2	4	98	103		
07:00	3	25	10	38	5	50	2	57	1	0	1	2	3	1	2	7	10	147	163		
07:15	5	45	9	59	7	62	4	73	0	4	7	11	1	1	2	4	13	244	225		
07:30	8	42	11	61	5	60	5	70	14	0	5	19	8	1	4	4	21	185	155		
07:45	13	62	8	83	13	103	9	125	4	4	7	15	8	6	7	28	175	158	136		
08:00	20	71	20	111	11	50	16	77	3	4	2	9	6	10	12	28	145	115	149		
08:15	8	57	10	75	8	77	1	86	0	1	3	4	3	9	8	20	125	143	131		
08:30	2	52	6	60	10	57	1	68	5	3	6	14	4	2	7	13	162	148	146		
08:45	3	55	8	66	11	68	4	83	3	1	6	10	4	6	6	16	175	158	136		
09:00	3	54	6	63	9	58	1	68	0	3	7	10	4	3	10	17	158	136	133		
09:15	3	42	8	53	5	37	3	45	1	8	9	18	7	2	11	20	136	133	145		
09:30	1	36	11	48	10	50	2	62	3	3	5	11	3	2	7	12	145	115	149		
09:45	3	43	8	54	18	53	2	73	2	2	2	6	2	0	10	12	125	143	131		
10:00	4	45	8	57	6	38	1	45	1	0	2	3	3	2	5	10	162	148	146		
10:15	3	42	5	50	12	62	1	75	1	3	4	8	4	3	9	16	125	143	131		
10:30	4	31	12	47	7	51	2	60	1	3	2	6	4	1	7	12	162	148	146		
10:45	2	43	5	50	7	55	1	63	4	2	2	8	5	3	14	22	125	143	131		
11:00	5	34	12	51	6	46	1	53	2	2	7	11	4	5	7	16	162	148	146		
11:15	1	40	15	56	13	62	4	79	2	7	0	9	2	4	12	18	148	146	155		
11:30	6	46	6	58	9	54	3	66	1	2	3	6	3	5	10	18	160	143	187		
11:45	5	40	7	52	9	53	4	66	3	1	4	8	7	2	11	20	160	143	187		
12:00	6	36	4	46	13	58	2	73	3	3	5	11	5	3	17	25	160	143	187		
12:15	3	48	2	53	9	54	1	64	5	6	9	20	6	5	12	23	160	143	187		
12:30	7	43	11	61	6	48	4	58	1	3	4	8	5	4	22	31	160	143	187		
12:45	5	36	2	43	6	53	1	60	6	7	7	20	4	5	22	31	160	143	187		
13:00	6	54	15	75	9	52	2	63	3	2	4	9	4	2	9	15	160	143	187		
13:15	4	36	12	52	10	51	0	61	0	4	2	6	5	4	15	24	160	143	187		
13:30	3	50	11	64	10	44	5	59	1	3	4	8	11	2	12	25	160	143	187		
13:45	9	56	10	75	8	47	1	56	2	4	5	11	6	3	9	18	160	143	187		
14:00	3	41	10	54	9	43	6	58	3	3	7	13	6	2	10	18	160	143	187		
14:15	5	60	22	87	6	50	3	59	8	7	4	19	8	4	10	22	160	143	187		
14:30	4	50	10	64	10	53	3	66	17	19	11	47	3	0	11	14	160	143	187		
14:45	5	66	8	79	12	60	2	74	10	6	9	25	12	2	5	19	160	143	187		
15:00	5	72	11	88	15	55	1	71	6	8	3	17	6	6	13	25	160	143	187		
15:15	4	77	14	95	11	70	2	83	1	4	7	12	12	1	7	20	160	143	187		
15:30	2	65	21	88	9	71	1	81	1	3	5	9	8	5	13	26	160	143	187		
15:45	2	81	16	99	11	55	1	67	2	9	6	17	9	3	13	25	160	143	187		
16:00	11	93	27	131	8	63	1	72	4	1	3	8	7	2	6	15	160	143	187		
16:15	7	82	20	109	10	89	3	102	2	4	8	14	6	6	10	22	160	143	187		
16:30	3	89	22	114	9	86	3	98	2	4	8	14	14	8	18	40	160	143	187		
16:45	6	103	18	127	11	86	4	101	5	2	5	12	23	3	11	37	160	143	187		
17:00	9	102	34	145	4	89	2	95	1	3	9	13	16	6	17	39	160	143	187		
17:15	3	91	32	126	9	90	3	102	3	1	4	8	17	2	14	33	160	143	187		
17:30	5	81	27	113	10	75	3	88	2	0	2	4	6	4	13	23	160	143	187		
17:45	3	79	25	107	8	68	7	83	3	4	7	14	10	3	10	23	160	143	187		
18:00	7	92	16	115	6	66	5	77	5	1	6	12	8	2	19	29	160	143	187		
18:15	4	63	20	87	9	69	6	84	4	2	0	6	4	5	8	17	160	143	187		
18:30	1	72	7	80	6	49	2	57	0	3	5	8	4	5	9	18	160	143	187		
18:45	6	53	10	69	15	52	3	70	0	1	6	7	1	2	19	22	160	143	187		
19:00	2	63	18	83	12	51	3	66	2	1	0	3	6	2	20	28	160	143	187		
TOTAL	0	243	2891	658	3792	0	460	3049	148	3657	0	154	175	242	571	0	323	169	539	1031	9051
AM Peak Vol	0	49	232	49	330	0	37	290	31	358	0	21	9	17	47	0	25	26	31	82	817
PM Peak Vol	0	21	385	106	512	0	33	351	12	396	0	11	10	26	47	0	70	19	60	149	1104

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/26/2021 Thursday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	817			12:00PM-7:00PM	16:15	17:15	1104		

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North MD 178 (Generals Hwy)			From South MD 178 (Generals Hwy)			From East Indian Landing Road			From West Millersville Road		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:15		0	0		0	0		0	0		0	0
06:30		0	0		0	0		0	0		0	0
06:45		0	0		0	0		0	0		0	0
07:00		0	0		0	0		0	0		0	0
07:15		0	0		0	0		0	0		0	0
07:30		0	0		0	0		0	0		0	0
07:45		0	0		0	0		0	0		0	0
08:00		0	0		0	0		0	0		0	0
08:15		0	0		0	0		0	0		0	0
08:30		0	0		0	0		1	0		0	0
08:45		0	0		0	0		0	0		0	1
09:00		0	0		0	0		0	0		0	0
09:15		0	0		0	0		0	0		0	0
09:30		0	0		0	0		0	0		0	1
09:45		0	0		0	0		0	0		0	0
10:00		0	0		0	0		0	0		0	0
10:15		0	0		0	0		0	0		0	0
10:30		0	0		0	0		0	0		0	0
10:45		0	0		0	0		0	0		0	0
11:00		0	0		0	0		0	0		0	0
11:15		0	0		0	0		0	0		0	0
11:30		0	0		0	0		0	0		0	0
11:45		0	0		0	0		0	0		0	0
12:00		0	0		0	0		0	0		0	0
12:15		0	0		0	0		0	0		0	0
12:30		0	0		0	0		0	0		0	0
12:45		0	0		0	0		0	0		0	0
13:00		0	0		0	0		0	0		0	0
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	0		0	0		0	0
13:45		0	0		0	0		0	0		0	0
14:00		0	0		0	0		0	0		0	0
14:15		0	0		0	0		0	0		0	0
14:30		0	0		0	0		0	0		0	0
14:45		0	0		0	0		0	0		0	0
15:00		0	0		0	0		0	1		0	0
15:15		0	0		0	0		0	0		0	0
15:30		0	0		0	0		0	0		0	0
15:45		0	0		0	0		0	0		0	0
16:00		0	0		0	0		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	0		0	0
17:00		0	0		0	0		0	0		0	0
17:15		0	0		0	1		0	0		0	0
17:30		0	0		0	0		0	0		0	1
17:45		0	0		0	0		0	0		0	0
18:00		0	0		0	0		0	0		1	0
18:15		0	0		0	0		0	0		0	0
18:30		0	0		0	0		0	0		0	0
18:45		0	0		0	0		0	0		0	1
19:00		0	0		0	0		0	0		0	0
TOTAL	0	0	0	0	0	1	0	1	1	0	1	4
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	1	0	0	0	0	0	0

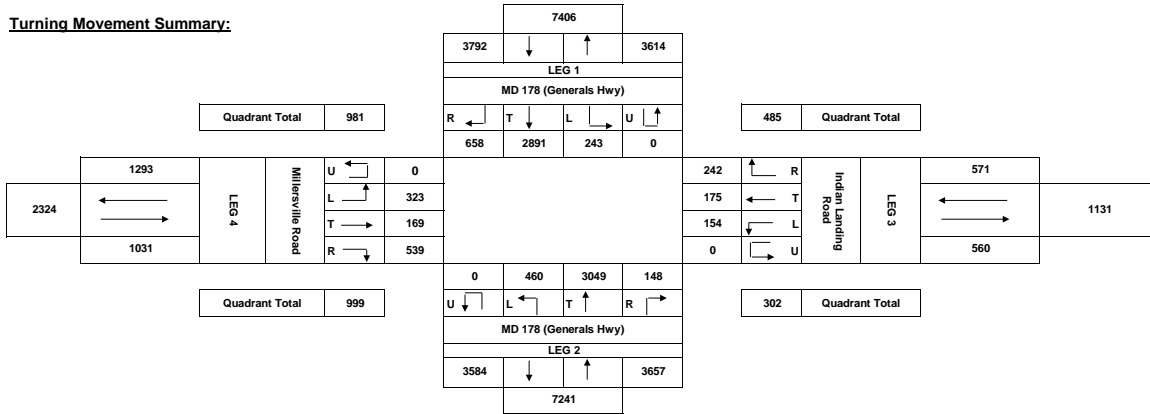
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/26/2021 Thursday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

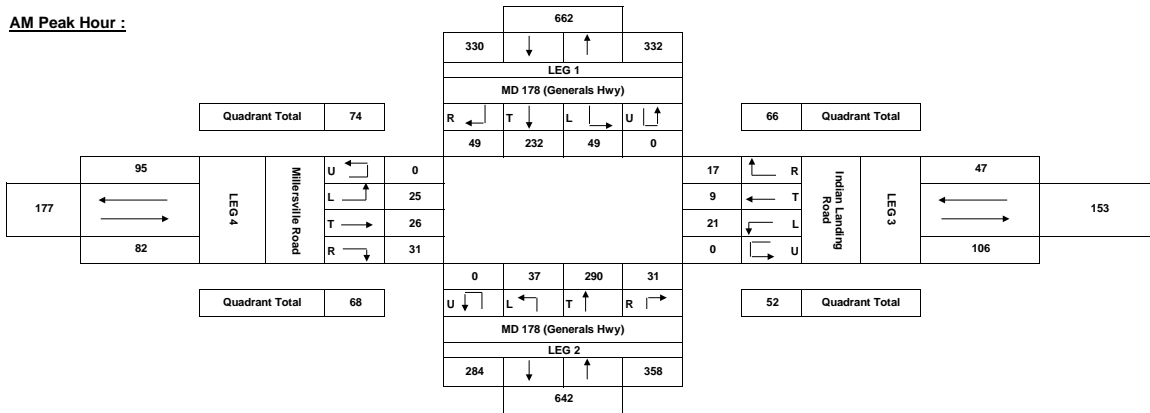
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	817			12:00PM-7:00PM	16:15	17:15	1104		

Turning Movement Summary:

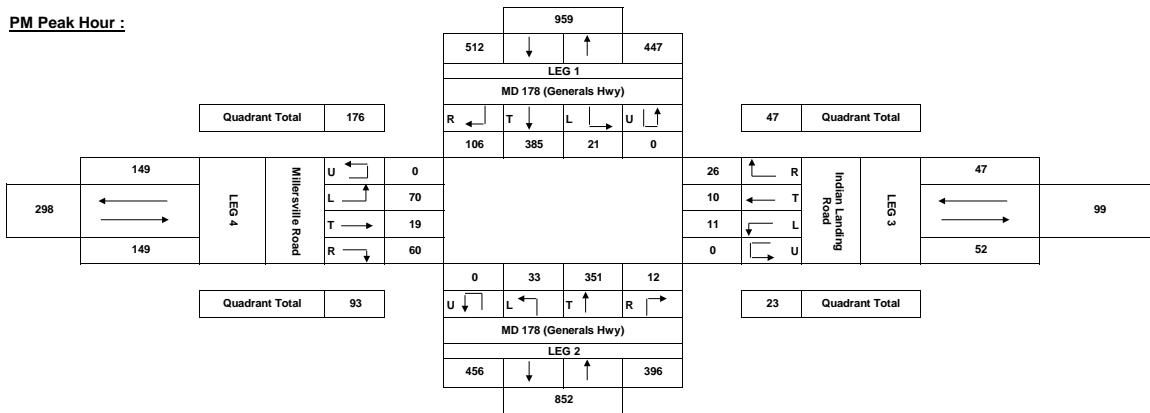


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Tuesday, 8/31/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	4	77	28	109	13	156	3	172	2	4	4	10	9	1	6	16	307
7:00 AM	10	230	51	291	44	278	9	331	11	15	21	47	21	5	29	55	724
8:00 AM	13	218	56	287	41	257	20	318	10	4	25	39	25	9	28	62	706
9:00 AM	12	174	34	220	45	176	10	231	11	12	27	50	18	7	38	63	564
10:00 AM	10	172	48	230	38	193	5	236	4	10	12	26	18	12	46	76	568
11:00 AM	13	180	38	231	41	194	11	246	8	8	23	39	20	16	42	78	594
12:00 PM	25	222	46	293	42	234	10	286	21	5	15	41	29	14	68	111	731
1:00 PM	13	185	36	234	48	213	12	273	8	12	13	33	28	12	59	99	639
2:00 PM	25	217	44	286	36	214	9	259	6	12	27	45	18	11	42	71	661
3:00 PM	24	300	66	390	45	274	10	329	7	13	26	46	49	11	74	134	899
4:00 PM	32	326	86	444	40	324	12	376	13	16	21	50	49	11	62	122	992
5:00 PM	14	355	76	445	54	324	12	390	10	10	13	33	48	9	74	131	999
6:00 PM	21	286	50	357	38	221	16	275	12	4	21	37	19	14	72	105	774
Total	216	2,942	659	3,817	525	3,058	139	3,722	123	125	248	496	351	132	640	1,123	9,158



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Tuesday, 8/31/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	10	7	17	3	25	0	28	0	2	2	4	1	0	0	1	50
6:15 AM	0	10	3	13	2	34	0	36	1	1	0	2	3	0	2	5	56
6:30 AM	1	32	8	41	3	47	1	51	0	1	1	2	2	0	2	4	98
6:45 AM	3	25	10	38	5	50	2	57	1	0	1	2	3	1	2	6	103
7:00 AM	4	40	5	49	7	50	4	61	3	7	3	13	1	1	2	4	127
7:15 AM	1	48	13	62	6	68	3	77	4	0	7	11	7	1	7	15	165
7:30 AM	1	67	16	84	11	90	1	102	2	5	7	14	6	1	7	14	214
7:45 AM	4	75	17	96	20	70	1	91	2	3	4	9	7	2	13	22	218
8:00 AM	4	61	18	83	13	68	3	84	2	2	7	11	5	3	7	15	193
8:15 AM	2	47	17	66	4	51	6	61	2	0	3	5	8	1	7	16	148
8:30 AM	1	58	11	70	10	70	6	86	3	2	8	13	7	3	6	16	185
8:45 AM	6	52	10	68	14	68	5	87	3	0	7	10	5	2	8	15	180
Total	27	525	135	687	98	691	32	821	23	23	50	96	55	15	57	133	1,737



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Tuesday, 8/31/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	4	40	9	53	9	41	1	51	3	5	3	11	4	2	9	15	130
9:15 AM	5	38	15	58	12	50	6	68	2	2	7	11	3	2	9	14	151
9:30 AM	1	54	7	62	14	41	3	58	3	5	8	16	7	2	13	22	158
9:45 AM	2	42	3	47	10	44	0	54	3	0	9	12	4	1	7	12	125
10:00 AM	0	52	4	56	6	37	1	44	1	5	6	12	4	3	16	23	135
10:15 AM	5	39	8	52	16	50	0	66	0	2	1	3	3	2	10	15	136
10:30 AM	1	34	18	53	7	65	3	75	2	3	5	10	3	2	11	16	154
10:45 AM	4	47	18	69	9	41	1	51	1	0	0	1	8	5	9	22	143
11:00 AM	4	48	7	59	9	59	2	70	0	1	4	5	4	5	11	20	154
11:15 AM	5	53	10	68	9	52	3	64	3	3	5	11	8	3	8	19	162
11:30 AM	0	41	8	49	9	42	3	54	1	1	5	7	4	3	13	20	130
11:45 AM	4	38	13	55	14	41	3	58	4	3	9	16	4	5	10	19	148
12:00 PM	6	39	6	51	14	59	1	74	5	0	2	7	3	5	18	26	158
12:15 PM	4	73	17	94	8	64	4	76	1	1	3	5	18	6	17	41	216
12:30 PM	8	51	11	70	8	55	2	65	11	2	8	21	4	1	16	21	177
12:45 PM	7	59	12	78	12	56	3	71	4	2	2	8	4	2	17	23	180
1:00 PM	2	40	6	48	17	41	0	58	1	3	4	8	3	5	13	21	135
1:15 PM	2	60	5	67	9	51	5	65	2	4	2	8	4	3	13	20	160
1:30 PM	6	41	13	60	13	59	5	77	3	5	3	11	7	1	18	26	174
1:45 PM	3	44	12	59	9	62	2	73	2	0	4	6	14	3	15	32	170
2:00 PM	4	51	17	72	9	59	0	68	2	3	4	9	2	4	11	17	166
2:15 PM	8	44	11	63	10	60	2	72	1	3	9	13	6	3	6	15	163
2:30 PM	6	61	7	74	5	42	1	48	1	2	6	9	8	1	15	24	155
2:45 PM	7	61	9	77	12	53	6	71	2	4	8	14	2	3	10	15	177
3:00 PM	4	67	16	87	4	55	2	61	1	3	5	9	10	2	16	28	185
3:15 PM	5	69	11	85	12	80	3	95	1	2	5	8	14	3	17	34	222
3:30 PM	8	82	20	110	10	65	2	77	3	4	10	17	11	0	20	31	235
3:45 PM	7	82	19	108	19	74	3	96	2	4	6	12	14	6	21	41	257
Total	122	1,450	312	1,884	295	1,498	67	1,860	65	72	143	280	180	83	369	632	4,656



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Tuesday, 8/31/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	8	84	17	109	9	81	1	91	2	4	7	13	15	2	15	32	245
4:15 PM	7	87	26	120	10	78	3	91	1	2	4	7	11	2	14	27	245
4:30 PM	9	86	20	115	8	86	5	99	2	4	3	9	14	3	10	27	250
4:45 PM	8	69	23	100	13	79	3	95	8	6	7	21	9	4	23	36	252
5:00 PM	4	75	21	100	12	80	3	95	3	2	2	7	15	2	23	40	242
5:15 PM	1	101	25	127	13	86	5	104	3	2	5	10	11	3	13	27	268
5:30 PM	3	86	17	106	10	97	4	111	1	3	1	5	8	1	15	24	246
5:45 PM	6	93	13	112	19	61	0	80	3	3	5	11	14	3	23	40	243
6:00 PM	7	84	14	105	15	75	4	94	2	0	2	4	4	3	11	18	221
6:15 PM	4	52	10	66	5	66	1	72	4	1	3	8	7	4	17	28	174
6:30 PM	4	74	18	96	11	45	4	60	3	0	7	10	6	2	17	25	191
6:45 PM	6	76	8	90	7	35	7	49	3	3	9	15	2	5	27	34	188
Total	67	967	212	1,246	132	869	40	1,041	35	30	55	120	116	34	208	358	2,765

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/31/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 790	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:30	End 17:30	Volume 1012	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL
	From North					From South					From East					From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15	0	10	7	7	17	3	25	0	0	28	0	2	2	2	4	1	0	0	0	1	50
06:30	0	10	3	13	13	2	34	0	0	36	1	1	0	2	2	3	0	2	2	5	56
06:45	1	32	8	41	41	3	47	1	1	51	0	1	1	2	2	2	0	2	4	98	
07:00	3	25	10	38	38	5	50	2	57	57	1	0	1	2	2	3	1	2	6	103	
07:15	4	40	5	49	49	7	50	4	61	61	3	7	3	13	13	1	1	2	4	127	
07:30	1	48	13	62	62	6	68	3	77	77	4	0	7	11	11	7	1	7	15	165	
07:45	1	67	16	84	84	11	90	1	102	102	2	5	7	14	14	6	1	7	14	214	
08:00	4	75	17	96	96	20	70	1	91	91	2	3	4	9	9	7	2	13	22	218	
08:15	4	61	18	83	83	13	68	3	84	84	2	2	7	11	11	5	3	7	15	193	
08:30	2	47	17	66	66	4	51	6	61	61	2	0	3	5	5	8	1	7	16	148	
08:45	1	58	11	70	70	10	70	6	86	86	3	2	8	13	13	7	3	6	16	185	
09:00	6	52	10	68	68	14	68	5	87	87	3	0	7	10	10	5	2	8	15	180	
09:15	4	40	9	53	53	9	41	1	51	51	3	5	3	11	11	4	2	9	15	130	
09:30	5	38	15	58	58	12	50	6	68	68	2	2	7	11	11	3	2	9	14	151	
09:45	1	54	7	62	62	14	41	3	58	58	3	5	8	16	16	7	2	13	22	158	
10:00	2	42	3	47	47	10	44	0	54	54	3	0	9	12	12	4	1	7	12	125	
10:15	0	52	4	56	56	6	37	1	44	44	1	5	6	12	12	4	3	16	23	135	
10:30	5	39	8	52	52	16	50	0	66	66	0	2	1	3	3	3	2	10	15	136	
10:45	1	34	18	53	53	7	65	3	75	75	2	3	5	10	10	3	2	11	16	154	
11:00	4	47	18	69	69	9	41	1	51	51	1	0	0	1	1	8	5	9	22	143	
11:15	4	48	7	59	59	9	59	2	70	70	0	1	4	5	5	4	5	11	20	154	
11:30	5	53	10	68	68	9	52	3	64	64	3	3	5	11	11	8	3	8	19	162	
11:45	0	41	8	49	49	9	42	3	54	54	1	1	5	7	7	4	3	13	20	130	
12:00	4	38	13	55	55	14	41	3	58	58	4	3	9	16	16	4	5	10	19	148	
12:15	6	39	6	51	51	14	59	1	74	74	5	0	2	7	7	3	5	18	26	158	
12:30	4	73	17	94	94	8	64	4	76	76	1	1	3	5	5	18	6	17	41	216	
12:45	8	51	11	70	70	8	55	2	65	65	11	2	8	21	21	4	1	16	21	177	
13:00	7	59	12	78	78	12	56	3	71	71	4	2	2	8	8	4	2	17	23	180	
13:15	2	40	6	48	48	17	41	0	58	58	1	3	4	8	8	3	5	13	21	135	
13:30	2	60	5	67	67	9	51	5	65	65	2	4	2	8	8	4	3	13	20	160	
13:45	6	41	13	60	60	13	59	5	77	77	3	5	3	11	11	7	1	18	26	174	
14:00	3	44	12	59	59	9	62	2	73	73	2	0	4	6	6	14	3	15	32	170	
14:15	4	51	17	72	72	9	59	0	68	68	2	3	4	9	9	2	4	11	17	166	
14:30	8	44	11	63	63	10	60	2	72	72	1	3	9	13	13	6	3	6	15	163	
14:45	6	61	7	74	74	5	42	1	48	48	1	2	6	9	9	8	1	15	24	155	
15:00	7	61	9	77	77	12	53	6	71	71	2	4	8	14	14	2	3	10	15	177	
15:15	4	67	16	87	87	4	55	2	61	61	1	3	5	9	9	10	2	16	28	185	
15:30	5	69	11	85	85	12	80	3	95	95	1	2	5	8	8	14	3	17	34	222	
15:45	8	82	20	110	110	10	65	2	77	77	3	4	10	17	17	11	0	20	31	235	
16:00	7	82	19	108	108	19	74	3	96	96	2	4	6	12	12	14	6	21	41	257	
16:15	8	84	17	109	109	9	81	1	91	91	2	4	7	13	13	15	2	15	32	245	
16:30	7	87	26	120	120	10	78	3	91	91	1	2	4	7	7	11	2	14	27	245	
16:45	9	86	20	115	115	8	86	5	99	99	2	4	3	9	9	14	3	10	27	250	
17:00	8	69	23	100	100	13	79	3	95	95	8	6	7	21	21	9	4	23	36	252	
17:15	4	75	21	100	100	12	80	3	95	95	3	2	2	7	7	15	2	23	40	242	
17:30	1	101	25	127	127	13	86	5	104	104	3	2	5	10	10	11	3	13	27	268	
17:45	3	86	17	106	106	10	97	4	111	111	1	3	1	5	5	8	1	15	24	246	
18:00	6	93	13	112	112	19	61	0	80	80	3	3	5	11	11	14	3	23	40	243	
18:15	7	84	14	105	105	15	75	4	94	94	2	0	2	4	4	4	3	11	18	221	
18:30	4	52	10	66	66	5	66	1	72	72	4	1	3	8	8	7	4	17	28	174	
18:45	4	74	18	96	96	11	45	4	60	60	3	0	7	10	10	6	2	17	25	191	
19:00	6	76	8	90	90	7	35	7	49	49	3	3	9	15	15	2	5	27	34	188	
TOTAL	0	216	2942	659	3817	0	525	3058	139	3722	0	123	125	248	496	0	351	132	640	1123	9158
AM Peak Vol	0	10	251	64	325	0	50	296	8	354	0	10	10	25	45	0	25	7	34	66	790
PM Peak Vol	0	22	331	89	442	0	46	331	16	393	0	16	14	17	47	0	49	12	69	130	1012

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/31/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	790			12:00PM-7:00PM	16:30	17:30	1012		

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour	From North			From South			From East			From West		
	MD 178 (Generals Hwy)			MD 178 (Generals Hwy)			Indian Landing Road			Millersville Road		
Ending	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:15		0	0		0	0		0	1		0	0
06:30		0	0		0	0		0	0		0	0
06:45		0	0		0	0		0	0		0	0
07:00		0	0		0	0		0	0		0	0
07:15		0	0		0	0		0	0		0	0
07:30		0	1		0	1		0	0		0	0
07:45		0	0		0	0		0	0		0	1
08:00		0	0		0	0		0	0		0	0
08:15		0	0		0	0		0	0		0	0
08:30		1	0		0	2		0	1		0	0
08:45		0	0		0	0		0	0		0	0
09:00		0	0		0	0		0	0		0	1
09:15		1	0		0	0		0	0		0	0
09:30		0	0		0	0		0	0		0	0
09:45		0	0		0	0		0	0		0	0
10:00		0	0		0	0		0	0		0	0
10:15		0	0		0	1		0	0		0	0
10:30		0	0		0	0		0	0		0	0
10:45		0	0		0	1		0	0		0	0
11:00		0	0		0	0		0	0		0	0
11:15		0	0		0	0		0	0		0	0
11:30		0	0		0	0		0	0		0	0
11:45		0	0		0	0		0	0		0	0
12:00		0	0		0	0		0	0		0	0
12:15		0	0		0	1		0	0		0	0
12:30		0	0		0	0		0	0		0	0
12:45		0	0		0	0		0	0		0	0
13:00		0	0		0	0		0	0		0	1
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	0		0	0		0	0
13:45		0	0		0	0		0	0		0	0
14:00		0	0		0	2		0	0		0	0
14:15		0	0		0	1		0	0		0	0
14:30		0	0		0	0		0	0		0	1
14:45		0	0		0	1		0	0		0	0
15:00		0	0		0	0		0	1		0	0
15:15		0	0		0	1		0	0		0	0
15:30		0	0		0	0		0	0		0	0
15:45		0	0		0	0		0	0		0	0
16:00		0	0		0	0		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	0		0	0
17:00		0	0		0	0		0	0		0	0
17:15		0	1		0	1		0	0		0	1
17:30		0	0		0	0		0	0		0	0
17:45		0	0		0	0		0	0		0	0
18:00		0	0		0	0		0	0		0	0
18:15		0	1		0	0		0	0		0	0
18:30		0	0		0	0		1	0		0	0
18:45		0	0		0	0		0	0		0	0
19:00		0	0		0	0		0	0		0	0
TOTAL	0	2	3	0	0	12	0	1	3	0	0	5
AM Peak Vol	0	0	1	0	0	1	0	0	0	0	0	1
PM Peak Vol	0	0	1	0	0	1	0	0	0	0	0	1

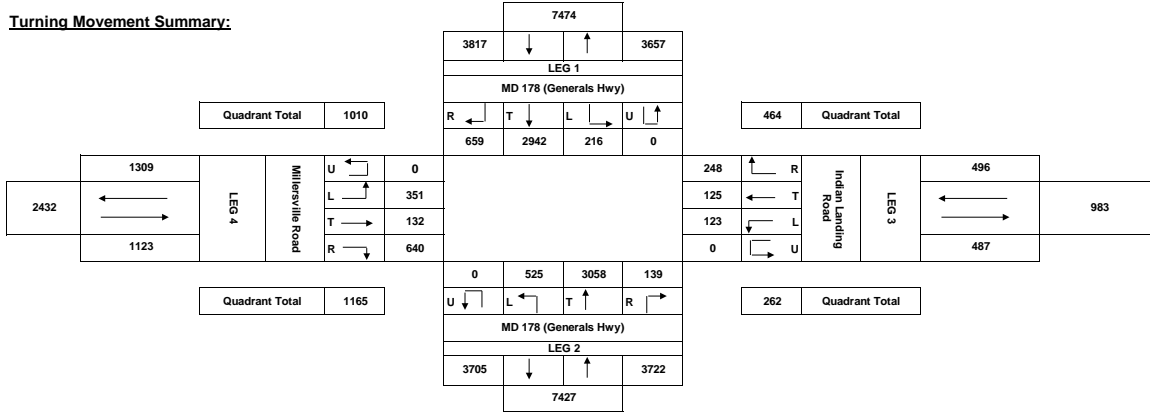
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 8/31/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

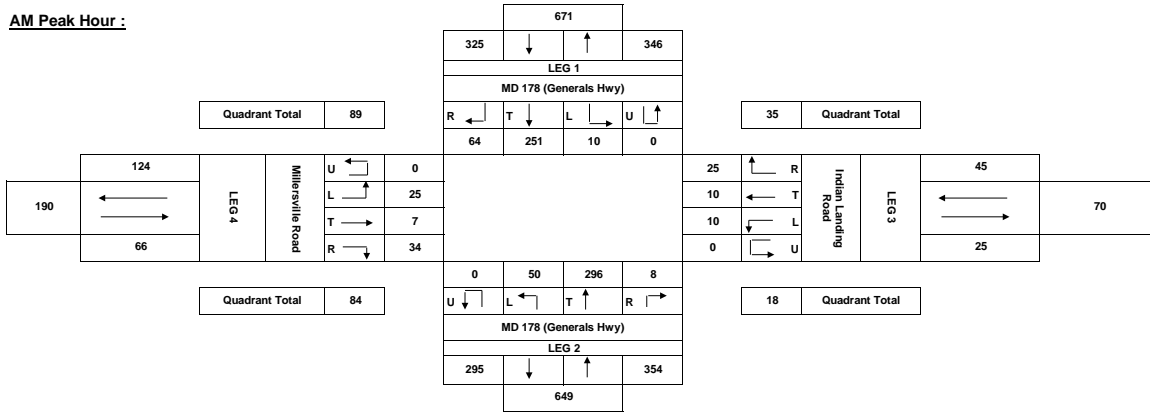
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C

Turning Movement Summary:

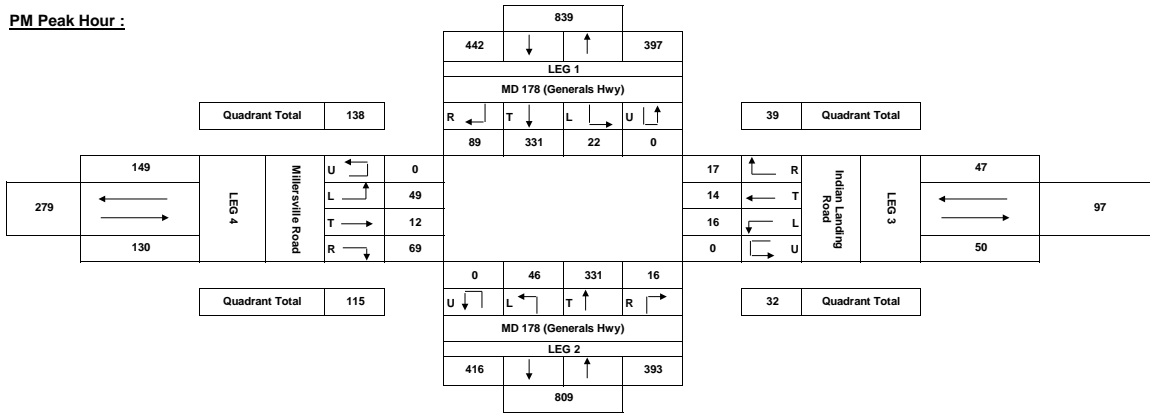


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Saturday, 10/2/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	64	1,361	92	1,517					63	166		229		118	192	310	2,056
9:00 AM	87	1,576	106	1,769					77	251		328		197	289	486	2,583
10:00 AM	148	2,191	135	2,474					120	309		429		192	384	576	3,479
11:00 AM	125	2,100	150	2,375					126	338		464		205	376	581	3,420
12:00 PM	136	2,173	107	2,416					142	343		485		231	372	603	3,504
1:00 PM	130	2,121	109	2,360					136	300		436		209	367	576	3,372
2:00 PM	92	2,118	125	2,335					106	365		471		162	352	514	3,320
3:00 PM	121	2,265	111	2,497					115	292		407		168	365	533	3,437
4:00 PM	118	2,248	117	2,483					122	309		431		193	375	568	3,482
5:00 PM	71	2,106	100	2,277					89	275		364		138	336	474	3,115
6:00 PM	64	1,827	103	1,994					108	247		355		129	299	428	2,777
Total	1,156	22,086	1,255	24,497					1,204	3,195		4,399		1,942	3,707	5,649	34,545



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Saturday, 10/2/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	15	297	11	323					16	31		47		22	47	69	439
8:15 AM	15	326	20	361					17	37		54		26	39	65	480
8:30 AM	13	360	32	405					16	41		57		40	44	84	546
8:45 AM	21	378	29	428					14	57		71		30	62	92	591
Total	64	1,361	92	1,517					63	166		229		118	192	310	2,056



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	19	324	26	369					17	46		63		47	56	103	535
9:15 AM	12	400	19	431					16	56		72		53	66	119	622
9:30 AM	28	427	29	484					24	66		90		41	76	117	691
9:45 AM	28	425	32	485					20	83		103		56	91	147	735
10:00 AM	40	456	48	544					30	87		117		44	92	136	797
10:15 AM	36	573	42	651					25	71		96		46	87	133	880
10:30 AM	39	578	20	637					36	83		119		49	105	154	910
10:45 AM	33	584	25	642					29	68		97		53	100	153	892
11:00 AM	36	558	36	630					28	74		102		51	95	146	878
11:15 AM	29	480	36	545					32	75		107		46	96	142	794
11:30 AM	24	528	24	576					24	100		124		57	84	141	841
11:45 AM	36	534	54	624					42	89		131		51	101	152	907
12:00 PM	29	520	35	584					37	110		147		50	94	144	875
12:15 PM	42	553	22	617					27	69		96		68	105	173	886
12:30 PM	44	579	29	652					36	93		129		47	90	137	918
12:45 PM	21	521	21	563					42	71		113		66	83	149	825
1:00 PM	31	499	26	556					27	67		94		69	115	184	834
1:15 PM	29	523	20	572					51	67		118		44	96	140	830
1:30 PM	28	605	39	672					25	78		103		37	68	105	880
1:45 PM	42	494	24	560					33	88		121		59	88	147	828
2:00 PM	13	503	33	549					32	96		128		44	93	137	814
2:15 PM	22	591	37	650					27	78		105		46	88	134	889
2:30 PM	31	566	28	625					20	96		116		30	89	119	860
2:45 PM	26	458	27	511					27	95		122		42	82	124	757
3:00 PM	29	560	33	622					30	65		95		40	99	139	856
3:15 PM	18	582	29	629					26	75		101		50	87	137	867
3:30 PM	34	551	24	609					29	82		111		38	94	132	852
3:45 PM	40	572	25	637					30	70		100		40	85	125	862
Total	839	14,544	843	16,226					822	2,198		3,020		1,364	2,505	3,869	23,115



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	24	562	33	619					34	87		121		48	101	149	889
4:15 PM	33	552	28	613					29	71		100		42	114	156	869
4:30 PM	34	579	23	636					24	71		95		45	82	127	858
4:45 PM	27	555	33	615					35	80		115		58	78	136	866
5:00 PM	20	478	24	522					23	85		108		32	86	118	748
5:15 PM	15	529	32	576					21	60		81		39	101	140	797
5:30 PM	17	497	20	534					18	71		89		43	78	121	744
5:45 PM	19	602	24	645					27	59		86		24	71	95	826
6:00 PM	25	448	19	492					39	67		106		42	80	122	720
6:15 PM	17	469	24	510					26	67		93		29	66	95	698
6:30 PM	10	491	35	536					22	61		83		24	83	107	726
6:45 PM	12	419	25	456					21	52		73		34	70	104	633
Total	253	6,181	320	6,754					319	831		1,150		460	1,010	1,470	9,374

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:15	End 11:15	Volume 3560	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:00	End 13:00	Volume 3504	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name-->	MD 3 SB (Crain Highway)					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL					
HOUR ENDING	From North				Total	From South				Total	From East				Total		From West				Total
	U turn	Left	Through	Right		U turn	Left	Through	Right		U turn	Left	Through	Right			U turn	Left	Through	Right	
08:15		15	297	11	323					0	0	16	31	47				22	47	69	439
08:30		15	326	20	361					0	0	17	37	54				26	39	65	480
08:45		13	360	32	405					0	0	16	41	57				40	44	84	546
09:00		21	378	29	428					0	0	14	57	71				30	62	92	591
09:15		19	324	26	369					0	0	17	46	63				47	56	103	535
09:30		12	400	19	431					0	0	16	56	72				53	66	119	622
09:45		28	427	29	484					0	0	24	66	90				41	76	117	691
10:00		28	425	32	485					0	0	20	83	103				56	91	147	735
10:15		40	456	48	544					0	1	29	87	117				44	92	136	797
10:30		36	573	42	651					0	0	25	71	96				46	87	133	880
10:45		39	578	20	637					0	0	36	83	119				49	105	154	910
11:00		33	584	25	642					0	0	29	68	97				53	100	153	892
11:15		36	558	36	630					0	0	28	74	102				51	95	146	878
11:30		29	480	36	545					0	2	30	75	107				46	96	142	794
11:45		24	528	24	576					0	0	24	100	124				57	84	141	841
12:00		36	534	54	624					0	2	40	89	131				51	101	152	907
12:15		29	520	35	584					0	1	36	110	147				50	94	144	875
12:30		42	553	22	617					0	1	26	69	96				68	105	173	886
12:45		44	579	29	652					0	4	32	93	129				47	90	137	918
13:00		21	521	21	563					0	3	39	71	113				66	83	149	825
13:15		31	499	26	556					0	0	27	67	94				69	115	184	834
13:30		29	523	20	572					0	0	51	67	118				44	96	140	830
13:45		28	605	39	672					0	0	25	78	103				37	68	105	880
14:00		42	494	24	560					0	0	33	88	121				59	88	147	828
14:15		13	503	33	549					0	1	31	96	128				44	93	137	814
14:30		22	591	37	650					0	0	27	78	105				46	88	134	889
14:45		31	566	28	625					0	1	19	96	116				30	89	119	860
15:00		26	458	27	511					0	1	26	95	122				42	82	124	757
15:15		29	560	33	622					0	2	28	65	95				40	99	139	856
15:30		18	582	29	629					0	2	24	75	101				50	87	137	867
15:45		34	551	24	609					0	0	29	82	111				38	94	132	852
16:00		40	572	25	637					0	1	29	70	100				40	85	125	862
16:15		24	562	33	619					0	0	34	87	121				48	101	149	889
16:30		33	552	28	613					0	1	28	71	100				42	114	156	869
16:45		34	579	23	636					0	0	24	71	95				45	82	127	858
17:00		27	555	33	615					0	1	34	80	115				58	78	136	866
17:15		20	478	24	522					0	1	22	85	108				32	86	118	748
17:30		15	529	32	576					0	0	21	60	81				39	101	140	797
17:45		17	497	20	534					0	1	17	71	89				43	78	121	744
18:00		19	602	24	645					0	1	26	59	86				24	71	95	826
18:15		25	448	19	492					0	2	37	67	106				42	80	122	720
18:30		17	469	24	510					0	1	25	67	93				29	66	95	698
18:45		10	491	35	536					0	0	22	61	83				24	83	107	726
19:00		12	419	25	456					0	2	19	52	73				34	70	104	633
TOTAL	0	1156	22086	1255	24497	0	0	0	0	0	32	1172	3195	0	4399	0	0	1942	3707	5649	34545
AM Peak Vol	0	144	2293	123	2560	0	0	0	0	0	0	118	296	0	414	0	0	199	387	586	3560
PM Peak Vol	0	136	2173	107	2416	0	0	0	0	0	9	133	343	0	485	0	0	231	372	603	3504

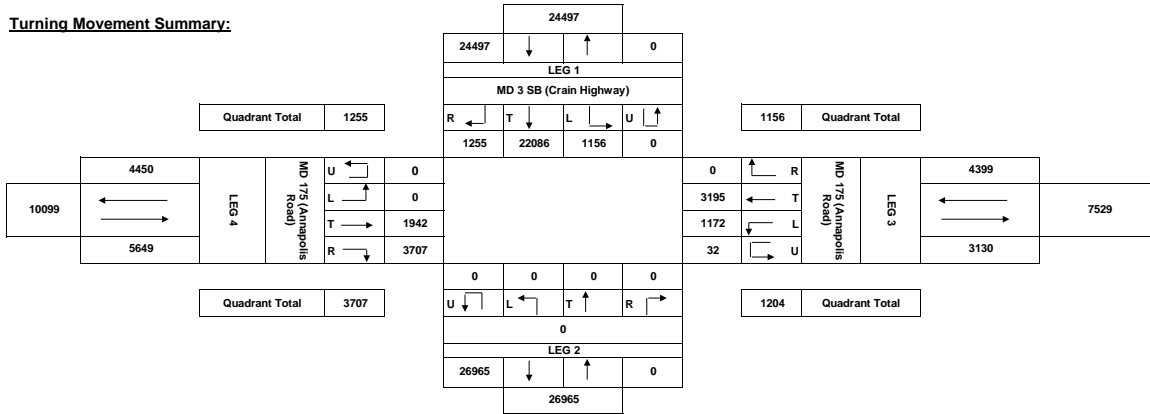
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

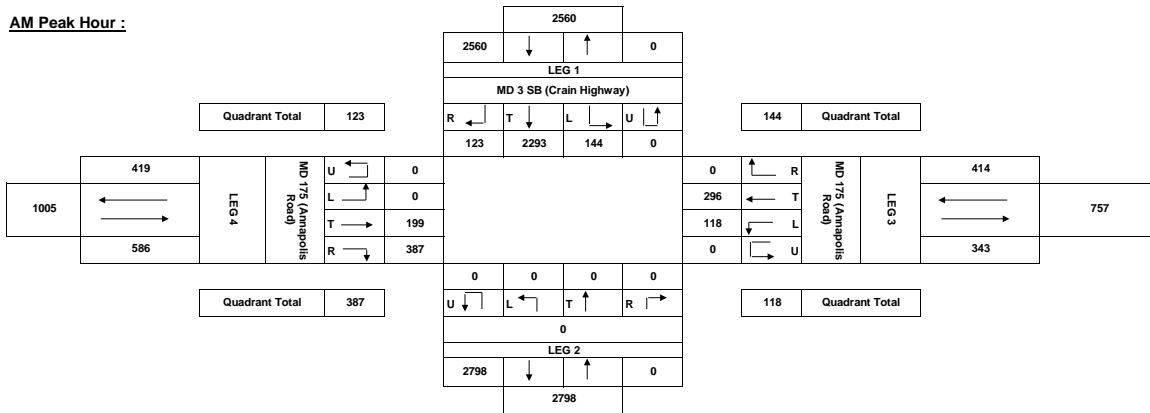
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:15	11:15	3566			12:00PM-7:00PM	12:00	13:00	3504		

Turning Movement Summary:

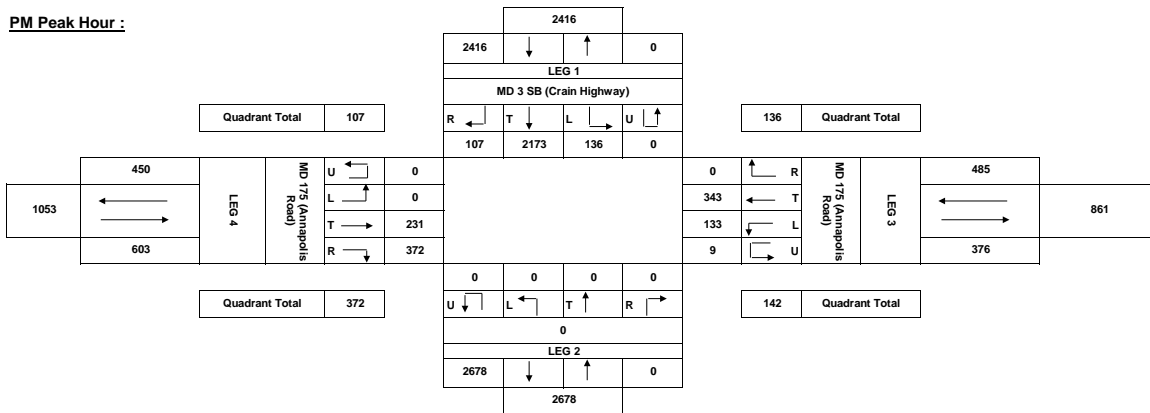


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location:	MD 3 SB at MD 175 (Annapolis Road)	City/County:	Anne Arundel
Date & Day:	Sunday, 10/3/2021	Weather:	Sunny
Type Of Count:	Turning Movement Count	Recorders:	WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	63	926	30	1,019					38	117		155		83	140	223	1,397
9:00 AM	108	1,211	86	1,405					67	210		277		145	241	386	2,068
10:00 AM	113	1,775	127	2,015					86	265		351		158	255	413	2,779
11:00 AM	116	1,842	133	2,091					136	298		434		236	292	528	3,053
12:00 PM	115	1,902	148	2,165					142	354		496		211	348	559	3,220
1:00 PM	118	1,939	135	2,192					137	324		461		174	324	498	3,151
2:00 PM	108	2,022	137	2,267					97	288		385		174	319	493	3,145
3:00 PM	113	2,032	127	2,272					101	299		400		146	339	485	3,157
4:00 PM	111	1,918	123	2,152					105	268		373		157	303	460	2,985
5:00 PM	119	1,865	110	2,094					83	251		334		118	237	355	2,783
6:00 PM	52	1,510	90	1,652					86	247		333		132	234	366	2,351
Total	1,136	18,942	1,246	21,324					1,078	2,921		3,999		1,734	3,032	4,766	30,089



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Sunday, 10/3/2021

Weather: Sunny

Type Of Count Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	15	169	2	186					3	15		18		15	28	43	247
8:15 AM	12	236	9	257					6	23		29		18	27	45	331
8:30 AM	13	240	7	260					14	22		36		27	36	63	359
8:45 AM	23	281	12	316					15	57		72		23	49	72	460
Total	63	926	30	1,019					38	117		155		83	140	223	1,397



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Sunday, 10/3/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	19	263	14	296					17	44		61		35	52	87	444
9:15 AM	40	298	13	351					10	63		73		43	51	94	518
9:30 AM	16	314	24	354					22	35		57		36	59	95	506
9:45 AM	33	336	35	404					18	68		86		31	79	110	600
10:00 AM	24	382	37	443					17	71		88		33	60	93	624
10:15 AM	25	489	31	545					15	53		68		33	60	93	706
10:30 AM	32	467	27	526					28	71		99		47	65	112	737
10:45 AM	32	437	32	501					26	70		96		45	70	115	712
11:00 AM	29	462	37	528					20	69		89		54	76	130	747
11:15 AM	42	486	24	552					38	81		119		67	71	138	809
11:30 AM	17	436	31	484					36	72		108		65	66	131	723
11:45 AM	28	458	41	527					42	76		118		50	79	129	774
12:00 PM	32	489	45	566					34	72		106		50	90	140	812
12:15 PM	22	496	33	551					29	86		115		48	74	122	788
12:30 PM	29	448	36	513					41	106		147		56	88	144	804
12:45 PM	32	469	34	535					38	90		128		57	96	153	816
1:00 PM	32	507	38	577					33	74		107		50	91	141	825
1:15 PM	31	483	39	553					41	86		127		46	91	137	817
1:30 PM	25	457	25	507					35	84		119		38	67	105	731
1:45 PM	30	492	33	555					28	80		108		40	75	115	778
2:00 PM	22	529	37	588					25	89		114		45	90	135	837
2:15 PM	27	449	34	510					27	81		108		49	92	141	759
2:30 PM	26	508	38	572					17	60		77		34	74	108	757
2:45 PM	33	536	28	597					28	58		86		46	63	109	792
3:00 PM	37	504	34	575					15	84		99		40	88	128	802
3:15 PM	24	509	29	562					23	77		100		40	73	113	775
3:30 PM	26	477	35	538					28	76		104		40	83	123	765
3:45 PM	26	542	29	597					35	62		97		26	95	121	815
Total	791	12,723	893	14,407					766	2038		2804		1,244	2,118	3,362	20,573



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Sunday, 10/3/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	15	434	25	474					33	67		100		23	75	98	672
4:15 PM	26	506	29	561					23	55		78		39	73	112	751
4:30 PM	33	505	43	581					26	71		97		35	71	106	784
4:45 PM	37	473	26	536					23	75		98		60	84	144	778
5:00 PM	33	513	24	570					21	45		66		26	66	92	728
5:15 PM	33	451	30	514					18	64		82		40	57	97	693
5:30 PM	25	414	25	464					24	71		95		18	58	76	635
5:45 PM	28	487	31	546					20	71		91		34	56	90	727
6:00 PM	12	467	28	507					31	73		104		34	73	107	718
6:15 PM	14	373	21	408					23	80		103		37	55	92	603
6:30 PM	13	368	23	404					15	44		59		27	54	81	544
6:45 PM	13	302	18	333					17	50		67		34	52	86	486
Total	282	5,293	323	5,898					274	766		1,040		407	774	1,181	8,119

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/3/2021 Sunday
 Recorder: WBCEM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 11:00	End 12:00	Volume 3053	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:30	End 13:30	Volume 3262	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street

Name->	MD 3 SB (Crain Highway)					From South					MD 175 (Annapolis Road)					From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15	15	169	2	186						0	1	3	15	19		0		15	28	43	248
08:30	12	236	9	257						0	1	6	23	30		0		18	27	45	332
08:45	13	240	7	260						0	2	14	22	38		0		27	36	63	361
09:00	23	281	12	316						0	0	15	57	72		0		23	49	72	460
09:15	19	263	14	296						0	1	16	44	61		0		35	52	87	444
09:30	40	298	13	351						0	0	10	63	73		0		43	51	94	518
09:45	16	314	24	354						0	1	21	35	57		0		36	59	95	506
10:00	33	336	35	404						0	1	17	68	86		0		31	79	110	600
10:15	24	382	37	443						0	0	17	71	88		0		33	60	93	624
10:30	25	489	31	545						0	1	14	53	68		0		33	60	93	706
10:45	32	467	27	526						0	2	26	71	99		0		47	65	112	737
11:00	32	437	32	501						0	2	24	70	96		0		45	70	115	712
11:15	29	462	37	528						0	4	16	69	89		0		54	76	130	747
11:30	42	486	24	552						0	0	38	81	119		0		67	71	138	809
11:45	17	436	31	484						0	1	35	72	108		0		65	66	131	723
12:00	28	458	41	527						0	1	41	76	118		0		50	79	129	774
12:15	32	489	45	566						0	1	33	72	106		0		50	90	140	812
12:30	22	496	33	551						0	0	29	86	115		0		48	74	122	788
12:45	29	448	36	513						0	4	37	106	147		0		56	88	144	804
13:00	32	469	34	535						0	1	37	90	128		0		57	96	153	816
13:15	32	507	38	577						0	3	30	74	107		0		50	91	141	825
13:30	31	483	39	553						0	0	41	86	127		0		46	91	137	817
13:45	25	457	25	507						0	4	31	84	119		0		38	67	105	731
14:00	30	492	33	555						0	1	27	80	108		0		40	75	115	778
14:15	22	529	37	588						0	1	24	89	114		0		45	90	135	837
14:30	27	449	34	510						0	1	26	81	108		0		49	92	141	759
14:45	26	508	38	572						0	0	17	60	77		0		34	74	108	757
15:00	33	536	28	597						0	1	27	58	86		0		46	63	109	792
15:15	37	504	34	575						0	0	15	84	99		0		40	88	128	802
15:30	24	509	29	562						0	0	23	77	100		0		40	73	113	775
15:45	26	477	35	538						0	1	27	76	104		0		40	83	123	765
16:00	26	542	29	597						0	0	35	62	97		0		26	95	121	815
16:15	15	434	25	474						0	2	31	67	100		0		23	75	98	672
16:30	26	506	29	561						0	2	21	55	78		0		39	73	112	751
16:45	33	505	43	581						0	2	24	71	97		0		35	71	106	784
17:00	37	473	26	536						0	0	23	75	98		0		60	84	144	778
17:15	33	513	24	570						0	2	19	45	66		0		26	66	92	728
17:30	33	451	30	514						0	0	18	64	82		0		40	57	97	693
17:45	25	414	25	464						0	1	23	71	95		0		18	58	76	635
18:00	28	487	31	546						0	3	17	71	91		0		34	56	90	727
18:15	12	467	28	507						0	2	29	73	104		0		34	73	107	718
18:30	14	373	21	408						0	2	21	80	103		0		37	55	92	603
18:45	13	368	23	404						0	1	14	44	59		0		27	54	81	544
19:00	13	302	18	333						0	2	15	50	67		0		34	52	86	486
TOTAL	0	1136	18942	1246	21324	0	0	0	0	0	55	1027	2921	0	4003	0	0	1734	3032	4766	30093
AM Peak Vo	0	116	1842	133	2091	0	0	0	0	0	6	130	298	0	434	0	0	236	292	528	3053
PM Peak Vo	0	124	1907	147	2178	0	0	0	0	0	8	145	356	0	509	0	0	209	366	575	3262

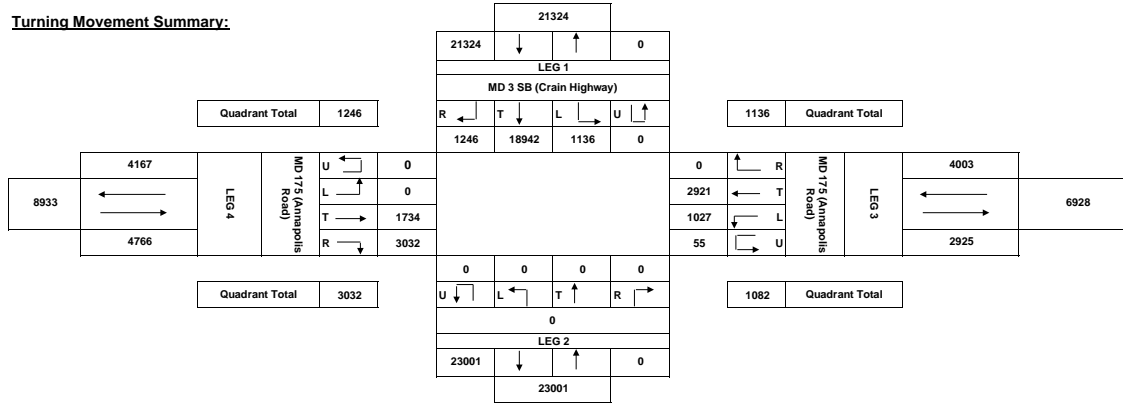
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/3/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

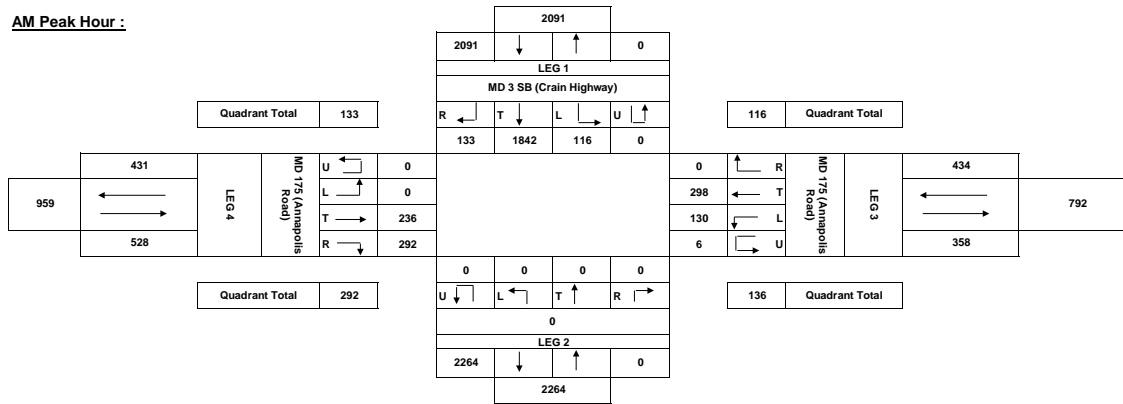
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	11:00	12:00	3053			12:00PM-7:00PM	12:30	13:30	3262		

Turning Movement Summary:

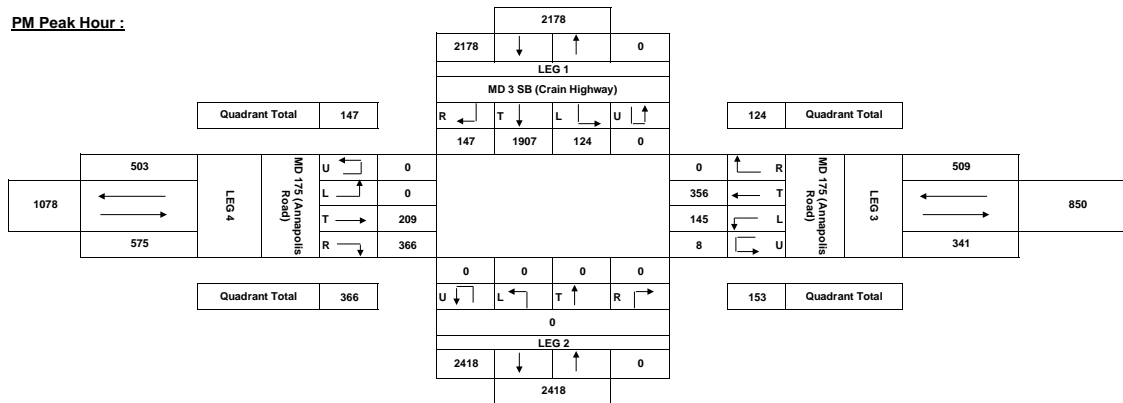


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Tuesday, 10/5/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	26	1,491	27	1,544					49	88		137		67	114	181	1,862
7:00 AM	100	2,141	105	2,346					99	180		279		128	247	375	3,000
8:00 AM	105	1,960	100	2,165					101	224		325		113	293	406	2,896
9:00 AM	77	1,397	67	1,541					72	203		275		127	227	354	2,170
10:00 AM	67	1,294	75	1,436					77	220		297		117	212	329	2,062
11:00 AM	86	1,469	103	1,658					115	217		332		145	266	411	2,401
12:00 PM	107	1,564	111	1,782					99	238		337		142	318	460	2,579
1:00 PM	90	1,670	97	1,857					112	265		377		131	304	435	2,669
2:00 PM	73	1,904	84	2,061					91	250		341		136	307	443	2,845
3:00 PM	78	2,249	51	2,378					95	331		426		155	479	634	3,438
4:00 PM	71	1,934	87	2,092					65	260		325		127	371	498	2,915
5:00 PM	82	1,715	80	1,877					67	209		276		116	266	382	2,535
6:00 PM	64	1,312	67	1,443					50	182		232		85	219	304	1,979
Total	1,026	22,100	1,054	24,180					1,092	2,867		3,959		1,589	3,623	5,212	33,351



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	1	225	2	228					5	8		13		5	15	20	261
6:15 AM	6	374	9	389					13	18		31		17	24	41	461
6:30 AM	10	416	7	433					18	34		52		14	30	44	529
6:45 AM	9	476	9	494					13	28		41		31	45	76	611
7:00 AM	22	418	11	451					18	29		47		22	49	71	569
7:15 AM	24	504	27	555					26	34		60		33	63	96	711
7:30 AM	26	600	28	654					20	48		68		39	56	95	817
7:45 AM	28	619	39	686					35	69		104		34	79	113	903
8:00 AM	38	615	32	685					39	56		95		28	91	119	899
8:15 AM	22	482	20	524					22	58		80		23	64	87	691
8:30 AM	20	408	25	453					20	55		75		26	65	91	619
8:45 AM	25	455	23	503					20	55		75		36	73	109	687
Total	231	5,592	232	6,055					249	492		741		308	654	962	7,758



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Tuesday, 10/5/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	21	349	16	386					20	45		65		49	55	104	555
9:15 AM	26	345	15	386					15	57		72		23	49	72	530
9:30 AM	15	338	11	364					16	56		72		24	58	82	518
9:45 AM	15	365	25	405					21	45		66		31	65	96	567
10:00 AM	14	304	27	345					25	51		76		26	48	74	495
10:15 AM	15	303	16	334					23	57		80		29	58	87	501
10:30 AM	15	340	19	374					13	51		64		37	58	95	533
10:45 AM	23	347	13	383					16	61		77		25	48	73	533
11:00 AM	16	361	19	396					20	65		85		34	64	98	579
11:15 AM	22	320	31	373					35	50		85		31	54	85	543
11:30 AM	30	385	21	436					23	55	21	78		37	66	103	617
11:45 AM	18	403	32	453					37	47		84		43	82	125	662
12:00 PM	21	350	20	391					25	57		82		43	78	121	594
12:15 PM	31	388	32	451					16	58		74		41	88	129	654
12:30 PM	25	402	25	452					24	69		93		34	77	111	656
12:45 PM	30	424	34	488					34	54		88		24	75	99	675
1:00 PM	23	379	26	428					25	64		89		29	66	95	612
1:15 PM	19	423	22	464					21	58		79		30	86	116	659
1:30 PM	28	426	21	475					34	77		111		32	71	103	689
1:45 PM	20	442	28	490					32	66		98		40	81	121	709
2:00 PM	9	452	23	484					20	65		85		36	70	106	675
2:15 PM	19	552	23	594					18	76		94		41	88	129	817
2:30 PM	25	513	21	559					27	55		82		30	79	109	750
2:45 PM	20	387	17	424					26	54		80		29	70	99	603
3:00 PM	15	549	6	570					22	64		86		31	92	123	779
3:15 PM	20	570	15	605					25	88		113		35	131	166	884
3:30 PM	21	570	16	607					23	84		107		49	145	194	908
3:45 PM	22	560	14	596					25	95		120		40	111	151	867
Total	578	11,547	588	12,713					661	1,724		2,385		953	2,113	3,066	18,164



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	12	484	21	517					18	70		88		29	105	134	739
4:15 PM	23	502	20	545					21	63		84		45	106	151	780
4:30 PM	19	507	28	554					14	65		79		22	85	107	740
4:45 PM	17	441	18	476					12	62		74		31	75	106	656
5:00 PM	24	433	28	485					20	52		72		35	57	92	649
5:15 PM	22	452	19	493					19	62		81		35	76	111	685
5:30 PM	17	445	12	474					12	48		60		23	75	98	632
5:45 PM	19	385	21	425					16	47		63		23	58	81	569
6:00 PM	16	349	19	384					14	59		73		20	64	84	541
6:15 PM	20	348	12	380					13	38		51		23	57	80	511
6:30 PM	14	321	13	348					6	39		45		23	49	72	465
6:45 PM	14	294	23	331					17	46		63		19	49	68	462
Total	217	4,961	234	5,412					182	651		833		328	856	1,184	7,429

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Mostly Cloudy

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 3437	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 3811	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	MD 3 SB (Crain Highway)					From South					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15		7	404	5	416					0	1	12	16		29	0		23	25	48	493
06:30		11	494	5	510					0	0	16	13		29	0		23	41	64	603
06:45		13	489	16	518					0	0	22	45		67	0		29	38	67	652
07:00		24	645	21	690					0	0	14	48		62	0		26	59	85	837
07:15		22	556	25	603					0	0	26	84		110	0		34	61	95	808
07:30		22	598	29	649					0	0	24	49		73	0		40	77	117	839
07:45		26	511	23	560					0	0	31	64		95	0		66	70	136	791
08:00		27	651	26	704					0	0	36	60		96	0		33	91	124	924
08:15		25	559	18	602					0	1	41	86		128	0		56	97	153	883
08:30		23	582	16	621					0	0	35	42		77	0		47	87	134	832
08:45		32	485	24	541					0	1	21	55		77	0		27	68	95	713
09:00		21	521	17	559					0	0	35	62		97	0		42	64	106	762
09:15		22	406	23	451					0	0	22	55		77	0		38	68	106	634
09:30		31	391	13	435					0	0	21	44		65	1		43	55	99	599
09:45		25	383	25	433					0	0	27	53		80	0		34	51	85	598
10:00		20	360	18	398					0	0	17	53		70	0		24	76	100	568
10:15		19	346	18	383					0	2	18	49		69	0		23	62	85	537
10:30		22	315	20	357					0	1	16	58		75	0		45	42	87	519
10:45		23	381	21	425					0	2	13	42		57	0		37	91	128	610
11:00		15	355	21	391					0	2	23	48		73	0		25	70	95	559
11:15		22	361	20	403					0	1	20	53		74	0		43	70	113	590
11:30		14	306	21	341					0	0	27	70		97	0		30	93	123	561
11:45		16	330	28	374					0	3	27	52		82	0		38	67	105	561
12:00		26	374	24	424					0	3	27	68		98	0		36	76	112	634
12:15		24	350	25	399					0	1	26	51		78	0		44	73	117	594
12:30		24	398	28	450					0	1	21	59		81	0		34	66	100	631
12:45		18	341	25	384					0	0	13	60		73	0		27	57	84	541
13:00		20	323	22	365					0	1	19	56		76	0		38	86	124	565
13:15		30	357	31	418					0	2	23	63		88	0		29	63	92	598
13:30		19	389	28	436					0	1	27	60		88	0		34	75	109	633
13:45		26	379	29	434					0	2	21	69		92	0		33	72	105	631
14:00		27	348	29	404					0	0	33	77		110	0		32	63	95	609
14:15		23	413	33	469					0	0	30	61		91	0		39	72	111	671
14:30		18	429	20	467					0	2	26	74		102	0		42	93	135	704
14:45		19	473	33	525					0	0	27	70		97	0		32	88	120	742
15:00		27	448	20	495					0	0	25	81		106	0		45	71	116	717
15:15		22	573	29	624					0	1	24	54		79	0		39	78	117	820
15:30		35	599	32	666					0	0	21	43		64	0		30	84	114	844
15:45		33	615	35	683					0	0	22	62		84	0		24	53	77	844
16:00		15	615	24	654					0	0	40	73		113	0		30	56	86	853
16:15		27	635	42	704					0	1	24	65		90	0		33	74	107	901
16:30		29	628	36	693					0	1	32	74		107	0		48	112	160	960
16:45		29	646	25	700					0	2	30	76		108	0		62	106	168	976
17:00		28	613	34	675					0	1	37	80		118	0		51	87	138	931
17:15		21	641	34	696					0	3	19	87		109	0		47	92	139	944
17:30		21	664	38	723					0	0	20	82		102	0		54	79	133	958
17:45		39	670	26	735					0	0	23	69		92	0		46	83	129	956
18:00		33	620	29	682					0	0	33	91		124	0		38	87	125	931
18:15		23	547	30	600					0	1	26	84		111	0		45	90	135	846
18:30		22	523	29	574					0	2	24	64		90	0		34	83	117	781
18:45		15	394	24	433					0	1	21	74		96	0		35	59	94	623
19:00		21	392	19	432					0	0	21	68		89	0		41	62	103	624
TOTAL	0	1196	24826	1286	27308	0	0	0	0	0	40	1279	3196	0	4515	1	0	1948	3763	5712	37535
AM Peak Vol	0	100	2319	96	2515	0	0	0	0	0	1	132	259	0	392	0	0	195	335	530	3437
PM Peak Vol	0	107	2528	129	2764	0	0	0	0	0	7	118	317	0	442	0	0	208	397	605	3811

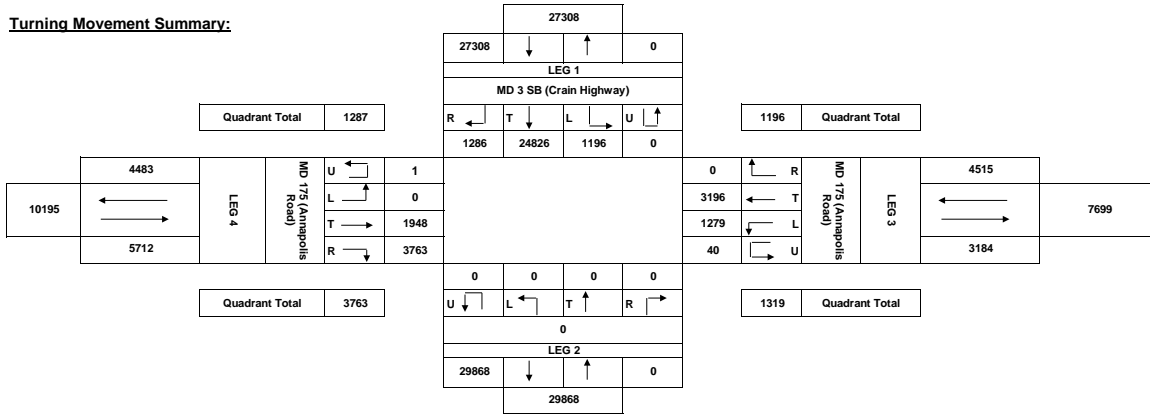
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Mostly Cloudy

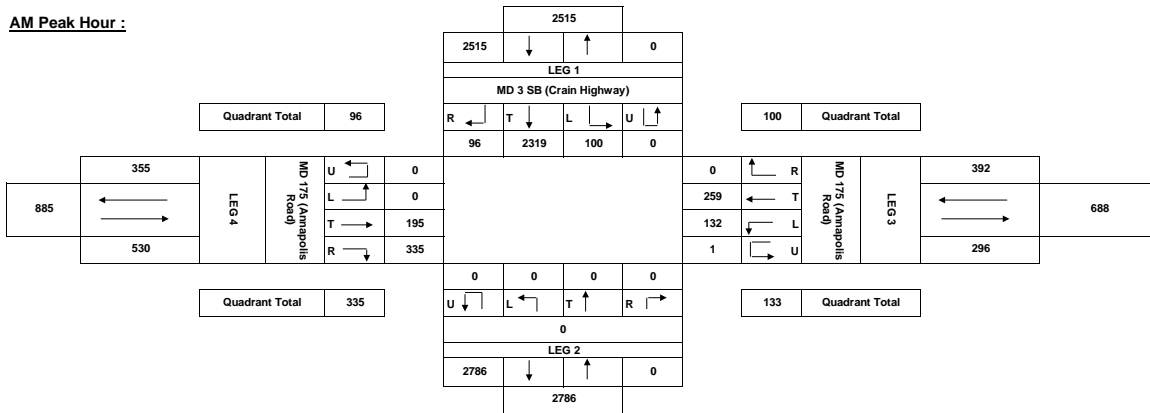
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	3437			12:00PM-7:00PM	16:15	17:15	3811		

Turning Movement Summary:

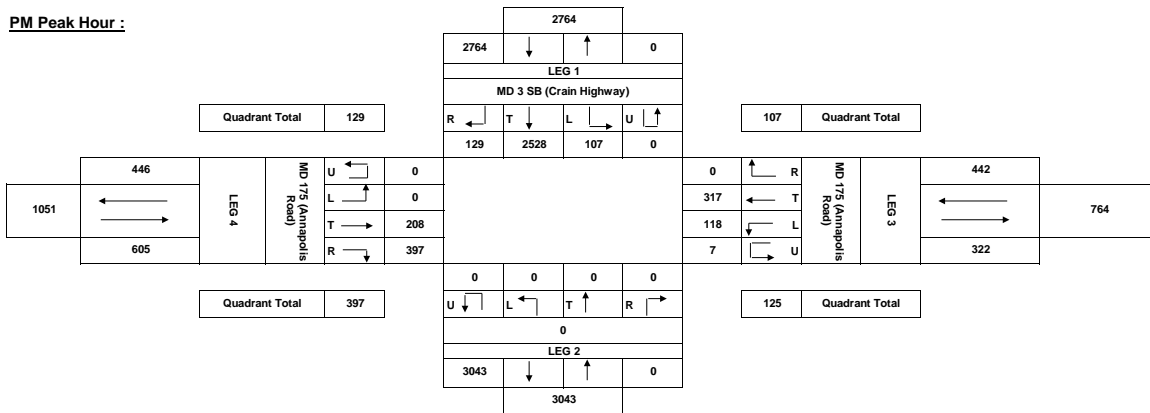


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location:	MD 3 SB at MD 175 (Annapolis Road)	City/County:	Anne Arundel
Date & Day:	Wednesday, 10/6/2021	Weather:	Sunny
Type Of Count:	Turning Movement Count	Recorders:	WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	59	1,723	45	1,827					73	116		189		108	191	299	2,315
7:00 AM	112	2,204	83	2,399					106	246		352		186	285	471	3,222
8:00 AM	83	2,120	71	2,274					116	223		339		117	407	524	3,137
9:00 AM	109	1,820	83	2,012					95	223		318		170	257	427	2,757
10:00 AM	87	1,614	71	1,772					86	208		294		151	283	434	2,500
11:00 AM	83	1,479	85	1,647					89	246		335		122	293	415	2,397
12:00 PM	85	1,544	97	1,726					88	256		344		117	293	410	2,480
1:00 PM	93	1,627	91	1,811					87	249		336		126	277	403	2,550
2:00 PM	98	1,931	102	2,131					89	292		381		146	303	449	2,961
3:00 PM	114	2,436	110	2,660					119	290		409		169	368	537	3,606
4:00 PM	121	2,583	133	2,837					131	288		419		219	373	592	3,848
5:00 PM	124	2,726	84	2,934					122	291		413		185	362	547	3,894
6:00 PM	101	1,968	115	2,184					100	319		419		147	309	456	3,059
Total	1,269	25,775	1,170	28,214					1,301	3,247		4,548		1,963	4,001	5,964	38,726



Traffic Volume Table - Morning Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Wednesday, 10/6/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	6	335	6	347					10	20		30		27	35	62	439
6:15 AM	15	430	10	455					22	18		40		25	32	57	552
6:30 AM	21	410	9	440					23	33		56		33	51	84	580
6:45 AM	17	548	20	585					18	45		63		23	73	96	744
7:00 AM	29	563	18	610					25	69		94		46	58	104	808
7:15 AM	31	537	18	586					35	43		78		33	56	89	753
7:30 AM	29	501	27	557					20	72		92		58	78	136	785
7:45 AM	23	603	20	646					26	62		88		49	93	142	876
8:00 AM	19	505	17	541					37	58		95		23	140	163	799
8:15 AM	16	542	25	583					23	50		73		32	122	154	810
8:30 AM	22	498	11	531					31	61		92		28	66	94	717
8:45 AM	26	575	18	619					25	54		79		34	79	113	811
Total	254	6,047	199	6,500					295	585		880		411	883	1,294	8,674



Traffic Volume Table - Mid-Day Period

Location: MD 3 SB at MD 175 (Annapolis Road) City/County: Anne Arundel
 Date & Day: Wednesday, 10/6/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
	Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	
9:00 AM	32	428	11	471					33	57		90		63	63	126	687
9:15 AM	30	502	23	555					13	55		68		43	63	106	729
9:30 AM	22	451	24	497					24	53		77		37	64	101	675
9:45 AM	25	439	25	489					25	58		83		27	67	94	666
10:00 AM	23	426	17	466					22	58		80		34	63	97	643
10:15 AM	22	382	21	425					22	56		78		36	60	96	599
10:30 AM	19	422	18	459					17	42		59		39	75	114	632
10:45 AM	23	384	15	422					25	52		77		42	85	127	626
11:00 AM	18	370	15	403					18	62		80		20	72	92	575
11:15 AM	22	380	25	427					28	71		99		38	72	110	636
11:30 AM	12	349	23	384					15	49		64		25	65	90	538
11:45 AM	31	380	22	433					28	64		92		39	84	123	648
12:00 PM	25	336	21	382					16	68		84		32	80	112	578
12:15 PM	19	424	23	466					30	61		91		21	71	92	649
12:30 PM	18	379	27	424					26	67		93		33	71	104	621
12:45 PM	23	405	26	454					16	60		76		31	71	102	632
1:00 PM	24	365	20	409					21	57		78		36	78	114	601
1:15 PM	21	381	22	424					15	68		83		32	75	107	614
1:30 PM	26	428	28	482					28	57		85		23	63	86	653
1:45 PM	22	453	21	496					23	67		90		35	61	96	682
2:00 PM	18	422	26	466					20	77		97		28	62	90	653
2:15 PM	27	490	25	542					21	74		95		37	82	119	756
2:30 PM	27	506	25	558					22	71		93		41	74	115	766
2:45 PM	26	513	26	565					26	70		96		40	85	125	786
3:00 PM	39	555	27	621					28	68		96		41	99	140	857
3:15 PM	24	606	26	656					33	63		96		40	93	133	885
3:30 PM	23	631	30	684					28	70		98		32	92	124	906
3:45 PM	28	644	27	699					30	89		119		56	84	140	958
Total	669	12,451	639	13,759					653	1,764		2,417		1,001	2,074	3,075	19,251



Traffic Volume Table - Evening Peak Period

Location: MD 3 SB at MD 175 (Annapolis Road)

City/County: Anne Arundel

Date & Day: Wednesday, 10/6/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 SB (Crain Highway)								MD 175 (Annapolis Road)				MD 175 (Annapolis Road)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	28	674	33	735					35	56		91		47	85	132	958
4:15 PM	30	644	18	692					31	75		106		53	89	142	940
4:30 PM	39	619	40	698					30	84		114		55	96	151	963
4:45 PM	24	646	42	712					35	73		108		64	103	167	987
5:00 PM	33	612	26	671					29	81		110		52	75	127	908
5:15 PM	26	697	26	749					28	72		100		45	85	130	979
5:30 PM	31	753	21	805					27	74		101		40	103	143	1,049
5:45 PM	34	664	11	709					38	64		102		48	99	147	958
6:00 PM	27	589	31	647					22	86		108		39	82	121	876
6:15 PM	19	514	31	564					16	71		87		34	68	102	753
6:30 PM	27	442	28	497					33	78		111		27	86	113	721
6:45 PM	28	423	25	476					29	84		113		47	73	120	709
Total	346	7,277	332	7,955					353	898		1,251		551	1,044	1,595	10,801

Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/6/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Cloudy

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 3271	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 3923	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	MD 3 SB (Crain Highway)					From South					MD 175 (Annapolis Road)					MD 175 (Annapolis Road)					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15		6	335	6	347					0	0	10	20	30	0			27	35	62	439
06:30		15	430	10	455					0	0	22	18	40	0			25	32	57	552
06:45		21	410	9	440					0	0	23	33	56	0			33	51	84	580
07:00		17	548	20	585					0	0	18	45	63	0			23	73	96	744
07:15		29	563	18	610					0	0	25	69	94	0			46	58	104	808
07:30		31	537	18	586					0	0	35	43	78	0			33	56	89	753
07:45		29	501	27	557					0	0	20	72	92	0			58	78	136	785
08:00		23	603	20	646					0	0	26	62	88	0			49	93	142	876
08:15		19	505	17	541					0	1	37	58	96	0			23	140	163	800
08:30		16	542	25	583					0	0	23	50	73	0			32	122	154	810
08:45		22	498	11	531					0	1	31	61	93	0			28	66	94	718
09:00		26	575	18	619					0	0	25	54	79	0			34	79	113	811
09:15		32	428	11	471					0	0	33	57	90	0			63	63	126	687
09:30		30	502	23	555					0	0	13	55	68	0			43	63	106	729
09:45		22	451	24	497					0	0	24	53	77	0			37	64	101	675
10:00		25	439	25	489					0	0	25	58	83	0			27	67	94	666
10:15		23	426	17	466					0	0	22	58	80	0			34	63	97	643
10:30		22	382	21	425					0	0	22	56	78	0			36	60	96	599
10:45		19	422	18	459					0	0	17	42	59	1			39	75	115	633
11:00		23	384	15	422					0	2	23	52	77	0			42	85	127	626
11:15		18	370	15	403					0	0	18	62	80	0			20	72	92	575
11:30		22	380	25	427					0	0	28	71	99	0			38	72	110	636
11:45		12	349	23	384					0	1	14	49	64	0			25	65	90	538
12:00		31	380	22	433					0	0	28	64	92	0			39	84	123	648
12:15		25	336	21	382					0	2	14	68	84	0			32	80	112	578
12:30		19	424	23	466					0	1	29	61	91	0			21	71	92	649
12:45		18	379	27	424					0	3	23	67	93	0			33	71	104	621
13:00		23	405	26	454					0	2	14	60	76	0			31	71	102	632
13:15		24	365	20	409					0	0	21	57	78	0			36	78	114	601
13:30		21	381	22	424					0	0	15	68	83	0			32	75	107	614
13:45		26	428	28	482					0	0	28	57	85	0			23	63	86	653
14:00		22	453	21	496					0	1	22	67	90	0			35	61	96	682
14:15		18	422	26	466					0	2	18	77	97	0			28	62	90	653
14:30		27	490	25	542					0	0	21	74	95	0			37	82	119	756
14:45		27	506	25	558					0	0	22	71	93	0			41	74	115	766
15:00		26	513	26	565					0	0	26	70	96	0			40	85	125	786
15:15		39	555	27	621					0	0	28	68	96	0			41	99	140	857
15:30		24	606	26	656					0	2	31	63	96	0			40	93	133	885
15:45		23	631	30	684					0	0	28	70	98	0			32	92	124	906
16:00		28	644	27	699					0	0	30	89	119	0			56	84	140	958
16:15		28	674	33	735					0	2	33	56	91	0			47	85	132	958
16:30		30	644	18	692					0	0	31	75	106	0			53	89	142	940
16:45		39	619	40	698					0	0	30	84	114	0			55	96	151	963
17:00		24	646	42	712					0	1	34	73	108	0			64	103	167	987
17:15		33	612	26	671					0	1	28	81	110	0			52	75	127	908
17:30		26	697	26	749					0	1	27	72	100	0			45	85	130	979
17:45		31	753	21	805					0	0	27	74	101	0			40	103	143	1049
18:00		34	664	11	709					0	1	37	64	102	0			48	99	147	958
18:15		27	589	31	647					0	1	21	86	108	0			39	82	121	876
18:30		19	514	31	564					0	0	16	71	87	0			34	68	102	753
18:45		27	442	28	497					0	1	32	78	111	0			27	86	113	721
19:00		28	423	25	476					0	2	27	84	113	0			47	73	120	709
TOTAL	0	1269	25775	1170	28214	0	0	0	0	0	28	1275	3247	0	4550	1	0	1963	4001	5965	38729
AM Peak Vol	0	87	2151	89	2327	0	0	0	0	0	1	106	242	0	349	0	0	162	433	595	3271
PM Peak Vol	0	114	2708	115	2937	0	0	0	0	0	3	116	300	0	419	0	0	201	366	567	3923

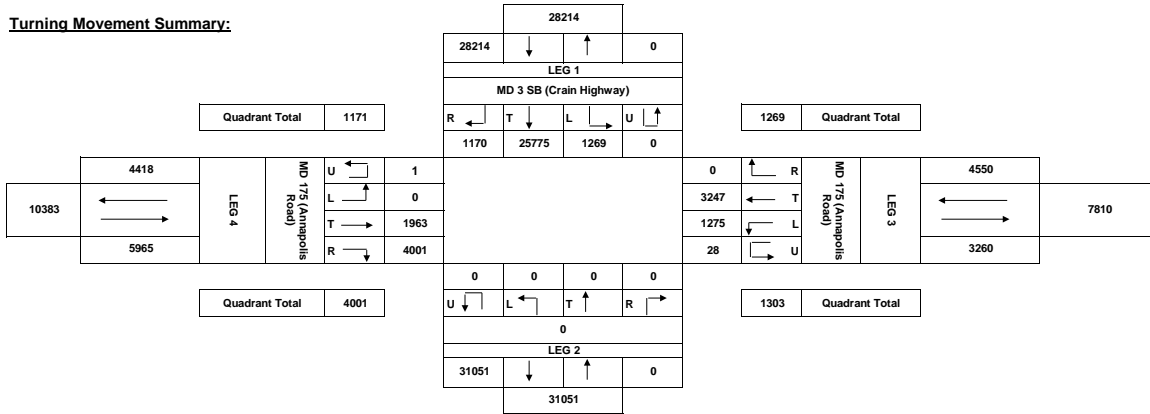
Millersville Park

Location: MD 3 SB at MD 175 (Annapolis Road)
 Date: 10/6/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Cloudy

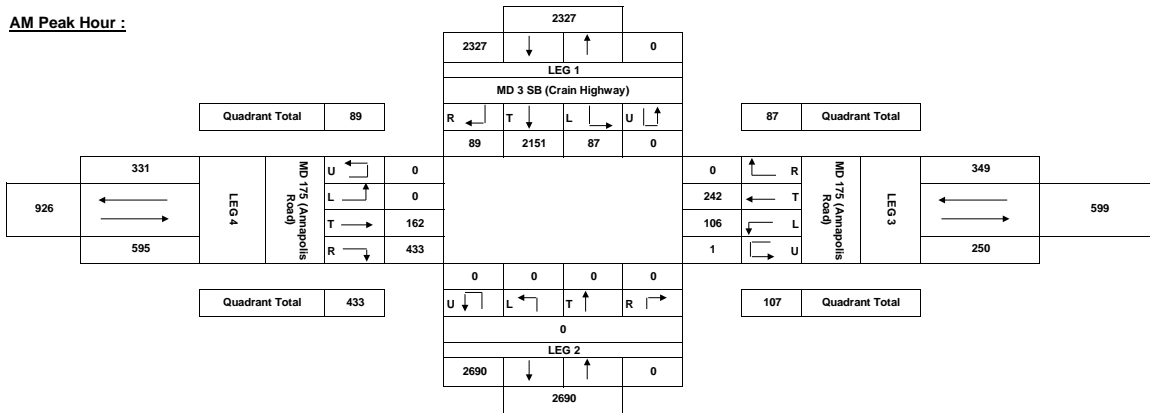
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	3271			12:00PM-7:00PM	16:45	17:45	3923		

Turning Movement Summary:

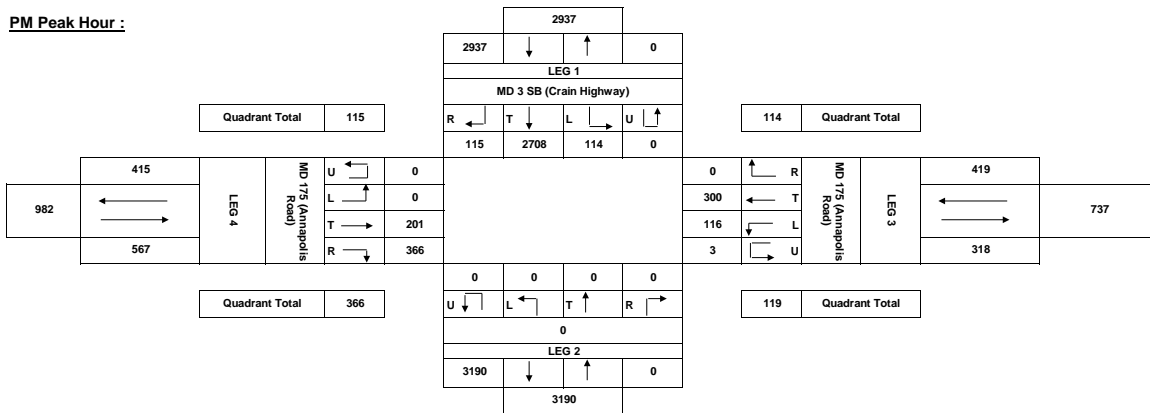


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Saturday, 10/2/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					154	1,342	34	1,530		77	68	145	172	49		221	1,896
9:00 AM					242	1,594	43	1,879		64	72	136	210	88		298	2,313
10:00 AM					293	1,701	68	2,062		91	109	200	244	114		358	2,620
11:00 AM					321	1,948	71	2,340		110	89	199	274	116		390	2,929
12:00 PM					321	1,925	76	2,322		80	94	174	302	146		448	2,944
1:00 PM					285	2,178	72	2,535		87	79	166	254	110		364	3,065
2:00 PM					328	2,017	61	2,406		84	70	154	212	108		320	2,880
3:00 PM					291	1,972	54	2,317		74	61	135	195	103		298	2,750
4:00 PM					300	1,904	57	2,261		67	80	147	219	133		352	2,760
5:00 PM					253	1,761	35	2,049		70	71	141	194	83		277	2,467
6:00 PM					217	1,818	54	2,089		83	75	158	149	67		216	2,463
Total					3,005	20,160	625	23,790		887	868	1,755	2,425	1,117		3,542	29,087



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021 Weather: Sunny

Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Rd				MD 175 (Annapolis Rd)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					38	288	7	333		15	19	34	28	8		36	403
8:15 AM					32	362	8	402		20	17	37	52	12		64	503
8:30 AM					36	315	9	360		19	13	32	46	13		59	451
8:45 AM					48	377	10	435		23	19	42	46	16		62	539
Total					154	1,342	34	1,530		77	68	145	172	49		221	1,896



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	0				MD 3 NB (Crain Highway)				Millersville Rd				MD 175 (Annapolis Rd)				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					43	364	7	414		13	19	32	39	14		53	499
9:15 AM					56	370	9	435		14	16	30	47	35		82	547
9:30 AM					70	401	15	486		17	15	32	64	11		75	593
9:45 AM					73	459	12	544		20	22	42	60	28		88	674
10:00 AM					84	381	17	482		20	32	52	50	26		76	610
10:15 AM					70	387	16	473		28	20	48	57	33		90	611
10:30 AM					67	454	21	542		24	31	55	75	25		100	697
10:45 AM					72	479	14	565		19	26	45	62	30		92	702
11:00 AM					75	489	16	580		23	21	44	58	38		96	720
11:15 AM					73	469	18	560		25	21	46	67	31		98	704
11:30 AM					91	460	25	576		28	18	46	69	24		93	715
11:45 AM					82	530	12	624		34	29	63	80	23		103	790
12:00 PM					102	466	22	590		13	21	34	66	34		100	724
12:15 PM					67	514	16	597		25	29	54	79	29		108	759
12:30 PM					86	475	24	585		23	28	51	76	36		112	748
12:45 PM					66	470	14	550		19	16	35	81	47		128	713
1:00 PM					72	544	17	633		23	21	44	82	26		108	785
1:15 PM					63	543	20	626		23	20	43	52	24		76	745
1:30 PM					76	580	16	672		17	11	28	56	23		79	779
1:45 PM					74	511	19	604		24	27	51	64	37		101	756
2:00 PM					96	526	17	639		15	16	31	54	31		85	755
2:15 PM					82	512	16	610		16	21	37	57	27		84	731
2:30 PM					74	515	9	598		36	13	49	45	18		63	710
2:45 PM					76	464	19	559		17	20	37	56	32		88	684
3:00 PM					58	498	8	564		18	12	30	51	26		77	671
3:15 PM					76	505	16	597		15	17	32	48	26		74	703
3:30 PM					84	498	11	593		19	18	37	44	29		73	703
3:45 PM					73	471	19	563		22	14	36	52	22		74	673
Total					2,081	13,335	445	15,861		590	574	1,164	1,691	785		2,476	19,501



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Rd From East				MD 175 (Annapolis Rd) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					80	457	14	551		25	22	47	64	38		102	700
4:15 PM					70	516	14	600		16	23	39	39	25		64	703
4:30 PM					69	461	15	545		11	19	30	58	33		91	666
4:45 PM					81	470	14	565		15	16	31	58	37		95	691
5:00 PM					74	463	9	546		16	20	36	61	26		87	669
5:15 PM					55	428	10	493		15	21	36	55	18		73	602
5:30 PM					69	425	6	500		15	16	31	40	22		62	593
5:45 PM					55	445	10	510		24	14	38	38	17		55	603
6:00 PM					47	474	14	535		36	32	68	42	21		63	666
6:15 PM					59	510	15	584		18	19	37	30	16		46	667
6:30 PM					68	441	13	522		10	10	20	36	17		53	595
6:45 PM					43	393	12	448		19	14	33	41	13		54	535
Total					770	5,483	146	6,399		220	226	446	562	283		845	7,690

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 11:00	End 12:00	Volume 2929	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 13:00	End 14:00	Volume 3065	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name--> HOUR ENDING	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
08:15					0		38	288	7	333			15	19	34		0	28	8		36	403
08:30					0		32	362	8	402			20	17	37		0	52	12		64	503
08:45					0		36	315	9	360			19	13	32		0	46	13		59	451
09:00					0		48	377	10	435			23	19	42		0	46	16		62	539
09:15					0		43	364	7	414			13	19	32		0	39	14		53	499
09:30					0		56	370	9	435			14	16	30		0	47	35		82	547
09:45					0		70	401	15	486			17	15	32		0	64	11		75	593
10:00					0		73	459	12	544			20	22	42		0	60	28		88	674
10:15					0		84	381	17	482			20	32	52		0	50	26		76	610
10:30					0		70	387	16	473			28	20	48		0	57	33		90	611
10:45					0		67	454	21	542			24	31	55		0	75	25		100	697
11:00					0		72	479	14	565			19	26	45		0	62	30		92	702
11:15					0		75	489	16	580			23	21	44		0	58	38		96	720
11:30					0		73	489	18	560			25	21	46		0	67	31		98	704
11:45					0		91	460	25	576			28	18	46		0	69	24		93	715
12:00					0		82	530	12	624			34	29	63		0	80	23		103	790
12:15					0		102	466	22	590			13	21	34		0	66	34		100	724
12:30					0		67	514	16	597			25	29	54		0	79	29		108	759
12:45					0		86	475	24	585			23	28	51		0	76	36		112	748
13:00					0		66	470	14	550			19	16	35		0	81	47		128	713
13:15					0		72	544	17	633			23	21	44		0	82	26		108	785
13:30					0		63	543	20	626			23	20	43		0	52	24		76	745
13:45					0		76	580	16	672			17	11	28		0	56	23		79	779
14:00					0		74	511	19	604			24	27	51		0	64	37		101	756
14:15					0		96	526	17	639			15	16	31		0	54	31		85	755
14:30					0		82	512	16	610			16	21	37		0	57	27		84	731
14:45					0		74	515	9	598			36	13	49		0	45	18		63	710
15:00					0		76	464	19	559			17	20	37		0	56	32		88	684
15:15					0		58	498	8	564			18	12	30		0	51	26		77	671
15:30					0		76	505	16	597			15	17	32		0	48	26		74	703
15:45					0		84	498	11	593			19	18	37		0	44	29		73	703
16:00					0		73	471	19	563			22	14	36		0	52	22		74	673
16:15					0		80	457	14	551			25	22	47		0	64	38		102	700
16:30					0		70	516	14	600			16	23	39		0	39	25		64	703
16:45					0		69	461	15	545			11	19	30		0	58	33		91	666
17:00					0		81	470	14	565			15	16	31		0	58	37		95	691
17:15					0		74	463	9	546			16	20	36		0	61	26		87	669
17:30					0		55	428	10	493			15	21	36		0	55	18		73	602
17:45					0		69	425	6	500			15	16	31		0	40	22		62	593
18:00					0		55	445	10	510			24	14	38		0	38	17		55	603
18:15					0		47	474	14	535			36	32	68		0	42	21		63	666
18:30					0		59	510	15	584			18	19	37		0	30	16		46	667
18:45					0		68	441	13	522			10	10	20		0	36	17		53	595
19:00					0		43	393	12	448			19	14	33		0	41	13		54	535
TOTAL	0	0	0	0	0	0	3005	20160	625	23790	0	0	887	868	1755	0	2425	1117	0	3542	29087	
AM Peak Vol	0	0	0	0	0	0	321	1948	71	2340	0	0	110	89	199	0	274	116	0	390	2929	
PM Peak Vol	0	0	0	0	0	0	285	2178	72	2535	0	0	87	79	166	0	254	110	0	364	3065	

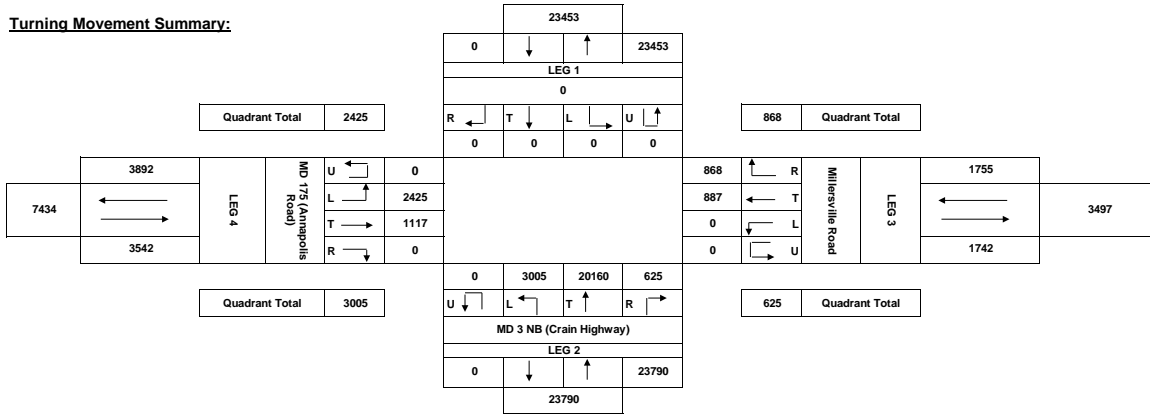
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

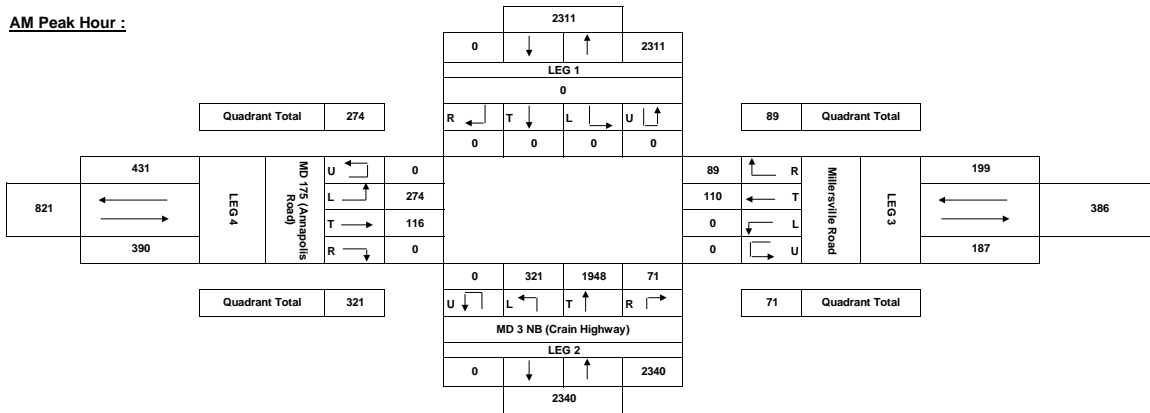
County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	11:00	12:00	2929			12:00PM-7:00PM	13:00	14:00	3065		

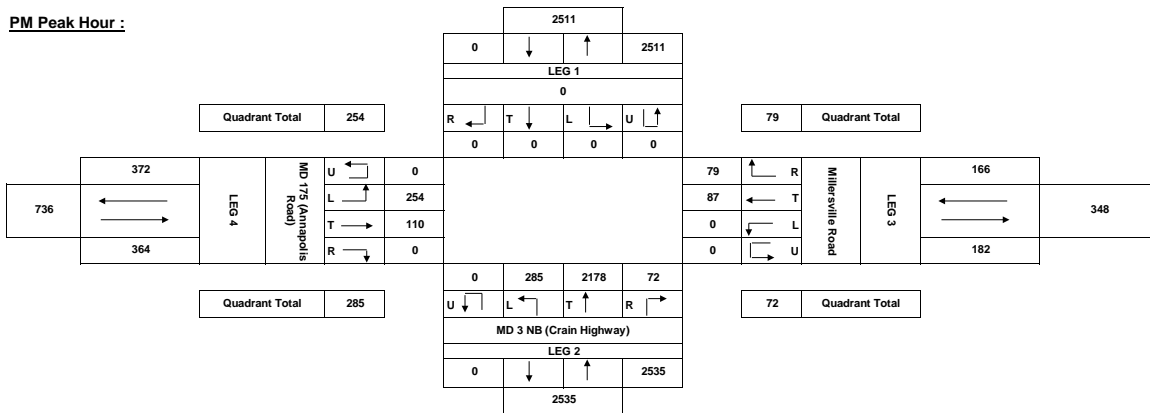
Turning Movement Summary:



AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Sunday, 10/3/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				From South				From East				From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					83	777	29	889		56	68	124	128	61		189	1,202
9:00 AM					180	1,185	51	1,416		80	75	155	149	133		282	1,853
10:00 AM					210	1,447	44	1,701		104	103	207	224	118		342	2,250
11:00 AM					252	1,625	79	1,956		124	88	212	237	162		399	2,567
12:00 PM					312	1,864	91	2,267		127	121	248	256	125		381	2,896
1:00 PM					283	1,779	58	2,120		117	118	235	232	102		334	2,689
2:00 PM					281	2,068	65	2,414		87	86	173	225	103		328	2,915
3:00 PM					247	1,833	55	2,135		81	75	156	189	119		308	2,599
4:00 PM					237	1,805	70	2,112		81	59	140	173	144		317	2,569
5:00 PM					233	1,695	50	1,978		73	45	118	194	99		293	2,389
6:00 PM					211	1,601	49	1,861		99	97	196	160	65		225	2,282
Total					2,529	17,679	641	20,849		1,029	935	1,964	2,167	1,231		3,398	26,211



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Sunday, 10/3/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					17	157	6	180		7	7	14	26	15		41	235
8:15 AM					16	207	6	229		6	7	13	27	11		38	280
8:30 AM					18	210	3	231		17	19	36	46	14		60	327
8:45 AM					32	203	14	249		26	35	61	29	21		50	360
Total					83	777	29	889		56	68	124	128	61		189	1,202



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Sunday, 10/3/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					33	217	11	261		26	21	47	26	29		55	363
9:15 AM					52	261	13	326		19	19	38	37	60		97	461
9:30 AM					38	358	18	414		14	18	32	36	21		57	503
9:45 AM					57	349	9	415		21	17	38	50	23		73	526
10:00 AM					55	328	9	392		29	12	41	50	24		74	507
10:15 AM					54	338	13	405		14	21	35	54	27		81	521
10:30 AM					47	333	10	390		35	37	72	50	26		76	538
10:45 AM					54	448	12	514		26	33	59	70	41		111	684
11:00 AM					60	381	20	461		24	19	43	50	37		87	591
11:15 AM					66	369	20	455		38	24	62	62	65		127	644
11:30 AM					65	430	22	517		30	29	59	67	41		108	684
11:45 AM					61	445	17	523		32	16	48	58	19		77	648
12:00 PM					82	422	25	529		22	21	43	73	24		97	669
12:15 PM					68	434	24	526		34	26	60	54	24		78	664
12:30 PM					88	523	17	628		38	52	90	78	37		115	833
12:45 PM					74	485	25	584		33	22	55	51	40		91	730
1:00 PM					76	410	17	503		31	26	57	65	35		100	660
1:15 PM					69	479	12	560		30	36	66	62	29		91	717
1:30 PM					70	432	14	516		33	35	68	43	25		68	652
1:45 PM					68	458	15	541		23	21	44	62	13		75	660
2:00 PM					93	518	17	628		19	16	35	49	35		84	747
2:15 PM					70	523	19	612		24	28	52	67	21		88	752
2:30 PM					62	486	16	564		17	19	36	61	26		87	687
2:45 PM					56	541	13	610		27	23	50	48	21		69	729
3:00 PM					63	461	18	542		14	25	39	61	35		96	677
3:15 PM					59	461	18	538		26	23	49	47	34		81	668
3:30 PM					66	442	12	520		22	13	35	44	23		67	622
3:45 PM					59	469	7	535		19	14	33	37	27		64	632
Total					1,765	11,801	443	14,009		720	666	1,386	1,512	862		2,374	17,769



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Sunday, 10/3/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					66	465	14	545		27	14	41	36	21		57	643
4:15 PM					47	424	14	485		15	12	27	53	30		83	595
4:30 PM					59	447	20	526		23	16	39	39	31		70	635
4:45 PM					65	469	22	556		16	17	33	45	62		107	696
5:00 PM					54	461	13	528		15	11	26	42	26		68	622
5:15 PM					56	455	10	521		16	8	24	55	27		82	627
5:30 PM					63	415	12	490		25	11	36	52	16		68	594
5:45 PM					60	364	15	439		17	15	32	45	30		75	546
6:00 PM					62	422	15	499		38	37	75	36	15		51	625
6:15 PM					61	444	15	520		31	17	48	39	20		59	627
6:30 PM					40	397	7	444		16	26	42	42	15		57	543
6:45 PM					48	338	12	398		14	17	31	43	15		58	487
Total					681	5,101	169	5,951		253	201	454	527	308		835	7,240

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/3/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	2603			12:00PM-7:00PM	12:30	13:30	2940		

Street Name--> HOUR ENDING	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
08:15					0		17	157	6	180			7	7	14		0	26	15		41	235
08:30					0		16	207	6	229			6	7	13		0	27	11		38	280
08:45					0		18	210	3	231			17	19	36		0	46	14		60	327
09:00					0		32	203	14	249			26	35	61		0	29	21		50	360
09:15					0		33	217	11	261			26	21	47		0	26	29		55	363
09:30					0		52	261	13	326			19	19	38		0	37	60		97	461
09:45					0		38	358	18	414			14	18	32		0	36	21		57	503
10:00					0		57	349	9	415			21	17	38		0	50	23		73	526
10:15					0		55	328	9	392			29	12	41		0	50	24		74	507
10:30					0		54	338	13	405			14	21	35		0	54	27		81	521
10:45					0		47	333	10	390			35	37	72		0	50	26		76	538
11:00					0		54	448	12	514			26	33	59		0	70	41		111	684
11:15					0		60	381	20	461			24	19	43		0	50	37		87	591
11:30					0		66	389	20	455			38	24	62		0	62	65		127	644
11:45					0		65	430	22	517			30	29	59		0	67	41		108	684
12:00					0		61	445	17	523			32	16	48		0	58	19		77	648
12:15					0		82	422	25	529			22	21	43		0	73	24		97	669
12:30					0		68	434	24	526			34	26	60		0	54	24		78	664
12:45					0		88	523	17	628			38	52	90		0	78	37		115	833
13:00					0		74	485	25	584			33	22	55		0	51	40		91	730
13:15					0		76	410	17	503			31	26	57		0	65	35		100	660
13:30					0		69	479	12	560			30	36	66		0	62	29		91	717
13:45					0		70	432	14	516			33	35	68		0	43	25		68	652
14:00					0		68	458	15	541			23	21	44		0	62	13		75	660
14:15					0		93	518	17	628			19	16	35		0	49	35		84	747
14:30					0		70	523	19	612			24	28	52		0	67	21		88	752
14:45					0		62	486	16	564			17	19	36		0	61	26		87	687
15:00					0		56	541	13	610			27	23	50		0	48	21		69	729
15:15					0		63	461	18	542			14	25	39		0	61	35		96	677
15:30					0		59	461	18	538			26	23	49		0	47	34		81	668
15:45					0		66	442	12	520			22	13	35		0	44	23		67	622
16:00					0		59	469	7	535			19	14	33		0	37	27		64	632
16:15					0		66	465	14	545			27	14	41		0	36	21		57	643
16:30					0		47	424	14	485			15	12	27		0	53	30		83	595
16:45					0		59	447	20	526			23	16	39		0	39	31		70	635
17:00					0		65	469	22	556			16	17	33		0	45	62		107	696
17:15					0		54	461	13	528			15	11	26		0	42	26		68	622
17:30					0		56	455	10	521			16	8	24		0	55	27		82	627
17:45					0		63	415	12	490			25	11	36		0	52	16		68	594
18:00					0		60	364	15	439			17	15	32		0	45	30		75	546
18:15					0		62	422	15	499			38	37	75		0	36	15		51	625
18:30					0		61	444	15	520			31	17	48		0	39	20		59	627
18:45					0		40	397	7	444			16	26	42		0	42	15		57	543
19:00					0		48	338	12	398			14	17	31		0	43	15		58	487
TOTAL	0	0	0	0	0	0	2529	17679	641	20849	0	0	1029	935	1964	0	2167	1231	0	3398	26211	
AM Peak Vol	0	0	0	0	0	0	245	1628	74	1947	0	0	118	105	223	0	249	184	0	433	2603	
PM Peak Vol	0	0	0	0	0	0	307	1897	71	2275	0	0	132	136	268	0	256	141	0	397	2940	

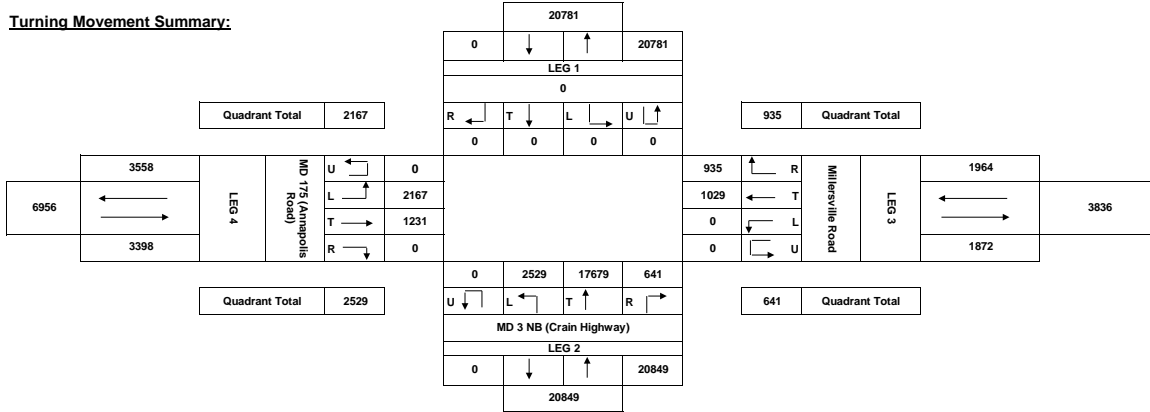
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/3/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

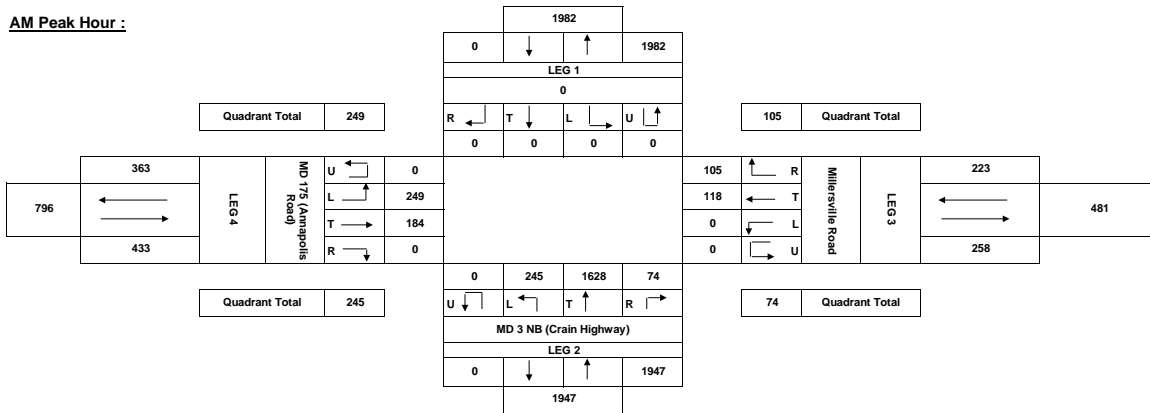
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:45	11:45	2603			12:00PM-7:00PM	12:30	13:30	2940		

Turning Movement Summary:

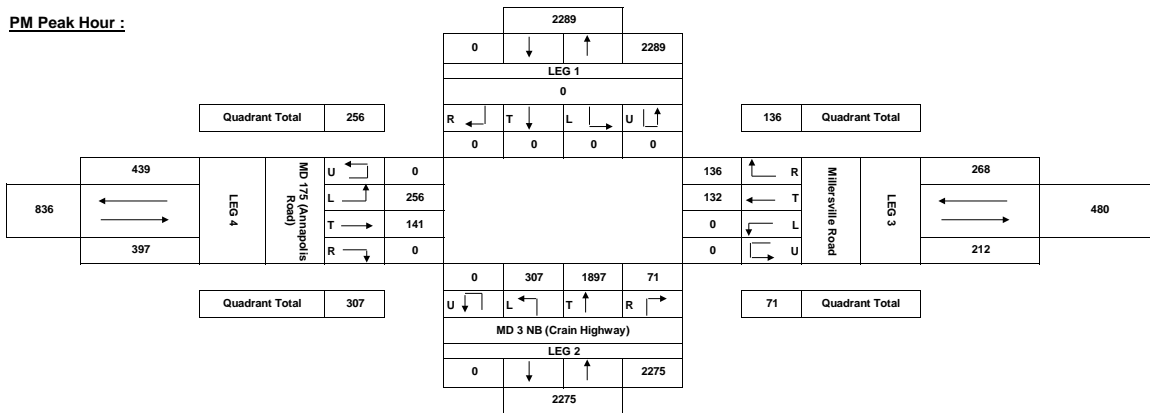


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Tuesday, 10/5/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Rd From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					129	1,766	20	1,915		30	116	146	141	33		174	2,235
7:00 AM					238	2,190	27	2,455		97	262	359	206	83		289	3,103
8:00 AM					248	2,118	54	2,420		109	157	266	223	96		319	3,005
9:00 AM					182	1,712	31	1,925		82	101	183	199	96		295	2,403
10:00 AM					180	1,435	39	1,654		67	79	146	190	64		254	2,054
11:00 AM					233	1,485	45	1,763		77	73	150	164	88		252	2,165
12:00 PM					229	1,623	59	1,911		54	69	123	183	78		261	2,295
1:00 PM					255	1,562	44	1,861		81	84	165	181	102		283	2,309
2:00 PM					267	1,915	57	2,239		79	95	174	182	86		268	2,681
3:00 PM					216	2,092	86	2,394		92	131	223	164	123		287	2,904
4:00 PM					301	2,216	66	2,583		97	181	278	187	138		325	3,186
5:00 PM					300	2,236	65	2,601		107	177	284	194	139		333	3,218
6:00 PM					247	1,777	53	2,077		80	67	147	200	93		293	2,517
Total					3,025	24,127	646	27,798		1,052	1,592	2,644	2,414	1,219		3,633	34,075



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					16	333	3	352		4	16	20	24	9		33	405
6:15 AM					18	370	6	394		9	23	32	39	7		46	472
6:30 AM					45	564	5	614		8	35	43	25	3		28	685
6:45 AM					50	499	6	555		9	42	51	53	14		67	673
7:00 AM					82	552	3	637		15	50	65	39	15		54	756
7:15 AM					52	519	10	581		28	85	113	59	19		78	772
7:30 AM					50	603	7	660		19	63	82	52	12		64	806
7:45 AM					54	516	7	577		35	64	99	56	37		93	769
8:00 AM					81	599	13	693		28	57	85	55	22		77	855
8:15 AM					58	500	16	574		29	40	69	64	27		91	734
8:30 AM					49	597	14	660		16	29	45	48	19		67	772
8:45 AM					60	422	11	493		36	31	67	56	28		84	644
Total					615	6,074	101	6,790		236	535	771	570	212		782	8,343



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Rd City/County: Anne Arundel
 Date & Day: Tuesday, 10/5/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total			
	From North		From South		From East		From West									
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.				
9:00 AM				38	477	11	526		35	23	58	47	21		68	652
9:15 AM				39	445	6	490		16	28	44	53	30		83	617
9:30 AM				50	422	7	479		14	24	38	51	27		78	595
9:45 AM				55	368	7	430		17	26	43	48	18		66	539
10:00 AM				43	354	5	402		18	24	42	44	17		61	505
10:15 AM				49	347	11	407		16	22	38	51	13		64	509
10:30 AM				44	379	13	436		16	16	32	48	19		67	535
10:45 AM				44	355	10	409		17	17	34	47	15		62	505
11:00 AM				57	339	14	410		15	24	39	49	19		68	517
11:15 AM				61	415	12	488		23	21	44	45	23		68	600
11:30 AM				51	375	8	434		20	17	37	35	15		50	521
11:45 AM				64	356	11	431		19	11	30	35	31		66	527
12:00 PM				54	393	19	466		7	16	23	51	25		76	565
12:15 PM				56	427	12	495		18	21	39	45	19		64	598
12:30 PM				61	394	15	470		14	14	28	42	20		62	560
12:45 PM				58	409	13	480		15	18	33	45	14		59	572
1:00 PM				57	346	13	416		22	17	39	45	30		75	530
1:15 PM				62	411	12	485		21	21	42	31	24		55	582
1:30 PM				72	415	6	493		19	26	45	53	23		76	614
1:45 PM				64	390	13	467		19	20	39	52	25		77	583
2:00 PM				63	468	13	544		13	22	35	46	18		64	643
2:15 PM				74	493	11	578		27	27	54	46	22		68	700
2:30 PM				63	456	23	542		23	25	48	46	19		65	655
2:45 PM				67	498	10	575		16	21	37	44	27		71	683
3:00 PM				49	457	21	527		28	25	53	46	38		84	664
3:15 PM				48	544	19	611		8	40	48	48	32		80	739
3:30 PM				61	558	28	647		22	31	53	37	27		64	764
3:45 PM				58	533	18	609		34	35	69	33	26		59	737
Total				362	3,147	70	3,579		532	632	1,164	1,263	637		1,900	16,811



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Rd

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					61	559	17	637		26	42	68	41	37		78	783
4:15 PM					86	578	11	675		18	36	54	50	33		83	812
4:30 PM					63	550	19	632		27	52	79	61	34		95	806
4:45 PM					91	529	19	639		26	51	77	35	34		69	785
5:00 PM					79	579	20	678		24	48	72	53	36		89	839
5:15 PM					71	564	16	651		26	44	70	36	36		72	793
5:30 PM					60	538	12	610		28	42	70	59	41		100	780
5:45 PM					90	555	17	662		29	43	72	46	26		72	806
6:00 PM					71	512	11	594		22	24	46	62	31		93	733
6:15 PM					64	490	13	567		18	12	30	56	17		73	670
6:30 PM					59	405	15	479		23	19	42	39	16		55	576
6:45 PM					53	370	14	437		17	12	29	43	29		72	538
Total					848	6,229	184	7,261		284	425	709	581	370		951	8,921

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 3202	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 3242	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name->	From North					MD 3 NB (Crain Highway)					Millersville Road					MD 175 (Annapolis Road)					GRAND TOTAL
HOUR	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15					0	16	333		3	352	0		4	16	20	0	24	9		33	405
06:30					0	18	370		6	394	0		9	23	32	0	39	7		46	472
06:45					0	45	564		5	614	0		8	35	43	0	25	3		28	685
07:00					0	50	499		6	555	0		9	42	51	0	53	14		67	673
07:15					0	82	552		3	637	0		15	50	65	0	39	15		54	756
07:30					0	52	519		10	581	0		28	85	113	0	59	19		78	772
07:45					0	50	603		7	660	0		19	63	82	0	52	12		64	806
08:00					0	54	516		7	577	0		35	64	99	0	56	37		93	769
08:15					0	81	599		13	693	0		28	57	85	0	55	22		77	855
08:30					0	58	500		16	574	0		29	40	69	0	64	27		91	734
08:45					0	49	597		14	660	0		16	29	45	0	48	19		67	772
09:00					0	60	422		11	493	0		36	31	67	0	56	28		84	644
09:15					0	38	477		11	526	0		35	23	58	1	47	21		69	653
09:30					0	39	445		6	490	0		16	28	44	0	53	30		83	617
09:45					0	50	422		7	479	0		14	24	38	0	51	27		78	595
10:00					0	55	368		7	430	0		17	26	43	0	48	18		66	539
10:15					0	43	354		5	402	0		18	24	42	0	44	17		61	505
10:30					0	49	347		11	407	0		16	22	38	0	51	13		64	509
10:45					0	44	379		13	436	0		16	16	32	0	48	19		67	535
11:00					0	44	355		10	409	0		17	17	34	0	47	15		62	505
11:15					0	57	339		14	410	0		15	24	39	0	49	19		68	517
11:30					0	61	415		12	488	0		23	21	44	1	45	23		69	601
11:45					0	51	375		8	434	0		20	17	37	0	35	15		50	521
12:00					0	64	356		11	431	0		19	11	30	0	35	31		66	527
12:15					0	54	393		19	466	0		7	16	23	0	51	25		76	565
12:30					0	56	427		12	495	0		18	21	39	0	45	19		64	598
12:45					0	61	394		15	470	0		14	14	28	0	42	20		62	560
13:00					0	58	409		13	480	0		15	18	33	0	45	14		59	572
13:15					0	57	346		13	416	0		22	17	39	1	45	30		76	531
13:30					0	62	411		12	485	0		21	21	42	0	31	24		55	582
13:45					0	72	415		6	493	0		19	26	45	0	53	23		76	614
14:00					0	64	390		13	467	0		19	20	39	0	52	25		77	583
14:15					0	63	468		13	544	0		13	22	35	0	46	18		64	643
14:30					0	74	493		11	578	0		27	27	54	0	46	22		68	700
14:45					0	63	456		23	542	0		23	25	48	0	46	19		65	655
15:00					0	67	498		10	575	0		16	21	37	0	44	27		71	683
15:15					0	49	457		21	527	0		28	25	53	0	46	38		84	664
15:30					0	48	544		19	611	0		8	40	48	0	48	32		80	739
15:45					0	61	558		28	647	0		22	31	53	0	37	27		64	764
16:00					0	58	533		18	609	0		34	35	69	0	33	26		59	737
16:15					0	61	559		17	637	0		26	42	68	0	41	37		78	783
16:30					0	86	578		11	675	0		18	36	54	0	50	33		83	812
16:45					0	63	550		19	632	0		27	52	79	0	61	34		95	806
17:00					0	91	529		19	639	0		26	51	77	0	35	34		69	785
17:15					0	79	579		20	678	0		24	48	72	0	53	36		89	839
17:30					0	71	564		16	651	0		26	44	70	0	36	36		72	793
17:45					0	60	538		12	610	0		28	42	70	0	59	41		100	780
18:00					0	90	555		17	662	0		29	43	72	0	46	26		72	806
18:15					0	71	512		11	594	0		22	24	46	0	62	31		93	733
18:30					0	64	490		13	567	0		18	12	30	0	56	17		73	670
18:45					0	59	405		15	479	0		23	19	42	0	39	16		55	576
19:00					0	53	370		14	437	0		17	12	29	0	43	29		72	538
TOTAL	0	0	0	0	0	0	3025	24127	646	27798	0	0	1052	1592	2644	3	2414	1219	0	3636	34078
AM Peak Vo	0	0	0	0	0	0	237	2237	37	2511	0	0	110	269	379	0	222	90	0	312	3202
PM Peak Vo	0	0	0	0	0	0	319	2236	69	2624	0	0	95	187	282	0	199	137	0	336	3242

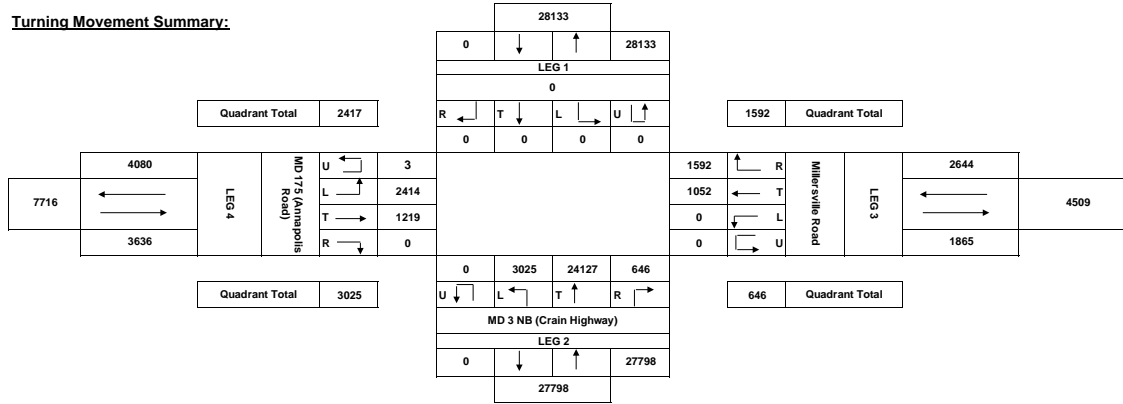
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	3202			12:00PM-7:00PM	16:15	17:15	3242		

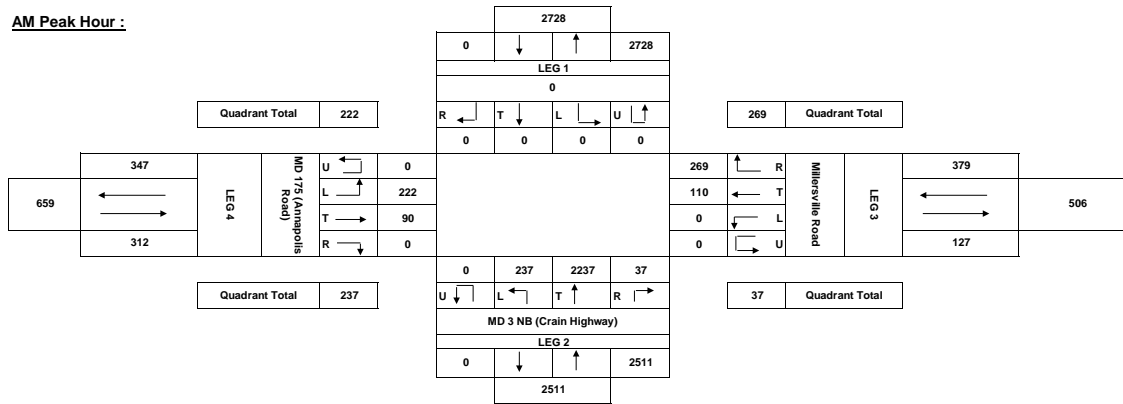
Turning Movement Summary:



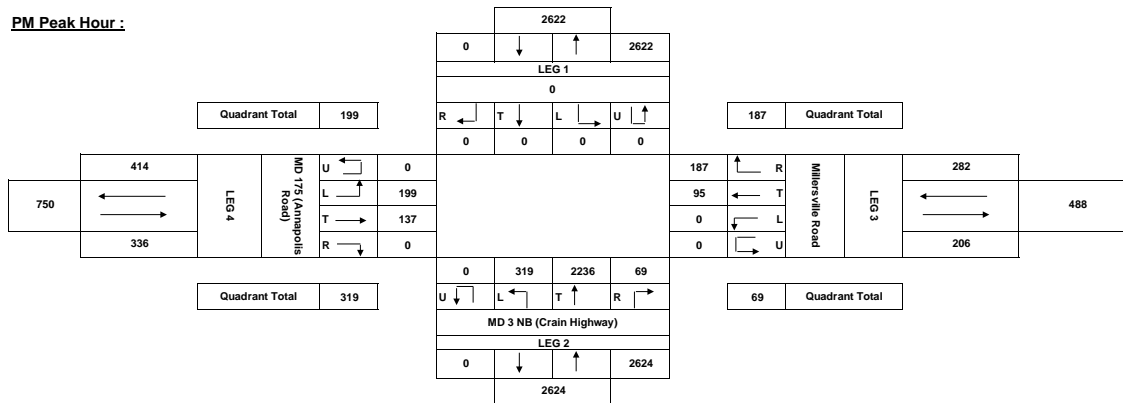
--	--

Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 3 NB at Millersville Road City/County: Anne Arundel
 Date & Day: Wednesday, 10/6/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					137	1,589	16	1,742		33	116	149	153	34		187	2,078
7:00 AM					231	2,321	14	2,566		103	250	353	253	82		335	3,254
8:00 AM					225	2,093	56	2,374		99	149	248	193	83		276	2,898
9:00 AM					197	1,745	31	1,973		97	119	216	216	97		313	2,502
10:00 AM					185	1,395	27	1,607		72	80	152	184	76		260	2,019
11:00 AM					225	1,454	45	1,724		78	80	158	157	81		238	2,120
12:00 PM					232	1,418	65	1,715		83	61	144	149	81		230	2,089
1:00 PM					226	1,658	57	1,941		84	88	172	162	101		263	2,376
2:00 PM					266	1,832	60	2,158		87	89	176	200	78		278	2,612
3:00 PM					273	2,146	75	2,494		90	136	226	204	148		352	3,072
4:00 PM					277	2,270	64	2,611		112	155	267	230	136		366	3,244
5:00 PM					271	2,183	58	2,512		110	182	292	215	150		365	3,169
6:00 PM					294	1,910	65	2,269		86	84	170	165	117		282	2,721
Total					3,039	24,014	633	27,686		1,134	1,589	2,723	2,481	1,264		3,745	34,154



Traffic Volume Table - Morning Peak Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/6/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					14	279	6	299		5	15	20	22	7		29	348
6:15 AM					25	362	3	390		10	28	38	44	6		50	478
6:30 AM					39	448	3	490		8	31	39	45	6		51	580
6:45 AM					59	500	4	563		10	42	52	42	15		57	672
7:00 AM					64	595	5	664		14	49	63	46	14		60	787
7:15 AM					43	539	1	583		31	74	105	70	18		88	776
7:30 AM					59	616	3	678		23	63	86	61	15		76	840
7:45 AM					65	571	5	641		35	64	99	76	35		111	851
8:00 AM					56	565	8	629		28	39	67	40	17		57	753
8:15 AM					47	517	16	580		30	37	67	55	15		70	717
8:30 AM					61	568	17	646		21	35	56	48	17		65	767
8:45 AM					61	443	15	519		20	38	58	50	34		84	661
Total					593	6,003	86	6,682		235	515	750	599	199		798	8,230



Traffic Volume Table - Mid-Day Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/6/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 3 NB (Crain Highway)				Millersville Road				MD 175 (Annapolis Road)				Grand Total			
	From North		From South		From East		From West									
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.				
9:00 AM				46	527	10	583		34	42	76	61	22		83	742
9:15 AM				44	480	9	533		16	26	42	65	31		96	671
9:30 AM				54	400	7	461		17	26	43	46	26		72	576
9:45 AM				53	338	5	396		30	25	55	44	18		62	513
10:00 AM				45	364	9	418		24	24	48	45	24		69	535
10:15 AM				50	348	3	401		17	17	34	43	17		60	495
10:30 AM				45	356	5	406		9	26	35	48	18		66	507
10:45 AM				45	327	10	382		22	13	35	48	17		65	482
11:00 AM				59	382	7	448		17	25	42	31	13		44	534
11:15 AM				59	369	12	440		26	22	48	42	19		61	549
11:30 AM				48	381	13	442		13	17	30	36	20		56	528
11:45 AM				59	322	13	394		22	16	38	48	29		77	509
12:00 PM				67	349	17	433		16	14	30	35	22		57	520
12:15 PM				56	353	13	422		22	15	37	43	21		64	523
12:30 PM				48	340	23	411		27	14	41	39	22		61	513
12:45 PM				61	376	12	449		18	18	36	32	16		48	533
1:00 PM				51	449	16	516		18	26	44	40	28		68	628
1:15 PM				55	443	21	519		20	21	41	42	21		63	623
1:30 PM				63	409	12	484		21	18	39	41	24		65	588
1:45 PM				57	357	8	422		25	23	48	39	28		67	537
2:00 PM				70	429	20	519		27	32	59	46	18		64	642
2:15 PM				63	487	9	559		22	18	40	43	20		63	662
2:30 PM				75	436	15	526		21	13	34	55	19		74	634
2:45 PM				58	480	16	554		17	26	43	56	21		77	674
3:00 PM				64	448	14	526		22	18	40	53	44		97	663
3:15 PM				66	573	14	653		21	26	47	54	39		93	793
3:30 PM				65	576	20	661		25	55	80	34	35		69	810
3:45 PM				78	549	27	654		22	37	59	63	30		93	806
Total				1,604	11,648	360	13,612		591	653	1,244	1,272	662		1,934	16,790



Traffic Volume Table - Evening Peak Period

Location: MD 3 NB at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/6/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				MD 3 NB (Crain Highway) From South				Millersville Road From East				MD 175 (Annapolis Road) From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					58	541	19	618		32	41	73	62	29		91	782
4:15 PM					75	583	16	674		30	32	62	58	30		88	824
4:30 PM					70	566	14	650		22	42	64	52	40		92	806
4:45 PM					74	580	15	669		28	40	68	58	37		95	832
5:00 PM					70	556	18	644		30	41	71	45	41		86	801
5:15 PM					60	538	13	611		35	52	87	53	45		98	796
5:30 PM					77	575	13	665		23	51	74	61	23		84	823
5:45 PM					64	514	14	592		22	38	60	56	41		97	749
6:00 PM					87	558	22	667		20	23	43	42	36		78	788
6:15 PM					71	528	11	610		20	18	38	43	16		59	707
6:30 PM					69	447	15	531		18	21	39	33	26		59	629
6:45 PM					67	377	17	461		28	22	50	47	39		86	597
Total					842	6,363	187	7,392		308	421	729	610	403		1,013	9,134

Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/6/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:00	End 08:00	Volume 3254	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 3263	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name-->		MD 3 NB (Crain Highway)										Millersville Road										MD 175 (Annapolis Road)										GRAND TOTAL
HOUR	ENDING	From North					From South					From East					From West															
		U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total											
08:15						0		14	279	6	299	0		5	15	20	0	22	7			29	348									
08:30						0		25	362	3	390	0		10	28	38	0	44	6			50	478									
08:45						0		39	448	3	490	0		8	31	39	0	45	6			51	580									
07:00						0		59	500	4	563	0		10	42	52	0	42	15			57	672									
07:15						0		64	595	5	664	0		14	49	63	0	46	14			60	787									
07:30						0		43	539	1	583	0		31	74	105	0	70	18			88	776									
07:45						0		59	616	3	678	0		23	63	86	0	61	15			76	840									
08:00						0		65	571	5	641	0		35	64	99	0	76	35			111	851									
08:15						0		56	565	8	629	0		28	39	67	0	40	17			57	753									
08:30						0		47	517	16	580	0		30	37	67	0	55	15			70	717									
08:45						0		61	588	17	646	0		21	35	56	0	48	17			65	767									
09:00						0		61	443	15	519	0		20	38	58	0	50	34			84	661									
09:15						0		46	527	10	583	0		34	42	76	0	61	22			83	742									
09:30						0		44	480	9	533	0		16	26	42	0	65	31			96	671									
09:45						0		54	400	7	461	0		17	26	43	0	46	26			72	576									
10:00						0		53	338	5	396	0		30	25	55	0	44	18			62	513									
10:15						0		45	364	9	418	0		24	24	48	0	45	24			69	535									
10:30						0		50	348	3	401	0		17	17	34	0	43	17			60	495									
10:45						0		45	356	5	406	0		9	26	35	0	48	18			66	507									
11:00						0		45	327	10	382	0		22	13	35	0	48	17			65	482									
11:15						0		59	382	7	448	0		17	25	42	0	31	13			44	534									
11:30						0		59	369	12	440	0		26	22	48	0	42	19			61	549									
11:45						0		48	381	13	442	0		13	17	30	0	36	20			56	528									
12:00						0		59	322	13	394	0		22	16	38	0	48	29			77	509									
12:15						0		67	349	17	433	0		16	14	30	0	35	22			57	520									
12:30						0		56	353	13	422	0		22	15	37	0	43	21			64	523									
12:45						0		48	340	23	411	0		27	14	41	0	39	22			61	513									
13:00						0		61	376	12	449	0		18	18	36	0	32	16			48	533									
13:15						0		51	449	16	516	0		18	26	44	0	40	28			68	628									
13:30						0		55	443	21	519	0		20	21	41	0	42	21			63	623									
13:45						0		63	409	12	484	0		21	18	39	0	41	24			65	588									
14:00						0		57	357	8	422	0		25	23	48	0	39	28			67	537									
14:15						0		70	429	20	519	0		27	32	59	0	46	18			64	642									
14:30						0		63	487	9	559	0		22	18	40	0	43	20			63	662									
14:45						0		75	436	15	526	0		21	13	34	0	55	19			74	634									
15:00						0		58	480	16	554	0		17	26	43	0	56	21			77	674									
15:15						0		64	448	14	526	0		22	18	40	0	53	44			97	663									
15:30						0		66	573	14	653	0		21	26	47	0	54	39			93	793									
15:45						0		65	576	20	661	0		25	55	80	0	34	35			69	810									
16:00						0		78	549	27	654	0		22	37	59	0	63	30			93	806									
16:15						0		58	541	19	618	0		32	41	73	0	62	29			91	782									
16:30						0		75	583	16	674	0		30	32	62	0	58	30			88	824									
16:45						0		70	566	14	650	0		22	42	64	0	52	40			92	806									
17:00						0		74	580	15	669	0		28	40	68	0	58	37			95	832									
17:15						0		70	556	18	644	0		30	41	71	0	45	41			86	801									
17:30						0		60	538	13	611	0		35	52	87	0	53	45			98	796									
17:45						0		77	575	13	665	0		23	51	74	0	61	23			84	823									
18:00						0		64	514	14	592	0		22	38	60	0	56	41			97	749									
18:15						0		87	558	22	667	0		20	23	43	0	42	36			78	788									
18:30						0		71	528	11	610	0		20	18	38	0	43	16			59	707									
18:45						0		69	447	15	531	0		18	21	39	0	33	26			59	629									
19:00						0		67	377	17	461	0		28	22	50	0	47	39			86	597									
TOTAL		0	0	0	0	0	0	3039	24014	633	27686	0	0	1134	1589	2723	0	2481	1264	0	3745	34154										
AM Peak Vol		0	0	0	0	0	0	231	2321	14	2566	0	0	103	250	353	0	253	82	0	335	3254										
PM Peak Vol		0	0	0	0	0	0	289	2285	63	2637	0	0	110	155	265	0	213	148	0	361	3263										

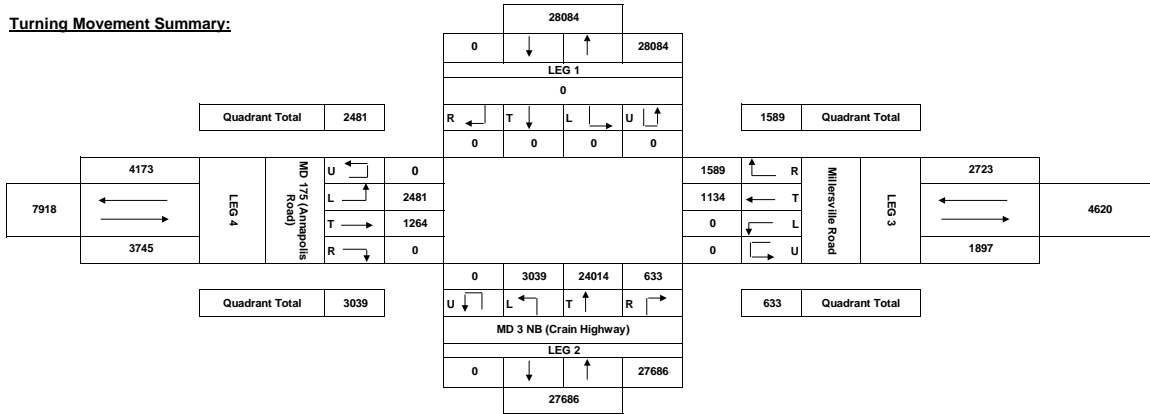
Millersville Park

Location: MD 3 NB at Millersville Road
 Date: 10/6/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

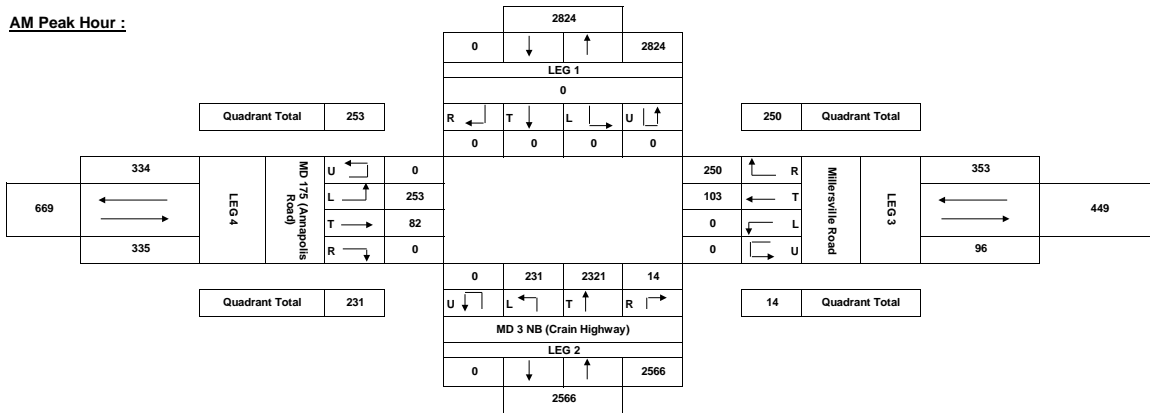
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:00	08:00	3254			12:00PM-7:00PM	16:15	17:15	3263		

Turning Movement Summary:

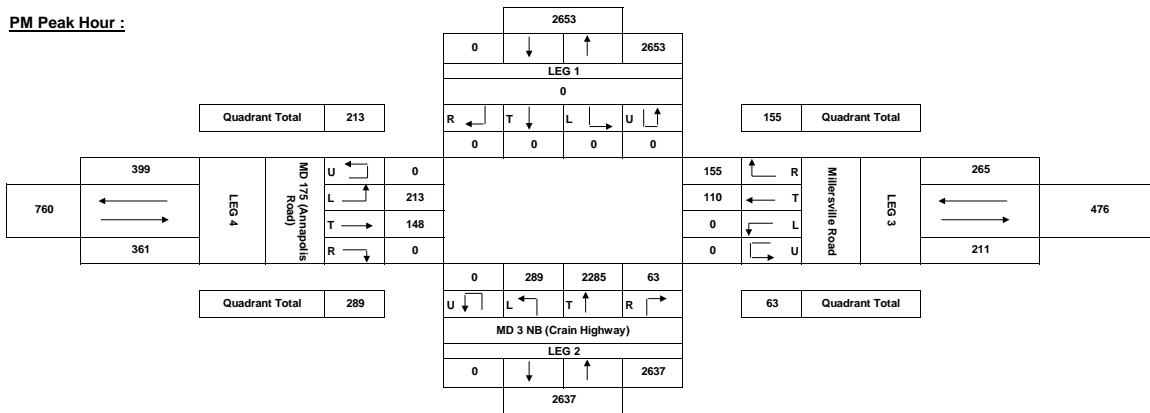


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: **Millersville Road at Cecil Avenue**
 City/County: **Anne Arundel**
 Date & Day: **Saturday, 10/16/2021**
 Weather: **Sunny**
 Type Of Count **Turning Movement Count**
 Recorders: **WBCM**

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	1	2	3	59	0	4	63	11	58	0	69	2	63	20	85	220
9:00 AM	0	1	5	6	46	1	8	55	20	82	1	103	5	100	52	157	321
10:00 AM	1	0	6	7	97	0	10	107	12	97	0	109	5	135	54	194	417
11:00 AM	1	1	6	8	85	1	6	92	13	138	3	154	6	118	58	182	436
12:00 PM	1	1	5	7	90	1	18	109	33	95	6	134	6	113	72	191	441
1:00 PM	3	0	10	13	65	0	12	77	12	115	2	129	9	111	69	189	408
2:00 PM	1	0	9	10	55	0	8	63	20	83	1	104	4	97	41	142	319
3:00 PM	1	0	5	6	189	0	15	204	16	88	2	106	3	87	44	134	450
4:00 PM	0	2	2	4	56	1	10	67	31	60	1	92	4	81	73	158	321
5:00 PM	1	0	1	2	68	0	11	79	14	73	2	89	4	68	39	111	281
6:00 PM	0	0	4	4	66	1	12	79	8	45	0	53	1	62	27	90	226
Total	9	6	55	70	876	5	114	995	190	934	18	1,142	49	1,035	549	1,633	3,840



Traffic Volume Table - Morning Peak Period

Location: <u> Millersville Road at Cecil Avenue </u>	City/County: <u> Anne Arundel </u>
Date & Day: <u> Saturday, 10/16/2021 </u>	Weather: <u> Sunny </u>
Type Of Count: <u> Turning Movement Count </u>	Recorders: <u> WBCM </u>

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	0	0	0	13	0	0	13	2	10	0	12	0	9	2	11	36
8:15 AM	0	0	1	1	16	0	2	18	0	15	0	15	1	10	9	20	54
8:30 AM	0	0	0	0	13	0	0	13	4	17	0	21	1	21	3	25	59
8:45 AM	0	1	1	2	17	0	2	19	5	16	0	21	0	23	6	29	71
Total	0	1	2	3	59	0	4	63	11	58	0	69	2	63	20	85	220



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Saturday, 10/16/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	0	0	1	1	6	0	0	6	2	21	1	24	1	15	8	24	55
9:15 AM	0	1	2	3	9	0	2	11	7	15	0	22	0	31	24	55	91
9:30 AM	0	0	1	1	13	1	4	18	7	19	0	26	2	24	9	35	80
9:45 AM	0	0	1	1	18	0	2	20	4	27	0	31	2	30	11	43	95
10:00 AM	0	0	2	2	36	0	5	41	0	31	0	31	3	39	12	54	128
10:15 AM	0	0	1	1	19	0	2	21	7	22	0	29	1	33	18	52	103
10:30 AM	0	0	3	3	21	0	2	23	4	26	0	30	1	29	12	42	98
10:45 AM	1	0	0	1	21	0	1	22	1	18	0	19	0	34	12	46	88
11:00 AM	0	0	1	1	19	0	2	21	4	28	1	33	2	32	8	42	97
11:15 AM	0	1	2	3	24	0	1	25	5	36	0	41	3	26	12	41	110
11:30 AM	1	0	2	3	19	1	2	22	0	42	0	42	1	29	22	52	119
11:45 AM	0	0	1	1	23	0	1	24	4	32	2	38	0	31	16	47	110
12:00 PM	1	0	3	4	18	1	7	26	16	23	2	41	2	30	16	48	119
12:15 PM	0	0	0	0	27	0	4	31	6	29	0	35	1	17	20	38	104
12:30 PM	0	0	1	1	26	0	4	30	4	17	1	22	1	40	17	58	111
12:45 PM	0	1	1	2	19	0	3	22	7	26	3	36	2	26	19	47	107
1:00 PM	0	0	5	5	15	0	3	18	4	30	1	35	0	23	17	40	98
1:15 PM	1	0	2	3	19	0	6	25	0	27	0	27	4	30	21	55	110
1:30 PM	2	0	3	5	13	0	2	15	4	25	0	29	3	31	15	49	98
1:45 PM	0	0	0	0	18	0	1	19	4	33	1	38	2	27	16	45	102
2:00 PM	1	0	0	1	11	0	1	12	1	17	0	18	0	34	12	46	77
2:15 PM	0	0	6	6	15	0	1	16	8	21	1	30	1	23	9	33	85
2:30 PM	0	0	2	2	15	0	5	20	6	25	0	31	2	26	10	38	91
2:45 PM	0	0	1	1	14	0	1	15	5	20	0	25	1	14	10	25	66
3:00 PM	1	0	3	4	27	0	3	30	6	12	1	19	2	29	16	47	100
3:15 PM	0	0	2	2	46	0	4	50	2	20	1	23	1	26	10	37	112
3:30 PM	0	0	0	0	79	0	2	81	4	21	0	25	0	16	12	28	134
3:45 PM	0	0	0	0	37	0	6	43	4	35	0	39	0	16	6	22	104
Total	8	3	46	57	627	3	77	707	126	698	15	839	38	761	390	1,189	2,792



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Saturday, 10/16/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	1	1	2	20	1	2	23	3	17	0	20	3	25	14	42	87
4:15 PM	0	0	0	0	19	0	3	22	2	18	0	20	0	15	13	28	70
4:30 PM	0	0	0	0	5	0	5	10	5	8	1	14	1	20	19	40	64
4:45 PM	0	1	1	2	12	0	0	12	21	17	0	38	0	21	27	48	100
5:00 PM	0	0	0	0	12	0	2	14	5	18	0	23	0	24	15	39	76
5:15 PM	0	0	0	0	10	0	1	11	2	20	0	22	2	20	12	34	67
5:30 PM	1	0	1	2	14	0	0	14	7	17	0	24	1	13	3	17	57
5:45 PM	0	0	0	0	32	0	8	40	0	18	2	20	1	11	9	21	81
6:00 PM	0	0	2	2	42	1	8	51	1	12	0	13	1	20	5	26	92
6:15 PM	0	0	0	0	12	0	4	16	4	13	0	17	0	18	7	25	58
6:30 PM	0	0	1	1	6	0	0	6	1	14	0	15	0	14	10	24	46
6:45 PM	0	0	1	1	6	0	0	6	2	6	0	8	0	10	5	15	30
Total	1	2	7	10	190	2	33	225	53	178	3	234	9	211	139	359	828

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 10/16/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		11:00	12:00	436				15:00	16:00	450		

Street

Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
08:15	0	0	0	0	0	0	0	13	0	0	0	2	10	0	12	0	0	9	2	11	36	
08:30	0	0	0	1	1	0	0	16	0	2	18	0	0	15	0	15	0	1	10	9	20	54
08:45	0	0	0	0	0	0	0	13	0	0	13	0	4	17	0	21	0	1	21	3	25	59
09:00	0	0	1	1	2	0	0	17	0	2	19	0	5	16	0	21	0	0	23	6	29	71
09:15	0	0	0	1	1	0	0	6	0	0	6	0	2	21	1	24	0	1	15	8	24	55
09:30	0	0	1	2	3	0	0	9	0	2	11	0	7	15	0	22	0	0	31	24	55	91
09:45	0	0	0	1	1	0	0	13	1	4	18	0	7	19	0	26	0	2	24	9	35	80
10:00	0	0	0	1	1	0	0	18	0	2	20	0	4	27	0	31	0	2	30	11	43	95
10:15	0	0	0	2	2	0	0	36	0	5	41	0	0	31	0	31	0	3	39	12	54	128
10:30	0	0	0	1	1	0	0	19	0	2	21	0	7	22	0	29	0	1	33	18	52	103
10:45	0	0	0	3	3	0	0	21	0	2	23	0	4	26	0	30	0	1	29	12	42	98
11:00	0	1	0	0	1	0	0	21	0	1	22	0	1	18	0	19	0	0	34	12	46	88
11:15	0	0	0	1	1	0	0	19	0	2	21	0	4	28	1	33	0	2	32	8	42	97
11:30	0	0	1	2	3	0	0	24	0	1	25	0	5	36	0	41	0	3	26	12	41	110
11:45	0	1	0	2	3	0	0	19	1	2	22	0	0	42	0	42	0	1	29	22	52	119
12:00	0	0	0	1	1	0	0	23	0	1	24	0	4	32	2	38	0	0	31	16	47	110
12:15	0	1	0	3	4	0	0	18	1	7	26	0	16	23	2	41	0	2	30	16	48	119
12:30	0	0	0	0	0	0	0	27	0	4	31	0	6	29	0	35	0	1	17	20	38	104
12:45	0	0	0	1	1	0	0	26	0	4	30	0	4	17	1	22	0	1	40	17	58	111
13:00	0	0	1	1	2	0	0	19	0	3	22	0	7	26	3	36	0	2	26	19	47	107
13:15	0	0	0	5	5	0	0	15	0	3	18	0	4	30	1	35	0	0	23	17	40	98
13:30	0	1	0	2	3	0	0	19	0	6	25	0	0	27	0	27	0	4	30	21	55	110
13:45	0	2	0	3	5	0	0	13	0	2	15	0	4	25	0	29	0	3	31	15	49	98
14:00	0	0	0	0	0	0	0	18	0	1	19	0	4	33	1	38	0	2	27	16	45	102
14:15	0	1	0	0	1	0	0	11	0	1	12	0	1	17	0	18	0	0	34	12	46	77
14:30	0	0	0	6	6	0	0	15	0	1	16	0	8	21	1	30	0	1	23	9	33	85
14:45	0	0	0	2	2	0	0	15	0	5	20	0	6	25	0	31	0	2	26	10	38	91
15:00	0	0	0	1	1	0	0	14	0	1	15	0	5	20	0	25	0	1	14	10	25	66
15:15	0	1	0	3	4	0	0	27	0	3	30	0	6	12	1	19	0	2	29	16	47	100
15:30	0	0	0	2	2	0	0	46	0	4	50	0	2	20	1	23	0	1	26	10	37	112
15:45	0	0	0	0	0	0	0	79	0	2	81	0	4	21	0	25	0	0	16	12	28	134
16:00	0	0	0	0	0	0	0	37	0	6	43	0	4	35	0	39	0	0	16	6	22	104
16:15	0	0	1	1	2	0	0	20	1	2	23	0	3	17	0	20	0	3	25	14	42	87
16:30	0	0	0	0	0	0	0	19	0	3	22	0	2	18	0	20	0	0	15	13	28	70
16:45	0	0	0	0	0	0	0	5	0	5	10	0	5	8	1	14	0	1	20	19	40	64
17:00	0	0	1	1	2	0	0	12	0	0	12	0	21	17	0	38	0	0	21	27	48	100
17:15	0	0	0	0	0	0	0	12	0	2	14	0	5	18	0	23	0	0	24	15	39	76
17:30	0	0	0	0	0	0	0	10	0	1	11	0	2	20	0	22	0	2	20	12	34	67
17:45	0	1	0	1	2	0	0	14	0	0	14	0	7	17	0	24	0	1	13	3	17	57
18:00	0	0	0	0	0	0	0	32	0	8	40	0	0	18	2	20	0	1	11	9	21	81
18:15	0	0	0	2	2	0	0	42	1	8	51	0	1	12	0	13	0	1	20	5	26	92
18:30	0	0	0	0	0	0	0	12	0	4	16	0	4	13	0	17	0	0	18	7	25	58
18:45	0	0	0	1	1	0	0	6	0	0	6	0	1	14	0	15	0	0	14	10	24	46
19:00	0	0	0	1	1	0	0	6	0	0	6	0	2	6	0	8	0	0	10	5	15	30
TOTAL	0	9	6	55	70	0	876	5	114	995	0	190	934	18	1142	0	49	1035	549	1633	3840	
AM Peak Vol	0	1	1	6	8	0	85	1	6	92	0	13	138	3	154	0	6	118	58	182	436	
PM Peak Vol	0	1	0	5	6	0	189	0	15	204	0	16	88	2	106	0	3	87	44	134	450	

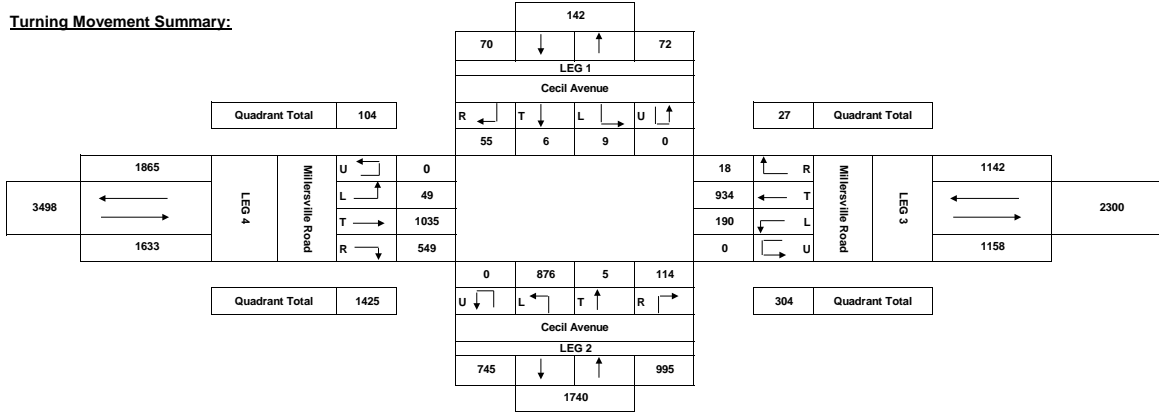
Millersville Park

Location: Millersville Road at Cecil Avenue
Date: 10/16/2021 Saturday
Recorder: WBCM
Interval (dd): 15
 (In Minutes)

County: Anne Arundel
Town: Gambrills
Weather: Sunny

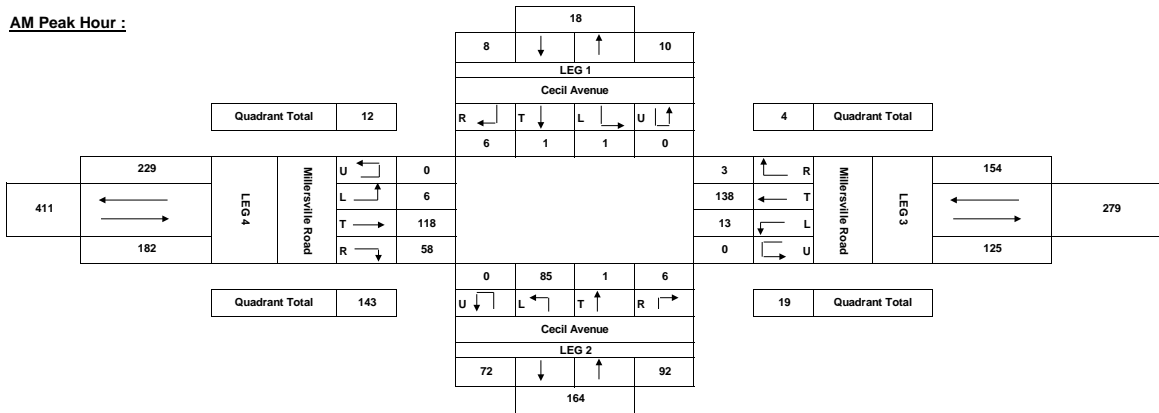
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	11:00	12:00	436			12:00PM-7:00PM	15:00	16:00	450		

Turning Movement Summary:

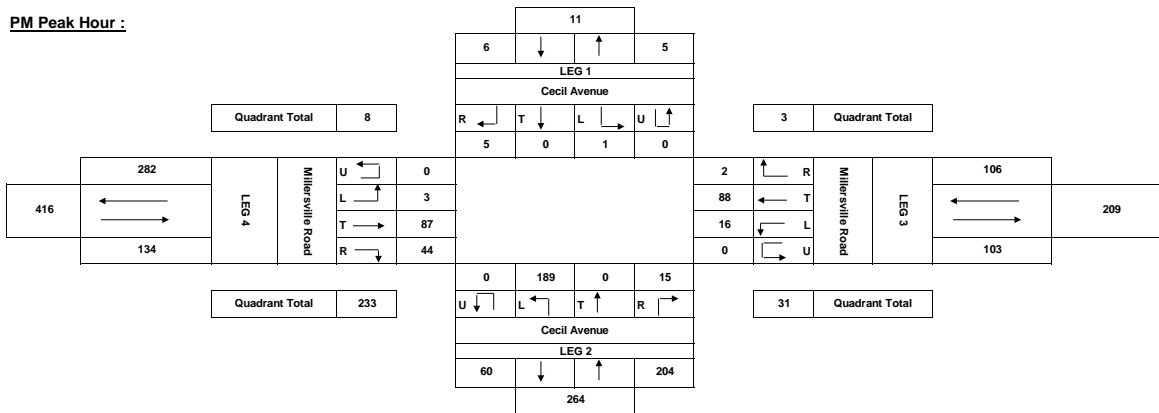


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Sunday, 10/17/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	1	1	2	91	0	5	96	9	52	0	61	2	45	24	71	230
9:00 AM	0	0	6	6	55	0	8	63	45	66	0	111	10	74	59	143	323
10:00 AM	1	2	1	4	120	1	34	155	17	87	1	105	23	113	53	189	453
11:00 AM	1	2	2	5	66	0	16	82	25	106	3	134	9	95	85	189	410
12:00 PM	4	0	22	26	92	2	30	124	18	110	2	130	3	102	40	145	425
1:00 PM	2	2	7	11	57	1	9	67	6	73	0	79	3	101	58	162	319
2:00 PM	0	2	8	10	60	1	4	65	6	66	4	76	5	77	45	127	278
3:00 PM	2	0	3	5	66	2	17	85	13	52	0	65	5	71	46	122	277
4:00 PM	0	0	6	6	69	0	14	83	33	72	0	105	6	87	89	182	376
5:00 PM	0	1	4	5	54	0	7	61	13	71	2	86	3	66	80	149	301
6:00 PM	1	0	2	3	92	1	21	114	16	61	1	78	1	88	43	132	327
Total	11	10	62	83	822	8	165	995	201	816	13	1,030	70	919	622	1,611	3,719



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Sunday, 10/17/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	0	0	0	7	0	0	7	5	8	0	13	1	5	11	17	37
8:15 AM	0	0	0	0	9	0	0	9	2	13	0	15	0	12	2	14	38
8:30 AM	0	0	1	1	8	0	0	8	1	18	0	19	0	12	4	16	44
8:45 AM	0	1	0	1	67	0	5	72	1	13	0	14	1	16	7	24	111
Total	0	1	1	2	91	0	5	96	9	52	0	61	2	45	24	71	230



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Sunday, 10/17/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM	0	0	2	2	21	0	6	27	12	16	0	28	1	12	4	17	74	
9:15 AM	0	0	1	1	8	0	0	8	22	17	0	39	1	18	31	50	98	
9:30 AM	0	0	1	1	11	0	1	12	7	16	0	23	2	15	16	33	69	
9:45 AM	0	0	2	2	15	0	1	16	4	17	0	21	6	29	8	43	82	
10:00 AM	0	0	0	0	17	1	7	25	1	14	1	16	6	28	12	46	87	
10:15 AM	1	1	0	2	14	0	2	16	9	26	0	35	15	23	17	55	108	
10:30 AM	0	1	1	2	48	0	15	63	3	25	0	28	2	27	15	44	137	
10:45 AM	0	0	0	0	41	0	10	51	4	22	0	26	0	35	9	44	121	
11:00 AM	0	0	0	0	17	0	6	23	6	31	0	37	0	25	19	44	104	
11:15 AM	0	1	0	1	17	0	6	23	6	22	0	28	3	17	35	55	107	
11:30 AM	0	0	1	1	19	0	3	22	6	27	1	34	2	21	20	43	100	
11:45 AM	1	1	1	3	13	0	1	14	7	26	2	35	4	32	11	47	99	
12:00 PM	0	0	7	7	13	0	6	19	2	25	0	27	1	23	9	33	86	
12:15 PM	1	0	4	5	13	0	3	16	2	31	0	33	0	29	11	40	94	
12:30 PM	2	0	6	8	44	0	18	62	11	30	2	43	2	34	10	46	159	
12:45 PM	1	0	5	6	22	2	3	27	3	24	0	27	0	16	10	26	86	
1:00 PM	1	0	5	6	15	0	3	18	3	21	0	24	2	27	16	45	93	
1:15 PM	0	0	0	0	16	0	1	17	3	23	0	26	0	32	13	45	88	
1:30 PM	1	2	0	3	15	1	2	18	0	21	0	21	1	25	15	41	83	
1:45 PM	0	0	2	2	11	0	3	14	0	8	0	8	0	17	14	31	55	
2:00 PM	0	0	1	1	15	0	1	16	2	6	0	8	1	26	7	34	59	
2:15 PM	0	0	0	0	15	1	1	17	3	23	2	28	1	16	14	31	76	
2:30 PM	0	1	6	7	15	0	0	15	0	17	0	17	2	24	12	38	77	
2:45 PM	0	1	1	2	15	0	2	17	1	20	2	23	1	11	12	24	66	
3:00 PM	0	0	1	1	16	0	4	20	3	8	0	11	1	19	18	38	70	
3:15 PM	2	0	1	3	23	2	2	27	2	10	0	12	1	13	14	28	70	
3:30 PM	0	0	0	0	17	0	5	22	6	21	0	27	2	18	6	26	75	
3:45 PM	0	0	1	1	10	0	6	16	2	13	0	15	1	21	8	30	62	
Total	10	8	49	67	516	7	118	641	130	560	10	700	58	633	386	1,077	2,485	



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Sunday, 10/17/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	0	0	17	0	3	20	0	20	0	20	2	17	8	27	67
4:15 PM	0	0	1	1	16	0	0	16	9	16	0	25	1	17	9	27	69
4:30 PM	0	0	1	1	13	0	2	15	5	19	0	24	1	24	24	49	89
4:45 PM	0	0	4	4	23	0	9	32	19	17	0	36	2	29	48	79	151
5:00 PM	0	1	0	1	12	0	1	13	3	24	1	28	0	17	25	42	84
5:15 PM	0	0	1	1	13	0	2	15	3	16	0	19	2	15	21	38	73
5:30 PM	0	0	1	1	15	0	2	17	3	12	1	16	1	20	14	35	69
5:45 PM	0	0	2	2	14	0	2	16	4	19	0	23	0	14	20	34	75
6:00 PM	0	0	1	1	56	0	9	65	10	19	0	29	0	30	16	46	141
6:15 PM	0	0	0	0	15	0	7	22	4	14	1	19	0	18	6	24	65
6:30 PM	1	0	0	1	13	0	1	14	2	12	0	14	0	22	16	38	67
6:45 PM	0	0	1	1	8	1	4	13	0	16	0	16	1	18	5	24	54
Total	1	1	12	14	215	1	42	258	62	204	3	269	10	241	212	463	1,004

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 10/17/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		10:15	11:15	470				12:15	13:15	432		

Street

Name-->	Cecil Avenue					Cecil Avenue					Millersville Road					Millersville Road					GRAND TOTAL
	From North					From South					From East					From West					
Hour	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15	0	0	0	0	0	0	0	7	0	7	0	5	8	0	13	0	1	5	11	17	37
08:30	0	0	0	0	0	0	0	9	0	9	0	2	13	0	15	0	0	12	2	14	38
08:45	0	0	0	1	1	0	0	8	0	8	0	1	18	0	19	0	0	12	4	16	44
09:00	0	0	1	0	1	0	0	67	0	67	0	1	13	0	14	0	1	16	7	24	111
09:15	0	0	0	2	2	0	0	21	0	21	0	12	16	0	28	0	1	12	4	17	74
09:30	0	0	0	1	1	0	0	8	0	8	0	22	17	0	39	0	1	18	31	50	98
09:45	0	0	0	1	1	0	0	11	0	11	0	7	16	0	23	0	2	15	16	33	69
10:00	0	0	0	2	2	0	0	15	0	15	0	4	17	0	21	0	6	29	8	43	82
10:15	0	0	0	0	0	0	0	17	1	18	0	1	14	1	16	0	6	28	12	46	87
10:30	0	1	1	0	2	0	0	14	0	14	0	9	26	0	35	0	15	23	17	55	108
10:45	0	0	1	1	2	0	0	48	0	48	0	3	25	0	28	0	2	27	15	44	137
11:00	0	0	0	0	0	0	0	41	0	41	0	4	22	0	26	0	0	35	9	44	121
11:15	0	0	0	0	0	0	0	17	0	17	0	6	31	0	37	0	0	25	19	44	104
11:30	0	0	1	0	1	0	0	17	0	17	0	6	22	0	28	0	3	17	35	55	107
11:45	0	0	0	1	1	0	0	19	0	19	0	6	27	1	34	0	2	21	20	43	100
12:00	0	1	1	1	3	0	0	13	0	13	0	7	26	2	35	0	4	32	11	47	99
12:15	0	0	0	7	7	0	0	13	0	13	0	2	25	0	27	0	1	23	9	33	86
12:30	0	1	0	4	5	0	0	13	0	13	0	2	31	0	33	0	0	29	11	40	94
12:45	0	2	0	6	8	0	0	44	0	44	0	11	30	2	43	0	2	34	10	46	159
13:00	0	1	0	5	6	0	0	22	2	24	0	3	24	0	27	0	0	16	10	26	86
13:15	0	1	0	5	6	0	0	15	0	15	0	3	21	0	24	0	2	27	16	45	93
13:30	0	0	0	0	0	0	0	16	0	16	0	3	23	0	26	0	0	32	13	45	88
13:45	0	1	2	0	3	0	0	15	1	16	0	0	21	0	21	0	1	25	15	41	83
14:00	0	0	0	2	2	0	0	11	0	11	0	0	8	0	8	0	0	17	14	31	55
14:15	0	0	0	1	1	0	0	15	0	15	0	2	6	0	8	0	1	26	7	34	59
14:30	0	0	0	0	0	0	0	15	1	16	0	3	23	2	28	0	1	16	14	31	76
14:45	0	0	1	6	7	0	0	15	0	15	0	0	17	0	17	0	2	24	12	38	77
15:00	0	0	1	1	2	0	0	15	0	15	0	1	20	2	23	0	1	11	12	24	66
15:15	0	0	0	1	1	0	0	16	0	16	0	3	8	0	11	0	1	19	18	38	70
15:30	0	2	0	1	3	0	0	23	2	25	0	2	10	0	12	0	1	13	14	28	70
15:45	0	0	0	0	0	0	0	17	0	17	0	6	21	0	27	0	2	18	6	26	75
16:00	0	0	0	1	1	0	0	10	0	10	0	2	13	0	15	0	1	21	8	30	62
16:15	0	0	0	0	0	0	0	17	0	17	0	0	20	0	20	0	2	17	8	27	67
16:30	0	0	0	1	1	0	0	16	0	16	0	9	16	0	25	0	1	17	9	27	69
16:45	0	0	0	1	1	0	0	13	0	13	0	5	19	0	24	0	1	24	24	49	89
17:00	0	0	0	4	4	0	0	23	0	23	0	19	17	0	36	0	2	29	48	79	151
17:15	0	0	1	0	1	0	0	12	0	12	0	3	24	1	28	0	0	17	25	42	84
17:30	0	0	0	1	1	0	0	13	0	13	0	3	16	0	19	0	2	15	21	38	73
17:45	0	0	0	1	1	0	0	15	0	15	0	3	12	1	16	0	1	20	14	35	69
18:00	0	0	0	2	2	0	0	14	0	14	0	4	19	0	23	0	0	14	20	34	75
18:15	0	0	0	1	1	0	0	56	0	56	0	10	19	0	29	0	0	30	16	46	141
18:30	0	0	0	0	0	0	0	15	0	15	0	7	22	0	19	0	0	18	6	24	65
18:45	0	1	0	0	1	0	0	13	0	13	0	2	12	0	14	0	0	22	16	38	67
19:00	0	0	0	1	1	0	0	8	1	9	0	0	16	0	16	0	1	18	5	24	54
TOTAL	0	11	10	62	83	0	822	8	165	995	0	201	816	13	1030	0	70	919	622	1611	3719
AM Peak Vol	0	1	2	1	4	0	120	0	33	153	0	22	104	0	126	0	17	110	60	187	470
PM Peak Vol	0	5	0	20	25	0	94	2	27	123	0	19	106	2	127	0	4	106	47	157	432

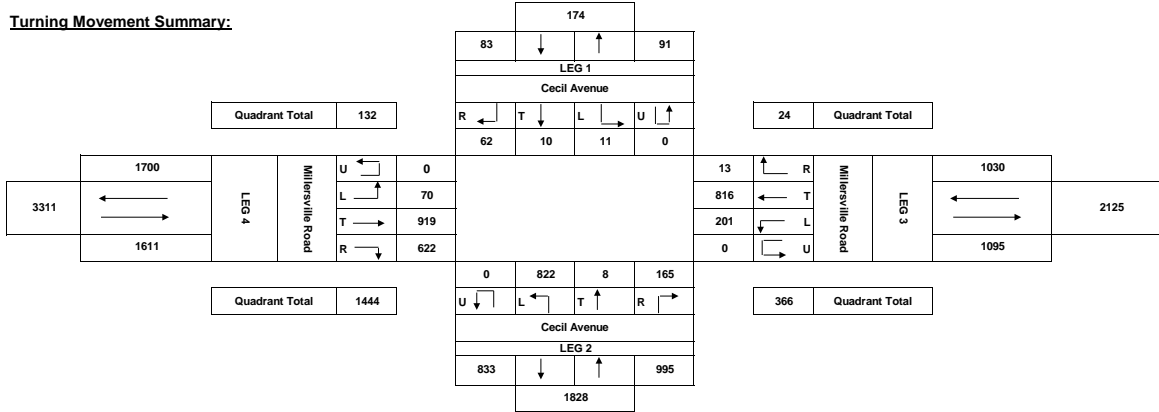
Millersville Park

Location: Millersville Road at Cecil Avenue
Date: 10/17/2021 Sunday
Recorder: WBCM
Interval (dd): 15
 (In Minutes)

County: Anne Arundel
Town: Gambrills
Weather: Sunny

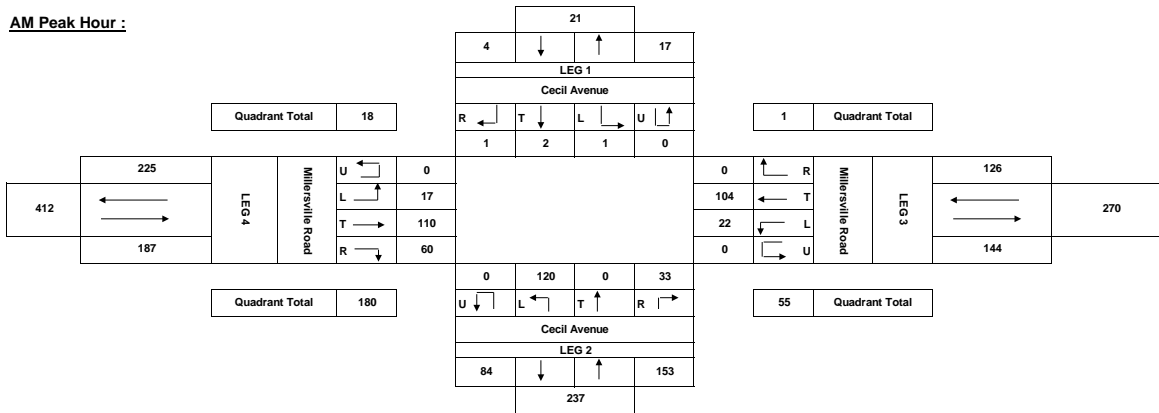
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:15	11:15	470			12:00PM-7:00PM	12:15	13:15	432		

Turning Movement Summary:

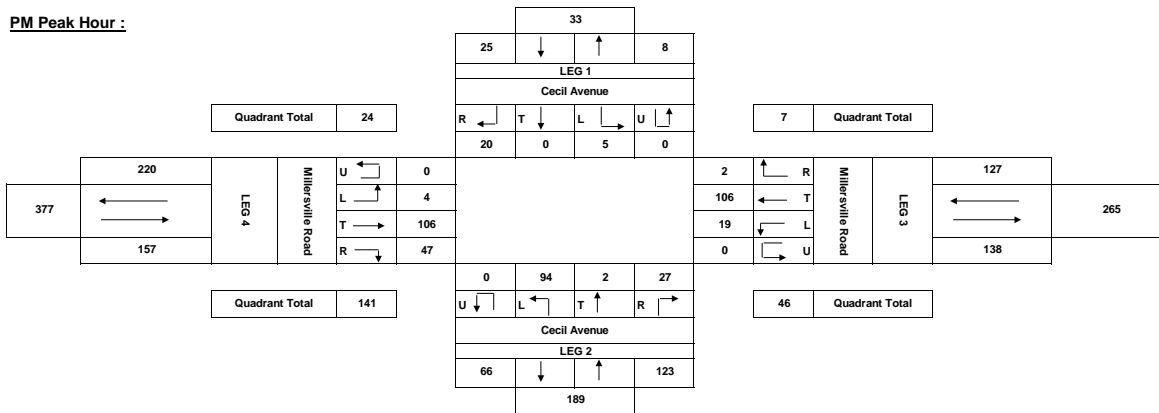


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: <u> Millersville Road at Cecil Avenue </u>	City/County: <u> Anne Arundel </u>
Date & Day: <u> Wednesday, 10/13/2021 </u>	Weather: <u> Sunny </u>
Type Of Count: <u> Turning Movement Count </u>	Recorders: <u> WBCM </u>

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
6:00 AM	0	1	2	3	79	0	3	82	13	76	1	90	1	37	24	62	237	
7:00 AM	0	1	10	11	206	0	13	219	12	113	0	125	4	54	31	89	444	
8:00 AM	3	1	8	12	125	2	16	143	37	162	5	204	0	109	38	147	506	
9:00 AM	0	2	2	4	86	0	9	95	17	110	0	127	3	93	59	155	381	
10:00 AM	0	2	2	4	66	0	9	75	15	83	0	98	3	74	27	104	281	
11:00 AM	2	1	6	9	68	0	12	80	9	82	4	95	4	50	38	92	276	
12:00 PM	0	2	4	6	49	1	10	60	19	80	1	100	6	96	40	142	308	
1:00 PM	1	1	5	7	53	0	9	62	14	81	1	96	5	94	45	144	309	
2:00 PM	0	1	6	7	67	1	10	78	13	108	1	122	2	120	42	164	371	
3:00 PM	1	1	8	10	119	2	21	142	25	117	3	145	3	149	59	211	508	
4:00 PM	0	3	0	3	172	2	24	198	31	128	2	161	5	106	94	205	567	
5:00 PM	1	1	2	4	169	2	20	191	30	103	1	134	5	115	75	195	524	
6:00 PM	1	0	1	2	66	1	13	80	23	77	2	102	6	91	88	185	369	
Total	9	17	56	82	1,325	11	169	1,505	258	1,320	21	1,599	47	1,188	660	1,895	5,081	



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Wednesday, 10/13/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	0	0	0	8	0	1	9	4	16	0	20	0	7	5	12	41
6:15 AM	0	0	2	2	16	0	0	16	2	19	0	21	0	5	5	10	49
6:30 AM	0	1	0	1	18	0	1	19	2	19	1	22	0	15	5	20	62
6:45 AM	0	0	0	0	37	0	1	38	5	22	0	27	1	10	9	20	85
7:00 AM	0	0	3	3	36	0	3	39	0	25	0	25	1	8	6	15	82
7:15 AM	0	0	4	4	67	0	3	70	3	20	0	23	0	13	2	15	112
7:30 AM	0	1	3	4	53	0	4	57	2	35	0	37	2	19	7	28	126
7:45 AM	0	0	0	0	50	0	3	53	7	33	0	40	1	14	16	31	124
8:00 AM	1	0	1	2	40	0	1	41	16	49	1	66	0	28	14	42	151
8:15 AM	0	0	1	1	44	1	3	48	7	33	0	40	0	25	7	32	121
8:30 AM	1	1	2	4	19	0	1	20	9	38	2	49	0	21	5	26	99
8:45 AM	1	0	4	5	22	1	11	34	5	42	2	49	0	35	12	47	135
Total	3	3	20	26	410	2	32	444	62	351	6	419	5	200	93	298	1,187



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Wednesday, 10/13/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM	0	0	1	1	19	0	3	22	7	47	0	54	1	30	12	43	120	
9:15 AM	0	0	0	0	24	0	4	28	4	29	0	33	1	27	29	57	118	
9:30 AM	0	2	1	3	23	0	1	24	4	17	0	21	1	14	9	24	72	
9:45 AM	0	0	0	0	20	0	1	21	2	17	0	19	0	22	9	31	71	
10:00 AM	0	0	0	0	22	0	4	26	4	21	0	25	0	12	8	20	71	
10:15 AM	0	1	1	2	15	0	1	16	3	12	0	15	1	31	4	36	69	
10:30 AM	0	1	1	2	14	0	0	14	4	28	0	32	1	13	5	19	67	
10:45 AM	0	0	0	0	15	0	4	19	4	22	0	26	1	18	10	29	74	
11:00 AM	0	0	0	0	12	0	1	13	1	24	0	25	0	8	11	19	57	
11:15 AM	1	0	3	4	16	0	4	20	4	21	1	26	1	10	8	19	69	
11:30 AM	0	1	1	2	14	0	3	17	1	22	2	25	1	15	11	27	71	
11:45 AM	1	0	2	3	26	0	4	30	3	15	1	19	2	17	8	27	79	
12:00 PM	0	0	0	0	9	0	2	11	5	14	0	19	1	30	11	42	72	
12:15 PM	0	0	1	1	11	0	3	14	4	19	1	24	1	23	11	35	74	
12:30 PM	0	0	1	1	18	0	4	22	6	24	0	30	3	24	8	35	88	
12:45 PM	0	2	2	4	11	1	1	13	4	23	0	27	1	19	10	30	74	
1:00 PM	0	0	2	2	18	0	4	22	3	16	0	19	2	23	13	38	81	
1:15 PM	0	0	0	0	13	0	2	15	4	18	0	22	1	21	12	34	71	
1:30 PM	1	0	1	2	11	0	2	13	4	27	0	31	2	21	8	31	77	
1:45 PM	0	1	2	3	11	0	1	12	3	20	1	24	0	29	12	41	80	
2:00 PM	0	0	2	2	18	1	2	21	3	25	0	28	1	27	12	40	91	
2:15 PM	0	0	0	0	14	0	2	16	3	24	0	27	0	29	8	37	80	
2:30 PM	0	0	3	3	24	0	4	28	2	26	0	28	1	33	9	43	102	
2:45 PM	0	1	1	2	11	0	2	13	5	33	1	39	0	31	13	44	98	
3:00 PM	0	1	2	3	22	1	4	27	8	15	1	24	2	36	14	52	106	
3:15 PM	0	0	2	2	29	1	7	37	4	39	0	43	0	39	12	51	133	
3:30 PM	1	0	0	1	37	0	6	43	4	25	0	29	0	41	10	51	124	
3:45 PM	0	0	4	4	31	0	4	35	9	38	2	49	1	33	23	57	145	
Total	4	10	33	47	508	4	80	592	112	661	10	783	26	676	310	1,012	2,434	



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Wednesday, 10/13/2021**

Weather: Sunny

Type Of Count Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	0	0	30	0	3	33	8	40	0	48	5	29	27	61	142
4:15 PM	0	1	0	1	40	2	7	49	9	23	0	32	0	26	26	52	134
4:30 PM	0	2	0	2	49	0	6	55	8	32	1	41	0	19	26	45	143
4:45 PM	0	0	0	0	53	0	8	61	6	33	1	40	0	32	15	47	148
5:00 PM	0	0	0	0	49	1	6	56	11	27	1	39	1	20	22	43	138
5:15 PM	0	1	0	1	48	0	6	54	8	23	0	31	0	47	17	64	150
5:30 PM	0	0	1	1	38	1	2	41	4	21	0	25	2	31	22	55	122
5:45 PM	1	0	1	2	34	0	6	40	7	32	0	39	2	17	14	33	114
6:00 PM	1	0	0	1	16	0	7	23	4	17	0	21	2	22	21	45	90
6:15 PM	0	0	0	0	15	0	3	18	7	14	0	21	2	27	26	55	94
6:30 PM	0	0	0	0	15	1	2	18	4	27	1	32	1	21	16	38	88
6:45 PM	0	0	1	1	20	0	1	21	8	19	1	28	1	21	25	47	97
Total	2	4	3	9	407	5	57	469	84	308	5	397	16	312	257	585	1,460

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	522				16:30	17:30	579		

Street Name-->		Cecil Avenue					Cecil Avenue					Millersville Road					Millersville Road					GRAND TOTAL
HOUR	ENDING	From North				Total	From South				Total	From East				Total	From West				Total	
		U turn	Left	Through	Right		U turn	Left	Through	Right		U turn	Left	Through	Right		U turn	Left	Through	Right		
06:15	0	0	0	0	0	0	0	8	0	1	9	0	4	16	0	20	0	0	7	5	12	41
06:30	0	0	0	2	2	0	16	0	0	16	0	2	19	0	21	0	0	5	5	10	49	
06:45	0	0	1	0	1	0	18	0	1	19	0	2	19	1	22	0	0	15	5	20	62	
07:00	0	0	0	0	0	0	37	0	1	38	0	5	22	0	27	0	1	10	9	20	85	
07:15	0	0	0	3	3	0	36	0	3	39	0	0	25	0	25	0	1	8	6	15	82	
07:30	0	0	0	4	4	0	67	0	3	70	0	3	20	0	23	0	0	13	2	15	112	
07:45	0	0	1	3	4	0	53	0	4	57	0	2	35	0	37	0	2	19	7	28	126	
08:00	0	0	0	0	0	0	50	0	3	53	0	7	33	0	40	0	1	14	16	31	124	
08:15	0	1	0	1	2	0	40	0	1	41	0	16	49	1	66	0	0	28	14	42	151	
08:30	0	0	0	1	1	0	44	1	3	48	0	7	33	0	40	0	0	25	7	32	121	
08:45	0	1	1	2	4	0	19	0	1	20	0	9	38	2	49	0	0	21	5	26	99	
09:00	0	1	0	4	5	0	22	1	11	34	0	5	42	2	49	0	0	35	12	47	135	
09:15	0	0	0	1	1	0	19	0	3	22	0	7	47	0	54	0	1	30	12	43	120	
09:30	0	0	0	0	0	0	24	0	4	28	0	4	29	0	33	0	1	27	29	57	118	
09:45	0	0	2	1	3	0	23	0	1	24	0	4	17	0	21	1	1	14	9	25	73	
10:00	0	0	0	0	0	0	20	0	1	21	0	2	17	0	19	0	0	22	9	31	71	
10:15	0	0	0	0	0	0	22	0	4	26	0	4	21	0	25	0	0	12	8	20	71	
10:30	0	0	1	1	2	0	15	0	1	16	0	3	12	0	15	0	1	31	4	36	69	
10:45	0	0	1	1	2	0	14	0	0	14	0	4	28	0	32	0	1	13	5	19	67	
11:00	0	0	0	0	0	0	15	0	4	19	0	4	22	0	26	0	1	18	10	29	74	
11:15	0	0	0	0	0	0	12	0	1	13	0	1	24	0	25	0	0	8	11	19	57	
11:30	0	1	0	3	4	0	16	0	4	20	0	4	21	1	26	0	1	10	8	19	69	
11:45	0	0	1	1	2	0	14	0	3	17	0	1	22	2	25	0	1	15	11	27	71	
12:00	0	1	0	2	3	0	26	0	4	30	0	3	15	1	19	0	2	17	8	27	79	
12:15	0	0	0	0	0	0	9	0	2	11	0	5	14	0	19	0	1	30	11	42	72	
12:30	0	0	0	1	1	0	11	0	3	14	0	4	19	1	24	0	1	23	11	35	74	
12:45	0	0	0	1	1	0	18	0	4	22	0	6	24	0	30	0	3	24	8	35	88	
13:00	0	0	2	2	4	0	11	1	1	13	0	4	23	0	27	0	1	19	10	30	74	
13:15	0	0	0	2	2	0	18	0	4	22	0	3	16	0	19	0	2	23	13	38	81	
13:30	0	0	0	0	0	0	13	0	2	15	0	4	18	0	22	0	1	21	12	34	71	
13:45	0	1	0	1	2	0	11	0	2	13	0	4	27	0	31	0	2	21	8	31	77	
14:00	0	0	1	2	3	0	11	0	1	12	0	3	20	1	24	0	0	29	12	41	80	
14:15	0	0	0	2	2	0	18	1	2	21	0	3	25	0	28	0	1	27	12	40	91	
14:30	0	0	0	0	0	0	14	0	2	16	0	3	24	0	27	0	0	29	8	37	80	
14:45	0	0	0	3	3	0	24	0	4	28	0	2	26	0	28	0	1	33	9	43	102	
15:00	0	0	1	1	2	0	11	0	2	13	0	5	33	1	39	0	0	31	13	44	98	
15:15	0	0	1	2	3	0	22	1	4	27	0	8	15	1	24	0	2	36	14	52	106	
15:30	0	0	0	2	2	0	29	1	7	37	0	4	39	0	43	0	0	39	12	51	133	
15:45	0	1	0	0	1	0	37	0	6	43	0	4	25	0	29	0	0	41	10	51	124	
16:00	0	0	0	4	4	0	31	0	4	35	0	9	38	2	49	0	1	33	23	57	145	
16:15	0	0	0	0	0	0	30	0	3	33	0	8	40	0	48	0	5	29	27	61	142	
16:30	0	0	1	0	1	0	40	2	7	49	0	9	23	0	32	0	0	26	26	52	134	
16:45	0	0	2	0	2	0	49	0	6	55	0	8	32	1	41	0	0	19	26	45	143	
17:00	0	0	0	0	0	0	53	0	8	61	0	6	33	1	40	0	0	32	15	47	148	
17:15	0	0	0	0	0	0	49	1	6	56	0	11	27	1	39	0	1	20	22	43	138	
17:30	0	0	1	0	1	0	48	0	6	54	0	8	23	0	31	0	0	47	17	64	150	
17:45	0	0	0	1	1	0	38	1	2	41	0	4	21	0	25	0	2	31	22	55	122	
18:00	0	1	0	1	2	0	34	0	6	40	0	7	32	0	39	0	2	17	14	33	114	
18:15	0	1	0	0	1	0	16	0	7	23	0	4	17	0	21	0	2	22	21	45	90	
18:30	0	0	0	0	0	0	15	0	3	18	0	7	14	0	21	0	2	27	26	55	94	
18:45	0	0	0	0	0	0	15	1	2	18	0	4	27	1	32	0	1	21	16	38	88	
19:00	0	0	0	1	1	0	20	0	1	21	0	8	19	1	28	0	1	21	25	47	97	
TOTAL	0	9	17	56	82	0	1325	11	169	1505	0	258	1320	21	1599	1	47	1188	660	1896	5082	
AM Peak Vol	0	1	1	5	7	0	187	1	11	199	0	32	150	1	183	0	3	86	44	133	522	
PM Peak Vol	0	0	3	0	3	0	199	1	26	226	0	33	115	3	151	0	1	118	80	199	579	

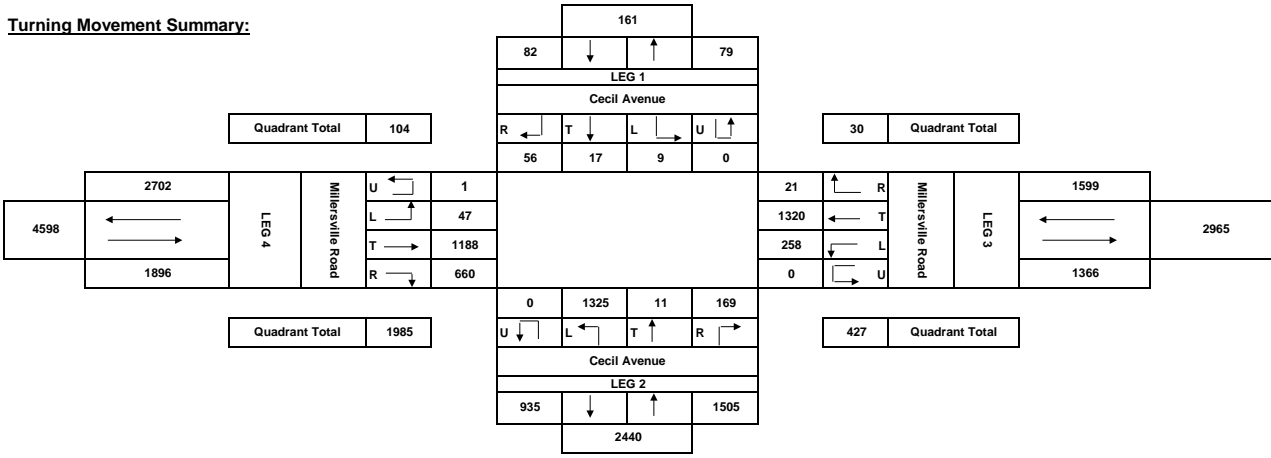
Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

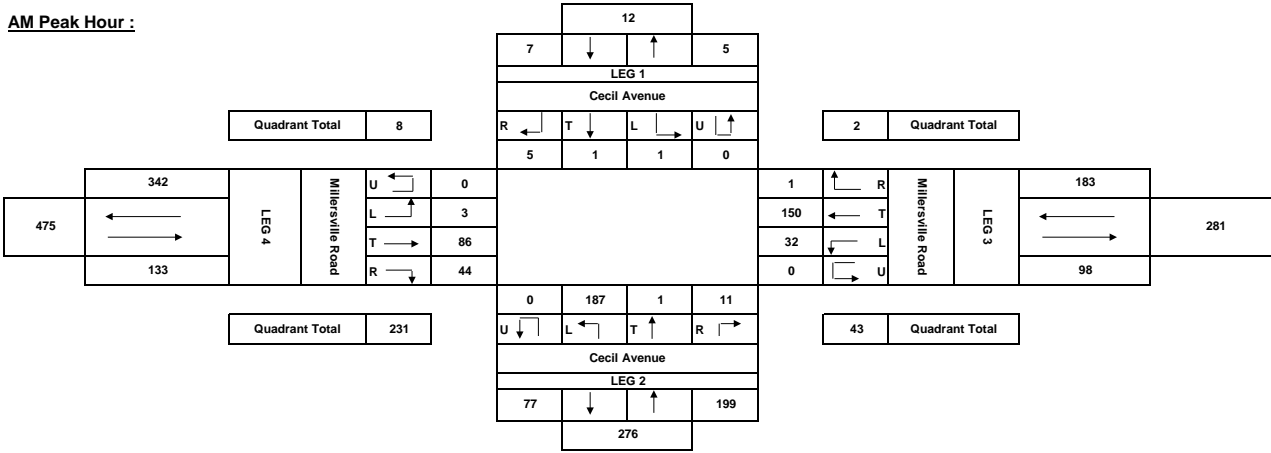
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		07:30	08:30	522				16:30	17:30	579		

Turning Movement Summary:

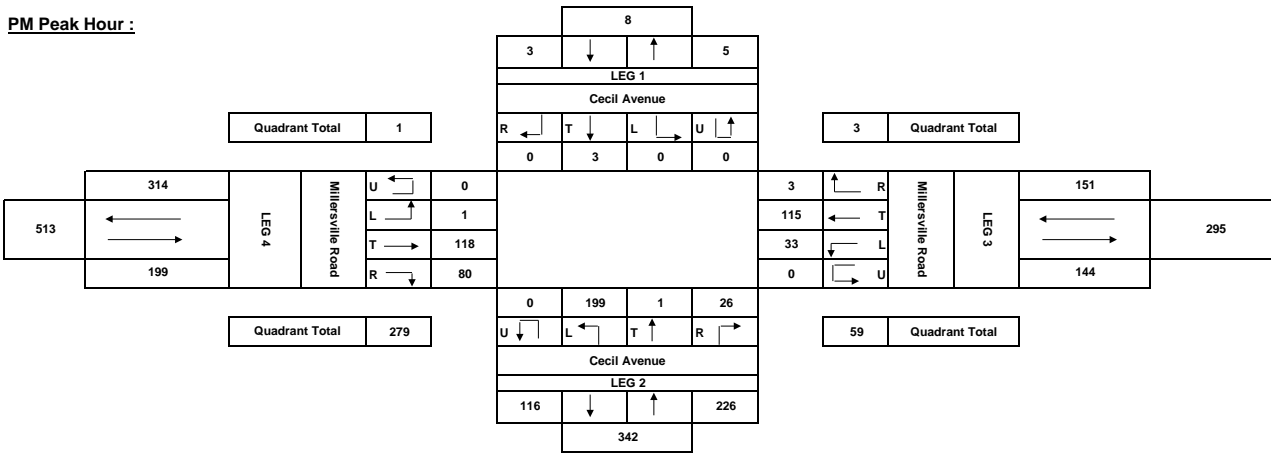


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location:	Millersville Road at Cecil Avenue	City/County:	Anne Arundel
Date & Day:	Thursday, 10/14/2021	Weather:	Sunny
Type Of Count	Turning Movement Count	Recorders:	WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	2	3	5	89	0	5	94	10	75	1	86	3	28	15	46	231
7:00 AM	1	1	6	8	188	0	12	200	19	120	1	140	2	58	24	84	432
8:00 AM	3	2	7	12	102	1	20	123	28	155	2	185	4	109	48	161	481
9:00 AM	0	0	10	10	81	1	8	90	26	115	0	141	1	96	46	143	384
10:00 AM	1	1	3	5	66	1	13	80	12	82	0	94	6	68	28	102	281
11:00 AM	0	0	4	4	73	1	6	80	21	76	0	97	5	73	40	118	299
12:00 PM	3	1	8	12	56	2	15	73	19	83	3	105	8	107	60	175	365
1:00 PM	0	0	2	2	61	1	7	69	17	90	0	107	2	107	43	152	330
2:00 PM	0	0	6	6	62	0	9	71	23	111	0	134	4	128	51	183	394
3:00 PM	1	1	5	7	101	1	28	130	34	117	7	158	6	140	43	189	484
4:00 PM	1	1	3	5	189	2	26	217	28	134	3	165	2	102	83	187	574
5:00 PM	0	3	4	7	203	1	21	225	35	113	2	150	6	112	83	201	583
6:00 PM	2	1	4	7	81	2	18	101	30	85	3	118	4	102	82	188	414
Total	12	13	65	90	1,352	13	188	1,553	302	1,356	22	1,680	53	1,230	646	1,929	5,252



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Thursday, 10/14/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	1	0	1	8	0	3	11	2	15	0	17	0	3	2	5	34
6:15 AM	0	0	2	2	18	0	0	18	3	21	0	24	1	7	4	12	56
6:30 AM	0	1	0	1	31	0	2	33	4	17	1	22	0	6	5	11	67
6:45 AM	0	0	1	1	32	0	0	32	1	22	0	23	2	12	4	18	74
7:00 AM	0	1	1	2	30	0	3	33	0	26	0	26	0	12	7	19	80
7:15 AM	0	0	3	3	64	0	1	65	4	35	0	39	1	9	4	14	121
7:30 AM	1	0	1	2	49	0	3	52	5	31	1	37	1	16	3	20	111
7:45 AM	0	0	1	1	45	0	5	50	10	28	0	38	0	21	10	31	120
8:00 AM	1	0	0	1	34	0	6	40	5	53	0	58	0	35	16	51	150
8:15 AM	0	0	4	4	22	0	2	24	7	37	0	44	3	23	7	33	105
8:30 AM	0	1	1	2	24	0	4	28	4	29	2	35	1	24	13	38	103
8:45 AM	2	1	2	5	22	1	8	31	12	36	0	48	0	27	12	39	123
Total	4	5	16	25	379	1	37	417	57	350	4	411	9	195	87	291	1,144



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Cecil Avenue City/County: Anne Arundel
 Date & Day: Thursday, 10/14/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM	0	0	4	4	29	0	5	34	11	46	0	57	1	31	13	45	140	
9:15 AM	0	0	1	1	13	1	1	15	6	18	0	24	0	19	18	37	77	
9:30 AM	0	0	4	4	18	0	2	20	4	35	0	39	0	22	5	27	90	
9:45 AM	0	0	1	1	21	0	0	21	5	16	0	21	0	24	10	34	77	
10:00 AM	0	1	0	1	21	0	4	25	5	19	0	24	1	16	11	28	78	
10:15 AM	0	0	3	3	12	1	3	16	2	28	0	30	2	20	7	29	78	
10:30 AM	1	0	0	1	20	0	2	22	3	19	0	22	2	18	4	24	69	
10:45 AM	0	0	0	0	13	0	4	17	2	16	0	18	1	14	6	21	56	
11:00 AM	0	0	1	1	19	0	2	21	5	18	0	23	1	16	14	31	76	
11:15 AM	0	0	2	2	18	0	1	19	9	22	0	31	1	16	9	26	78	
11:30 AM	0	0	0	0	18	0	3	21	4	17	0	21	2	28	9	39	81	
11:45 AM	0	0	1	1	18	1	0	19	3	19	0	22	1	13	8	22	64	
12:00 PM	1	1	1	3	19	0	6	25	4	21	0	25	1	29	20	50	103	
12:15 PM	2	0	3	5	18	1	5	24	6	20	2	28	3	25	6	34	91	
12:30 PM	0	0	3	3	9	0	2	11	6	19	1	26	1	19	17	37	77	
12:45 PM	0	0	1	1	10	1	2	13	3	23	0	26	3	34	17	54	94	
1:00 PM	0	0	0	0	13	1	3	17	3	17	0	20	0	27	15	42	79	
1:15 PM	0	0	1	1	14	0	0	14	8	22	0	30	0	27	10	37	82	
1:30 PM	0	0	0	0	19	0	0	19	5	29	0	34	0	31	6	37	90	
1:45 PM	0	0	1	1	15	0	4	19	1	22	0	23	2	22	12	36	79	
2:00 PM	0	0	2	2	16	0	1	17	7	22	0	29	0	31	12	43	91	
2:15 PM	0	0	0	0	7	0	1	8	5	23	0	28	1	30	8	39	75	
2:30 PM	0	0	1	1	21	0	3	24	5	38	0	43	2	28	16	46	114	
2:45 PM	0	0	3	3	18	0	4	22	6	28	0	34	1	39	15	55	114	
3:00 PM	0	1	2	3	23	1	2	26	8	18	4	30	1	36	15	52	111	
3:15 PM	0	0	1	1	27	0	15	42	6	23	0	29	4	31	8	43	115	
3:30 PM	1	0	0	1	28	0	5	33	2	33	1	36	0	39	9	48	118	
3:45 PM	0	0	2	2	23	0	6	29	18	43	2	63	1	34	11	46	140	
Total	5	3	38	46	500	7	86	593	152	674	10	836	32	719	311	1,062	2,537	



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Cecil Avenue**

City/County: Anne Arundel

Date & Day: **Thursday, 10/14/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Cecil Avenue				Cecil Avenue				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	0	0	0	0	38	0	4	42	9	35	0	44	0	21	21	42	128
4:15 PM	0	0	1	1	39	0	7	46	7	33	1	41	1	19	22	42	130
4:30 PM	0	1	1	2	52	2	7	61	5	34	1	40	1	29	19	49	152
4:45 PM	1	0	1	2	60	0	8	68	7	32	1	40	0	33	21	54	164
5:00 PM	0	1	2	3	67	0	5	72	6	24	1	31	0	25	17	42	148
5:15 PM	0	1	1	2	65	0	5	70	7	28	0	35	2	39	21	62	169
5:30 PM	0	1	1	2	39	1	8	48	13	33	1	47	3	29	25	57	154
5:45 PM	0	0	0	0	32	0	3	35	9	28	0	37	1	19	20	40	112
6:00 PM	1	0	1	2	32	0	4	36	3	23	2	28	2	28	30	60	126
6:15 PM	0	0	1	1	13	2	4	19	8	25	0	33	2	32	23	57	110
6:30 PM	1	0	0	1	17	0	5	22	6	24	1	31	0	24	12	36	90
6:45 PM	0	1	2	3	19	0	5	24	13	13	0	26	0	18	17	35	88
Total	3	5	11	19	473	5	65	543	93	332	8	433	12	316	248	576	1,571

Millersville Park

Location: Millersville Road at Cecil Avenue
 Date: 10/14/2021 Thursday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 502	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 635	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street

Name--> HOUR ENDING	Cecil Avenue From North					Cecil Avenue From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
06:15	0	0	1	0	1	0	8	0	3	11	0	2	15	0	17	0	0	3	2	5	34
06:30	0	0	0	2	2	0	18	0	0	18	0	3	21	0	24	0	1	7	4	12	56
06:45	0	0	1	0	1	0	31	0	2	33	0	4	17	1	22	0	0	6	5	11	67
07:00	0	0	0	1	1	0	32	0	0	32	0	1	22	0	23	0	2	12	4	18	74
07:15	0	0	1	1	2	0	30	0	3	33	0	0	26	0	26	0	0	12	7	19	80
07:30	0	0	3	3	6	0	64	0	1	65	0	4	35	0	39	0	1	9	4	14	121
07:45	0	1	0	1	2	0	49	0	3	52	0	5	31	1	37	0	1	16	3	20	111
08:00	0	0	0	1	1	0	45	0	5	50	0	10	28	0	38	0	0	21	10	31	120
08:15	0	1	0	0	1	0	34	0	6	40	0	5	53	0	58	0	0	35	16	51	150
08:30	0	0	0	4	4	0	22	0	2	24	0	7	37	0	44	0	3	23	7	33	105
08:45	0	0	1	1	2	0	24	0	4	28	0	4	29	2	35	0	1	24	13	38	103
09:00	0	2	1	2	5	0	22	1	8	31	0	12	36	0	48	0	0	27	12	39	123
09:15	0	0	0	4	4	0	29	0	5	34	0	11	46	0	57	0	1	31	13	45	140
09:30	0	0	0	1	1	0	13	1	1	15	0	6	18	0	24	0	0	19	18	37	77
09:45	0	0	0	4	4	0	18	0	2	20	0	4	35	0	39	0	0	22	5	27	90
10:00	0	0	0	1	1	0	21	0	0	21	0	5	16	0	21	0	0	24	10	34	77
10:15	0	0	1	0	1	0	21	0	4	25	0	5	19	0	24	0	1	16	11	28	78
10:30	0	0	0	3	3	0	12	1	3	16	0	2	28	0	30	0	2	20	7	29	78
10:45	0	1	0	0	1	0	20	0	2	22	0	3	19	0	22	0	2	18	4	24	69
11:00	0	0	0	0	0	0	13	0	4	17	0	2	16	0	18	0	1	14	6	21	56
11:15	0	0	0	1	1	0	19	0	2	21	0	5	18	0	23	1	1	16	14	32	77
11:30	0	0	0	2	2	0	18	0	1	19	0	9	22	0	31	0	1	16	9	26	78
11:45	0	0	0	0	0	0	18	0	3	21	0	4	17	0	21	0	2	28	9	39	81
12:00	0	0	0	1	1	0	18	1	0	19	0	3	19	0	22	0	1	13	8	22	64
12:15	0	1	1	1	3	0	19	0	6	25	0	4	21	0	25	0	1	29	20	50	103
12:30	0	2	0	3	5	0	18	1	5	24	0	6	20	2	28	0	3	25	6	34	91
12:45	0	0	0	3	3	0	9	0	2	11	0	6	19	1	26	0	1	19	17	37	77
13:00	0	0	0	1	1	0	10	1	2	13	0	3	23	0	26	0	3	34	17	54	94
13:15	0	0	0	0	0	0	13	1	3	17	0	3	17	0	20	0	0	27	15	42	79
13:30	0	0	0	1	1	0	14	0	0	14	0	8	22	0	30	0	0	27	10	37	82
13:45	0	0	0	0	0	0	19	0	0	19	0	5	29	0	34	0	0	31	6	37	90
14:00	0	0	0	1	1	0	15	0	4	19	0	1	22	0	23	0	2	22	12	36	79
14:15	0	0	0	2	2	0	16	0	1	17	0	7	22	0	29	0	0	31	12	43	91
14:30	0	0	0	0	0	0	7	0	1	8	0	5	23	0	28	0	1	30	8	39	75
14:45	0	0	0	1	1	0	21	0	3	24	0	5	38	0	43	0	2	28	16	46	114
15:00	0	0	0	3	3	0	18	0	4	22	0	6	28	0	34	0	1	39	15	55	114
15:15	0	0	1	2	3	0	23	1	2	26	0	8	18	4	30	0	1	36	15	52	111
15:30	0	0	0	1	1	0	27	0	15	42	0	6	23	0	29	0	4	31	8	43	115
15:45	0	1	0	0	1	0	28	0	5	33	0	2	33	1	36	0	0	39	9	48	118
16:00	0	0	0	2	2	0	23	0	6	29	0	18	43	2	63	0	1	34	11	46	140
16:15	0	0	0	0	0	0	38	0	4	42	0	9	35	0	44	0	0	21	21	42	128
16:30	0	0	0	1	1	0	39	0	7	46	0	7	33	1	41	0	1	19	22	42	130
16:45	0	0	1	1	2	0	52	2	7	61	0	5	34	1	40	0	1	29	19	49	152
17:00	0	1	0	1	2	0	60	0	8	68	0	7	32	1	40	0	0	33	21	54	164
17:15	0	0	1	2	3	0	67	0	5	72	0	6	24	1	31	0	0	25	17	42	148
17:30	0	0	1	1	2	0	65	0	5	70	0	7	28	0	35	0	2	39	21	62	169
17:45	0	0	1	1	2	0	39	1	8	48	0	13	33	1	47	0	3	29	25	57	154
18:00	0	0	0	0	0	0	32	0	3	35	0	9	28	0	37	0	1	19	20	40	112
18:15	0	1	0	1	2	0	32	0	4	36	0	3	23	2	28	0	2	28	30	60	126
18:30	0	0	0	1	1	0	13	2	4	19	0	8	25	0	33	0	2	32	23	57	110
18:45	0	1	0	0	1	0	17	0	5	22	0	6	24	1	31	0	0	24	12	36	90
19:00	0	0	1	2	3	0	19	0	5	24	0	13	13	0	26	0	0	18	17	35	88
TOTAL	0	12	13	65	90	0	1352	13	188	1553	0	302	1356	22	1680	1	53	1230	646	1930	5253
AM Peak Vol	0	2	0	5	7	0	192	0	15	207	0	24	147	1	172	0	2	81	33	116	502
PM Peak Vol	0	1	3	5	9	0	231	1	26	258	0	33	117	3	153	0	5	126	84	215	635

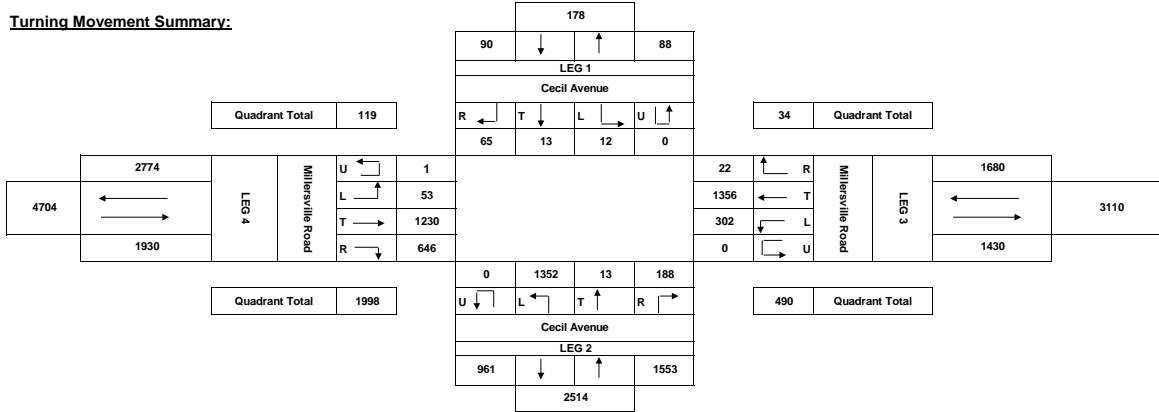
Millersville Park

Location: Millersville Road at Cecil Avenue
Date: 10/14/2021 Thursday
Recorder: WBCM
Interval (dd): 15
 (In Minutes)

County: Anne Arundel
Town: Gambrills
Weather: Sunny

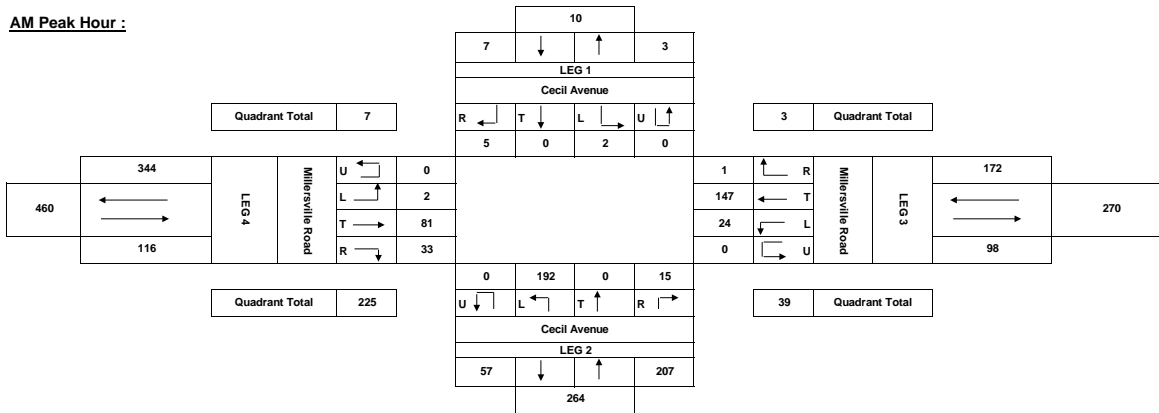
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:15	08:15	502			12:00PM-7:00PM	16:45	17:45	635		

Turning Movement Summary:

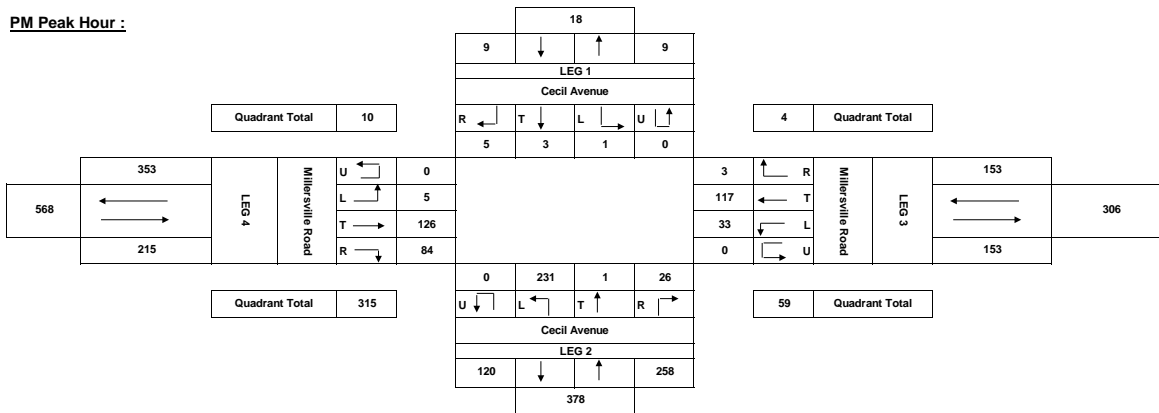


Comments:

AM Peak Hour :



PM Peak Hour :



WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/2/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:15	1	4	0	0	0	0	0	0	0	0	0	0	0	5	
06:30	0	0	1	0	0	0	0	1	0	0	0	0	0	2	
06:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
07:00	1	13	1	0	0	0	0	1	0	0	0	0	0	16	
07:15	0	6	0	0	0	1	0	0	0	0	0	0	0	7	
07:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
07:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
08:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
08:15	0	32	0	0	0	2	0	0	0	0	0	0	0	34	
08:30	0	11	0	0	0	1	0	0	0	0	0	0	0	12	
08:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
09:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
09:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
09:30	0	66	0	0	0	1	0	0	0	0	0	0	0	67	
09:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
10:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
10:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
10:30	0	30	0	0	2	0	0	0	0	0	0	0	0	32	
10:45	0	83	0	0	2	0	0	0	0	0	0	0	0	85	
11:00	0	40	2	0	1	0	0	0	0	0	0	0	0	43	
11:15	1	49	1	2	1	0	0	0	0	0	0	0	0	54	
11:30	0	38	4	0	0	1	0	0	0	0	0	0	0	43	
11:45	0	31	1	0	0	1	0	0	0	0	0	0	0	33	
Total	2	154	2	1	1	0	0	0	0	0	0	0	0	160	
Percent	0.7%	94.8%	2.0%	0.5%	0.9%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	562	

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/2/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	50	0	1	0	1	0	0	0	0	0	0	0	52	
12:15	0	37	1	0	0	1	0	0	0	0	0	0	0	39	
12:30	1	35	0	0	0	0	0	0	0	0	0	0	0	36	
12:45	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
13:00	1	153	2	1	0	2	0	0	0	0	0	0	0	159	
13:15	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
13:30	0	37	3	0	0	0	0	0	0	0	0	0	0	40	
13:45	1	30	0	0	0	0	0	0	0	0	0	0	0	31	
14:00	1	45	1	0	0	0	0	0	0	0	0	0	0	47	
14:15	2	146	5	0	0	0	0	0	0	0	0	0	0	153	
14:30	0	54	1	0	0	1	0	1	0	0	0	0	0	57	
14:45	0	37	2	0	0	0	0	0	0	0	0	0	0	39	
15:00	1	26	1	0	0	0	0	0	0	0	0	0	0	28	
15:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
15:30	1	143	4	0	0	1	0	1	0	0	0	0	0	150	
15:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
16:00	0	32	0	0	0	0	0	0	0	0	0	0	0	32	
16:15	1	35	0	0	0	0	0	0	0	0	0	0	0	36	
16:30	0	29	0	0	0	2	0	0	0	0	0	0	0	31	
16:45	1	116	0	0	0	2	0	0	0	0	0	0	0	119	
17:00	0	31	2	0	0	0	0	1	0	0	0	0	0	34	
17:15	1	17	1	1	1	0	0	0	0	0	0	0	0	21	
17:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
17:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
18:00	1	92	5	1	1	0	0	1	0	0	0	0	0	101	
18:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
18:30	1	23	0	0	0	0	0	0	0	0	0	0	0	24	
18:45	0	19	0	0	0	1	0	0	0	0	0	0	0	20	
19:00	1	24	0	0	0	0	0	0	0	0	0	0	0	25	
19:15	2	82	0	0	0	1	0	0	0	0	0	0	0	85	
19:30	0	45	1	0	0	0	0	0	0	0	0	0	0	46	
19:45	0	23	0	0	0	1	0	0	0	0	0	0	0	24	
20:00	0	27	1	0	0	1	0	0	0	0	0	0	0	29	
20:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
20:30	0	122	3	0	0	2	0	0	0	0	0	0	0	127	
20:45	1	22	0	0	0	0	0	0	0	0	0	0	0	23	
21:00	1	18	0	0	0	0	0	0	0	0	0	0	0	19	
21:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
21:45	2	67	0	0	0	0	0	0	0	0	0	0	0	69	
22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
22:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
22:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
22:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
23:00	0	58	0	0	0	0	0	0	0	0	0	0	0	58	
23:15	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
24:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30	
24:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
24:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
25:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
25:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
25:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	
25:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
26:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
26:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
26:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
26:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19	
Total	10	1057	23	2	1	8	0	2	0	0	0	0	0	1103	
Percent	0.9%	95.8%	2.1%	0.2%	0.1%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/3/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
02:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
07:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
07:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
07:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
07:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
08:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
08:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
08:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
08:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
09:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
09:15	0	30	1	0	0	1	0	0	0	0	0	0	0	32	
09:30	0	64	1	0	0	1	0	0	0	0	0	0	0	66	
09:45	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
10:00	1	21	1	0	0	0	0	0	0	0	0	0	0	22	
10:15	1	23	0	0	1	0	0	0	0	0	0	0	0	25	
10:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
10:45	1	85	3	0	1	0	0	0	0	0	0	0	0	90	
11:00	1	28	0	1	0	1	0	0	0	0	0	0	0	31	
11:15	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
11:30	0	41	1	0	0	0	0	0	0	0	0	0	0	42	
11:45	2	38	0	0	0	1	0	0	0	0	0	0	0	41	
12:00	3	143	2	1	0	2	0	0	0	0	0	0	0	151	
12:15	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
12:30	0	43	1	0	0	1	0	0	0	0	0	0	0	45	
12:45	0	47	2	0	0	1	0	0	0	0	0	0	0	50	
13:00	1	30	1	0	0	0	0	0	0	0	0	0	0	32	
13:15	1	148	4	0	0	2	0	0	0	0	0	0	0	155	
Total	5	493	12	1	1	5	0	0	0	0	0	0	0	517	
Percent	1.0%	95.4%	2.3%	0.2%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/3/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	36	1	0	0	0	0	0	0	0	0	0	0	37	
12:15	0	47	0	0	0	0	0	0	0	0	0	0	0	47	
12:30	0	52	2	0	1	1	0	0	0	0	0	0	0	56	
12:45	0	46	2	0	0	0	0	0	0	0	0	0	0	48	
13:00	0	181	5	0	1	1	0	0	0	0	0	0	0	188	
13:15	0	34	1	0	0	1	0	0	0	0	0	0	0	36	
13:30	2	39	0	0	0	0	0	0	0	0	0	0	0	41	
13:45	1	39	0	0	0	1	0	0	0	0	0	0	0	41	
14:00	1	23	1	0	0	1	0	0	0	0	0	0	0	26	
14:15	4	135	2	0	0	3	0	0	0	0	0	0	0	144	
14:30	0	38	1	0	0	0	0	0	0	0	0	0	0	39	
14:45	0	35	1	0	0	0	0	0	0	0	0	0	0	36	
15:00	0	27	1	0	0	3	0	0	0	0	0	0	0	31	
15:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
15:30	0	126	3	0	0	3	0	0	0	0	0	0	0	132	
15:45	0	34	1	0	0	1	0	0	0	0	0	0	0	36	
16:00	1	41	1	0	0	0	0	0	0	0	0	0	0	43	
16:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
16:30	1	13	1	0	0	0	0	0	0	0	0	0	0	15	
16:45	2	111	4	0	0	1	0	0	0	0	0	0	0	118	
17:00	0	21	2	0	1	1	0	0	0	0	0	0	0	25	
17:15	0	30	1	0	0	1	0	0	0	0	0	0	0	32	
17:30	0	18	0	1	1	1	0	0	0	0	0	0	0	21	
17:45	0	38	2	0	0	2	0	1	0	0	0	0	0	43	
18:00	0	107	5	1	2	5	0	1	0	0	0	0	0	121	
18:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
18:30	1	20	1	0	0	0	0	0	0	0	0	0	0	22	
18:45	0	20	0	0	0	1	0	0	0	0	0	0	0	21	
19:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
19:15	1	90	1	0	0	1	0	0	0	0	0	0	0	93	
19:30	0	31	2	0	0	1	0	0	0	0	0	0	0	34	
19:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
20:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
20:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
20:30	0	90	3	0	0	1	0	0	0	0	0	0	0	94	
20:45	0	15	1	0	0	1	0	0	0	0	0	0	0	17	
21:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
21:15	1	25	0	0	0	0	0	0	0	0	0	0	0	26	
21:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
21:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
22:00	1	71	4	0	0	1	0	0	0	0	0	0	0	77	
22:15	0	23	1	0	1	0	0	0	0	0	0	0	0	25	
22:30	1	8	0	0	0	0	0	0	0	0	0	0	0	9	
22:45	0	8	1	0	0	1	0	0	0	0	0	0	0	10	
23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
23:15	1	47	2	0	1	1	0	0	0	0	0	0	0	52	
23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
24:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
24:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
24:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
24:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
25:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
25:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
25:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
25:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
27:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
27:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
27:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
27:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Total	9	1001	30	1	4	17	0	1	0	0	0	0	0	1063	
Percent	0.8%	94.2%	2.8%	0.1%	0.4%	1.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/4/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5	
06:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
06:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
07:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
07:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
07:30	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
07:45	0	12	0	0	0	1	0	0	0	0	0	0	0	13	
08:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
08:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
08:30	1	25	1	0	0	0	0	0	0	0	0	0	0	27	
08:45	1	79	1	0	0	1	0	0	0	0	0	0	0	82	
09:00	0	24	0	0	1	0	0	0	0	0	0	0	0	25	
09:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	
09:30	0	28	0	1	0	0	0	0	0	0	0	0	0	29	
09:45	0	38	0	0	0	0	0	0	0	0	0	0	0	38	
10:00	0	116	0	1	1	0	0	0	0	0	0	0	0	118	
10:15	0	29	0	1	0	2	0	0	0	0	0	0	0	32	
10:30	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
10:45	0	17	0	0	0	3	0	0	0	0	0	0	0	20	
11:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
11:15	0	98	2	1	0	5	0	0	0	0	0	0	0	106	
11:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
11:45	0	14	0	0	0	1	0	0	0	0	0	0	0	15	
12:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
12:15	0	25	1	0	0	0	0	0	0	0	0	0	0	26	
12:30	0	81	3	0	0	1	0	0	0	0	0	0	0	85	
12:45	1	15	0	0	0	0	0	0	0	0	0	0	0	16	
13:00	0	24	2	0	1	0	0	0	0	0	0	0	0	27	
13:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
13:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
13:45	1	84	3	0	1	0	0	0	0	0	0	0	0	89	
Total	2	507	10	2	2	8	0	0	0	0	0	0	0	531	
Percent	0.4%	95.5%	1.9%	0.4%	0.4%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/4/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
12:15	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
12:30	0	26	1	0	0	1	0	0	0	0	0	0	0	28	
12:45	0	24	1	0	0	1	0	0	0	0	0	0	0	26	
13:00	0	105	2	0	0	2	0	0	0	0	0	0	0	109	
13:15	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
13:30	0	31	0	0	0	2	0	0	0	0	0	0	0	33	
13:45	0	30	2	0	1	0	0	0	0	0	0	0	0	33	
14:00	0	32	1	0	0	1	0	0	0	0	0	0	0	34	
14:15	0	115	5	0	1	3	0	0	0	0	0	0	0	124	
14:30	0	32	0	0	1	0	0	0	0	0	0	0	0	33	
14:45	0	27	0	0	0	1	0	0	0	0	0	0	0	28	
15:00	0	37	1	0	0	2	0	0	0	0	0	0	0	40	
15:15	0	43	0	0	0	2	0	0	0	0	0	0	0	45	
15:30	0	139	1	0	1	5	0	0	0	0	0	0	0	146	
15:45	0	28	0	0	1	0	0	0	0	0	0	0	0	29	
16:00	0	39	1	0	0	0	0	0	0	0	0	0	0	40	
16:15	0	43	0	0	1	0	0	0	0	0	0	0	0	44	
16:30	0	66	0	2	1	1	0	0	0	0	0	0	0	70	
16:45	0	176	1	2	3	1	0	0	0	0	0	0	0	183	
17:00	0	42	0	0	0	0	0	0	0	0	0	0	0	42	
17:15	0	28	1	0	0	1	0	0	0	0	0	0	0	30	
17:30	0	46	0	1	0	0	0	0	0	0	0	0	0	47	
17:45	1	36	1	0	0	1	0	0	0	0	0	0	0	39	
18:00	1	152	2	1	0	2	0	0	0	0	0	0	0	158	
18:15	0	49	3	0	0	1	0	0	0	0	0	0	0	53	
18:30	0	37	1	0	0	0	0	0	0	0	0	0	0	38	
18:45	0	35	0	0	0	0	0	0	0	0	0	0	0	35	
19:00	0	31	1	0	0	0	0	0	0	0	0	0	0	32	
19:15	0	152	5	0	0	1	0	0	0	0	0	0	0	158	
19:30	0	32	0	0	0	1	0	0	0	0	0	0	0	33	
19:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
20:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
20:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
20:30	0	101	2	0	0	1	0	0	0	0	0	0	0	104	
20:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
21:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
21:15	0	27	0	0	1	0	0	0	0	0	0	0	0	28	
21:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
21:45	0	97	1	0	1	0	0	0	0	0	0	0	0	99	
22:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
22:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
23:00	0	63	0	0	0	0	0	0	0	0	0	0	0	63	
23:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
23:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
24:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
24:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	
24:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
25:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
Total	1	1136	20	3	6	15	0	0	0	0	0	0	0	1181	
Percent	0.1%	96.2%	1.7%	0.3%	0.5%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/5/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
01:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
06:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
06:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
06:45	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
07:00	0	6	0	0	0	1	0	0	0	0	0	0	0	7	
07:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
07:30	0	23	0	0	1	1	0	0	0	0	0	0	0	25	
07:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
08:00	1	27	2	0	0	1	0	0	0	0	0	0	0	31	
08:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
08:30	0	24	0	0	1	1	0	0	0	0	0	0	0	26	
08:45	1	85	2	0	1	2	0	0	0	0	0	0	0	91	
09:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
09:15	0	34	0	0	0	0	0	0	0	0	0	0	0	34	
09:30	0	14	2	1	1	0	0	0	0	0	0	0	0	18	
09:45	1	50	1	1	0	0	0	0	0	0	0	0	0	53	
10:00	1	123	3	2	1	0	0	0	0	0	0	0	0	130	
10:15	0	38	0	0	0	0	0	0	0	0	0	0	0	38	
10:30	0	22	0	0	0	1	0	0	0	0	0	0	0	23	
10:45	0	16	0	0	0	1	0	0	0	0	0	0	0	17	
11:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
11:15	0	97	0	0	0	2	0	0	0	0	0	0	0	99	
11:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
11:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
12:00	0	16	0	0	2	0	0	0	0	0	0	0	0	18	
12:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
12:30	0	62	0	0	2	0	0	0	0	0	0	0	0	64	
12:45	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
13:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
13:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
13:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
13:45	0	84	4	0	0	0	0	0	0	0	0	0	0	88	
Total	2	497	10	2	5	5	0	0	0	0	0	0	0	521	
Percent	0.4%	95.4%	1.9%	0.4%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/5/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	31	0	0	1	0	0	0	0	0	0	0	0	32	
12:15	1	18	0	0	0	0	0	0	0	0	0	0	0	19	
12:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
12:45	1	23	0	0	0	0	0	0	0	0	0	0	0	24	
<hr/>															
	2	100	1	0	1	0	0	0	0	0	0	0	0	104	
13:00	0	30	0	0	0	1	0	0	0	0	0	0	0	31	
13:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
13:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	
13:45	0	17	1	0	0	1	0	0	0	0	0	0	0	19	
<hr/>															
	0	87	2	0	0	2	0	0	0	0	0	0	0	91	
14:00	0	17	0	0	1	0	0	0	0	0	0	0	0	18	
14:15	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
14:30	0	32	1	0	0	1	0	0	0	0	0	0	0	34	
14:45	0	26	0	0	1	0	0	0	0	0	0	0	0	27	
<hr/>															
	0	99	1	0	2	1	0	0	0	0	0	0	0	103	
15:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
15:15	0	43	0	0	0	0	0	0	0	0	0	0	0	43	
15:30	0	31	1	0	0	2	0	0	0	0	0	0	0	34	
15:45	0	75	0	2	0	0	0	0	0	0	0	0	0	77	
<hr/>															
	0	177	1	2	0	2	0	0	0	0	0	0	0	182	
16:00	0	49	2	1	0	0	0	0	0	0	0	0	0	52	
16:15	0	37	0	1	0	0	0	0	0	0	0	0	0	38	
16:30	0	47	2	0	0	2	0	0	0	0	0	0	0	51	
16:45	0	39	2	0	0	1	0	0	0	0	0	0	0	42	
<hr/>															
	0	172	6	2	0	3	0	0	0	0	0	0	0	183	
17:00	0	46	2	0	0	0	0	0	0	0	0	0	0	48	
17:15	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
17:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
17:45	0	25	1	0	0	0	0	1	0	0	0	0	0	27	
<hr/>															
	0	121	5	0	0	0	0	1	0	0	0	0	0	127	
18:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
18:15	0	22	0	0	2	0	0	0	0	0	0	0	0	24	
18:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
18:45	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
<hr/>															
	0	108	0	0	2	0	0	0	0	0	0	0	0	110	
19:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
19:15	0	13	0	0	1	0	0	0	0	0	0	0	0	14	
19:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
19:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
<hr/>															
	0	56	2	0	1	0	0	0	0	0	0	0	0	59	
20:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
20:15	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
20:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
20:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
<hr/>															
	0	53	4	0	0	0	0	0	0	0	0	0	0	57	
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
21:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
21:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
<hr/>															
	0	29	1	0	0	0	0	0	0	0	0	0	0	30	
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
22:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
<hr/>															
	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
<hr/>															
	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
Total	2	1017	23	4	6	8	0	1	0	0	0	0	0	1061	
Percent	0.2%	95.9%	2.2%	0.4%	0.6%	0.8%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/6/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
02:15	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
06:00	0	8	0	0	0	1	0	0	0	0	0	0	0	9	
06:15	0	13	0	0	0	1	0	0	0	0	0	0	0	14	
06:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
06:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
07:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
07:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
07:30	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
07:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
08:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
08:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
08:30	0	30	0	0	0	1	0	0	0	0	0	0	0	31	
08:45	0	78	1	0	0	1	0	0	0	0	0	0	0	80	
09:00	0	13	1	1	0	1	0	0	0	0	0	0	0	16	
09:15	0	24	1	0	0	1	0	0	0	0	0	0	0	26	
09:30	0	22	0	0	0	1	0	0	0	0	0	0	0	23	
09:45	1	62	0	1	0	0	0	0	0	0	0	0	0	64	
10:00	1	121	2	2	0	3	0	0	0	0	0	0	0	129	
10:15	0	35	1	2	0	1	0	0	0	0	0	0	0	39	
10:30	0	17	0	0	1	0	0	0	0	0	0	0	0	18	
10:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
11:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
11:15	0	80	1	2	1	1	0	0	0	0	0	0	0	85	
11:30	0	28	0	0	0	1	0	0	0	0	0	0	0	29	
11:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
12:00	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
12:15	0	21	0	0	0	1	0	0	0	0	0	0	0	22	
12:30	0	87	1	0	0	2	0	0	0	0	0	0	0	90	
12:45	0	11	0	0	0	0	1	0	0	0	0	0	0	12	
13:00	0	31	0	0	0	0	0	0	0	0	0	0	0	31	
13:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
13:30	0	24	0	0	1	1	0	0	0	0	0	0	0	26	
13:45	0	82	1	0	1	1	1	0	0	0	0	0	0	86	
Total	1	503	7	4	2	9	1	0	0	0	0	0	0	527	
Percent	0.2%	95.4%	1.3%	0.8%	0.4%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/6/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	38	1	0	0	1	0	0	0	0	0	0	0	40	
12:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
12:30	0	31	0	0	0	0	0	0	0	0	0	0	0	31	
12:45	0	26	1	0	1	0	0	0	0	0	0	0	0	28	
13:00	0	115	3	0	1	1	0	0	0	0	0	0	0	120	
13:15	0	34	2	0	0	1	0	0	0	0	0	0	0	37	
13:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
13:45	0	20	0	0	0	1	0	0	0	0	0	0	0	21	
14:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
14:15	0	114	4	0	0	2	0	0	0	0	0	0	0	120	
14:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
14:45	1	24	0	0	0	0	0	0	0	0	0	0	0	25	
15:00	1	24	2	0	0	0	0	0	0	0	0	0	0	27	
15:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
15:30	2	90	3	0	0	0	0	0	0	0	0	0	0	95	
15:45	1	33	1	0	0	0	0	0	0	0	0	0	0	35	
16:00	0	36	0	0	0	1	0	0	0	0	0	0	0	37	
16:15	0	35	0	0	0	1	0	0	0	0	0	0	0	36	
16:30	0	83	1	2	0	1	0	0	0	0	0	0	0	87	
16:45	1	187	2	2	0	3	0	0	0	0	0	0	0	195	
17:00	0	33	2	0	0	1	0	0	0	0	0	0	0	36	
17:15	0	42	1	0	0	0	0	0	0	0	0	0	0	43	
17:30	0	39	0	0	0	0	0	0	0	0	0	0	0	39	
17:45	1	35	0	0	0	0	0	0	0	0	0	0	0	36	
18:00	1	149	3	0	0	1	0	0	0	0	0	0	0	154	
18:15	0	40	1	0	0	1	0	0	0	0	0	0	0	42	
18:30	0	33	1	1	0	1	0	0	0	0	0	0	0	36	
18:45	0	29	0	0	0	1	0	0	0	0	0	0	0	30	
19:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27	
19:15	0	129	2	1	0	3	0	0	0	0	0	0	0	135	
19:30	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
19:45	0	25	1	1	0	0	0	0	0	0	0	0	0	27	
20:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25	
20:15	0	32	0	0	0	0	0	0	0	0	0	0	0	32	
20:30	0	110	2	1	0	0	0	0	0	0	0	0	0	113	
20:45	0	36	0	0	0	0	0	0	0	0	0	0	0	36	
21:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25	
21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
21:30	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
21:45	0	93	3	0	0	0	0	0	0	0	0	0	0	96	
22:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
22:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
22:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
22:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
23:00	0	58	3	0	0	0	0	0	0	0	0	0	0	61	
23:15	0	14	2	0	0	0	0	0	0	0	0	0	0	16	
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
24:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
24:15	0	33	3	0	0	0	0	0	0	0	0	0	0	36	
24:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
24:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
25:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
26:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
26:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
26:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
Total	4	1108	28	4	1	10	0	0	0	0	0	0	0	1155	
Percent	0.3%	95.9%	2.4%	0.3%	0.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/7/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
06:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
06:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
06:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
07:00	0	28	1	0	0	0	0	0	0	0	0	0	0	29	
07:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
07:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
07:30	0	26	1	0	0	1	0	0	0	0	0	0	0	28	
07:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
08:00	0	84	1	0	0	1	0	0	0	0	0	0	0	86	
08:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27	
08:15	0	21	1	0	0	1	0	0	0	0	0	0	0	23	
08:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
08:45	0	39	0	1	1	0	0	0	0	0	0	0	0	41	
09:00	0	105	1	1	1	1	0	0	0	0	0	0	0	109	
09:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33	
09:15	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
09:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
09:45	0	16	0	0	0	1	0	0	0	0	0	0	0	17	
10:00	0	87	2	0	0	1	0	0	0	0	0	0	0	90	
10:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
10:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	
10:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
10:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
11:00	0	84	0	0	0	0	0	0	0	0	0	0	0	84	
11:00	0	27	1	0	1	1	0	0	0	0	0	0	0	30	
11:15	2	28	0	1	0	0	0	0	0	0	0	0	0	31	
11:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	
11:45	0	30	1	0	0	0	0	0	0	0	0	0	0	31	
Total	2	518	7	2	2	4	0	0	0	0	0	0	0	535	
Percent	0.4%	96.8%	1.3%	0.4%	0.4%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/7/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	22	1	0	1	1	0	2	0	0	0	0	0	27	
12:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
12:30	0	27	2	0	1	0	0	0	0	0	0	0	0	30	
12:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
13:00	0	94	5	0	2	1	0	2	0	0	0	0	0	104	
13:15	0	22	2	0	1	0	0	0	0	0	0	0	0	25	
13:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
13:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	
14:00	1	17	0	0	0	0	0	0	0	0	0	0	0	18	
14:15	1	80	2	0	1	0	0	0	0	0	0	0	0	84	
14:30	0	33	0	0	0	0	0	0	0	0	0	0	0	33	
14:45	0	37	0	0	0	0	0	0	0	0	0	0	0	37	
15:00	0	45	2	0	0	0	0	0	0	0	0	0	0	47	
15:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	
15:30	0	134	2	0	0	0	0	0	0	0	0	0	0	136	
15:45	0	45	0	0	0	0	0	1	0	0	0	0	0	46	
16:00	0	30	1	0	0	1	0	0	0	0	0	0	0	32	
16:15	0	30	0	0	0	0	0	0	0	0	0	0	0	30	
16:30	1	69	2	2	0	2	0	0	0	0	0	0	0	76	
16:45	1	174	3	2	0	3	0	1	0	0	0	0	0	184	
17:00	0	42	1	0	0	1	0	0	0	0	0	0	0	44	
17:15	0	28	3	1	1	0	0	0	0	0	0	0	0	33	
17:30	0	37	2	0	0	1	0	0	0	0	0	0	0	40	
17:45	1	35	0	0	0	1	0	0	0	0	0	0	0	37	
18:00	1	142	6	1	1	3	0	0	0	0	0	0	0	154	
18:15	1	56	0	0	0	0	0	0	0	0	0	0	0	57	
18:30	0	35	1	0	0	0	0	0	0	0	0	0	0	36	
18:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28	
19:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25	
19:15	1	142	3	0	0	0	0	0	0	0	0	0	0	146	
19:30	0	34	3	0	0	0	0	0	0	0	0	0	0	37	
19:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
20:00	0	29	0	1	0	0	0	0	0	0	0	0	0	30	
20:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17	
20:30	0	101	3	1	0	0	0	0	0	0	0	0	0	105	
20:45	0	20	1	0	0	0	0	0	0	0	0	0	0	21	
21:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
21:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
21:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
21:45	0	74	2	0	0	0	0	0	0	0	0	0	0	76	
22:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
22:30	0	22	1	0	0	1	0	0	0	0	0	0	0	24	
22:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
23:00	0	66	1	0	0	1	0	0	0	0	0	0	0	68	
23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	
23:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
24:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
24:15	0	36	0	0	0	0	0	0	0	0	0	0	0	36	
24:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
24:45	0	2	0	0	0	1	0	0	0	0	0	0	0	3	
25:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:30	0	13	0	0	0	1	0	0	0	0	0	0	0	14	
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
Total	4	1065	27	4	4	9	0	3	0	0	0	0	0	1116	
Percent	0.4%	95.4%	2.4%	0.4%	0.4%	0.8%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/8/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
00:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
05:30	0	3	1	1	0	0	0	0	0	0	0	0	0	5	
05:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
06:15	0	14	1	1	0	0	0	0	0	0	0	0	0	16	
06:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
06:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
07:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
07:15	0	11	0	0	0	2	0	0	0	0	0	0	0	13	
07:30	0	36	0	0	0	0	0	0	0	0	0	0	0	38	
07:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
08:00	0	25	1	0	0	1	0	0	0	0	0	0	0	27	
08:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
08:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
08:45	0	64	1	0	0	1	0	0	0	0	0	0	0	66	
09:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	
09:15	0	20	0	0	1	0	0	0	0	0	0	0	0	21	
09:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
09:45	0	49	0	1	0	0	0	0	0	1	0	0	0	51	
10:00	0	106	1	1	1	0	0	0	0	1	0	0	0	110	
10:15	0	38	0	0	0	1	0	0	0	0	0	0	0	39	
10:30	0	36	0	0	0	0	0	0	0	0	0	0	0	36	
10:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	
11:00	0	27	0	0	0	1	0	0	0	0	0	0	0	28	
11:15	0	122	0	0	0	2	0	0	0	0	0	0	0	124	
11:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
11:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
12:00	0	21	0	1	0	0	0	0	0	0	0	0	0	22	
12:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22	
12:30	0	75	0	1	0	0	0	0	0	0	0	0	0	76	
12:45	0	20	0	0	0	1	0	0	0	0	0	0	0	21	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	21	
Total	0	449	3	3	1	6	0	0	0	1	0	0	0	463	
Percent	0.0%	97.0%	0.6%	0.6%	0.2%	1.3%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: East

Start Date: 10/2/2021
End Date: 10/8/2021

10/8/2021																
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total		
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	46	9884	211	35	40	109	1	8	0	1	0	0	0	0	10335	
Percent	0.4%	95.6%	2.0%	0.3%	0.4%	1.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/2/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
00:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
01:15	1	0	1	0	0	0	0	0	0	0	0	0	0	2	
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	1	4	1	0	0	0	0	0	0	0	0	0	0	6	
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
06:15	0	4	1	0	0	0	0	1	0	0	0	0	0	6	
06:30	0	5	2	0	0	0	0	1	0	0	0	0	0	8	
06:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
07:00	0	2	2	0	0	0	0	1	0	0	0	0	0	5	
07:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
07:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
07:45	0	12	4	0	2	0	0	1	0	0	0	0	0	19	
08:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
08:15	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
08:30	0	7	6	0	2	0	0	0	0	0	0	0	0	15	
08:45	0	5	5	0	0	0	0	1	0	0	0	0	0	11	
09:00	0	30	14	0	2	0	0	1	0	0	0	0	0	47	
09:15	0	13	4	0	2	0	0	0	0	0	0	0	0	19	
09:30	1	14	3	0	0	0	0	0	0	0	0	0	0	18	
09:45	0	25	2	0	2	0	0	1	0	0	0	0	0	30	
10:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
10:15	1	61	12	0	4	0	0	1	0	0	0	0	0	79	
10:30	0	7	5	1	1	1	0	0	0	0	0	0	0	15	
10:45	0	20	4	0	0	0	0	0	0	0	0	0	0	24	
11:00	0	15	3	0	3	0	0	0	0	0	0	0	0	21	
11:15	0	19	3	1	3	0	0	0	0	0	0	0	0	26	
11:30	0	61	15	2	7	1	0	0	0	0	0	0	0	86	
11:45	0	20	4	0	1	0	0	0	0	0	0	0	0	25	
12:00	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
12:15	0	25	5	0	1	0	0	0	0	0	0	0	0	31	
12:30	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
12:45	0	86	22	0	2	0	0	0	0	0	0	0	0	110	
13:00	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
13:15	0	24	4	0	1	0	0	0	0	0	0	0	0	29	
13:30	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
13:45	0	30	5	0	0	0	0	0	0	0	0	0	0	35	
14:00	0	101	17	0	1	0	0	0	0	0	0	0	0	119	
Total	2	373	88	2	18	1	0	4	0	0	0	0	0	488	
Percent	0.4%	76.4%	18.0%	0.4%	3.7%	0.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/2/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	11	6	0	0	0	0	0	0	0	0	0	0	17	
12:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
12:30	0	18	2	0	1	0	0	1	0	0	0	0	0	22	
12:45	0	19	2	0	1	0	0	0	0	0	0	0	0	22	
13:00	0	66	13	0	2	0	0	1	0	0	0	0	0	82	
13:15	0	21	8	0	2	0	0	0	0	0	0	0	0	31	
13:30	0	27	2	0	2	0	0	0	0	0	0	0	0	31	
13:45	0	20	5	0	0	0	0	0	0	0	0	0	0	25	
14:00	0	27	4	0	1	1	0	1	0	0	0	0	0	34	
14:15	0	95	19	0	5	1	0	1	0	0	0	0	0	121	
14:30	1	17	3	0	0	0	0	0	0	0	0	0	0	21	
14:45	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
15:00	1	19	4	0	1	0	0	1	0	0	0	0	0	26	
15:15	0	14	3	0	1	0	0	0	0	0	0	0	0	18	
15:30	2	66	14	0	2	0	0	1	0	0	0	0	0	85	
15:45	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
16:00	0	17	1	0	1	0	0	0	0	0	0	0	0	19	
16:15	0	34	1	0	0	0	0	0	0	0	0	0	0	35	
16:30	0	18	5	0	1	0	0	0	0	0	0	0	0	24	
16:45	0	91	10	0	2	0	0	0	0	0	0	0	0	103	
17:00	0	16	6	0	0	0	0	1	0	0	0	0	0	23	
17:15	0	13	5	0	1	0	0	0	0	0	0	0	0	19	
17:30	0	18	3	0	1	0	0	1	0	0	0	0	0	23	
17:45	0	32	2	0	0	0	0	0	0	0	0	0	0	34	
18:00	0	79	16	0	2	0	0	2	0	0	0	0	0	99	
18:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
18:30	0	18	4	0	1	0	0	0	0	0	0	0	0	23	
18:45	1	21	2	0	0	0	0	0	0	0	0	0	0	24	
19:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21	
19:15	1	75	11	0	1	0	0	0	0	0	0	0	0	88	
19:30	0	19	1	0	1	0	0	0	0	0	0	0	0	21	
19:45	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
20:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
20:15	1	18	1	0	0	0	0	0	0	0	0	0	0	20	
20:30	1	68	8	0	1	0	0	0	0	0	0	0	0	78	
20:45	0	12	1	0	0	0	0	2	0	0	0	0	0	15	
21:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10	
21:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	
21:30	0	12	1	0	1	0	0	0	0	0	0	0	0	14	
21:45	0	46	4	0	2	0	0	2	0	0	0	0	0	54	
22:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
22:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
22:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
22:45	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
23:00	0	24	4	0	1	0	0	0	0	0	0	0	0	29	
23:15	0	12	0	0	1	0	0	0	0	0	0	0	0	13	
23:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
23:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
24:00	1	3	1	0	2	0	0	0	0	0	0	0	0	7	
24:15	1	38	1	0	3	0	0	0	0	0	0	0	0	43	
24:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
24:45	1	4	2	0	0	0	0	0	0	0	0	0	0	7	
25:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
25:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
25:30	1	21	2	0	0	0	0	0	0	0	0	0	0	24	
25:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
26:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
26:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
26:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
26:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
Total	6	688	103	0	21	1	0	7	0	0	0	0	0	826	
Percent	0.7%	83.3%	12.5%	0.0%	2.5%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/3/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
00:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
01:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:30	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
05:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
06:00	0	4	0	0	0	0	0	1	0	0	0	0	0	5	
06:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
06:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
06:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
07:00	0	2	3	0	1	0	0	0	0	0	0	0	0	6	
07:15	0	8	4	0	1	0	0	0	0	0	0	0	0	13	
07:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
07:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
08:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
08:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	
08:30	0	36	6	0	2	0	0	0	0	0	0	0	0	44	
08:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
09:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
09:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
09:30	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
09:45	0	32	10	0	2	0	0	0	0	0	0	0	0	44	
10:00	0	31	4	0	0	0	0	0	0	0	0	0	0	35	
10:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28	
10:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
10:45	0	18	2	0	1	0	0	0	0	0	0	0	0	21	
11:00	0	91	9	0	1	0	0	0	0	0	0	0	0	101	
11:15	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
11:30	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
11:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
Total	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
Percent	0.0%	114	14	0	1	0	0	0	0	0	0	0	0	129	
	0.0%	23	5	0	1	0	0	0	0	0	0	0	0	29	
	0.0%	26	9	0	0	0	0	0	0	0	0	0	0	35	
	0.0%	21	3	0	1	0	0	1	0	0	0	0	0	26	
	0.0%	41	9	0	0	0	0	0	0	0	0	0	0	50	
	0.0%	111	26	0	2	0	0	1	0	0	0	0	0	140	
Total	0	424	71	0	9	0	0	2	0	0	0	0	0	506	
Percent	0.0%	83.8%	14.0%	0.0%	1.8%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/3/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	1	17	2	0	0	0	0	0	0	0	0	0	0	20	
12:15	1	34	6	0	1	0	0	0	0	0	0	0	0	42	
12:30	1	15	2	0	0	0	0	0	0	0	0	0	0	18	
12:45	0	29	4	0	0	0	0	0	0	0	0	0	0	33	
13:00	3	95	14	0	1	0	0	0	0	0	0	0	0	113	
13:15	2	22	2	0	0	0	0	0	0	0	0	0	0	26	
13:30	2	33	8	0	1	0	0	0	0	0	0	0	0	44	
13:45	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
14:00	0	30	4	0	0	0	0	0	0	0	0	0	0	34	
14:15	4	102	19	0	1	0	0	0	0	0	0	0	0	126	
14:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
14:45	0	30	5	0	1	0	0	0	0	0	0	0	0	36	
15:00	1	19	6	0	1	0	0	0	0	0	0	0	0	27	
15:15	0	22	2	0	3	0	0	0	0	0	0	0	0	27	
15:30	1	87	15	0	5	0	0	0	0	0	0	0	0	108	
15:45	0	12	1	0	1	0	0	0	0	0	0	0	0	14	
16:00	0	26	2	0	0	0	0	0	0	0	0	0	0	28	
16:15	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
16:30	0	23	3	0	2	0	0	0	0	0	0	0	0	28	
16:45	0	81	9	0	3	0	0	0	0	0	0	0	0	93	
17:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	
17:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
17:30	0	30	7	0	0	0	0	0	0	0	0	0	0	37	
17:45	0	39	2	0	2	0	0	0	0	0	0	0	0	43	
18:00	0	106	12	0	2	0	0	0	0	0	0	0	0	120	
18:15	0	20	5	0	2	0	0	0	0	0	0	0	0	27	
18:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
18:45	1	15	0	0	1	0	0	0	0	0	0	0	0	17	
19:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
19:15	1	75	8	0	3	0	0	0	0	0	0	0	0	87	
19:30	0	23	3	0	1	0	0	1	0	0	0	0	0	28	
19:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
20:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23	
20:15	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
20:30	0	74	12	0	1	0	0	1	0	0	0	0	0	88	
20:45	0	15	4	0	0	0	0	0	0	0	0	0	0	19	
21:00	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
21:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
21:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
21:45	0	47	9	0	0	0	0	0	0	0	0	0	0	56	
22:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
22:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
22:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
23:00	0	29	8	0	0	0	0	0	0	0	0	0	0	37	
23:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
23:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
24:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
24:15	0	13	3	0	1	0	0	0	0	0	0	0	0	17	
24:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:30	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
26:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
Total	9	725	111	0	17	0	0	1	0	0	0	0	0	863	
Percent	1.0%	84.0%	12.9%	0.0%	2.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/4/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	1	1	0	1	0	0	0	0	0	0	0	0	3	
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
05:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	
05:15	0	2	1	1	0	0	0	0	0	0	0	0	0	4	
05:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
05:45	0	2	5	0	2	0	0	0	0	0	0	0	0	9	
06:00	0	4	3	2	1	0	0	0	0	0	0	0	0	10	
06:15	0	12	10	3	4	0	0	0	0	0	0	0	0	29	
06:30	0	5	2	6	0	0	0	0	0	0	0	0	0	13	
06:45	0	7	2	4	1	0	0	0	0	0	0	0	0	14	
07:00	0	10	3	4	0	0	0	0	0	0	0	0	0	17	
07:15	0	19	5	0	1	0	0	0	0	0	0	0	0	25	
07:30	0	41	12	14	2	0	0	0	0	0	0	0	0	69	
07:45	0	10	1	1	2	0	0	0	0	0	0	0	0	14	
08:00	0	15	7	0	3	0	0	0	0	0	0	0	0	25	
08:15	0	27	3	0	3	0	0	0	0	0	0	0	0	33	
08:30	0	63	11	0	0	0	0	0	0	0	0	0	0	74	
08:45	0	115	22	1	8	0	0	0	0	0	0	0	0	146	
09:00	0	36	6	0	1	0	0	1	0	0	0	0	0	44	
09:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
09:30	0	21	4	2	2	0	0	0	0	0	0	0	0	29	
09:45	0	38	6	3	1	0	0	0	0	0	0	0	0	48	
10:00	0	123	18	5	4	0	0	1	0	0	0	0	0	151	
10:15	0	29	4	2	3	0	0	0	0	0	0	0	0	38	
10:30	0	27	7	0	3	0	0	0	0	0	0	0	0	37	
10:45	0	19	3	0	1	0	0	0	0	0	0	0	0	23	
11:00	0	19	6	0	2	0	0	0	0	0	0	0	0	27	
11:15	0	94	20	2	9	0	0	0	0	0	0	0	0	125	
11:30	0	13	4	0	0	1	0	0	0	0	0	0	0	18	
11:45	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
Total	0	500	108	29	36	2	0	1	0	0	0	0	0	676	
Percent	0.0%	74.0%	16.0%	4.3%	5.3%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/4/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	16	1	0	1	1	0	0	0	0	0	0	0	19	
12:15	0	18	7	0	1	1	0	0	0	0	0	0	0	27	
12:30	0	24	4	1	0	0	0	0	0	0	0	0	0	29	
12:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
13:00	0	71	14	1	2	2	0	0	0	0	0	0	0	90	
13:15	0	15	2	0	2	0	0	0	0	0	0	0	0	19	
13:30	0	11	4	4	1	0	0	0	0	0	0	0	0	20	
13:45	0	20	3	1	1	0	0	0	0	0	0	0	0	25	
14:00	0	19	4	4	1	0	0	0	0	0	0	0	0	28	
14:15	0	65	13	9	5	0	0	0	0	0	0	0	0	92	
14:30	0	16	4	3	0	0	0	0	0	0	0	0	0	23	
14:45	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
15:00	0	26	3	0	1	0	0	0	0	0	0	0	0	30	
15:15	0	20	5	2	2	0	0	0	0	0	0	0	0	29	
15:30	0	79	16	5	4	0	0	0	0	0	0	0	0	104	
15:45	0	27	7	1	1	0	0	0	0	0	0	0	0	36	
16:00	0	41	6	0	1	0	0	0	0	0	0	0	0	48	
16:15	0	32	6	1	0	0	0	1	0	0	0	0	0	40	
16:30	0	27	4	1	0	0	0	0	0	0	0	0	0	32	
16:45	0	127	23	3	2	0	0	1	0	0	0	0	0	156	
17:00	0	31	4	0	1	0	0	0	0	0	0	0	0	36	
17:15	0	17	6	1	1	0	0	0	0	0	0	0	0	25	
17:30	0	30	5	2	2	0	0	0	0	0	0	0	0	39	
17:45	0	32	7	2	1	0	0	0	0	0	0	0	0	42	
18:00	0	110	22	5	5	0	0	0	0	0	0	0	0	142	
18:15	0	28	3	1	2	0	0	0	0	0	0	0	0	34	
18:30	0	32	4	0	1	0	0	0	0	0	0	0	0	37	
18:45	0	29	5	0	1	0	0	0	0	0	0	0	0	35	
19:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33	
19:15	0	115	17	1	6	0	0	0	0	0	0	0	0	139	
19:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
19:45	0	19	3	0	0	0	0	0	0	0	0	0	0	22	
20:00	0	14	7	1	2	0	0	0	0	0	0	0	0	24	
20:15	0	23	7	0	1	0	0	0	0	0	0	0	0	31	
20:30	0	64	17	1	3	0	0	0	0	0	0	0	0	85	
20:45	0	17	2	0	1	0	0	0	0	0	0	0	0	20	
21:00	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
21:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
21:45	0	47	4	0	1	0	0	0	0	0	0	0	0	52	
22:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
22:15	0	7	0	0	2	0	0	0	0	0	0	0	0	9	
22:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
22:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
23:00	0	26	1	0	3	0	0	0	0	0	0	0	0	30	
23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
23:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
23:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
24:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
24:15	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
24:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
24:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
25:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:30	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
25:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
26:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
27:00	0	10	0	0	1	0	0	0	0	0	0	0	0	11	
27:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
27:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
27:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
28:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
28:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
Total	0	732	133	25	32	2	0	1	0	0	0	0	0	925	
Percent	0.0%	79.1%	14.4%	2.7%	3.5%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/5/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
02:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
05:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
05:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
05:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
05:45	0	6	2	1	1	0	0	0	0	0	0	0	0	10	
06:00	0	7	1	2	1	0	0	0	0	0	0	0	0	11	
06:15	0	17	5	3	3	0	0	0	0	0	0	0	0	28	
06:30	0	5	4	5	1	0	0	0	0	0	0	0	0	15	
06:45	0	6	2	5	1	0	0	0	0	0	0	0	0	14	
07:00	0	13	0	3	0	0	0	0	0	0	0	0	0	16	
07:15	0	13	5	0	1	0	0	0	0	0	0	0	0	19	
07:30	0	37	11	13	3	0	0	0	0	0	0	0	0	64	
07:45	0	22	5	1	1	0	0	0	0	0	0	0	0	29	
08:00	0	22	4	0	1	0	0	0	0	0	0	0	0	27	
08:15	1	31	5	0	1	0	0	0	0	0	0	0	0	38	
08:30	0	59	11	0	1	0	0	0	0	0	0	0	0	71	
08:45	1	134	25	1	4	0	0	0	0	0	0	0	0	165	
09:00	0	43	4	1	3	0	0	1	0	0	0	0	0	52	
09:15	0	29	3	0	0	1	0	0	0	0	0	0	0	33	
09:30	0	24	4	1	0	0	0	0	0	0	0	0	0	29	
09:45	0	44	5	3	2	0	0	0	0	0	0	0	0	54	
10:00	0	140	16	5	5	1	0	1	0	0	0	0	0	168	
10:15	0	23	9	2	1	1	0	0	0	0	0	0	0	36	
10:30	0	12	2	0	1	0	0	0	0	0	0	0	0	15	
10:45	0	18	4	0	1	2	0	0	0	0	0	0	0	25	
11:00	0	15	3	0	3	0	0	0	0	0	0	0	0	21	
11:15	0	68	18	2	6	3	0	0	0	0	0	0	0	97	
11:30	0	10	3	0	2	0	0	1	0	0	0	0	0	16	
11:45	0	16	1	1	0	0	0	0	0	0	0	0	0	18	
12:00	0	11	5	1	0	0	0	0	0	0	0	0	0	17	
12:15	0	15	1	1	1	0	0	0	0	0	0	0	0	18	
12:30	0	52	10	3	3	0	0	1	0	0	0	0	0	69	
12:45	0	15	3	0	2	0	0	0	0	0	0	0	0	20	
13:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27	
13:15	0	15	5	1	1	0	0	0	0	0	0	0	0	22	
13:30	0	13	2	0	0	0	0	1	0	0	0	0	0	16	
13:45	0	63	16	1	4	0	0	1	0	0	0	0	0	85	
Total	1	521	107	28	28	4	0	3	0	0	0	0	0	692	
Percent	0.1%	75.3%	15.5%	4.0%	4.0%	0.6%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/5/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	18	3	0	1	0	0	1	0	0	0	0	0	23	
12:15	0	19	7	0	1	0	0	0	0	0	0	0	0	27	
12:30	0	17	3	0	1	0	0	0	0	0	0	0	0	21	
12:45	0	6	6	0	1	1	0	2	0	0	0	0	0	16	
13:00	0	60	19	0	4	1	0	3	0	0	0	0	0	87	
13:15	0	18	0	0	1	0	0	0	0	0	0	0	0	19	
13:30	0	20	4	5	0	0	0	0	0	0	0	0	0	29	
13:45	0	7	3	2	2	0	0	1	0	0	0	0	0	15	
14:00	0	16	5	4	2	0	0	0	0	0	0	0	0	27	
14:15	0	61	12	11	5	0	0	1	0	0	0	0	0	90	
14:30	0	15	4	3	4	0	0	0	0	0	0	0	0	26	
14:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24	
15:00	0	18	4	0	1	0	0	0	0	0	0	0	0	23	
15:15	0	18	4	1	2	0	0	0	0	0	0	0	0	25	
15:30	0	75	12	4	7	0	0	0	0	0	0	0	0	98	
15:45	0	22	4	1	1	0	0	0	0	0	0	0	0	28	
16:00	0	37	7	1	1	0	0	0	0	0	0	0	0	46	
16:15	0	41	4	1	2	0	0	0	0	0	0	0	0	48	
16:30	0	32	4	1	0	0	0	1	0	0	0	0	0	38	
16:45	0	132	19	4	4	0	0	1	0	0	0	0	0	160	
17:00	0	21	1	0	1	0	0	0	0	0	0	0	0	23	
17:15	0	30	6	1	1	0	0	0	0	0	0	0	0	38	
17:30	0	33	7	1	2	0	0	0	0	0	0	0	0	43	
17:45	0	22	4	1	0	0	0	0	0	0	0	0	0	27	
18:00	0	106	18	3	4	0	0	0	0	0	0	0	0	131	
18:15	0	23	4	0	2	0	0	0	0	0	0	0	0	29	
18:30	0	28	4	0	1	0	0	0	0	0	0	0	0	33	
18:45	0	30	5	1	2	0	0	0	0	0	0	0	0	38	
19:00	0	38	1	0	1	0	0	0	0	0	0	0	0	40	
19:15	0	119	14	1	6	0	0	0	0	0	0	0	0	140	
19:30	0	23	4	0	2	0	0	0	0	0	0	0	0	29	
19:45	0	19	3	0	0	0	0	1	0	0	0	0	0	23	
20:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22	
20:15	0	26	2	1	1	0	0	0	0	0	0	0	0	30	
20:30	0	88	11	1	3	0	0	1	0	0	0	0	0	104	
20:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
21:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
21:15	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
21:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
21:45	0	37	9	0	1	0	0	0	0	0	0	0	0	47	
22:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
22:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
22:30	0	14	4	0	1	0	0	0	0	0	0	0	0	19	
22:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
23:00	0	28	8	0	1	0	0	0	0	0	0	0	0	37	
23:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
23:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
24:00	0	5	1	0	1	0	0	0	0	0	0	0	0	7	
24:15	0	16	5	0	2	0	0	0	0	0	0	0	0	23	
24:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
25:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
25:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
25:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
26:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	738	127	24	37	1	0	6	0	0	0	0	0	933	
Percent	0.0%	79.1%	13.6%	2.6%	4.0%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/6/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
04:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
05:15	0	7	1	0	2	0	0	0	0	0	0	0	0	10	
05:30	0	0	1	1	1	0	0	0	0	0	0	0	0	3	
05:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
06:00	0	4	2	1	0	0	0	0	0	0	0	0	0	7	
06:15	0	3	5	2	0	0	0	0	0	0	0	0	0	10	
06:30	0	10	9	4	2	0	0	0	0	0	0	0	0	25	
06:45	0	2	2	6	0	0	0	0	0	0	0	0	0	10	
07:00	0	10	4	6	0	0	0	0	0	0	0	0	0	20	
07:15	0	11	2	1	0	0	0	0	0	0	0	0	0	14	
07:30	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
07:45	0	35	11	13	0	0	0	0	0	0	0	0	0	59	
08:00	0	23	11	1	4	0	0	0	0	0	0	0	0	39	
08:15	0	19	9	0	2	0	0	2	0	0	0	0	0	32	
08:30	0	28	9	1	1	0	0	0	0	0	0	0	0	39	
08:45	0	54	8	0	1	1	0	0	0	0	0	0	0	64	
09:00	0	124	37	2	8	1	0	2	0	0	0	0	0	174	
09:15	0	39	7	1	2	0	0	0	0	0	0	0	0	49	
09:30	0	23	8	1	1	0	0	0	0	0	0	0	0	33	
09:45	0	30	6	1	2	0	0	1	0	0	0	0	0	40	
10:00	0	43	5	2	3	0	0	1	0	0	0	0	0	54	
10:15	0	135	26	5	8	0	0	2	0	0	0	0	0	176	
10:30	0	32	5	2	5	0	0	0	0	0	0	0	0	44	
10:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
11:00	0	22	2	0	1	1	0	1	0	0	0	0	0	27	
11:15	0	22	6	0	3	0	0	0	0	0	0	0	0	31	
11:30	0	91	16	2	9	1	0	1	0	0	0	0	0	120	
11:45	0	20	5	1	0	1	0	0	0	0	0	0	0	27	
12:00	0	17	2	0	1	0	0	0	0	0	0	0	0	20	
12:15	0	10	2	1	0	1	0	0	0	0	0	0	0	14	
12:30	0	9	5	0	1	0	0	0	0	0	0	0	0	15	
12:45	0	56	14	2	2	2	0	0	0	0	0	0	0	76	
13:00	0	14	5	2	1	0	0	0	0	0	0	0	0	22	
13:15	0	14	5	1	0	1	0	1	0	0	0	0	0	22	
13:30	0	18	3	1	1	0	0	0	0	0	0	0	0	23	
13:45	0	15	4	0	2	0	0	1	0	0	0	0	0	22	
14:00	0	61	17	4	4	1	0	2	0	0	0	0	0	89	
Total	0	523	132	32	35	5	0	7	0	0	0	0	0	734	
Percent	0.0%	71.3%	18.0%	4.4%	4.8%	0.7%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/6/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	14	5	0	1	0	0	0	0	0	0	0	0	20	
12:15	0	20	7	0	2	0	0	0	0	0	0	0	0	29	
12:30	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
12:45	0	12	5	0	3	0	0	0	0	0	0	0	0	20	
13:00	0	69	20	0	6	0	0	0	0	0	0	0	0	95	
13:15	0	15	3	2	0	0	0	0	0	0	0	0	0	20	
13:30	0	20	2	3	2	0	0	2	0	0	0	0	0	29	
13:45	0	16	2	4	0	0	0	0	0	0	0	0	0	22	
14:00	0	27	4	3	1	0	0	0	0	0	0	0	0	35	
14:15	0	78	11	12	3	0	0	2	0	0	0	0	0	106	
14:30	0	18	9	2	1	0	0	0	0	0	0	0	0	30	
14:45	0	22	3	0	2	0	0	0	0	0	0	0	0	27	
15:00	0	22	2	1	0	0	0	0	0	0	0	0	0	25	
15:15	0	22	3	1	1	0	0	0	0	0	0	0	0	27	
15:30	0	84	17	4	4	0	0	0	0	0	0	0	0	109	
15:45	0	23	6	1	1	0	0	0	0	0	0	0	0	31	
16:00	0	39	2	0	1	0	0	0	0	0	0	0	0	42	
16:15	0	28	3	1	1	0	0	0	0	0	0	0	0	33	
16:30	0	20	6	0	1	0	0	0	0	0	0	0	0	27	
16:45	0	110	17	2	4	0	0	0	0	0	0	0	0	133	
17:00	0	30	3	0	1	0	0	0	0	0	0	0	0	34	
17:15	0	39	4	1	0	0	0	0	0	0	0	0	0	44	
17:30	0	26	4	1	2	0	0	0	0	0	0	0	0	33	
17:45	0	27	5	1	1	0	0	0	0	0	0	0	0	34	
18:00	0	122	16	3	4	0	0	0	0	0	0	0	0	145	
18:15	0	30	5	0	2	0	0	0	0	0	0	0	0	37	
18:30	0	32	5	0	1	0	0	0	0	0	0	0	0	38	
18:45	0	25	3	0	0	0	0	0	0	0	0	0	0	28	
19:00	0	41	4	1	0	0	0	0	0	0	0	0	0	46	
19:15	0	128	17	1	3	0	0	0	0	0	0	0	0	149	
19:30	0	25	6	0	3	0	0	0	0	0	0	0	0	34	
19:45	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
20:00	0	19	7	1	0	0	0	0	0	0	0	0	0	27	
20:15	0	22	4	0	0	0	0	0	0	0	0	0	0	26	
20:30	0	89	21	1	3	0	0	0	0	0	0	0	0	114	
20:45	0	20	2	0	1	0	0	0	0	0	0	0	0	23	
21:00	0	15	2	0	1	0	0	0	0	0	0	0	0	18	
21:15	0	13	1	0	1	0	0	0	0	0	0	0	0	15	
21:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
21:45	0	64	8	0	3	0	0	0	0	0	0	0	0	75	
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
22:15	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
22:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
22:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6	
23:00	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
23:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
23:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	
24:15	0	12	2	0	2	0	0	0	0	0	0	0	0	16	
24:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
24:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
25:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
26:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
Total	0	793	136	23	32	0	0	2	0	0	0	0	0	986	
Percent	0.0%	80.4%	13.8%	2.3%	3.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/7/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
02:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
04:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2	
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
05:15	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
05:30	0	0	1	0	2	0	0	2	0	0	0	0	0	5	
05:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
06:00	0	3	2	1	0	0	0	1	0	0	0	0	0	7	
06:15	0	4	3	2	0	0	0	0	0	0	0	0	0	9	
06:30	0	10	7	3	2	0	0	3	0	0	0	0	0	25	
06:45	0	7	3	7	0	0	0	0	0	0	0	0	0	17	
07:00	0	5	1	7	1	0	0	0	0	0	0	0	0	14	
07:15	0	13	4	1	0	0	0	0	0	0	0	0	0	18	
07:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
07:45	0	40	12	15	2	0	0	0	0	0	0	0	0	69	
08:00	0	16	4	1	0	0	0	0	0	0	0	0	0	21	
08:15	0	22	3	0	1	0	0	0	0	0	0	0	0	26	
08:30	0	34	12	0	1	0	0	0	0	0	0	0	0	47	
08:45	0	60	8	1	1	0	0	0	0	0	0	0	0	70	
09:00	0	132	27	2	3	0	0	0	0	0	0	0	0	164	
09:15	0	39	6	0	1	0	0	0	0	0	0	0	0	46	
09:30	0	25	9	2	1	0	0	0	0	0	0	0	0	37	
09:45	0	28	6	1	0	0	0	0	0	0	0	0	0	35	
10:00	0	38	3	2	2	0	0	0	0	0	0	0	0	45	
10:15	0	130	24	5	4	0	0	0	0	0	0	0	0	163	
10:30	0	23	5	3	2	0	0	0	0	0	0	0	0	33	
10:45	0	22	2	0	2	0	0	0	0	0	0	0	0	26	
11:00	0	29	5	0	1	0	0	0	0	0	0	0	0	35	
11:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
11:30	0	89	13	3	5	0	0	0	0	0	0	0	0	110	
11:45	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
12:00	0	19	5	0	0	0	0	1	0	0	0	0	0	25	
12:15	0	14	0	1	2	0	0	0	0	0	0	0	0	17	
12:30	0	15	7	0	0	0	0	0	0	0	0	0	0	22	
12:45	0	62	16	1	2	0	0	1	0	0	0	0	0	82	
13:00	0	20	0	1	1	0	0	0	0	0	0	0	0	22	
13:15	0	20	3	0	1	0	0	0	0	0	0	0	0	24	
13:30	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
13:45	0	13	4	0	2	0	0	1	0	0	0	0	0	20	
14:00	0	71	11	1	4	0	0	1	0	0	0	0	0	88	
Total	0	546	114	30	23	0	0	5	0	0	0	0	0	718	
Percent	0.0%	76.0%	15.9%	4.2%	3.2%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/7/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
12:00	0	20	6	0	1	0	0	0	0	0	0	0	0	27	
12:15	0	15	4	0	1	0	0	0	0	0	0	0	0	20	
12:30	0	16	6	0	2	0	0	0	0	0	0	0	0	24	
12:45	0	20	4	1	1	0	0	0	0	0	0	0	0	26	
13:00	0	71	20	1	5	0	0	0	0	0	0	0	0	97	
13:15	0	18	1	2	0	0	0	0	0	0	0	0	0	21	
13:30	1	23	3	5	0	0	0	0	0	0	0	0	0	32	
13:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
14:00	1	21	2	3	2	0	0	0	0	0	0	0	0	29	
14:15	2	75	7	10	2	0	0	0	0	0	0	0	0	96	
14:30	0	22	3	2	0	0	0	0	0	0	0	0	0	27	
14:45	0	28	4	1	0	0	0	0	0	0	0	0	0	33	
15:00	0	18	3	1	2	1	0	0	0	0	0	0	0	25	
15:15	0	18	5	2	1	0	0	0	0	0	0	0	0	26	
15:30	0	86	15	6	3	1	0	0	0	0	0	0	0	111	
15:45	0	37	7	1	3	0	0	0	0	0	0	0	0	48	
16:00	0	40	6	0	1	0	0	0	0	0	0	0	0	47	
16:15	0	28	5	1	1	0	0	0	0	0	0	0	0	35	
16:30	0	31	3	2	0	0	0	0	0	0	0	0	0	36	
16:45	0	136	21	4	5	0	0	0	0	0	0	0	0	166	
17:00	0	22	3	1	2	0	0	0	0	0	0	0	0	28	
17:15	0	27	6	1	2	0	0	0	0	0	0	0	0	36	
17:30	0	27	6	1	1	0	0	0	0	0	0	0	0	35	
17:45	0	36	4	1	3	0	0	0	0	0	0	0	0	44	
18:00	0	112	19	4	8	0	0	0	0	0	0	0	0	143	
18:15	0	23	7	0	3	0	0	0	0	0	0	0	0	33	
18:30	0	35	6	0	0	0	0	0	0	0	0	0	0	41	
18:45	0	33	7	0	2	0	0	0	0	0	0	0	0	42	
19:00	1	30	3	0	1	0	0	0	0	0	0	0	0	35	
19:15	1	121	23	0	6	0	0	0	0	0	0	0	0	151	
19:30	0	24	6	0	0	0	0	0	0	0	0	0	0	30	
19:45	0	26	6	0	1	0	0	0	0	0	0	0	0	33	
20:00	0	23	1	0	1	0	0	0	0	0	0	0	0	25	
20:15	0	22	4	1	1	0	0	0	0	0	0	0	0	28	
20:30	0	95	17	1	3	0	0	0	0	0	0	0	0	116	
20:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
21:00	0	12	3	0	1	0	0	0	0	0	0	0	0	16	
21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
21:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
21:45	0	50	5	0	1	0	0	0	0	0	0	0	0	56	
22:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7	
22:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
22:30	0	6	0	0	2	0	0	0	0	0	0	0	0	8	
22:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
23:00	0	29	2	0	3	0	0	0	0	0	0	0	0	34	
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
23:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
23:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
24:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
24:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
24:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
25:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
25:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
25:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
25:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
26:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
26:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
26:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
27:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
27:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
Total	3	809	130	26	36	1	0	0	0	0	0	0	0	1005	
Percent	0.3%	80.5%	12.9%	2.6%	3.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/8/2021															
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total	
00:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
04:15	0	1	0	0	0	0	0	1	0	0	0	0	0	2	
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
04:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
05:00	0	2	2	0	1	0	0	0	0	0	0	0	0	5	
05:15	0	7	2	0	1	0	0	1	0	0	0	0	0	11	
05:30	0	0	1	1	1	0	0	0	0	0	0	0	0	3	
05:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
06:00	0	3	2	1	0	0	0	0	0	0	0	0	0	6	
06:15	0	3	3	2	0	0	0	0	0	0	0	0	0	8	
06:30	0	10	7	4	1	0	0	0	0	0	0	0	0	22	
06:45	0	4	4	6	0	0	0	0	0	0	0	0	0	14	
07:00	0	5	1	7	1	0	0	0	0	0	0	0	0	14	
07:15	0	8	4	2	2	0	0	0	0	0	0	0	0	16	
07:30	0	18	6	0	1	0	0	0	0	0	0	0	0	25	
07:45	0	35	15	15	4	0	0	0	0	0	0	0	0	69	
08:00	0	9	7	1	0	0	0	0	0	0	0	0	0	17	
08:15	0	20	7	0	5	0	0	0	0	0	0	0	0	32	
08:30	0	29	3	0	3	0	0	0	0	0	0	0	0	35	
08:45	0	45	5	0	0	0	0	0	0	0	0	0	0	50	
09:00	0	103	22	1	8	0	0	0	0	0	0	0	0	134	
09:15	0	38	2	1	1	1	0	0	0	0	0	0	0	43	
09:30	0	21	6	1	3	0	0	0	0	0	0	0	0	31	
09:45	0	28	4	3	0	1	0	0	0	0	0	0	0	36	
10:00	0	40	9	1	1	0	0	0	0	0	0	0	0	51	
10:15	0	127	21	6	5	2	0	0	0	0	0	0	0	161	
10:30	0	39	4	2	2	0	0	0	0	0	0	0	0	47	
10:45	0	24	2	0	0	0	0	0	0	0	0	0	0	26	
11:00	0	18	3	0	0	1	0	0	0	0	0	0	0	22	
11:15	0	27	2	0	3	0	0	0	0	0	0	0	0	32	
11:30	0	108	11	2	5	1	0	0	0	0	0	0	0	127	
11:45	0	17	4	0	1	0	0	0	0	0	0	0	0	22	
12:00	0	14	4	1	0	0	0	0	0	0	0	0	0	19	
12:15	1	19	3	1	1	0	0	1	0	0	0	0	0	26	
12:30	0	20	1	1	0	0	0	0	0	0	0	0	0	22	
12:45	1	70	12	3	2	0	0	1	0	0	0	0	0	89	
13:00	0	19	3	0	6	0	0	0	0	0	0	0	0	28	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
Total	1	483	94	31	32	3	0	2	0	0	0	0	0	646	
Percent	0.2%	74.8%	14.6%	4.8%	5.0%	0.5%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%		

WBCM

300 East Joppa Road, Ste., 200
Towson MD, 21286

File Name: 4_Millersville Rd Fall
data

Location 1: Millersville Park
Location 2: Millersville Road at Park Entrance
Direction: West

Start Date: 10/2/2021
End Date: 10/8/2021

10/8/2021																
Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total		
12:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
13:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
14:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Percent	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	22	7855	1454	250	356	20	0	41	0	0	0	0	0	0	9998	
Percent	0.2%	78.6%	14.5%	2.5%	3.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		



Traffic Volume Summary Table

Location: **Millersville Road at Waterbury Road**

City/County: **Anne Arundel**

Date & Day: **Saturday, 10/2/2021**

Weather: **Sunny**

Type Of Count **Turning Movement Count**

Recorders: **WBCM**

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					16		7	23	5	63		68		44	15	59	150
9:00 AM					26		10	36	17	58		75		56	16	72	183
10:00 AM					27		15	42	26	80		106		106	31	137	285
11:00 AM					29		18	47	25	90		115		105	34	139	301
12:00 PM					21		20	41	49	61		110		87	37	124	275
1:00 PM					25		16	41	54	91		145		97	25	122	308
2:00 PM					21		15	36	35	57		92		93	32	125	253
3:00 PM					34		16	50	29	65		94		76	23	99	243
4:00 PM					28		12	40	26	69		95		61	26	87	222
5:00 PM					30		10	40	13	54		67		55	15	70	177
6:00 PM					16		15	31	20	60		80		77	24	101	212
Total					273		154	427	299	748		1,047		857	278	1,135	2,609



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Saturday, 10/2/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets					Waterbury Road				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					7		0	7	3	12		15		8	3	11	33
8:15 AM					1		2	3	1	17		18		9	3	12	33
8:30 AM					5		2	7	1	24		25		12	1	13	45
8:45 AM					3		3	6	0	10		10		15	8	23	39
Total					16		7	23	5	63		68		44	15	59	150



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Saturday, 10/2/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					6		0	6	1	9		10		10	1	11	27
9:15 AM					7		2	9	3	15		18		14	5	19	46
9:30 AM					6		4	10	5	16		21		14	3	17	48
9:45 AM					7		4	11	8	18		26		18	7	25	62
10:00 AM					5		6	11	6	19		25		20	10	30	66
10:15 AM					5		3	8	3	24		27		30	11	41	76
10:30 AM					12		1	13	10	19		29		31	4	35	77
10:45 AM					5		5	10	7	18		25		25	6	31	66
11:00 AM					6		5	11	7	24		31		24	12	36	78
11:15 AM					8		3	11	4	20		24		32	6	38	73
11:30 AM					7		4	11	6	20		26		26	10	36	73
11:45 AM					8		6	14	8	26		34		23	6	29	77
12:00 PM					4		4	8	4	14		18		26	12	38	64
12:15 PM					9		5	14	17	14		31		24	8	32	77
12:30 PM					5		3	8	7	15		22		20	8	28	58
12:45 PM					3		8	11	21	18		39		17	9	26	76
1:00 PM					8		4	12	24	24		48		24	5	29	89
1:15 PM					9		4	13	12	17		29		26	8	34	76
1:30 PM					2		4	6	7	23		30		19	6	25	61
1:45 PM					6		4	10	11	27		38		28	6	34	82
2:00 PM					4		4	8	8	14		22		44	6	50	80
2:15 PM					7		3	10	14	12		26		22	8	30	66
2:30 PM					6		5	11	3	17		20		15	8	23	54
2:45 PM					4		3	7	10	14		24		12	10	22	53
3:00 PM					3		4	7	9	20		29		10	6	16	52
3:15 PM					12		6	18	9	7		16		23	4	27	61
3:30 PM					11		2	13	3	23		26		21	6	27	66
3:45 PM					8		4	12	8	15		23		22	7	29	64
Total					183		110	293	235	502		737		620	198	818	1,848



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Saturday, 10/2/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					7		2	9	6	15		21		19	6	25	55
4:15 PM					6		4	10	8	12		20		17	4	21	51
4:30 PM					8		4	12	9	15		24		13	7	20	56
4:45 PM					7		2	9	3	27		30		12	9	21	60
5:00 PM					7		2	9	3	12		15		11	4	15	39
5:15 PM					6		3	9	3	17		20		18	2	20	49
5:30 PM					11		2	13	4	13		17		14	2	16	46
5:45 PM					6		3	9	3	12		15		12	7	19	43
6:00 PM					5		4	9	3	14		17		27	5	32	58
6:15 PM					4		3	7	7	15		22		14	6	20	49
6:30 PM					3		4	7	3	15		18		17	7	24	49
6:45 PM					4		4	8	7	16		23		19	6	25	56
Total					74		37	111	59	183		242		193	65	258	611

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 11:00	End 12:00	Volume 301	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 13:00	End 14:00	Volume 308	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	08:15	0	0	0	0	0	0	0	7	0	7	0	0	3	12	15	0	0	8	3	
08:30	0	0	0	0	0	0	0	1	0	1	0	1	17	18	0	0	0	9	3	12	33
08:45	0	0	0	0	0	0	0	5	0	5	0	1	24	25	0	0	0	12	1	13	45
09:00	0	0	0	0	0	0	0	3	0	3	0	0	10	10	0	0	0	15	8	23	39
09:15	0	0	0	0	0	0	0	6	0	6	0	1	9	10	0	0	0	10	1	11	27
09:30	0	0	0	0	0	0	0	7	0	7	0	3	15	18	0	0	0	14	5	19	46
09:45	0	0	0	0	0	0	0	6	0	6	0	5	16	21	0	0	0	14	3	17	48
10:00	0	0	0	0	0	0	0	7	0	7	0	8	18	26	0	0	0	18	7	25	62
10:15	0	0	0	0	0	0	0	5	0	5	0	6	19	25	0	0	0	20	10	30	66
10:30	0	0	0	0	0	0	0	5	0	5	0	3	24	27	0	0	0	30	11	41	76
10:45	0	0	0	0	0	0	0	12	0	12	0	10	19	29	0	0	0	31	4	35	77
11:00	0	0	0	0	0	0	0	5	0	5	0	7	18	25	0	0	0	25	6	31	66
11:15	0	0	0	0	0	0	0	6	0	6	0	7	24	31	0	0	0	24	12	36	78
11:30	0	0	0	0	0	0	0	8	0	8	0	4	20	24	0	0	0	32	6	38	73
11:45	0	0	0	0	0	0	0	7	0	7	0	6	20	26	0	0	0	26	10	36	73
12:00	0	0	0	0	0	0	0	8	0	8	0	8	26	34	0	0	0	23	6	29	77
12:15	0	0	0	0	0	0	0	4	0	4	0	4	14	18	0	0	0	26	12	38	64
12:30	0	0	0	0	0	0	0	9	0	9	0	17	14	31	0	0	0	24	8	32	77
12:45	0	0	0	0	0	0	0	5	0	5	0	7	15	22	0	0	0	20	8	28	58
13:00	0	0	0	0	0	0	0	3	0	3	0	19	18	39	0	0	0	17	9	26	76
13:15	0	0	0	0	0	0	0	8	0	8	0	24	24	48	0	0	0	24	5	29	89
13:30	0	0	0	0	0	0	0	9	0	9	0	12	17	29	0	0	0	26	8	34	76
13:45	0	0	0	0	0	0	0	2	0	2	0	7	23	30	0	0	0	19	6	25	61
14:00	0	0	0	0	0	0	0	6	0	6	0	11	27	38	0	0	0	28	6	34	82
14:15	0	0	0	0	0	0	0	4	0	4	0	8	14	22	0	0	0	44	6	50	80
14:30	0	0	0	0	0	0	0	7	0	7	0	14	12	26	0	0	0	22	8	30	66
14:45	0	0	0	0	0	0	0	6	0	6	0	3	17	20	0	0	0	15	8	23	54
15:00	0	0	0	0	0	0	0	4	0	4	0	10	14	24	1	0	0	12	10	23	54
15:15	0	0	0	0	0	0	0	3	0	3	0	9	20	29	0	0	0	10	6	16	52
15:30	0	0	0	0	0	0	0	12	0	12	0	9	7	16	0	0	0	23	4	27	61
15:45	0	0	0	0	0	0	0	11	0	11	0	3	23	26	0	0	0	21	6	27	66
16:00	0	0	0	0	0	0	0	8	0	8	0	8	15	23	0	0	0	22	7	29	64
16:15	0	0	0	0	0	0	0	7	0	7	0	6	15	21	0	0	0	19	6	25	55
16:30	0	0	0	0	0	0	0	1	0	1	0	8	12	20	0	0	0	17	4	21	52
16:45	0	0	0	0	0	0	0	8	0	8	0	9	15	24	0	0	0	13	7	20	56
17:00	0	0	0	0	0	0	0	1	0	1	0	3	27	30	0	0	0	12	9	21	61
17:15	0	0	0	0	0	0	0	7	0	7	0	3	12	15	0	0	0	11	4	15	39
17:30	0	0	0	0	0	0	0	6	0	6	0	3	17	20	0	0	0	18	2	20	49
17:45	0	0	0	0	0	0	0	11	0	11	0	4	13	17	0	0	0	14	2	16	46
18:00	0	0	0	0	0	0	0	6	0	6	0	3	12	15	0	0	0	12	7	19	43
18:15	0	0	0	0	0	0	0	5	0	5	0	3	14	17	0	0	0	27	5	32	58
18:30	0	0	0	0	0	0	0	4	0	4	0	7	15	22	0	0	0	14	6	20	49
18:45	0	0	0	0	0	0	0	3	0	3	0	3	15	18	0	0	0	17	7	24	49
19:00	0	0	0	0	0	0	0	4	0	4	0	7	16	23	0	0	0	19	6	25	56
TOTAL	0	0	0	0	0	2	273	0	154	429	2	297	748	0	1047	1	0	857	278	1136	2612
AM Peak Vol	0	0	0	0	0	0	29	0	18	47	0	25	90	0	115	0	0	105	34	139	301
PM Peak Vol	0	0	0	0	0	0	25	0	16	41	0	54	91	0	145	0	0	97	25	122	308

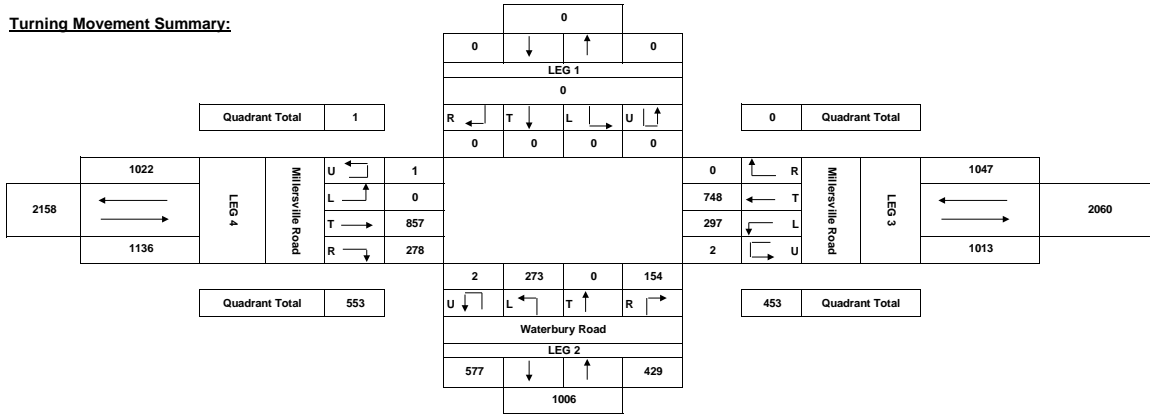
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/2/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

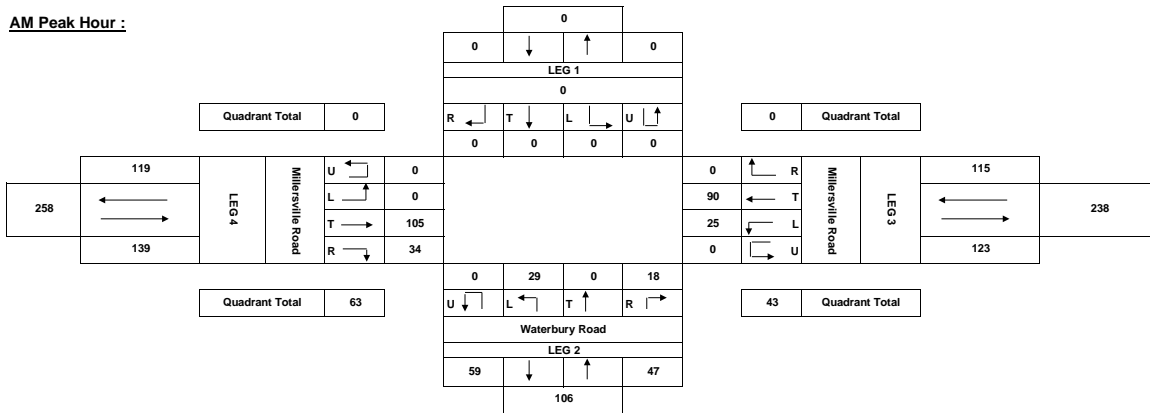
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	11:00	12:00	301			12:00PM-7:00PM	13:00	14:00	308		

Turning Movement Summary:

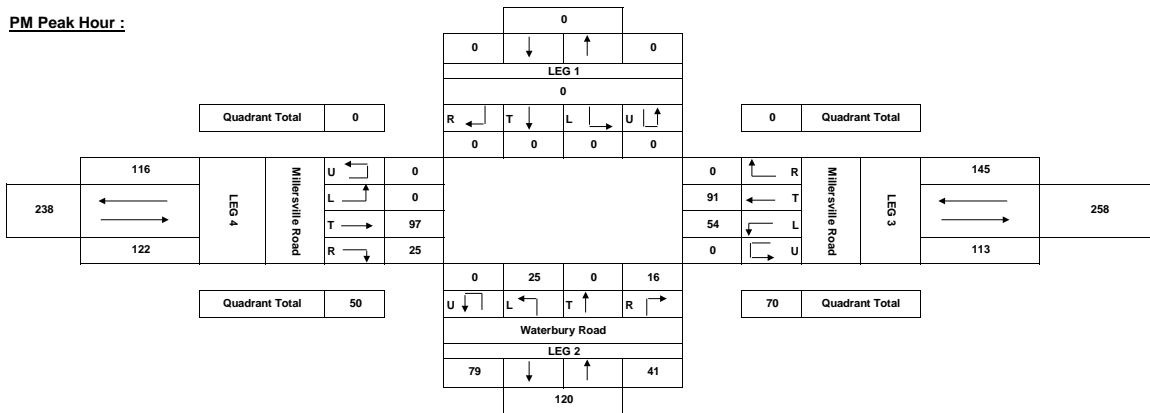


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: **Millersville Road at Waterbury Road**

City/County: **Anne Arundel**

Date & Day: **Sunday, 10/3/2021**

Weather: **Sunny**

Type Of Count **Turning Movement Count**

Recorders: **WBCM**

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					19		3	22	6	24		30		48	10	58	110
9:00 AM					28		8	36	16	72		88		58	19	77	201
10:00 AM					30		14	44	18	94		112		86	36	122	278
11:00 AM					27		12	39	19	109		128		109	30	139	306
12:00 PM					28		22	50	37	82		119		127	24	151	320
1:00 PM					32		20	52	28	90		118		94	29	123	293
2:00 PM					26		19	45	30	80		110		83	29	112	267
3:00 PM					17		17	34	32	71		103		84	20	104	241
4:00 PM					22		5	27	21	93		114		67	31	98	239
5:00 PM					15		15	30	13	74		87		60	20	80	197
6:00 PM					41		6	47	19	45		64		61	12	73	184
Total					285		141	426	239	834		1,073		877	260	1,137	2,636



Traffic Volume Table - Morning Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Sunday, 10/3/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets					Waterbury Road				Millersville Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM					3		1	4	2	4		6		7	2	9	19
8:15 AM					4		2	6	2	7		9		6	5	11	26
8:30 AM					5		0	5	1	8		9		9	1	10	24
8:45 AM					7		0	7	1	5		6		26	2	28	41
Total					19		3	22	6	24		30		48	10	58	110



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Sunday, 10/3/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					10		2	12	3	24		27		11	1	12	51
9:15 AM					4		3	7	8	23		31		17	4	21	59
9:30 AM					4		1	5	1	13		14		16	6	22	41
9:45 AM					10		2	12	4	12		16		14	8	22	50
10:00 AM					4		4	8	6	21		27		17	8	25	60
10:15 AM					5		5	10	3	16		19		22	8	30	59
10:30 AM					9		2	11	4	25		29		26	9	35	75
10:45 AM					12		3	15	5	32		37		21	11	32	84
11:00 AM					5		3	8	4	23		27		17	8	25	60
11:15 AM					6		1	7	4	27		31		32	10	42	80
11:30 AM					5		4	9	8	22		30		37	5	42	81
11:45 AM					11		4	15	3	37		40		23	7	30	85
12:00 PM					9		5	14	13	14		27		23	6	29	70
12:15 PM					11		8	19	5	26		31		29	10	39	89
12:30 PM					3		4	7	9	16		25		40	4	44	76
12:45 PM					5		5	10	10	26		36		35	4	39	85
1:00 PM					6		6	12	5	23		28		23	11	34	74
1:15 PM					8		1	9	10	32		42		23	7	30	81
1:30 PM					5		3	8	9	15		24		33	7	40	72
1:45 PM					13		10	23	4	20		24		15	4	19	66
2:00 PM					4		2	6	12	15		27		23	8	31	64
2:15 PM					6		4	10	3	29		32		21	12	33	75
2:30 PM					6		6	12	8	17		25		20	3	23	60
2:45 PM					10		7	17	7	19		26		19	6	25	68
3:00 PM					3		7	10	4	11		15		28	3	31	56
3:15 PM					5		3	8	5	21		26		29	8	37	71
3:30 PM					5		4	9	11	15		26		20	3	23	58
3:45 PM					4		3	7	12	24		36		7	6	13	56
Total					188		112	300	180	598		778		641	187	828	1,906



Traffic Volume Table - Evening Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Sunday, 10/3/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					7		0	7	6	17		23		11	5	16	46
4:15 PM					4		2	6	5	11		16		21	8	29	51
4:30 PM					5		3	8	7	33		40		14	2	16	64
4:45 PM					6		0	6	3	32		35		21	16	37	78
5:00 PM					3		4	7	3	24		27		21	2	23	57
5:15 PM					3		4	7	5	13		18		13	5	18	43
5:30 PM					4		3	7	1	17		18		14	7	21	46
5:45 PM					5		4	9	4	20		24		12	6	18	51
6:00 PM					14		0	14	7	13		20		24	2	26	60
6:15 PM					4		2	6	3	14		17		16	3	19	42
6:30 PM					11		2	13	3	11		14		10	4	14	41
6:45 PM					12		2	14	6	7		13		11	3	14	41
Total					78		26	104	53	212		265		188	63	251	620

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/3/2021 Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	Start	End	Volume	LOS	V/C
	11:30 AM	12:30 PM	325		

Street Name--> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
	08:15					0	0	0	3		1	4	0	2	4	6	0			7		2
08:30					0	0	0	4		2	6	0	2	7	9	0			6	5	11	26
08:45					0	0	0	5		0	5	0	1	8	9	0			9	1	10	24
09:00					0	0	0	7		0	7	0	1	5	6	0			26	2	28	41
09:15					0	0	0	10		2	12	0	3	24	27	0			11	1	12	51
09:30					0	0	0	4		3	7	0	8	23	31	0			17	4	21	59
09:45					0	0	0	4		1	5	0	1	13	14	0			16	6	22	41
10:00					0	0	0	10		2	12	0	4	12	16	0			14	8	22	50
10:15					0	0	0	4		4	8	0	6	21	27	0			17	8	25	60
10:30					0	0	0	5		5	10	0	3	16	19	0			22	8	30	59
10:45					0	0	0	9		2	11	0	4	25	29	0			26	9	35	75
11:00					0	0	0	12		3	15	0	5	32	37	0			21	11	32	84
11:15					0	0	0	5		3	8	0	4	23	27	0			17	8	25	60
11:30					0	0	0	6		1	7	0	4	27	31	0			32	10	42	80
11:45					0	0	0	5		4	9	0	8	22	30	0			37	5	42	81
12:00					0	0	0	11		4	15	0	3	37	40	0			23	7	30	85
12:15					0	0	0	9		5	14	0	13	14	27	0			23	6	29	70
12:30					0	0	0	11		8	19	0	5	26	31	0			29	10	39	89
12:45					0	0	0	3		4	7	0	9	16	25	0			40	4	44	76
13:00					0	0	0	5		5	10	0	10	26	36	0			35	4	39	85
13:15					0	0	0	6		6	12	0	5	23	28	0			23	11	34	74
13:30					0	0	0	8		1	9	0	10	32	42	0			23	7	30	81
13:45					0	0	0	5		3	8	0	9	15	24	0			33	7	40	72
14:00					0	0	0	13		10	23	0	4	20	24	0			15	4	19	66
14:15					0	0	0	4		2	6	0	12	15	27	0			23	8	31	64
14:30					0	0	0	6		4	10	0	3	29	32	0			21	12	33	75
14:45					0	0	0	6		6	12	0	8	17	25	0			20	3	23	60
15:00					0	0	0	10		7	17	0	7	19	26	0			19	6	25	68
15:15					0	0	0	3		7	10	0	4	11	15	0			28	3	31	56
15:30					0	0	0	5		3	8	0	5	21	26	0			29	8	37	71
15:45					0	0	0	5		4	9	0	11	15	26	0			20	3	23	58
16:00					0	0	0	4		3	7	1	11	24	36	0			7	6	13	56
16:15					0	0	0	7		0	7	0	6	17	23	0			11	5	16	46
16:30					0	0	0	4		2	6	0	5	11	16	0			21	8	29	51
16:45					0	0	0	5		3	8	0	7	33	40	0			14	2	16	64
17:00					0	0	0	6		0	6	0	3	32	35	0			21	16	37	78
17:15					0	0	0	3		4	7	0	3	24	27	0			21	2	23	57
17:30					0	0	0	3		4	7	0	5	13	18	0			13	5	18	43
17:45					0	0	0	4		3	7	0	1	17	18	0			14	7	21	46
18:00					0	0	0	5		4	9	0	4	20	24	0			12	6	18	51
18:15					0	0	0	14		0	14	0	7	13	20	0			24	2	26	60
18:30					0	0	0	4		2	6	0	3	14	17	0			16	3	19	42
18:45					0	0	0	11		2	13	0	3	11	14	0			10	4	14	41
19:00					0	0	0	12		2	14	0	6	7	13	0			11	3	14	41
TOTAL	0	0	0	0	0	0	285	0	141	426	1	238	834	0	1073	0	0	877	260	1137	2636	
Peak Vol	0	0	0	0	0	0	36	0	21	57	0	29	99	0	128	0	0	112	28	140	325	

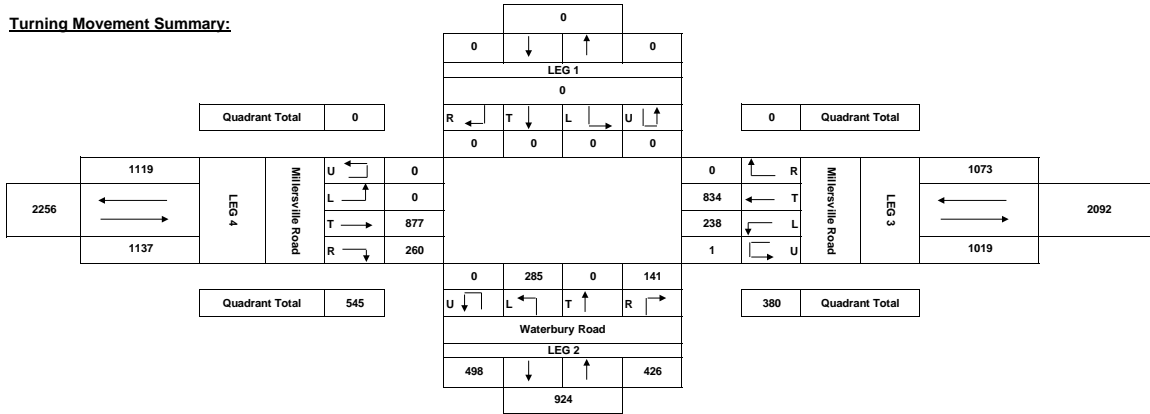
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/3/2021 Sunday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

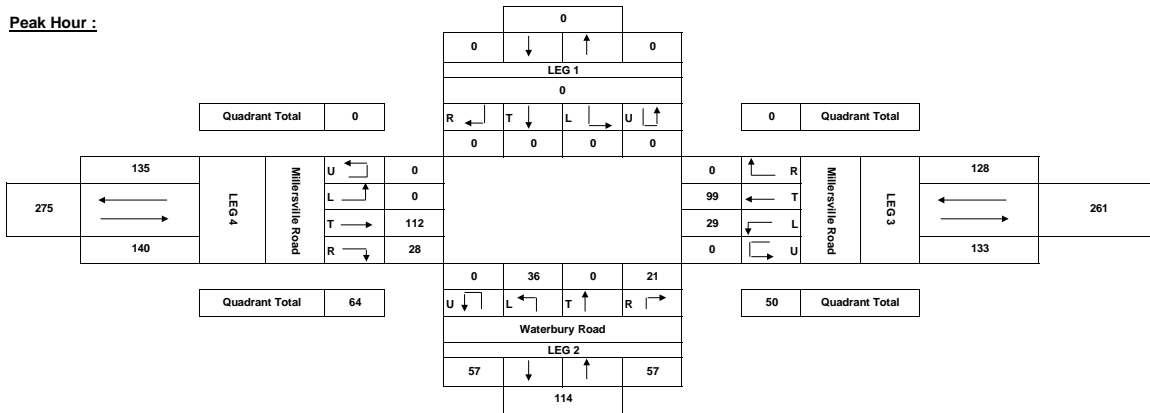
PEAK HOURS	Start	End	Volume	LOS	V/C
	11:30 AM	12:30 PM	325		

Turning Movement Summary:



Comments:

Peak Hour :





Traffic Volume Summary Table

Location: **Millersville Road at Waterbury Road**
 City/County: **Anne Arundel**
 Date & Day: **Tuesday, 10/5/2021**
 Weather: **Sunny**
 Type Of Count **Turning Movement Count**
 Recorders: **WBCM**

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					27		22	49	17	32		49		12	8	20	118
7:00 AM					32		43	75	49	121		170		43	25	68	313
8:00 AM					43		33	76	42	128		170		75	22	97	343
9:00 AM					33		23	56	32	65		97		64	31	95	248
10:00 AM					25		13	38	17	39		56		45	11	56	150
11:00 AM					11		25	36	14	71		85		53	21	74	195
12:00 PM					21		17	38	23	65		88		64	28	92	218
1:00 PM					33		26	59	31	54		85		55	23	78	222
2:00 PM					23		19	42	26	75		101		62	26	88	231
3:00 PM					39		35	74	52	112		164		121	38	159	397
4:00 PM					34		36	70	84	91		175		118	32	150	395
5:00 PM					42		41	83	88	98		186		88	21	109	378
6:00 PM					24		24	48	30	74		104		82	17	99	251
Total					387		357	744	505	1,025		1,530		882	303	1,185	3,459



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					8		0	8	2	4		6		3	1	4	18
6:15 AM					10		10	20	5	5		10		2	0	2	32
6:30 AM					6		4	10	2	11		13		1	5	6	29
6:45 AM					3		8	11	8	12		20		6	2	8	39
7:00 AM					5		8	13	12	23		35		6	2	8	56
7:15 AM					8		7	15	8	18		26		16	6	22	63
7:30 AM					5		13	18	15	30		45		13	9	22	85
7:45 AM					14		15	29	14	50		64		8	8	16	109
8:00 AM					15		7	22	18	41		59		16	7	23	104
8:15 AM					8		9	17	7	22		29		17	6	23	69
8:30 AM					9		8	17	9	25		34		17	2	19	70
8:45 AM					11		9	20	8	40		48		25	7	32	100
Total					102		98	200	108	281		389		130	55	185	774



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Tuesday, 10/5/2021

Weather: Sunny

Type Of Cou Turning Movement Count

Recorders: WBCM

Names Of Streets	From North				Waterbury Road From South				Millersville Road From East				Millersville Road From West				Grand Total
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					12		6	18	5	24		29		24	15	39	86
9:15 AM					3		3	6	14	13		27		14	7	21	54
9:30 AM					6		5	11	7	15		22		14	4	18	51
9:45 AM					12		9	21	6	13		19		12	5	17	57
10:00 AM					6		3	9	3	7		10		10	3	13	32
10:15 AM					6		3	9	3	13		16		13	1	14	39
10:30 AM					5		4	9	7	8		15		11	4	15	39
10:45 AM					8		3	11	4	11		15		11	3	14	40
11:00 AM					3		5	8	3	16		19		17	4	21	48
11:15 AM					1		9	10	5	24		29		12	4	16	55
11:30 AM					3		3	6	1	21		22		7	8	15	43
11:45 AM					4		8	12	5	10		15		17	5	22	49
12:00 PM					5		5	10	7	17		24		17	9	26	60
12:15 PM					9		4	13	6	17		23		17	4	21	57
12:30 PM					4		0	4	4	19		23		14	8	22	49
12:45 PM					3		8	11	6	12		18		16	7	23	52
1:00 PM					4		3	7	9	13		22		18	4	22	51
1:15 PM					9		3	12	8	20		28		13	10	23	63
1:30 PM					9		6	15	7	7		14		13	4	17	46
1:45 PM					11		14	25	7	14		21		11	5	16	62
2:00 PM					11		6	17	4	15		19		8	7	15	51
2:15 PM					3		4	7	8	21		29		14	5	19	55
2:30 PM					4		4	8	6	18		24		19	8	27	59
2:45 PM					5		5	10	8	21		29		21	6	27	66
3:00 PM					3		3	6	14	20		34		17	5	22	62
3:15 PM					14		12	26	10	28		38		24	9	33	97
3:30 PM					10		10	20	16	40		56		25	5	30	106
3:45 PM					12		10	22	12	24		36		55	19	74	132
Total					185		158	343	195	481		676		464	178	642	1,661



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Tuesday, 10/5/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					9		5	14	18	17		35		33	8	41	90
4:15 PM					9		7	16	15	22		37		22	10	32	85
4:30 PM					11		15	26	22	30		52		36	7	43	121
4:45 PM					5		9	14	29	22		51		27	7	34	99
5:00 PM					11		9	20	23	13		36		32	6	38	94
5:15 PM					6		16	22	23	29		52		24	6	30	104
5:30 PM					12		8	20	27	26		53		16	4	20	93
5:45 PM					13		8	21	15	30		45		16	5	21	87
6:00 PM					7		4	11	5	20		25		14	8	22	58
6:15 PM					4		6	10	9	16		25		19	1	20	55
6:30 PM					7		2	9	8	21		29		26	3	29	67
6:45 PM					6		12	18	8	17		25		23	5	28	71
Total					100		101	201	202	263		465		288	70	358	1,024

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	368			12:00PM-7:00PM	15:45	16:45	428		

Street Name-> HOUR ENDING	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL	
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
	06:15					0	0	0	8		10	0	2	4		6	0			3		1
06:30					0	0	0	10		10	0	5	5		10	0			2	0	2	32
06:45					0	0	0	6		4	0	2	11		13	0			1	5	6	29
07:00					0	0	0	3		8	11	0	8	12	20	0			6	2	8	39
07:15					0	0	0	5		8	13	0	12	23	35	0			6	2	8	56
07:30					0	0	0	8		7	15	0	8	18	26	0			16	6	22	63
07:45					0	0	0	5		13	18	0	15	30	45	1			13	9	23	86
08:00					0	0	0	14		15	29	0	14	50	64	0			8	8	16	109
08:15					0	0	0	15		7	22	0	18	41	59	0			16	7	23	104
08:30					0	0	0	8		9	17	0	7	22	29	0			17	6	23	69
08:45					0	0	0	9		8	17	0	9	25	34	0			17	2	19	70
09:00					0	0	0	11		9	20	0	8	40	48	0			25	7	32	100
09:15					0	0	0	12		6	18	0	5	24	29	0			24	15	39	86
09:30					0	0	0	3		3	6	0	14	13	27	0			14	7	21	54
09:45					0	0	0	6		5	11	0	7	15	22	0			14	4	18	51
10:00					0	0	0	12		9	21	0	6	13	19	0			12	5	17	57
10:15					0	0	0	6		3	9	0	3	7	10	0			10	3	13	32
10:30					0	0	0	6		3	9	0	3	13	16	0			13	1	14	39
10:45					0	0	0	5		4	9	0	7	8	15	0			11	4	15	39
11:00					0	0	0	8		3	11	0	4	11	15	0			11	3	14	40
11:15					0	0	0	3		5	8	0	3	16	19	0			17	4	21	48
11:30					0	0	0	1		9	10	0	5	24	29	0			12	4	16	55
11:45					0	0	0	3		3	6	0	1	21	22	0			7	8	15	43
12:00					0	1	0	4		8	13	0	5	10	15	0			17	5	22	50
12:15					0	0	0	5		5	10	0	7	17	24	0			17	9	26	60
12:30					0	0	0	9		4	13	0	6	17	23	0			17	4	21	57
12:45					0	0	0	4		0	4	0	4	19	23	0			14	8	22	49
13:00					0	0	0	3		8	11	0	6	12	18	0			16	7	23	52
13:15					0	0	0	4		3	7	0	9	13	22	0			18	4	22	51
13:30					0	0	0	9		3	12	0	8	20	28	0			13	10	23	63
13:45					0	0	0	9		6	15	0	7	7	14	0			13	4	17	46
14:00					0	0	0	11		14	25	0	7	14	21	0			11	5	16	62
14:15					0	0	0	11		6	17	0	4	15	19	0			8	7	15	51
14:30					0	0	0	3		4	7	0	8	21	29	0			14	5	19	55
14:45					0	0	0	4		4	8	0	6	18	24	0			19	8	27	59
15:00					0	0	0	5		5	10	0	8	21	29	0			21	6	27	66
15:15					0	0	0	3		3	6	0	14	20	34	0			17	5	22	62
15:30					0	0	0	14		12	26	0	10	28	38	0			24	9	33	97
15:45					0	0	0	10		10	20	0	16	40	56	0			25	5	30	106
16:00					0	0	0	12		10	22	0	12	24	36	0			55	19	74	132
16:15					0	0	0	9		5	14	0	18	17	35	0			33	8	41	90
16:30					0	0	0	9		7	16	0	15	22	37	0			22	10	32	85
16:45					0	0	0	11		15	26	0	22	30	52	0			36	7	43	121
17:00					0	0	0	5		9	14	0	29	22	51	0			27	7	34	99
17:15					0	0	0	11		9	20	0	23	13	36	0			32	6	38	94
17:30					0	0	0	6		16	22	0	23	29	52	0			24	6	30	104
17:45					0	0	0	12		8	20	0	27	26	53	0			16	4	20	93
18:00					0	0	0	13		8	21	0	15	30	45	0			16	5	21	87
18:15					0	0	0	7		4	11	0	5	20	25	0			14	8	22	58
18:30					0	0	0	4		6	10	0	9	16	25	0			19	1	20	55
18:45					0	0	0	7		2	9	0	8	21	29	0			26	3	29	67
19:00					0	0	0	6		12	18	0	8	17	25	0			23	5	28	71
TOTAL	0	0	0	0	0	1	387	0	357	745	0	505	1025	0	1530	1	0	882	303	1186	3461	
AM Peak Vol	0	0	0	0	0	0	42	0	44	86	0	54	143	0	197	1	0	54	30	85	368	
PM Peak Vol	0	0	0	0	0	0	41	0	37	78	0	67	93	0	160	0	0	146	44	190	428	

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	368			12:00PM-7:00PM	15:45	16:45	428		

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour	From North			From South			From East			From West		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
Ending												
06:15												
06:30												
06:45												
07:00												
07:15												
07:30												
07:45												
08:00												
08:15												
08:30												
08:45												
09:00												
09:15												
09:30												
09:45												
10:00												
10:15												
10:30												
10:45												
11:00												
11:15												
11:30												
11:45												
12:00												
12:15												
12:30												
12:45												
13:00												
13:15												
13:30												
13:45												
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00												
16:15												
16:30												
16:45												
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
TOTAL	0	0	0	0	0	9	0	1	6	0	0	4
AM Peak Vol	0	0	0	0	0	0	0	0	1	0	0	1
PM Peak Vol	0	0	0	0	0	2	0	0	2	0	0	0

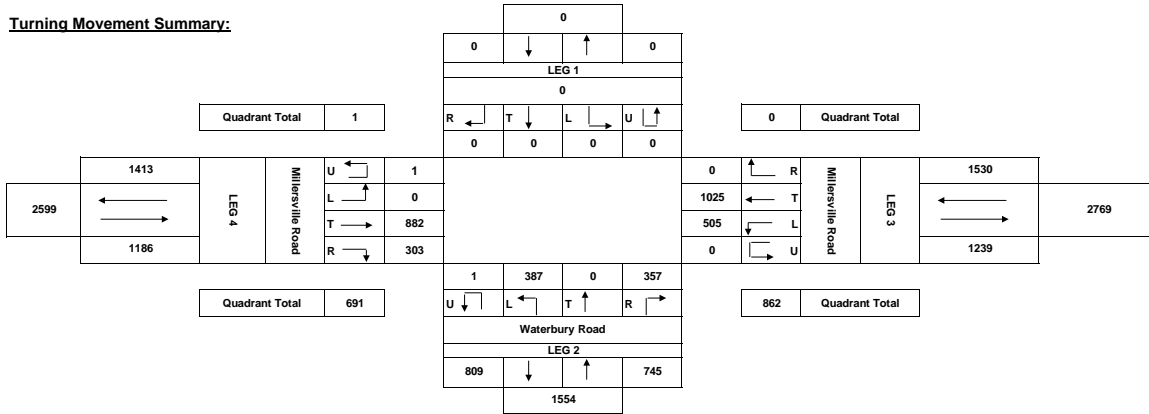
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/5/2021 Tuesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

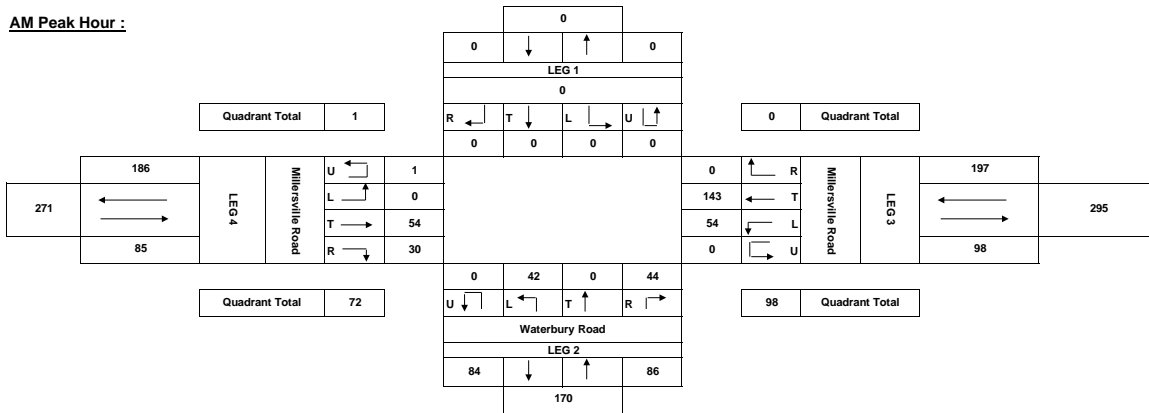
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	368			12:00PM-7:00PM	15:45	16:45	428		

Turning Movement Summary:

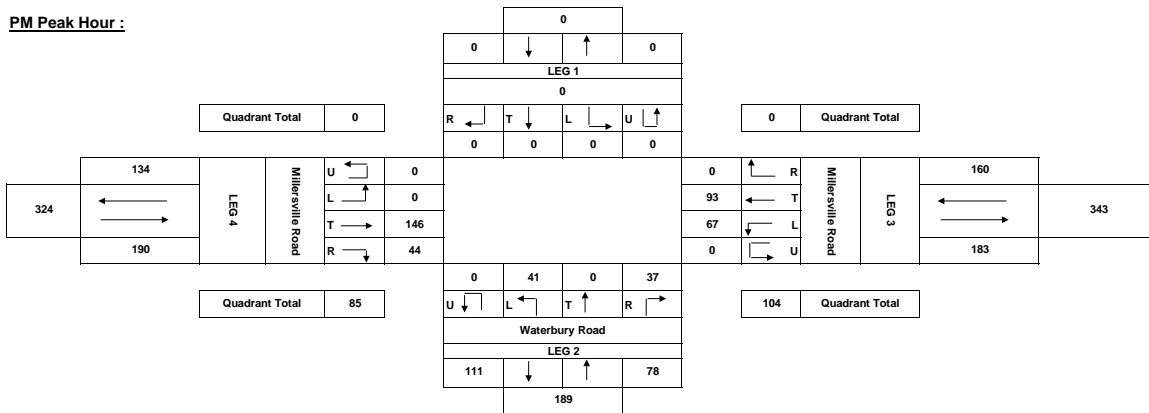


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: **Millersville Road at Waterbury Road**
 City/County: **Anne Arundel**
 Date & Day: **Wednesday, 10/13/2021**
 Weather: **Sunny**
 Type Of Count **Turning Movement Count**
 Recorders: **WBCM**

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					31		21	52	27	40		67		23	9	32	151
7:00 AM					22		28	50	39	99		138		39	12	51	239
8:00 AM					42		25	67	71	159		230		74	39	113	410
9:00 AM					34		25	59	41	80		121		80	25	105	285
10:00 AM					20		26	46	23	67		90		48	26	74	210
11:00 AM					30		26	56	27	57		84		38	26	64	204
12:00 PM					26		21	47	32	65		97		72	21	93	237
1:00 PM					45		31	76	41	41		82		61	28	89	247
2:00 PM					40		18	58	36	74		110		85	36	121	289
3:00 PM					34		34	68	54	102		156		121	44	165	389
4:00 PM					33		50	83	88	100		188		93	32	125	396
5:00 PM					24		37	61	69	102		171		83	19	102	334
6:00 PM					21		23	44	34	57		91		59	21	80	215
Total					402		365	767	582	1,043		1,625		876	338	1,214	3,606



Traffic Volume Table - Morning Peak Period

Location: Millersville Road at Waterbury Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/13/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM					7		1	8	8	9		17		3	1	4	29
6:15 AM					8		7	15	4	7		11		3	1	4	30
6:30 AM					8		5	13	7	9		16		11	5	16	45
6:45 AM					8		8	16	8	15		23		6	2	8	47
7:00 AM					7		2	9	7	16		23		7	1	8	40
7:15 AM					0		3	3	9	14		23		9	4	13	39
7:30 AM					11		14	25	8	24		32		14	4	18	75
7:45 AM					4		9	13	15	45		60		9	3	12	85
8:00 AM					11		8	19	16	46		62		7	13	20	101
8:15 AM					9		8	17	19	29		48		19	9	28	93
8:30 AM					13		4	17	20	32		52		16	5	21	90
8:45 AM					9		5	14	16	52		68		32	12	44	126
Total					95		74	169	137	298		435		136	60	196	800



Traffic Volume Table - Mid-Day Period

Location: Millersville Road at Waterbury Road City/County: Anne Arundel
 Date & Day: Wednesday, 10/13/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North		From South		From East		From West										
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM					16		5	21	7	34		41		41	7	48	110
9:15 AM					9		4	13	14	18		32		16	8	24	69
9:30 AM					3		10	13	11	18		29		12	2	14	56
9:45 AM					6		6	12	9	10		19		11	8	19	50
10:00 AM					6		1	7	7	18		25		12	3	15	47
10:15 AM					2		4	6	5	16		21		17	11	28	55
10:30 AM					4		8	12	4	19		23		8	6	14	49
10:45 AM					8		13	21	7	14		21		11	6	17	59
11:00 AM					8		5	13	7	15		22		4	5	9	44
11:15 AM					7		8	15	3	18		21		9	7	16	52
11:30 AM					8		8	16	2	13		15		10	6	16	47
11:45 AM					7		5	12	15	11		26		15	8	23	61
12:00 PM					2		8	10	7	20		27		18	6	24	61
12:15 PM					10		5	15	10	12		22		21	7	28	65
12:30 PM					9		6	15	8	14		22		18	5	23	60
12:45 PM					5		2	7	7	19		26		15	3	18	51
1:00 PM					7		6	13	8	7		15		13	7	20	48
1:15 PM					9		4	13	16	10		26		15	5	20	59
1:30 PM					12		5	17	11	13		24		14	10	24	65
1:45 PM					17		16	33	6	11		17		19	6	25	75
2:00 PM					11		3	14	11	13		24		15	13	28	66
2:15 PM					8		4	12	7	14		21		23	7	30	63
2:30 PM					12		6	18	9	19		28		22	7	29	75
2:45 PM					9		5	14	9	28		37		25	9	34	85
3:00 PM					9		4	13	14	21		35		20	14	34	82
3:15 PM					12		15	27	13	35		48		24	7	31	106
3:30 PM					5		8	13	15	24		39		22	4	26	78
3:45 PM					8		7	15	12	22		34		55	19	74	123
Total					229		181	410	254	486		740		505	206	711	1,861



Traffic Volume Table - Evening Peak Period

Location: **Millersville Road at Waterbury Road**

City/County: Anne Arundel

Date & Day: **Wednesday, 10/13/2021**

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	Waterbury Road				Millersville Road				Millersville Road				Grand Total				
	From North				From South				From East					From West			
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM					8		13	21	21	21		42		24	11	35	98
4:15 PM					8		15	23	21	25		46		25	8	33	102
4:30 PM					8		6	14	29	26		55		14	5	19	88
4:45 PM					9		16	25	17	28		45		30	8	38	108
5:00 PM					10		14	24	25	28		53		21	4	25	102
5:15 PM					4		7	11	20	22		42		24	10	34	87
5:30 PM					5		6	11	14	21		35		22	3	25	71
5:45 PM					5		10	15	10	31		41		16	2	18	74
6:00 PM					3		4	7	9	18		27		13	8	21	55
6:15 PM					6		8	14	13	15		28		23	4	27	69
6:30 PM					7		3	10	5	11		16		15	2	17	43
6:45 PM					5		8	13	7	13		20		8	7	15	48
Total					78		110	188	191	259		450		235	72	307	945

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	419				15:45	16:45	412		

Street Name-->	From North					Waterbury Road From South					Millersville Road From East					Millersville Road From West					GRAND TOTAL
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
	ENDING																				
06:15	0	0	0	0	0	0	0	7	1	8	0	8	9	17	0	0	3	1	4	29	
06:30	0	0	0	0	0	0	0	8	7	15	0	4	7	11	0	0	3	1	4	30	
06:45	0	0	0	0	0	0	0	8	5	13	0	7	9	16	0	0	11	5	16	45	
07:00	0	0	0	0	0	0	0	8	8	16	0	8	15	23	0	0	6	2	8	47	
07:15	0	0	0	0	0	0	0	7	2	9	0	7	16	23	0	0	7	1	8	40	
07:30	0	0	0	0	0	0	0	0	3	3	0	9	14	23	0	0	9	4	13	39	
07:45	0	0	0	0	0	0	0	11	14	25	0	8	24	32	0	0	14	4	18	75	
08:00	0	0	0	0	0	0	0	4	9	13	0	15	45	60	0	0	9	3	12	85	
08:15	0	0	0	0	0	0	0	11	8	19	0	16	46	62	0	0	7	13	20	101	
08:30	0	0	0	0	0	0	0	9	8	17	0	19	29	48	0	0	19	9	28	93	
08:45	0	0	0	0	0	0	0	13	4	17	0	20	32	52	0	0	16	5	21	90	
09:00	0	0	0	0	0	0	0	9	5	14	0	16	52	68	0	0	32	12	44	126	
09:15	0	0	0	0	0	0	0	16	5	21	0	7	34	41	0	0	41	7	48	110	
09:30	0	0	0	0	0	0	0	9	4	13	0	14	18	32	0	0	16	8	24	69	
09:45	0	0	0	0	0	0	0	3	10	13	0	11	18	29	0	0	12	2	14	56	
10:00	0	0	0	0	0	0	0	6	6	12	0	9	10	19	0	0	11	8	19	50	
10:15	0	0	0	0	0	0	0	6	1	7	0	7	18	25	0	0	12	3	15	47	
10:30	0	0	0	0	0	0	0	2	4	6	0	5	16	21	0	0	17	11	28	55	
10:45	0	0	0	0	0	0	0	4	8	12	0	4	19	23	0	0	8	6	14	49	
11:00	0	0	0	0	0	0	0	8	13	21	0	7	14	21	0	0	11	6	17	59	
11:15	0	0	0	0	0	0	0	8	5	13	0	7	15	22	0	0	4	5	9	44	
11:30	0	0	0	0	0	0	0	7	8	15	0	3	18	21	0	0	9	7	16	52	
11:45	0	0	0	0	0	0	0	8	8	16	0	2	13	15	0	0	10	6	16	47	
12:00	0	0	0	0	0	0	0	7	5	12	0	15	11	26	0	0	15	8	23	61	
12:15	0	0	0	0	0	0	0	2	8	10	0	7	20	27	0	0	18	6	24	61	
12:30	0	0	0	0	0	0	0	10	5	15	0	10	12	22	0	0	21	7	28	65	
12:45	0	0	0	0	0	0	0	9	6	15	0	8	14	22	0	0	18	5	23	60	
13:00	0	0	0	0	0	0	0	5	2	7	0	7	19	26	1	0	15	3	19	52	
13:15	0	0	0	0	0	0	0	7	6	13	0	8	7	15	0	0	13	7	20	48	
13:30	0	0	0	0	0	0	0	9	4	13	0	16	10	26	0	0	15	5	20	59	
13:45	0	0	0	0	0	0	0	1	12	5	18	0	11	13	24	0	0	14	10	24	66
14:00	0	0	0	0	0	0	0	17	16	33	0	6	11	17	0	0	19	6	25	75	
14:15	0	0	0	0	0	0	0	11	3	14	0	11	13	24	0	0	15	13	28	66	
14:30	0	0	0	0	0	0	0	8	4	12	0	7	14	21	0	0	23	7	30	63	
14:45	0	0	0	0	0	0	0	12	6	18	0	9	19	28	0	0	22	7	29	75	
15:00	0	0	0	0	0	0	0	9	5	14	0	9	28	37	0	0	25	9	34	85	
15:15	0	0	0	0	0	0	0	9	4	13	0	14	21	35	0	0	20	14	34	82	
15:30	0	0	0	0	0	0	0	12	15	27	0	13	35	48	0	0	24	7	31	106	
15:45	0	0	0	0	0	0	0	5	8	13	0	15	24	39	0	0	22	4	26	78	
16:00	0	0	0	0	0	0	0	8	7	15	0	12	22	34	0	0	55	19	74	123	
16:15	0	0	0	0	0	0	0	8	13	21	0	21	21	42	0	0	24	11	35	98	
16:30	0	0	0	0	0	0	0	8	15	23	0	21	25	46	0	0	25	8	33	102	
16:45	0	0	0	0	0	0	0	1	6	15	0	29	26	55	0	0	14	5	19	89	
17:00	0	0	0	0	0	0	0	9	16	25	0	17	28	45	0	0	30	8	38	108	
17:15	0	0	0	0	0	0	0	10	14	24	0	25	28	53	0	0	21	4	25	102	
17:30	0	0	0	0	0	0	0	4	7	11	0	20	22	42	0	0	24	10	34	87	
17:45	0	0	0	0	0	0	0	5	6	11	0	14	21	35	0	0	22	3	25	71	
18:00	0	0	0	0	0	0	0	5	10	15	0	10	31	41	0	0	16	2	18	74	
18:15	0	0	0	0	0	0	0	3	4	7	0	9	18	27	0	0	13	8	21	55	
18:30	0	0	0	0	0	0	0	6	8	14	0	13	15	28	0	0	23	4	27	69	
18:45	0	0	0	0	0	0	0	7	3	10	0	5	11	16	0	0	15	2	17	43	
19:00	0	0	0	0	0	0	0	5	8	13	0	7	13	20	0	0	8	7	15	48	
TOTAL	0	0	0	0	0	2	402	0	365	769	0	582	1043	0	1625	1	0	876	338	1215	3609
AM Peak Vo	0	0	0	0	0	0	47	0	22	69	0	62	147	0	209	0	0	108	33	141	419
PM Peak Vo	0	0	0	0	0	1	32	0	41	74	0	83	94	0	177	0	0	118	43	161	412

Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		08:15	09:15	419				15:45	16:45	412		

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North			From South Waterbury Road			From East Millersville Road			From West Millersville Road		
	0			School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:15												
06:30												
06:45												
07:00												
07:15												
07:30												
07:45												
08:00												
08:15												
08:30												
08:45												
09:00												
09:15												
09:30												
09:45												
10:00												
10:15												
10:30												
10:45												
11:00												
11:15												
11:30												
11:45												
12:00												
12:15												
12:30												
12:45												
13:00												
13:15												
13:30												
13:45												
14:00												
14:15												
14:30												
14:45												
15:00												
15:15												
15:30												
15:45												
16:00												
16:15												
16:30												
16:45												
17:00												
17:15												
17:30												
17:45												
18:00												
18:15												
18:30												
18:45												
19:00												
TOTAL	0	0	0	0	0	5	0	0	7	0	0	10
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	2
PM Peak Vol	0	0	0	0	0	0	0	0	3	0	0	1

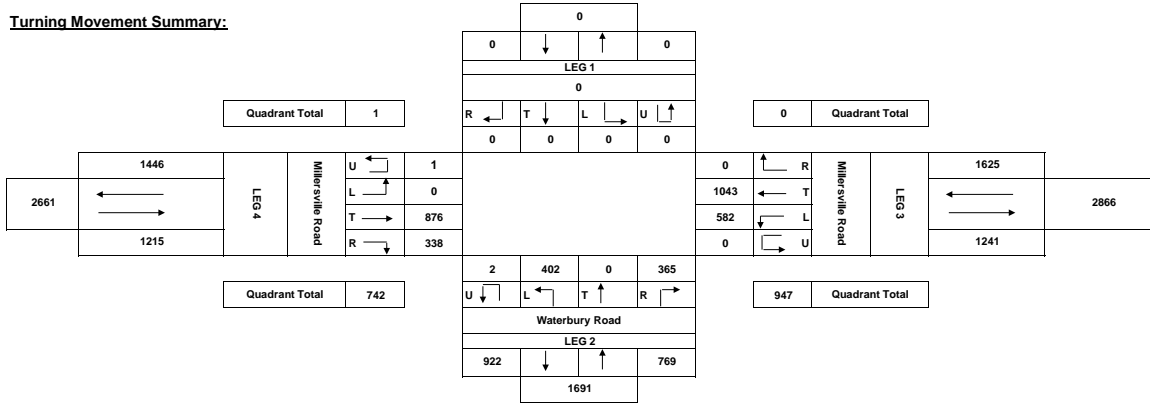
Millersville Park

Location: Millersville Rd at Waterbury Rd
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

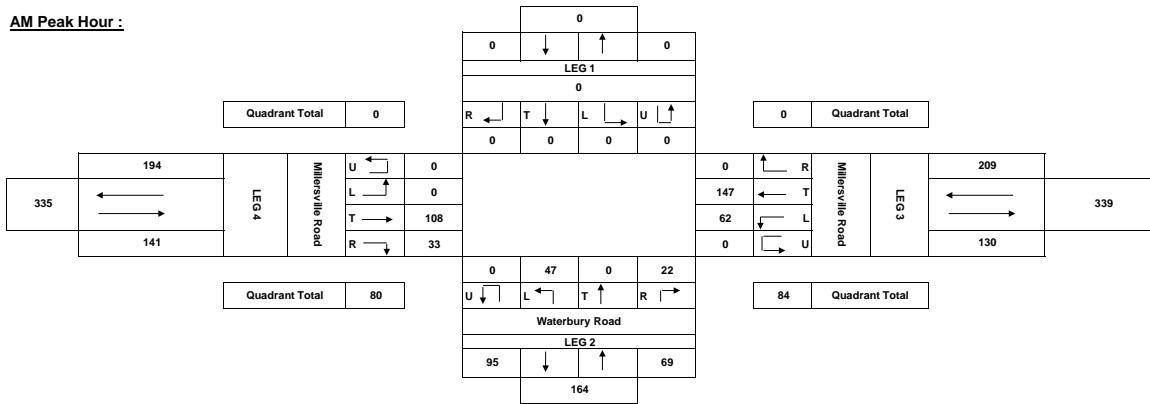
PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 08:15	End 09:15	Volume 419	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 15:45	End 16:45	Volume 412	LOS	V/C

Turning Movement Summary:

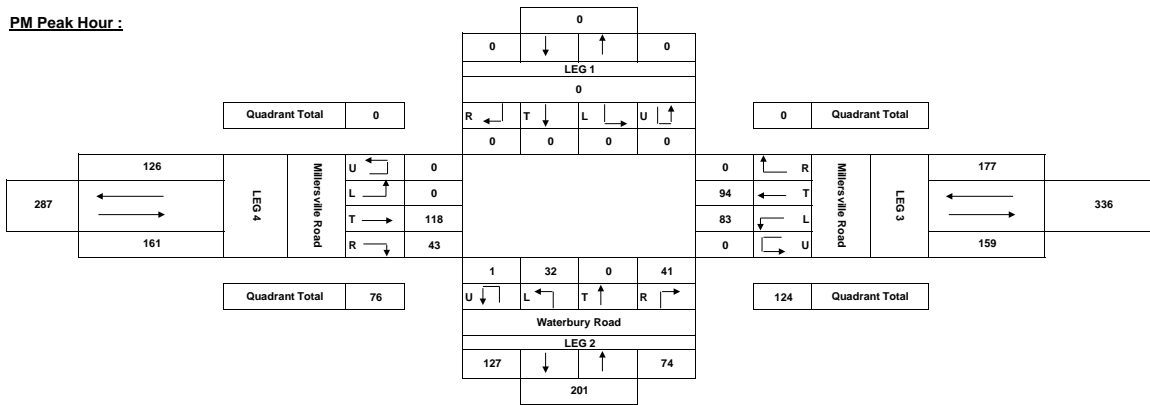


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Saturday, 10/16/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	11	153	20	184	30	177	3	210	8	3	23	34	15	2	47	64	492
9:00 AM	18	293	25	336	47	221	12	280	9	8	17	34	15	16	63	94	744
10:00 AM	18	412	47	477	66	250	16	332	12	6	17	35	19	10	85	114	958
11:00 AM	11	279	41	331	73	242	8	323	9	19	30	58	20	15	67	102	814
12:00 PM	18	244	51	313	53	293	17	363	14	15	25	54	21	7	79	107	837
1:00 PM	21	262	54	337	61	221	14	296	7	7	9	23	21	5	70	96	752
2:00 PM	23	254	44	321	53	229	12	294	15	8	22	45	18	2	77	97	757
3:00 PM	18	248	80	346	55	256	9	320	9	6	18	33	19	8	51	78	777
4:00 PM	14	219	55	288	44	221	11	276	8	5	11	24	26	5	50	81	669
5:00 PM	14	157	32	203	44	189	7	240	6	8	12	26	11	8	40	59	528
6:00 PM	18	147	29	194	31	140	14	185	6	2	19	27	25	13	42	80	486
Total	184	2,668	478	3,330	557	2,439	123	3,119	103	87	203	393	210	91	671	972	7,814



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Saturday, 10/16/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	0	23	6	29	5	31	1	37	1	0	5	6	2	1	7	10	82
8:15 AM	5	36	3	44	5	44	0	49	0	0	3	3	1	0	10	11	107
8:30 AM	4	47	6	57	9	48	1	58	2	3	9	14	7	0	17	24	153
8:45 AM	2	47	5	54	11	54	1	66	5	0	6	11	5	1	13	19	150
Total	11	153	20	184	30	177	3	210	8	3	23	34	15	2	47	64	492



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Saturday, 10/16/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	3	50	9	62	14	46	5	65	1	2	2	5	2	5	13	20	152
9:15 AM	1	53	6	60	11	52	2	65	4	1	4	9	4	5	17	26	160
9:30 AM	5	67	5	77	9	59	0	68	2	4	4	10	6	1	17	24	179
9:45 AM	9	123	5	137	13	64	5	82	2	1	7	10	3	5	16	24	253
10:00 AM	6	181	13	200	16	54	4	74	3	1	6	10	6	4	22	32	316
10:15 AM	4	96	12	112	16	81	2	99	1	2	2	5	2	3	28	33	249
10:30 AM	3	66	13	82	21	63	6	90	2	2	3	7	6	1	18	25	204
10:45 AM	5	69	9	83	13	52	4	69	6	1	6	13	5	2	17	24	189
11:00 AM	5	59	10	74	13	53	5	71	5	3	9	17	5	2	13	20	182
11:15 AM	4	70	13	87	19	45	2	66	2	4	9	15	4	3	16	23	191
11:30 AM	2	73	10	85	25	74	1	100	0	5	5	10	5	4	18	27	222
11:45 AM	0	77	8	85	16	70	0	86	2	7	7	16	6	6	20	32	219
12:00 PM	4	52	6	62	11	83	2	96	3	4	7	14	9	2	25	36	208
12:15 PM	4	66	11	81	17	66	3	86	4	3	5	12	4	2	10	16	195
12:30 PM	9	68	15	92	10	66	4	80	3	3	6	12	4	1	24	29	213
12:45 PM	1	58	19	78	15	78	8	101	4	5	7	16	4	2	20	26	221
1:00 PM	6	62	19	87	12	53	4	69	3	1	4	8	3	0	18	21	185
1:15 PM	5	65	13	83	10	58	4	72	1	1	2	4	5	2	16	23	182
1:30 PM	3	66	9	78	16	48	5	69	1	5	3	9	1	2	25	28	184
1:45 PM	7	69	13	89	23	62	1	86	2	0	0	2	12	1	11	24	201
2:00 PM	5	51	8	64	12	62	5	79	5	3	4	12	3	1	28	32	187
2:15 PM	6	73	6	85	12	45	4	61	4	2	5	11	4	1	17	22	179
2:30 PM	8	65	17	90	17	63	2	82	2	1	4	7	5	0	19	24	203
2:45 PM	4	65	13	82	12	59	1	72	4	2	9	15	6	0	13	19	188
3:00 PM	4	58	17	79	8	62	5	75	2	1	6	9	2	3	22	27	190
3:15 PM	9	67	23	99	12	70	2	84	5	2	3	10	8	2	12	22	215
3:30 PM	4	64	15	83	13	52	1	66	2	1	5	8	3	1	10	14	171
3:45 PM	1	59	25	85	22	72	1	95	0	2	4	6	6	2	7	15	201
Total	127	1,992	342	2,461	408	1,712	88	2,208	75	69	138	282	133	63	492	688	5,639



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Saturday, 10/16/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	4	59	14	77	11	51	1	63	2	0	3	5	5	1	10	16	161
4:15 PM	2	53	15	70	12	69	3	84	0	3	2	5	7	2	13	22	181
4:30 PM	4	50	9	63	4	55	5	64	3	0	2	5	10	1	16	27	159
4:45 PM	4	57	17	78	17	46	2	65	3	2	4	9	4	1	11	16	168
5:00 PM	1	51	12	64	9	50	3	62	1	3	3	7	7	4	17	28	161
5:15 PM	7	39	7	53	18	40	2	60	1	0	0	1	0	1	11	12	126
5:30 PM	3	29	9	41	7	59	1	67	3	4	6	13	3	1	6	10	131
5:45 PM	3	38	4	45	10	40	1	51	1	1	3	5	1	2	6	9	110
6:00 PM	7	50	10	67	9	46	8	63	1	0	3	4	8	2	16	26	160
6:15 PM	5	30	7	42	7	35	3	45	1	1	4	6	5	5	9	19	112
6:30 PM	3	42	4	49	8	33	1	42	0	1	4	5	7	3	10	20	116
6:45 PM	3	25	8	36	7	26	2	35	4	0	8	12	5	3	7	15	98
Total	46	523	116	685	119	550	32	701	20	15	42	77	62	26	132	220	1,683

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/16/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start	End	Volume	LOS	V/C
		09:45	10:45	1022				12:00	13:00	837		

Street Name-->	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL		
	From North					From South					From East					From West							
	ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right		Total	
08:15	0	0	23	6	29	0	0	5	31	1	37	0	0	1	0	5	6	0	2	1	7	10	82
08:30	0	0	5	36	3	44	0	0	5	44	0	49	0	0	0	3	3	0	1	0	10	11	107
08:45	0	4	47	6	57	0	0	9	48	1	58	0	2	3	9	14	0	7	0	17	24	153	
09:00	0	2	47	5	54	0	0	11	54	1	66	0	5	0	6	11	0	5	1	13	19	150	
09:15	0	3	50	9	62	0	0	14	46	5	65	0	1	2	2	5	0	2	5	13	20	152	
09:30	0	1	53	6	60	0	0	11	52	2	65	0	4	1	4	9	0	4	5	17	26	160	
09:45	0	5	67	5	77	0	0	9	59	0	68	0	2	4	4	10	0	6	1	17	24	179	
10:00	0	9	123	5	137	0	0	13	64	5	82	0	2	1	7	10	0	3	5	16	24	253	
10:15	0	6	181	13	200	0	0	16	54	4	74	0	3	1	6	10	0	6	4	22	32	316	
10:30	0	4	96	12	112	0	0	16	81	2	99	0	1	2	2	5	0	2	3	28	33	249	
10:45	0	3	66	13	82	0	0	21	63	6	90	0	2	2	3	7	0	6	1	18	25	204	
11:00	0	5	69	9	83	0	0	13	52	4	69	0	6	1	6	13	0	5	2	17	24	189	
11:15	0	5	59	10	74	0	0	13	53	5	71	0	5	3	9	17	0	5	2	13	20	182	
11:30	0	4	70	13	87	0	0	19	45	2	66	0	2	4	9	15	0	4	3	16	23	191	
11:45	0	2	73	10	85	0	0	25	74	1	100	0	0	5	5	10	0	5	4	18	27	222	
12:00	0	0	77	8	85	0	0	16	70	0	86	0	2	7	7	16	0	6	6	20	32	219	
12:15	0	4	52	6	62	0	0	11	83	2	96	0	3	4	7	14	0	9	2	25	36	208	
12:30	0	4	66	11	81	0	0	17	66	3	86	0	4	3	5	12	0	4	2	10	16	195	
12:45	0	9	68	15	92	0	0	10	66	4	80	0	3	3	6	12	0	4	1	24	29	213	
13:00	0	1	58	19	78	0	0	15	78	8	101	0	4	5	7	16	0	4	2	20	26	221	
13:15	0	6	62	19	87	0	0	12	53	4	69	0	3	1	4	8	0	3	0	18	21	185	
13:30	0	5	65	13	83	0	0	10	58	4	72	0	1	1	2	4	0	5	2	16	23	182	
13:45	0	3	66	9	78	0	0	16	48	5	69	0	1	5	3	9	0	1	2	25	28	184	
14:00	0	7	69	13	89	0	0	23	62	1	86	0	2	0	0	2	0	12	1	11	24	201	
14:15	0	5	51	8	64	0	0	12	62	5	79	0	5	3	4	12	0	3	1	28	32	187	
14:30	0	6	73	6	85	0	0	12	45	4	61	0	4	2	5	11	0	4	1	17	22	179	
14:45	0	8	65	17	90	0	0	17	63	2	82	0	2	1	4	7	0	5	0	19	24	203	
15:00	0	4	65	13	82	0	0	12	59	1	72	1	3	2	9	15	0	6	0	13	19	188	
15:15	0	4	58	17	79	0	0	8	62	5	75	0	2	1	6	9	0	2	3	22	27	190	
15:30	0	9	67	23	99	0	0	12	70	2	84	0	5	2	3	10	0	8	2	12	22	215	
15:45	0	4	64	15	83	0	0	13	52	1	66	0	2	1	5	8	0	3	1	10	14	171	
16:00	0	1	59	25	85	0	0	22	72	1	95	0	0	2	4	6	0	6	2	7	15	201	
16:15	0	4	59	14	77	0	0	11	51	1	63	0	2	0	3	5	0	5	1	10	16	161	
16:30	0	2	53	15	70	0	0	12	69	3	84	0	0	3	2	5	0	7	2	13	22	181	
16:45	0	4	50	9	63	0	0	4	55	5	64	0	3	0	2	5	0	10	1	16	27	159	
17:00	0	4	57	17	78	0	0	17	46	2	65	0	3	2	4	9	0	4	1	11	16	168	
17:15	0	1	51	12	64	0	0	9	50	3	62	0	1	3	3	7	0	7	4	17	28	161	
17:30	0	7	39	7	53	0	0	18	40	2	60	0	1	0	0	1	0	0	1	11	12	126	
17:45	0	3	29	9	41	0	0	7	59	1	67	0	3	4	6	13	0	3	1	6	10	131	
18:00	0	3	38	4	45	0	0	10	40	1	51	0	1	1	3	5	0	1	2	6	9	110	
18:15	0	7	50	10	67	0	0	9	46	8	63	0	1	0	3	4	0	8	2	16	26	160	
18:30	0	5	30	7	42	0	0	7	35	3	45	0	1	1	4	6	0	5	5	9	19	112	
18:45	0	3	42	4	49	0	0	8	33	1	42	0	0	1	4	5	0	7	3	10	20	116	
19:00	0	3	25	8	36	0	0	7	26	2	35	0	4	0	8	12	0	5	3	7	15	98	
TOTAL	0	184	2668	478	3330	0	557	2439	123	3119	1	102	87	203	393	0	210	91	671	972	7814		
AM Peak Vo	0	22	466	43	531	0	66	262	17	345	0	8	6	18	32	0	17	13	84	114	1022		
PM Peak Vo	0	18	244	51	313	0	53	293	17	363	0	14	15	25	54	0	21	7	79	107	837		

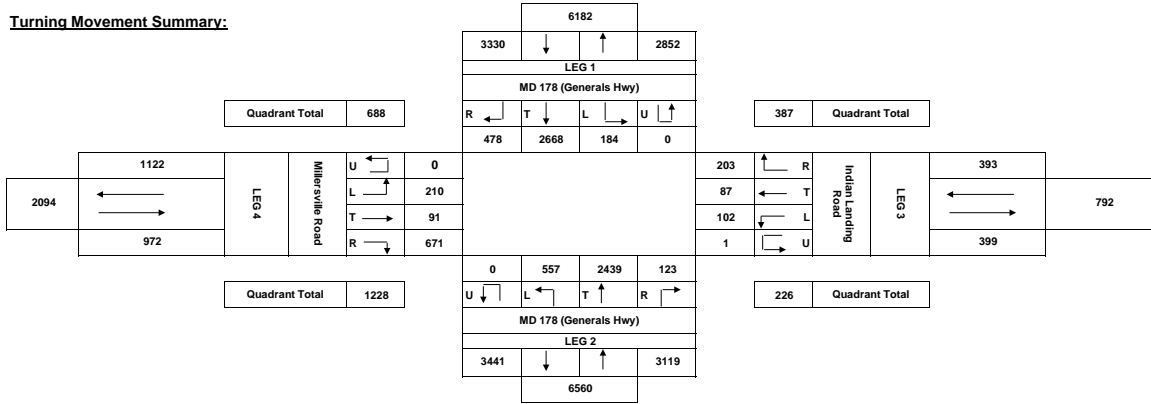
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/16/2021 Saturday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

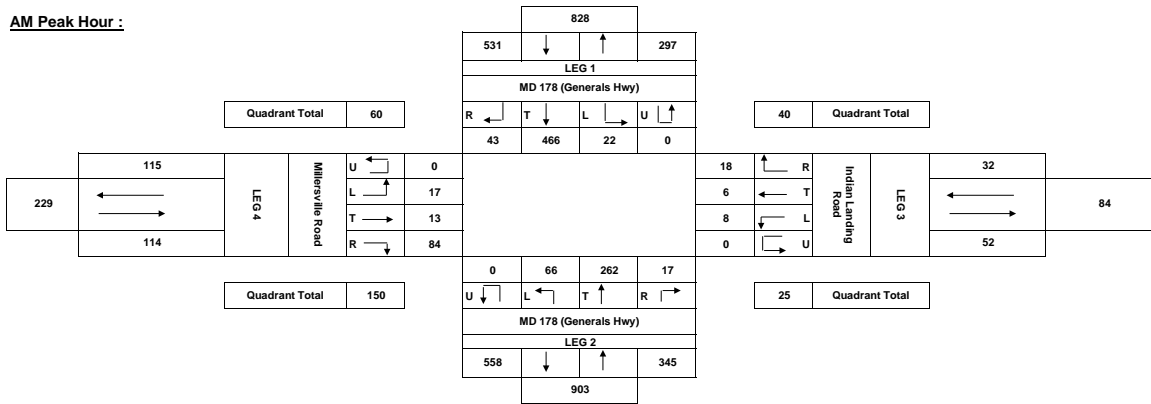
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C

Turning Movement Summary:

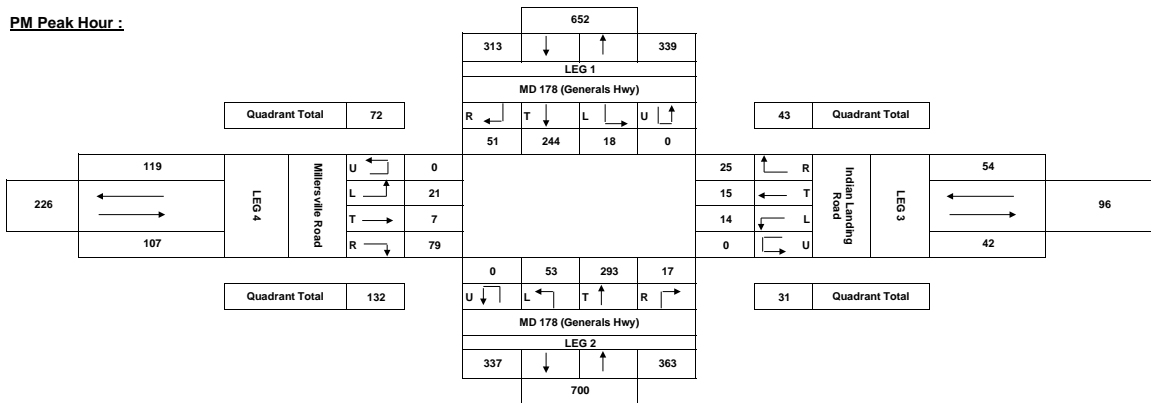


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Sunday, 10/17/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	12	87	9	108	32	97	8	137	7	6	9	22	11	10	26	47	314
9:00 AM	11	176	24	211	48	159	8	215	2	13	18	33	12	5	49	66	525
10:00 AM	14	318	51	383	56	222	12	290	15	11	19	45	20	18	67	105	823
11:00 AM	16	214	35	265	68	214	7	289	14	14	41	69	18	12	59	89	712
12:00 PM	23	234	40	297	41	250	10	301	5	12	14	31	32	21	80	133	762
1:00 PM	19	193	37	249	39	184	11	234	18	4	17	39	19	9	71	99	621
2:00 PM	20	189	31	240	34	214	10	258	9	12	16	37	20	6	50	76	611
3:00 PM	10	157	24	191	24	189	7	220	3	5	12	20	21	10	34	65	496
4:00 PM	15	173	51	239	34	194	11	239	6	15	16	37	17	7	44	68	583
5:00 PM	15	164	44	223	31	185	9	225	7	11	11	29	22	12	36	70	547
6:00 PM	12	130	27	169	26	150	9	185	12	8	16	36	22	8	46	76	466
Total	167	2,035	373	2,575	433	2,058	102	2,593	98	111	189	398	214	118	562	894	6,460



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Sunday, 10/17/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
8:00 AM	1	17	3	21	7	12	2	21	2	4	0	6	1	1	1	3	51
8:15 AM	2	11	0	13	9	29	0	38	1	0	2	3	2	4	4	10	64
8:30 AM	4	27	3	34	7	27	3	37	3	0	5	8	2	1	4	7	86
8:45 AM	5	32	3	40	9	29	3	41	1	2	2	5	6	4	17	27	113
Total	12	87	9	108	32	97	8	137	7	6	9	22	11	10	26	47	314



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Sunday, 10/17/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	8	30	8	46	10	32	4	46	0	1	1	2	3	2	10	15	109
9:15 AM	0	44	10	54	18	38	1	57	0	4	4	8	4	1	11	16	135
9:30 AM	1	47	6	54	10	41	2	53	0	1	5	6	3	1	11	15	128
9:45 AM	2	55	0	57	10	48	1	59	2	7	8	17	2	1	17	20	153
10:00 AM	3	77	14	94	5	49	0	54	2	3	2	7	1	3	19	23	178
10:15 AM	6	105	11	122	14	50	9	73	7	5	9	21	6	10	16	32	248
10:30 AM	1	69	10	80	16	69	2	87	4	1	5	10	6	1	14	21	198
10:45 AM	4	67	16	87	21	54	1	76	2	2	3	7	7	4	18	29	199
11:00 AM	2	58	12	72	17	55	1	73	0	1	5	6	5	4	17	26	177
11:15 AM	4	39	7	50	19	52	4	75	1	1	7	9	1	3	13	17	151
11:30 AM	3	46	8	57	12	53	0	65	6	5	12	23	8	0	12	20	165
11:45 AM	7	71	8	86	20	54	2	76	7	7	17	31	4	5	17	26	219
12:00 PM	4	51	4	59	11	52	2	65	1	3	1	5	7	2	15	24	153
12:15 PM	6	52	8	66	18	65	3	86	2	4	6	12	3	6	20	29	193
12:30 PM	6	75	16	97	5	75	2	82	2	3	4	9	13	2	29	44	232
12:45 PM	7	56	12	75	7	58	3	68	0	2	3	5	9	11	16	36	184
1:00 PM	7	56	13	76	10	49	3	62	5	4	2	11	9	6	17	32	181
1:15 PM	3	57	10	70	13	49	0	62	6	0	9	15	5	0	19	24	171
1:30 PM	5	45	11	61	10	50	4	64	4	0	5	9	3	2	22	27	161
1:45 PM	4	35	3	42	6	36	4	46	3	0	1	4	2	1	13	16	108
2:00 PM	5	39	8	52	5	51	5	61	3	0	5	8	6	3	16	25	146
2:15 PM	4	43	8	55	13	53	3	69	2	6	3	11	5	1	10	16	151
2:30 PM	9	58	7	74	5	47	2	54	0	4	6	10	3	0	14	17	155
2:45 PM	2	49	8	59	11	63	0	74	4	2	2	8	6	2	10	18	159
3:00 PM	3	38	8	49	3	40	1	44	0	2	3	5	2	4	5	11	109
3:15 PM	1	40	4	45	9	62	2	73	0	0	1	1	6	3	9	18	137
3:30 PM	4	42	7	53	6	42	2	50	2	2	4	8	6	2	10	18	129
3:45 PM	2	37	5	44	6	45	2	53	1	1	4	6	7	1	10	18	121
Total	113	1,481	242	1,836	310	1,432	65	1,807	66	71	137	274	142	81	410	633	4,550



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Sunday, 10/17/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	3	35	7	45	6	38	4	48	3	3	3	9	4	1	14	19	121
4:15 PM	5	43	9	57	8	47	1	56	2	5	3	10	4	0	7	11	134
4:30 PM	4	52	12	68	8	55	1	64	0	5	4	9	4	4	9	17	158
4:45 PM	3	43	23	69	12	54	5	71	1	2	6	9	5	2	14	21	170
5:00 PM	3	36	14	53	14	58	2	74	2	2	4	8	8	3	9	20	155
5:15 PM	8	44	6	58	1	48	2	51	4	5	4	13	6	3	9	18	140
5:30 PM	2	43	9	54	4	45	1	50	1	2	0	3	4	4	8	16	123
5:45 PM	2	41	15	58	12	34	4	50	0	2	3	5	4	2	10	16	129
6:00 PM	5	36	6	47	10	42	1	53	1	2	4	7	7	5	16	28	135
6:15 PM	3	35	5	43	7	34	4	45	1	1	4	6	9	0	12	21	115
6:30 PM	3	33	10	46	3	32	3	38	1	3	5	9	4	1	10	15	108
6:45 PM	1	26	6	33	6	42	1	49	9	2	3	14	2	2	8	12	108
Total	42	467	122	631	91	529	29	649	25	34	43	102	61	27	126	214	1,596

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: ##### Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:00	End 11:00	Volume 823	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:15	End 13:15	Volume 790	LOS	V/C
------------	--------------------------	-------------	-----------	------------	-----	-----	--------------------------	-------------	-----------	------------	-----	-----

Street Name-> HOUR ENDING	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL
	From North					From South					From East					From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	
08:15	0	1	17	3	21	0	7	12	2	21	0	2	4	0	6	0	1	1	1	1	3
08:30	0	2	11	0	13	0	9	29	0	38	0	1	0	2	3	0	2	4	4	4	10
08:45	0	4	27	3	34	0	7	27	3	37	0	3	0	5	8	0	2	1	4	7	86
09:00	0	5	32	3	40	0	9	29	3	41	0	1	2	5	8	0	6	4	17	27	113
09:15	0	8	30	8	46	0	10	32	4	46	0	0	1	1	2	0	3	2	10	15	109
09:30	0	0	44	10	54	0	18	38	1	57	0	0	4	4	8	0	4	1	11	16	135
09:45	0	1	47	6	54	0	10	41	2	53	0	0	1	5	6	0	3	1	11	15	128
10:00	0	2	55	0	57	0	10	48	1	59	0	2	7	8	17	0	2	1	17	20	153
10:15	0	3	77	14	94	0	5	49	0	54	0	2	3	2	7	0	1	3	19	23	178
10:30	0	6	105	11	122	0	14	50	9	73	0	7	5	9	21	0	6	10	16	32	248
10:45	0	1	69	10	80	0	16	69	2	87	0	4	1	5	10	0	6	1	14	21	198
11:00	0	4	67	16	87	0	21	54	1	76	0	2	2	7	7	0	7	4	18	29	199
11:15	0	2	58	12	72	0	17	55	1	73	0	0	1	5	6	0	5	4	17	26	177
11:30	0	4	39	7	50	0	19	52	4	75	0	1	1	7	9	0	1	3	13	17	151
11:45	0	3	46	8	57	0	12	53	0	65	0	6	5	12	23	0	8	0	12	20	165
12:00	0	7	71	8	86	0	20	54	2	76	0	7	7	17	31	0	4	5	17	26	219
12:15	0	4	51	4	59	0	11	52	2	65	0	1	3	1	5	0	7	2	15	24	153
12:30	0	6	52	8	66	0	18	65	3	86	0	2	4	6	12	0	3	6	20	29	193
12:45	0	6	75	16	97	0	5	75	2	82	0	2	3	7	9	0	13	2	29	44	232
13:00	0	7	56	12	75	0	7	58	3	68	0	0	2	3	5	0	9	11	16	36	184
13:15	0	7	56	13	76	0	10	49	3	62	0	5	4	2	11	0	9	6	17	32	181
13:30	0	3	57	10	70	0	13	49	0	62	0	6	0	9	15	0	5	0	19	24	171
13:45	0	5	45	11	61	0	10	50	4	64	0	4	0	5	9	0	3	2	22	27	161
14:00	0	4	35	3	42	0	6	36	4	46	0	3	0	1	4	0	2	1	13	16	108
14:15	0	5	39	8	52	0	5	51	5	61	0	3	0	5	8	0	6	3	16	25	146
14:30	0	4	43	8	55	0	13	53	3	69	0	2	6	3	11	0	5	1	10	16	151
14:45	0	9	58	7	74	0	5	47	2	54	0	0	4	6	10	0	3	0	14	17	155
15:00	0	2	49	8	59	0	11	63	0	74	0	4	2	2	8	0	6	2	10	18	159
15:15	0	3	38	8	49	0	3	40	1	44	0	0	2	3	5	0	2	4	5	11	109
15:30	0	1	40	4	45	0	9	62	2	73	0	0	0	1	1	0	6	3	9	18	137
15:45	0	4	42	7	53	0	6	42	2	50	0	2	2	4	8	1	6	2	10	19	130
16:00	0	2	37	5	44	0	6	45	2	53	0	1	1	4	6	0	7	1	10	18	121
16:15	0	3	35	7	45	0	6	38	4	48	0	3	3	3	9	0	4	1	14	19	121
16:30	0	5	43	9	57	0	8	47	1	56	0	2	5	3	10	0	4	0	7	11	134
16:45	0	4	52	12	68	0	8	55	1	64	0	0	5	4	9	0	4	4	9	17	158
17:00	0	3	43	23	69	0	12	54	5	71	0	1	2	6	9	0	5	2	14	21	170
17:15	0	3	36	14	53	0	14	58	2	74	0	2	2	4	8	0	8	3	9	20	155
17:30	0	8	44	6	58	0	1	48	2	51	0	4	5	4	13	0	6	3	9	18	140
17:45	0	2	43	9	54	0	4	45	1	50	0	1	2	0	3	0	4	4	8	16	123
18:00	0	2	41	15	58	0	12	34	4	50	0	0	2	3	5	0	4	2	10	16	129
18:15	0	5	36	6	47	0	10	42	1	53	0	1	2	4	7	0	7	5	16	28	135
18:30	0	3	35	5	43	0	7	34	4	45	0	1	1	4	6	0	9	0	12	21	115
18:45	0	3	33	10	46	0	3	32	3	38	0	1	3	5	9	0	4	1	10	15	108
19:00	0	1	26	6	33	0	6	42	1	49	0	9	2	3	14	0	2	2	8	12	108
TOTAL	0	167	2035	373	2575	0	433	2058	102	2593	0	98	111	189	398	1	214	118	562	895	6461
AM Peak Vol	0	14	318	51	383	0	56	222	12	290	0	15	11	19	45	0	20	18	67	105	823
PM Peak Vol	0	26	239	49	314	0	40	247	11	298	0	9	13	15	37	0	34	25	82	141	790

Millersville Park

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

MD 178 (Generals Hwy) at Millersville Road
Sunday
WBCM
15

County: Anne Arundel
Town: Gambrells
Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 10:00	End 11:00	Volume 823	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 12:15	End 13:15	Volume 790	LOS	V/C

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North MD 178 (Generals Hwy)			From South MD 178 (Generals Hwy)			From East Indian Landing Road			From West Millersville Road		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
08:15		0	0		0	0		0	0		0	0
08:30		0	0		0	0		0	0		0	0
08:45		0	0		0	0		0	0		0	0
09:00		0	0		0	0		0	0		0	0
09:15		0	0		0	2		0	0		0	0
09:30		0	0		0	0		0	0		0	0
09:45		0	0		0	1		0	0		0	0
10:00		0	0		0	0		0	0		0	0
10:15		0	0		0	0		0	0		0	0
10:30		0	0		0	0		0	0		0	0
10:45		0	0		0	0		0	0		0	0
11:00		0	0		0	0		0	0		0	0
11:15		0	2		0	0		0	0		0	0
11:30		0	0		0	0		0	0		0	0
11:45		0	0		0	1		0	0		0	0
12:00		0	0		0	0		0	0		0	0
12:15		0	0		0	0		0	0		0	0
12:30		0	0		0	1		0	0		0	0
12:45		0	0		0	0		0	0		0	0
13:00		0	0		0	0		0	0		0	0
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	0		0	0		0	0
13:45		0	0		0	0		0	0		0	0
14:00		0	0		0	0		0	0		0	0
14:15		0	0		0	0		0	0		0	0
14:30		0	0		0	1		0	0		0	0
14:45		0	0		0	0		0	0		0	0
15:00		0	0		0	0		0	0		0	0
15:15		0	0		0	2		0	0		0	0
15:30		0	0		0	0		0	2		0	1
15:45		0	0		0	0		0	0		0	0
16:00		0	0		0	0		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	2		0	0
17:00		0	0		0	0		0	0		0	0
17:15		0	0		0	0		0	0		0	0
17:30		0	0		0	0		0	0		0	0
17:45		0	1		0	0		0	0		0	0
18:00		0	0		0	0		0	0		0	0
18:15		0	0		0	0		0	0		0	0
18:30		0	1		0	0		0	0		0	0
18:45		0	0		0	0		0	0		0	0
19:00		0	0		0	0		0	0		0	0
TOTAL	0	0	4	0	0	8	0	0	4	0	0	1
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	1	0	0	0	0	0	0

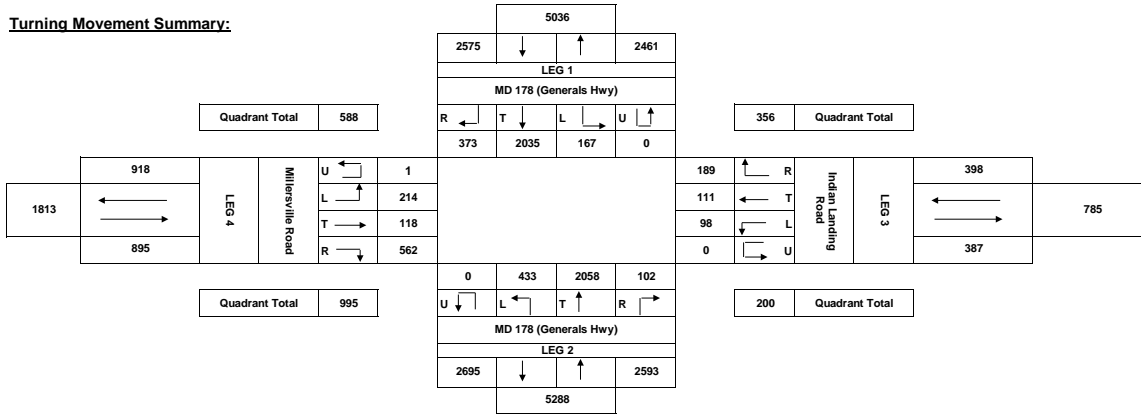
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: ##### Sunday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

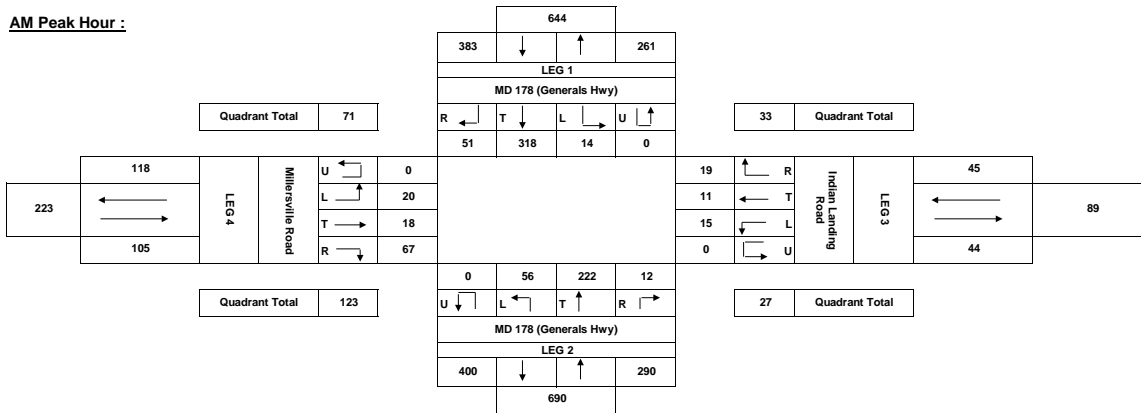
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	10:00	11:00	823			12:00PM-7:00PM	12:15	13:15	790		

Turning Movement Summary:

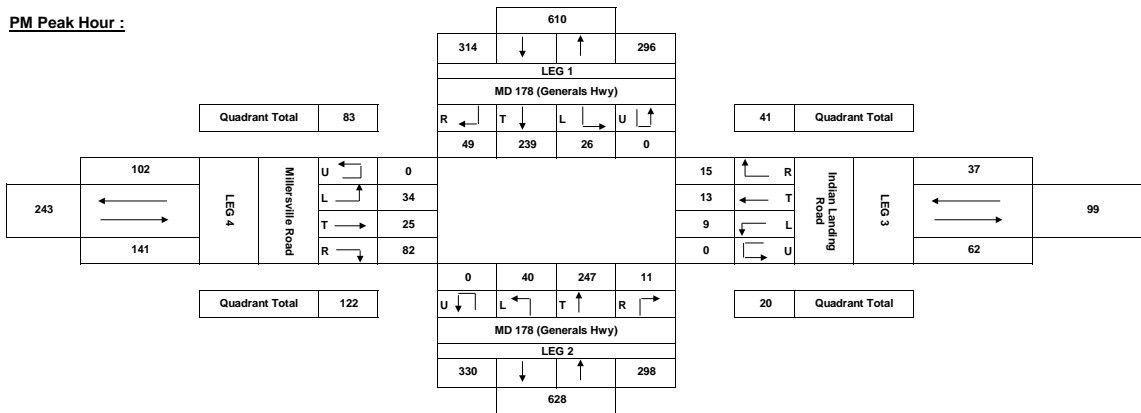


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Thursday, 10/14/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	5	81	34	120	20	152	2	174	2	6	10	18	21	3	7	31	343
7:00 AM	10	352	83	445	70	301	14	385	11	12	17	40	27	7	42	76	946
8:00 AM	14	299	101	414	67	263	19	349	12	16	28	56	41	9	62	112	931
9:00 AM	24	198	44	266	33	196	11	240	11	10	15	36	16	11	46	73	615
10:00 AM	15	185	38	238	38	196	7	241	3	9	15	27	24	5	40	69	575
11:00 AM	17	185	51	253	40	239	8	287	8	5	22	35	22	6	52	80	655
12:00 PM	18	174	44	236	41	217	16	274	12	10	11	33	22	6	61	89	632
1:00 PM	20	202	45	267	36	209	12	257	10	5	20	35	35	6	55	96	655
2:00 PM	25	325	71	421	65	294	6	365	7	5	15	27	43	9	75	127	940
3:00 PM	28	363	105	496	56	319	18	393	14	14	37	65	60	22	87	169	1,123
4:00 PM	26	484	183	693	46	350	15	411	15	22	29	66	71	21	74	166	1,336
5:00 PM	13	427	106	546	56	368	13	437	11	10	16	37	35	14	67	116	1,136
6:00 PM	12	280	64	356	35	223	7	265	3	5	16	24	20	6	41	67	712
Total	227	3,555	969	4,751	603	3,327	148	4,078	119	129	251	499	437	125	709	1,271	10,599



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Thursday, 10/14/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	10	10	20	4	27	0	31	0	1	2	3	0	0	2	2	56
6:15 AM	1	12	6	19	5	31	0	36	0	3	0	3	8	1	1	10	68
6:30 AM	2	26	6	34	5	45	2	52	1	2	2	5	4	1	2	7	98
6:45 AM	2	33	12	47	6	49	0	55	1	0	6	7	9	1	2	12	121
7:00 AM	3	34	12	49	9	72	2	83	3	1	1	5	3	2	6	11	148
7:15 AM	0	77	15	92	16	79	2	97	2	6	2	10	9	1	11	21	220
7:30 AM	2	102	32	136	27	82	6	115	4	4	6	14	10	4	12	26	291
7:45 AM	5	139	24	168	18	68	4	90	2	1	8	11	5	0	13	18	287
8:00 AM	5	119	26	150	11	92	7	110	3	2	12	17	11	5	15	31	308
8:15 AM	1	68	36	105	24	59	8	91	4	5	8	17	3	1	17	21	234
8:30 AM	2	60	20	82	19	56	1	76	3	6	5	14	19	2	24	45	217
8:45 AM	6	52	19	77	13	56	3	72	2	3	3	8	8	1	6	15	172
Total	29	732	218	979	157	716	35	908	25	34	55	114	89	19	111	219	2,220



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Thursday, 10/14/2021 Weather: Sunny
 Type Of Cou: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total	
	From North				From South				From East				From West					
	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.		
9:00 AM	6	57	17	80	12	56	3	71	7	2	6	15	4	4	13	21	187	
9:15 AM	10	46	13	69	5	46	3	54	0	2	2	4	4	2	15	21	148	
9:30 AM	4	52	6	62	4	51	3	58	2	2	3	7	5	3	8	16	143	
9:45 AM	4	43	8	55	12	43	2	57	2	4	4	10	3	2	10	15	137	
10:00 AM	4	33	8	45	5	49	0	54	1	2	3	6	7	1	9	17	122	
10:15 AM	3	45	7	55	7	42	2	51	0	1	3	4	5	0	9	14	124	
10:30 AM	5	50	13	68	13	55	2	70	1	2	2	5	7	2	9	18	161	
10:45 AM	3	57	10	70	13	50	3	66	1	4	7	12	5	2	13	20	168	
11:00 AM	5	48	11	64	9	57	4	70	4	2	8	14	5	0	14	19	167	
11:15 AM	4	48	11	63	8	68	1	77	2	1	2	5	7	1	9	17	162	
11:30 AM	3	38	14	55	14	52	1	67	1	1	8	10	4	1	12	17	149	
11:45 AM	5	51	15	71	9	62	2	73	1	1	4	6	6	4	17	27	177	
12:00 PM	4	41	10	55	10	52	6	68	7	7	2	16	5	3	11	19	158	
12:15 PM	3	43	12	58	12	61	1	74	4	1	3	8	8	0	18	26	166	
12:30 PM	5	43	9	57	11	48	6	65	1	2	3	6	7	2	16	25	153	
12:45 PM	6	47	13	66	8	56	3	67	0	0	3	3	2	1	16	19	155	
1:00 PM	4	57	6	67	12	63	3	78	0	2	6	8	6	2	10	18	171	
1:15 PM	2	40	8	50	11	53	3	67	4	0	4	8	14	1	20	35	160	
1:30 PM	7	49	18	74	4	35	1	40	5	0	3	8	7	2	8	17	139	
1:45 PM	7	56	13	76	9	58	5	72	1	3	7	11	8	1	17	26	185	
2:00 PM	8	50	17	75	16	61	2	79	3	0	5	8	4	3	16	23	185	
2:15 PM	5	86	14	105	12	67	2	81	3	1	3	7	12	2	22	36	229	
2:30 PM	9	102	23	134	11	78	1	90	1	2	4	7	10	1	16	27	258	
2:45 PM	3	87	17	107	26	88	1	115	0	2	3	5	17	3	21	41	268	
3:00 PM	0	75	17	92	21	86	7	114	3	0	15	18	25	4	21	50	274	
3:15 PM	9	88	27	124	16	84	2	102	4	5	10	19	14	9	41	64	309	
3:30 PM	5	85	28	118	8	75	2	85	5	4	6	15	13	3	16	32	250	
3:45 PM	14	115	33	162	11	74	7	92	2	5	6	13	8	6	9	23	290	
Total	147	1,632	398	2,177	309	1,670	78	2,057	65	58	135	258	222	65	416	703	5,195	



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Thursday, 10/14/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	9	114	34	157	11	81	2	94	2	6	12	20	22	5	19	46	317
4:15 PM	8	101	56	165	15	94	2	111	7	6	7	20	14	8	14	36	332
4:30 PM	5	146	49	200	11	95	8	114	1	7	4	12	18	3	20	41	367
4:45 PM	4	123	44	171	9	80	3	92	5	3	6	14	17	5	21	43	320
5:00 PM	6	153	39	198	14	93	4	111	5	2	9	16	8	7	19	34	359
5:15 PM	2	117	27	146	17	104	4	125	4	4	0	8	11	1	14	26	305
5:30 PM	2	90	14	106	12	89	3	104	2	3	3	8	9	2	16	27	245
5:45 PM	3	67	26	96	13	82	2	97	0	1	4	5	7	4	18	29	227
6:00 PM	4	78	18	100	16	54	2	72	1	1	6	8	6	2	13	21	201
6:15 PM	2	72	20	94	5	62	0	67	1	1	3	5	3	0	9	12	178
6:30 PM	1	66	9	76	8	53	3	64	0	1	2	3	5	3	13	21	164
6:45 PM	5	64	17	86	6	54	2	62	1	2	5	8	6	1	6	13	169
Total	51	1,191	353	1,595	137	941	35	1,113	29	37	61	127	126	41	182	349	3,184

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/14/2021 Thursday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 1120	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 16:15	End 17:15	Volume 1378	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street

Street Name-->	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL	
HOURLY ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
06:15	0	0	10	10	20	0	4	27	0	31	0	0	1	2	3	0	0	0	0	2	2	56
06:30	0	1	12	6	19	0	5	31	0	36	0	0	3	0	3	0	8	1	1	1	10	68
06:45	0	2	26	6	34	0	5	45	2	52	0	1	2	2	5	0	4	1	2	7	98	
07:00	0	2	33	12	47	0	6	49	0	55	0	1	0	6	7	0	9	1	2	12	121	
07:15	0	3	34	12	49	0	9	72	2	83	0	3	1	1	5	0	3	2	6	11	148	
07:30	0	0	77	15	92	0	16	79	2	97	0	2	6	2	10	0	9	1	11	21	220	
07:45	0	2	102	32	136	0	27	82	6	115	0	4	4	6	14	0	10	4	12	26	291	
08:00	0	5	139	24	168	0	18	68	4	90	0	2	1	8	11	0	5	0	13	18	287	
08:15	0	5	119	26	150	0	11	92	7	110	0	3	2	12	17	0	11	5	15	31	308	
08:30	0	1	68	36	105	0	24	59	8	91	0	4	5	8	17	0	3	1	17	21	234	
08:45	0	2	60	20	82	0	19	56	1	76	0	3	6	5	14	0	19	2	24	45	217	
09:00	0	6	52	19	77	0	13	56	3	72	0	2	3	3	8	0	8	1	6	15	172	
09:15	0	6	57	17	80	0	12	56	3	71	0	7	2	6	15	0	4	4	13	21	187	
09:30	0	10	46	13	69	0	5	46	3	54	0	0	2	2	4	0	4	2	15	21	148	
09:45	0	4	52	6	62	0	4	51	3	58	0	2	2	3	7	0	5	3	8	16	143	
10:00	0	4	43	8	55	0	12	43	2	57	0	2	4	4	10	0	3	2	10	15	137	
10:15	0	4	33	8	45	0	5	49	0	54	0	1	2	3	6	0	7	1	9	17	122	
10:30	0	3	45	7	55	0	7	42	2	51	0	0	1	3	4	0	5	0	9	14	124	
10:45	0	5	50	13	68	0	13	55	2	70	0	1	2	2	5	0	7	2	9	18	161	
11:00	0	3	57	10	70	0	13	50	3	66	0	1	4	7	12	0	5	2	13	20	168	
11:15	0	5	48	11	64	0	9	57	4	70	0	4	2	8	14	0	5	0	14	19	167	
11:30	0	4	48	11	63	0	8	68	1	77	0	2	1	2	5	0	7	1	9	17	162	
11:45	0	3	38	14	55	0	14	52	1	67	0	1	1	8	10	0	4	1	12	17	149	
12:00	0	5	51	15	71	0	9	62	2	73	0	1	1	4	6	0	6	4	17	27	177	
12:15	0	4	41	10	55	0	10	52	6	68	0	7	7	2	16	0	5	3	11	19	158	
12:30	0	3	43	12	58	0	12	61	1	74	0	4	1	3	8	0	8	0	18	26	166	
12:45	0	5	43	9	57	0	11	48	6	65	0	1	2	3	6	0	7	2	16	25	153	
13:00	0	6	47	13	66	0	8	56	3	67	0	0	0	3	3	0	2	1	16	19	155	
13:15	0	4	57	6	67	0	12	63	3	78	0	0	2	6	8	0	6	2	10	18	171	
13:30	0	2	40	8	50	0	11	53	3	67	0	4	0	4	8	0	14	1	20	35	160	
13:45	0	7	49	18	74	0	4	35	1	40	0	5	0	3	8	0	7	2	8	17	139	
14:00	0	7	56	13	76	0	9	58	5	72	0	6	1	3	7	0	8	1	17	26	185	
14:15	0	8	50	17	75	0	16	61	2	79	0	3	0	5	8	0	4	3	16	23	185	
14:30	0	5	86	14	105	0	12	67	2	81	0	3	1	3	7	0	12	2	22	36	229	
14:45	0	9	102	23	134	0	11	78	1	90	0	1	2	4	7	0	10	1	16	27	258	
15:00	0	3	87	17	107	0	26	88	1	115	0	0	2	3	5	0	17	3	21	41	268	
15:15	0	0	75	17	92	0	21	86	7	114	0	3	0	15	18	0	25	4	21	50	274	
15:30	0	9	88	27	124	0	16	84	2	102	0	4	5	10	19	0	14	9	41	64	309	
15:45	0	5	85	28	118	0	8	75	2	85	0	5	4	6	15	0	13	3	16	32	250	
16:00	0	14	115	33	162	0	11	74	7	92	0	2	5	6	13	0	8	6	9	23	290	
16:15	0	9	114	34	157	0	11	81	2	94	0	2	6	12	20	0	22	5	19	46	317	
16:30	0	8	101	56	165	0	15	94	2	111	0	7	6	7	20	0	14	8	14	36	332	
16:45	0	5	146	49	200	0	11	95	8	114	0	1	7	4	12	0	18	3	20	41	367	
17:00	0	4	123	44	171	0	9	80	3	92	0	5	3	6	14	0	17	5	21	43	320	
17:15	0	6	153	39	198	0	14	93	4	111	0	5	2	9	16	0	8	7	19	34	359	
17:30	0	2	117	27	146	0	17	104	4	125	0	4	4	0	8	0	11	1	14	26	305	
17:45	0	2	90	14	106	0	12	89	3	104	0	2	3	3	8	0	9	2	16	27	245	
18:00	0	3	67	26	96	0	13	82	2	97	0	0	1	4	5	0	7	4	18	29	227	
18:15	0	4	78	18	100	0	16	54	2	72	0	1	1	6	8	1	6	2	13	22	202	
18:30	0	2	72	20	94	0	5	62	0	67	0	1	1	3	5	0	3	0	9	12	178	
18:45	0	1	66	9	76	0	8	53	3	64	0	0	1	2	3	0	5	3	13	21	164	
19:00	0	5	64	17	86	0	6	54	2	62	0	1	2	5	8	0	6	1	6	13	169	
TOTAL	0	227	3555	969	4751	0	603	3327	148	4078	0	119	129	251	499	1	437	125	709	1272	10600	
AM Peak Vol	0	13	428	118	559	0	80	301	25	406	0	13	12	34	59	0	29	10	57	96	1120	
PM Peak Vol	0	23	523	188	734	0	49	362	17	428	0	18	18	26	62	0	57	23	74	154	1378	

Millersville Park

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

MD 178 (Generals Hwy) at Millersville Road	
10/14/2021	Thursday
WBCM	
15	

County: Anne Arundel
 Town: Gambrells
 Weather: Sunny

PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	1120			12:00PM-7:00PM	16:15	17:15	1378		

Hour	From North			From South			From East			From West		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:15		0	0		0	0		0	0		0	0
06:30		0	0		0	0		0	0		0	0
06:45		0	0		0	0		0	0		0	0
07:00		0	0		0	0		0	0		0	0
07:15		0	0		0	0		0	0		0	0
07:30		0	0		0	0		0	0		0	0
07:45		0	0		0	0		0	0		0	0
08:00		2	0		0	0		0	0		0	0
08:15		0	0		0	0		0	1		0	0
08:30		0	0		0	1		0	0		0	0
08:45		0	0		0	0		0	0		0	0
09:00		0	0		0	0		0	0		0	0
09:15		0	0		0	0		0	0		0	0
09:30		0	0		0	0		0	0		0	2
09:45		0	0		0	0		0	0		0	0
10:00		1	0		0	0		0	0		0	0
10:15		0	0		0	2		0	0		0	1
10:30		0	0		0	0		0	0		0	0
10:45		0	0		0	1		0	0		0	0
11:00		0	0		0	1		0	0		0	0
11:15		0	0		0	0		0	0		0	0
11:30		0	0		0	0		0	0		0	0
11:45		0	0		0	0		0	0		0	0
12:00		0	0		0	0		0	0		0	0
12:15		0	0		0	0		0	0		0	0
12:30		0	0		0	0		0	0		0	0
12:45		0	1		0	0		0	0		0	0
13:00		0	0		0	0		0	0		0	0
13:15		0	0		0	0		0	0		0	0
13:30		0	0		0	0		0	0		0	0
13:45		0	0		0	1		0	0		0	0
14:00		0	0		0	0		0	0		0	0
14:15		0	0		0	0		0	0		0	0
14:30		0	0		0	0		0	0		0	0
14:45		0	0		0	0		0	0		0	0
15:00		0	0		0	0		0	0		0	0
15:15		0	1		0	0		0	0		0	0
15:30		0	0		0	0		0	0		0	0
15:45		0	0		0	0		0	0		0	1
16:00		0	0		0	0		0	0		0	0
16:15		0	0		0	0		0	0		0	0
16:30		0	0		0	0		0	0		0	0
16:45		0	0		0	0		0	0		0	0
17:00		0	0		0	0		0	0		0	0
17:15		0	0		0	0		0	0		0	0
17:30		0	0		0	0		0	0		0	0
17:45		0	0		0	0		0	0		0	0
18:00		0	0		0	0		0	0		0	0
18:15		0	0		0	0		0	0		0	0
18:30		0	0		0	0		0	0		0	0
18:45		0	0		0	0		0	0		0	0
19:00		0	0		0	0		0	0		0	0
TOTAL	0	3	2	0	0	6	0	0	1	0	0	4
AM Peak Vol	0	2	0	0	0	1	0	0	1	0	0	0
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0

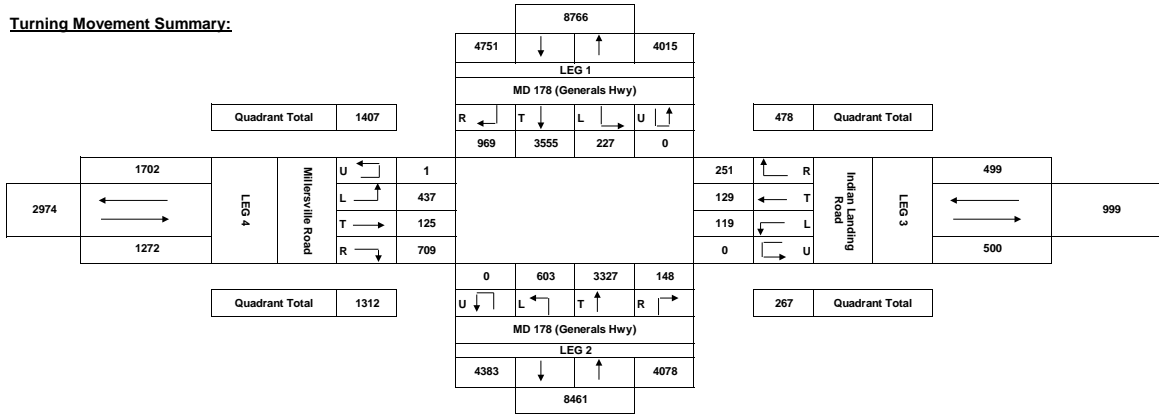
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/14/2021 Thursday
 Recorder: WBCM
 Interval (dd): 15
 (In Minutes)

County: Anne Arundel
 Town: Gambells
 Weather: Sunny

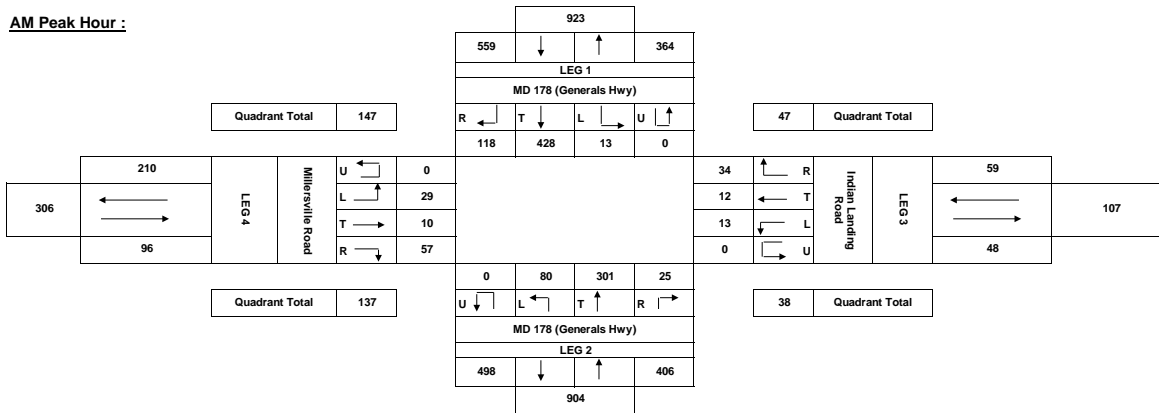
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	1120			12:00PM-7:00PM	16:15	17:15	1378		

Turning Movement Summary:

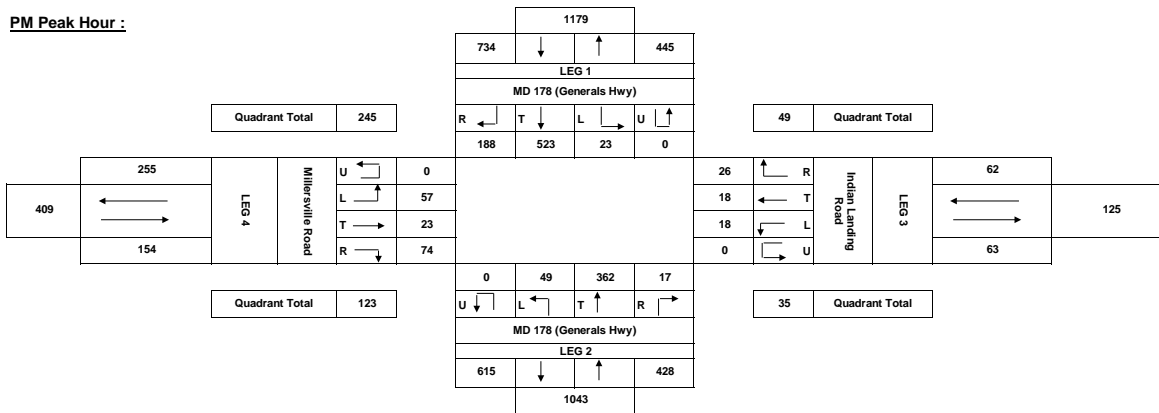


Comments:

AM Peak Hour :



PM Peak Hour :





Traffic Volume Summary Table

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Wednesday, 10/13/2021 Weather: Sunny
 Type Of Count: Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Start Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	2	81	34	117	18	158	3	179	1	11	8	20	22	7	15	44	360
7:00 AM	14	394	72	480	58	336	12	406	12	13	26	51	1	6	38	45	982
8:00 AM	23	409	106	538	99	276	25	400	16	21	30	67	26	11	59	96	1,101
9:00 AM	13	188	65	266	48	239	16	303	4	10	18	32	39	6	64	109	710
10:00 AM	7	155	42	204	44	193	8	245	3	7	14	24	30	4	42	76	549
11:00 AM	13	190	38	241	42	227	11	280	6	7	29	42	30	8	27	65	628
12:00 PM	20	254	44	318	47	201	14	262	14	5	18	37	27	11	58	96	713
1:00 PM	14	215	56	285	22	235	6	263	10	5	20	35	33	10	49	92	675
2:00 PM	28	238	62	328	46	237	7	290	9	6	13	28	27	11	67	105	751
3:00 PM	26	313	70	409	74	302	18	394	14	12	24	50	60	15	85	160	1,013
4:00 PM	27	369	126	522	50	304	15	369	11	11	22	44	50	22	61	133	1,068
5:00 PM	21	389	110	520	58	364	12	434	21	10	28	59	47	16	74	137	1,150
6:00 PM	13	253	58	324	29	253	8	290	6	12	14	32	22	5	55	82	728
Total	221	3,448	883	4,552	635	3,325	155	4,115	127	130	264	521	414	132	694	1,240	10,428



Traffic Volume Table - Morning Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/13/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
6:00 AM	0	9	9	18	5	28	0	33	0	2	1	3	0	0	3	3	57
6:15 AM	2	15	5	22	4	25	0	29	1	1	1	3	8	0	2	10	64
6:30 AM	0	26	8	34	5	53	2	60	0	3	1	4	6	3	7	16	114
6:45 AM	0	31	12	43	4	52	1	57	0	5	5	10	8	4	3	15	125
7:00 AM	3	39	10	52	9	71	5	85	3	2	6	11	1	0	4	5	153
7:15 AM	4	82	13	99	9	83	1	93	1	3	7	11	0	2	10	12	215
7:30 AM	4	143	16	163	14	75	3	92	6	1	4	11	0	1	12	13	279
7:45 AM	3	130	33	166	26	107	3	136	2	7	9	18	0	3	12	15	335
8:00 AM	7	114	26	147	28	78	3	109	3	5	9	17	6	2	10	18	291
8:15 AM	6	126	24	156	17	49	9	75	6	6	8	20	4	0	18	22	273
8:30 AM	5	100	30	135	18	65	9	92	3	5	7	15	7	4	11	22	264
8:45 AM	5	69	26	100	36	84	4	124	4	5	6	15	9	5	20	34	273
Total	39	884	212	1,135	175	770	40	985	29	45	64	138	49	24	112	185	2,443



Traffic Volume Table - Mid-Day Period

Location: MD 178 (Generals Hwy) at Millersville Road City/County: Anne Arundel
 Date & Day: Wednesday, 10/13/2021 Weather: Sunny
 Type Of Cou Turning Movement Count Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
9:00 AM	2	57	20	79	17	47	5	69	1	2	5	8	13	4	30	47	203
9:15 AM	3	49	21	73	8	63	1	72	1	6	3	10	6	1	15	22	177
9:30 AM	1	43	14	58	14	63	5	82	1	1	5	7	13	0	10	23	170
9:45 AM	7	39	10	56	9	66	5	80	1	1	5	7	7	1	9	17	160
10:00 AM	2	49	10	61	14	58	2	74	2	4	4	10	6	2	11	19	164
10:15 AM	2	35	13	50	6	51	2	59	1	1	2	4	5	0	13	18	131
10:30 AM	2	32	6	40	15	41	3	59	0	2	7	9	5	0	10	15	123
10:45 AM	1	39	13	53	9	43	1	53	0	0	1	1	14	2	8	24	131
11:00 AM	0	49	11	60	14	57	3	74	2	2	7	11	4	1	6	11	156
11:15 AM	5	46	6	57	10	50	3	63	1	2	10	13	9	4	5	18	151
11:30 AM	3	47	4	54	9	57	3	69	3	2	9	14	9	3	6	18	155
11:45 AM	5	48	17	70	9	63	2	74	0	1	3	4	8	0	10	18	166
12:00 PM	2	52	15	69	12	59	2	73	0	2	5	7	8	3	14	25	174
12:15 PM	7	54	11	72	9	45	7	61	1	1	5	7	4	3	19	26	166
12:30 PM	7	71	9	87	10	47	1	58	10	1	4	15	9	3	15	27	187
12:45 PM	4	77	9	90	16	50	4	70	3	1	4	8	6	2	10	18	186
1:00 PM	1	49	10	60	4	53	1	58	4	1	2	7	6	2	10	18	143
1:15 PM	3	37	17	57	6	54	4	64	2	1	3	6	2	5	12	19	146
1:30 PM	3	57	16	76	7	60	0	67	2	2	7	11	6	2	9	17	171
1:45 PM	7	72	13	92	5	68	1	74	2	1	8	11	19	1	18	38	215
2:00 PM	6	47	16	69	8	67	2	77	1	1	3	5	5	5	9	19	170
2:15 PM	8	49	11	68	9	59	0	68	3	1	3	7	7	1	18	26	169
2:30 PM	8	61	19	88	9	58	1	68	0	2	3	5	5	3	18	26	187
2:45 PM	6	81	16	103	20	53	4	77	5	2	4	11	10	2	22	34	225
3:00 PM	3	89	21	113	14	56	1	71	7	0	4	11	8	2	14	24	219
3:15 PM	7	68	14	89	33	98	8	139	1	4	8	13	20	4	14	38	279
3:30 PM	9	78	19	106	13	76	6	95	4	5	6	15	13	5	16	34	250
3:45 PM	7	78	16	101	14	72	3	89	2	3	6	11	19	4	41	64	265
Total	121	1,553	377	2,051	323	1,634	80	2,037	60	52	136	248	246	65	392	703	5,039



Traffic Volume Table - Evening Peak Period

Location: MD 178 (Generals Hwy) at Millersville Road

City/County: Anne Arundel

Date & Day: Wednesday, 10/13/2021

Weather: Sunny

Type Of Count: Turning Movement Count

Recorders: WBCM

Names Of Streets	MD 178 (Generals Hwy)				MD 178 (Generals Hwy)				Indian Landing Road				Millersville Road				Grand Total
	From North				From South				From East				From West				
Time	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	L	T	R	Tot.	
4:00 PM	2	87	28	117	12	56	1	69	2	0	8	10	13	3	19	35	231
4:15 PM	12	105	31	148	13	79	4	96	2	2	2	6	13	7	16	36	286
4:30 PM	6	95	40	141	11	95	4	110	3	6	4	13	7	4	11	22	286
4:45 PM	7	82	27	116	14	74	6	94	4	3	8	15	17	8	15	40	265
5:00 PM	3	80	38	121	15	97	1	113	6	1	13	20	17	6	22	45	299
5:15 PM	6	100	34	140	7	83	5	95	2	3	3	8	10	3	19	32	275
5:30 PM	6	109	22	137	13	91	2	106	5	3	4	12	6	4	19	29	284
5:45 PM	6	100	16	122	23	93	4	120	8	3	8	19	14	3	14	31	292
6:00 PM	3	67	16	86	9	82	3	94	1	4	3	8	4	0	13	17	205
6:15 PM	4	56	16	76	6	64	0	70	4	5	4	13	7	1	23	31	190
6:30 PM	1	66	9	76	8	53	3	64	0	1	2	3	5	3	13	21	164
6:45 PM	5	64	17	86	6	54	2	62	1	2	5	8	6	1	6	13	169
Total	61	1,011	294	1,366	137	921	35	1,093	38	33	64	135	119	43	190	352	2,946

Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrills
 Weather: Sunny

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:30	End 08:30	Volume 1178	LOS	V/C	PM PERIOD 12:00PM-7:00PM	Start 17:00	End 18:00	Volume 1150	LOS	V/C
------------	--------------------------	-------------	-----------	-------------	-----	-----	--------------------------	-------------	-----------	-------------	-----	-----

Street Name-->	MD 178 (Generals Hwy)					MD 178 (Generals Hwy)					Indian Landing Road					Millersville Road					GRAND TOTAL	
HOURLY ENDING	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		
06:15	0	0	9	9	18	0	5	28	0	33	0	0	2	1	3	0	0	0	0	3	3	57
06:30	0	2	15	5	22	0	4	25	0	29	0	1	1	1	3	0	8	0	2	10	10	64
06:45	0	0	26	8	34	0	5	53	2	60	0	0	3	1	4	0	6	3	7	16	114	
07:00	0	0	31	12	43	0	4	52	1	57	0	0	5	5	10	0	8	4	3	15	125	
07:15	0	3	39	10	52	0	9	71	5	85	0	3	2	6	11	0	1	0	4	5	153	
07:30	0	4	82	13	99	0	9	83	1	93	0	1	3	7	11	0	0	2	10	12	215	
07:45	0	4	143	16	163	0	14	75	3	92	0	6	1	4	11	0	0	1	12	13	279	
08:00	0	3	130	33	166	0	26	107	3	136	0	2	7	9	18	0	0	3	12	15	335	
08:15	0	7	114	26	147	0	28	78	3	109	0	3	5	9	17	0	6	2	10	18	291	
08:30	0	6	126	24	156	0	17	49	9	75	0	6	6	8	20	0	4	0	18	22	273	
08:45	0	5	100	30	135	0	18	65	9	92	0	3	5	7	15	0	7	4	11	22	264	
09:00	0	5	69	26	100	0	36	84	4	124	0	4	5	6	15	0	9	5	20	34	273	
09:15	0	2	57	20	79	0	17	47	5	69	0	1	2	5	8	0	13	4	30	47	203	
09:30	0	3	49	21	73	0	8	63	1	72	0	1	6	3	10	0	6	1	15	22	177	
09:45	0	1	43	14	58	0	14	63	5	82	0	1	1	5	7	0	13	0	10	23	170	
10:00	0	7	39	10	56	0	9	66	5	80	0	1	1	5	7	0	7	1	9	17	160	
10:15	0	2	49	10	61	0	14	58	2	74	0	2	4	4	10	0	6	2	11	19	164	
10:30	0	2	35	13	50	0	6	51	2	59	0	1	1	2	4	0	5	0	13	18	131	
10:45	0	2	32	6	40	0	15	41	3	59	0	0	2	7	9	0	5	0	10	15	123	
11:00	0	1	39	13	53	0	9	43	1	53	0	0	0	1	1	0	14	2	8	24	131	
11:15	1	0	49	11	61	0	14	57	3	74	0	2	2	7	11	0	4	1	6	11	157	
11:30	0	5	46	6	57	0	10	50	3	63	0	1	2	10	13	0	9	4	5	18	151	
11:45	0	3	47	4	54	0	9	57	3	69	0	3	2	9	14	0	9	3	6	18	155	
12:00	0	5	48	17	70	0	9	63	2	74	0	0	1	3	4	0	8	0	10	18	166	
12:15	0	2	52	15	69	0	12	59	2	73	0	0	2	5	7	0	8	3	14	25	174	
12:30	0	7	54	11	72	0	9	45	7	61	0	1	1	5	7	0	4	3	19	26	166	
12:45	0	7	71	9	87	0	10	47	1	58	0	10	1	4	15	0	9	3	15	27	187	
13:00	0	4	77	9	90	0	16	50	4	70	0	7	3	1	4	8	0	6	2	10	18	186
13:15	0	1	49	10	60	0	4	53	1	58	0	4	1	2	7	0	6	2	10	18	143	
13:30	0	3	37	17	57	0	6	54	4	64	0	2	1	3	6	0	2	5	12	19	146	
13:45	0	3	57	16	76	0	7	60	0	67	0	2	2	7	11	0	6	2	9	17	171	
14:00	0	7	72	13	92	0	5	68	1	74	0	2	1	8	11	0	19	1	18	38	215	
14:15	0	6	47	16	69	0	8	67	2	77	0	1	1	3	5	0	5	5	9	19	170	
14:30	0	8	49	11	68	0	9	59	0	68	0	3	1	3	7	0	7	1	18	26	169	
14:45	0	8	61	19	88	0	9	58	1	68	0	0	2	3	5	0	5	3	18	26	187	
15:00	0	6	81	16	103	0	20	53	4	77	0	5	2	4	11	0	10	2	22	34	225	
15:15	0	3	89	21	113	0	14	56	1	71	0	7	0	4	11	0	8	2	14	24	219	
15:30	0	7	68	14	89	0	33	98	8	139	0	1	4	8	13	0	20	4	14	38	279	
15:45	0	9	78	19	106	0	13	76	6	95	0	4	5	6	15	0	13	5	16	34	250	
16:00	0	7	78	16	101	0	14	72	3	89	0	2	3	6	11	0	19	4	41	64	265	
16:15	0	2	87	28	117	0	12	56	1	69	0	2	0	8	10	0	13	3	19	35	231	
16:30	0	12	105	31	148	0	13	79	4	96	0	2	2	2	6	0	13	7	16	36	286	
16:45	0	6	95	40	141	0	11	95	4	110	0	3	6	4	13	0	7	4	11	22	286	
17:00	0	7	82	27	116	0	14	74	6	94	0	4	3	8	15	0	17	8	15	40	265	
17:15	0	3	80	38	121	0	15	97	1	113	0	6	1	13	20	0	17	6	22	45	299	
17:30	0	6	100	34	140	0	7	83	5	95	0	2	3	3	8	0	10	3	19	32	275	
17:45	0	6	109	22	137	0	13	91	2	106	0	5	3	4	12	0	6	4	19	29	284	
18:00	0	6	100	16	122	0	23	93	4	120	0	8	3	8	19	0	14	3	14	31	292	
18:15	0	3	67	16	86	0	9	82	3	94	0	1	4	3	8	0	4	0	13	17	205	
18:30	0	4	56	16	76	0	6	64	0	70	0	4	5	4	13	0	7	1	23	31	190	
18:45	0	1	66	9	76	0	8	53	3	64	0	0	1	2	3	0	5	3	13	21	164	
19:00	0	5	64	17	86	0	6	54	2	62	0	1	2	5	8	0	6	1	6	13	169	
TOTAL	1	221	3448	883	4553	0	635	3325	155	4115	0	127	130	264	521	0	414	132	694	1240	10429	
AM Peak Vol	0	20	513	99	632	0	85	309	18	412	0	17	19	30	66	0	10	6	52	68	1178	
PM Peak Vol	0	21	389	110	520	0	58	364	12	434	0	21	10	28	59	0	47	16	74	137	1150	

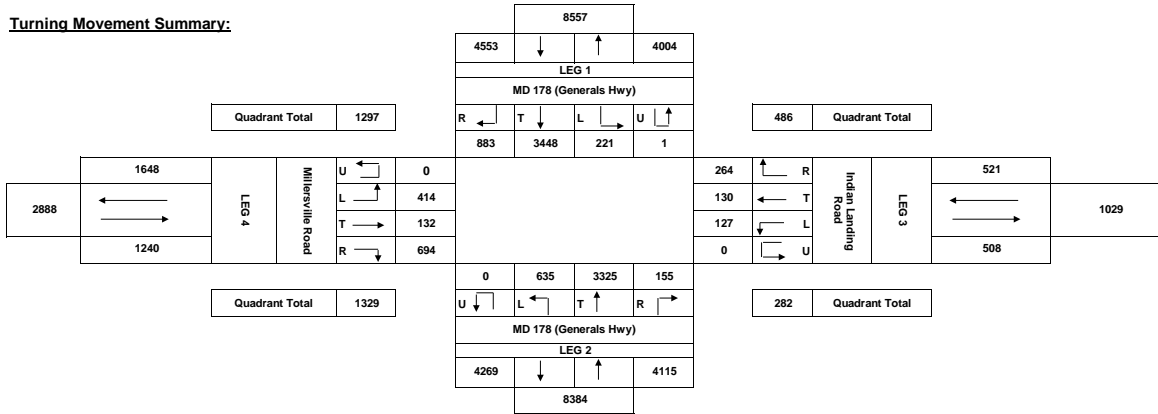
Millersville Park

Location: MD 178 (Generals Hwy) at Millersville Road
 Date: 10/13/2021 Wednesday
 Recorder: WBCM
 Interval (dd) : 15
 (In Minutes)

County: Anne Arundel
 Town: Gambrells
 Weather: Sunny

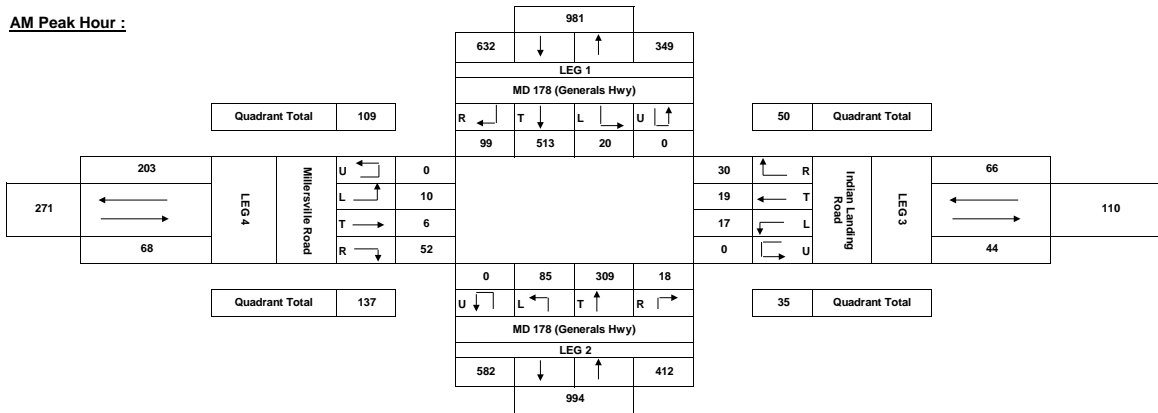
PEAK HOURS	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
	6:00AM-12:00PM	07:30	08:30	1178			12:00PM-7:00PM	17:00	18:00	1150		

Turning Movement Summary:

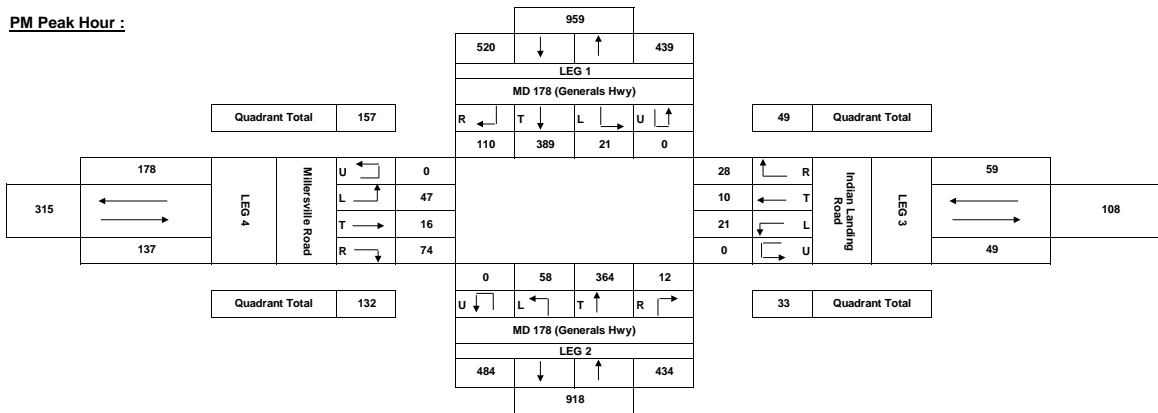


Comments:

AM Peak Hour :



PM Peak Hour :





APPENDIX E

Historical Count Data



Maryland Department of Transportation
State Highway Administration
Data Services Division
Volume Detail Report

Location ID: S2002020046
Location: EXIT 7 RAMP 4 FR MD 3 NB TO MD 32 EB
County: Anne Arundel
Date Range: 08/24/2021 to 08/25/2021

Week Of: 08/22/2021 Direction: EastBound

Begin Hour	08/22 Sun	08/23 Mon	08/24 Tue	08/25 Wed	08/26 Thu	08/27 Fri	08/28 Sat	DAILY AVG	WEEKDAY AVG	WEEKEND AVG
0:00	0	0	12	20	0	0	0	16	16	0
1:00	0	0	9	5	0	0	0	7	7	0
2:00	0	0	4	15	0	0	0	10	10	0
3:00	0	0	15	10	0	0	0	13	13	0
4:00	0	0	18	22	0	0	0	20	20	0
5:00	0	0	53	42	0	0	0	48	48	0
6:00	0	0	132	140	0	0	0	136	136	0
7:00	0	0	246	244	0	0	0	245	245	0
8:00	0	0	224	257	0	0	0	241	241	0
9:00	0	0	244	241	0	0	0	243	243	0
10:00	0	0	242	267	0	0	0	255	255	0
11:00	0	0	247	248	0	0	0	248	248	0
12:00	0	0	271	258	0	0	0	265	265	0
13:00	0	0	256	244	0	0	0	250	250	0
14:00	0	0	228	242	0	0	0	235	235	0
15:00	0	0	195	180	0	0	0	188	188	0
16:00	0	0	208	177	0	0	0	193	193	0
17:00	0	0	192	176	0	0	0	184	184	0
18:00	0	0	187	193	0	0	0	190	190	0
19:00	0	0	164	140	0	0	0	152	152	0
20:00	0	0	124	145	0	0	0	135	135	0
21:00	0	0	99	94	0	0	0	97	97	0
22:00	0	0	59	63	0	0	0	61	61	0
23:00	0	0	37	54	0	0	0	46	46	0
TOTAL	0	0	3,466	3,477	0	0	0	3,472	3,472	0
AM Peak Hour	0:00	0:00	12:00	10:00	0:00	0:00	0:00			
6PM-12PM Volume	0	0	271	267	0	0	0			
PM Peak Hour	0:00	0:00	12:00	12:00	0:00	0:00	0:00			
PM Peak Volume	0	0	271	258	0	0	0			



Maryland Department of Transportation
State Highway Administration
Data Services Division
Volume Detail Report

Location ID: S2002020046

Location: EXIT 7 RAMP 4 FR MD 3 NB TO MD 32 EB

County: Anne Arundel

Date Range: 08/24/2021 to 08/25/2021

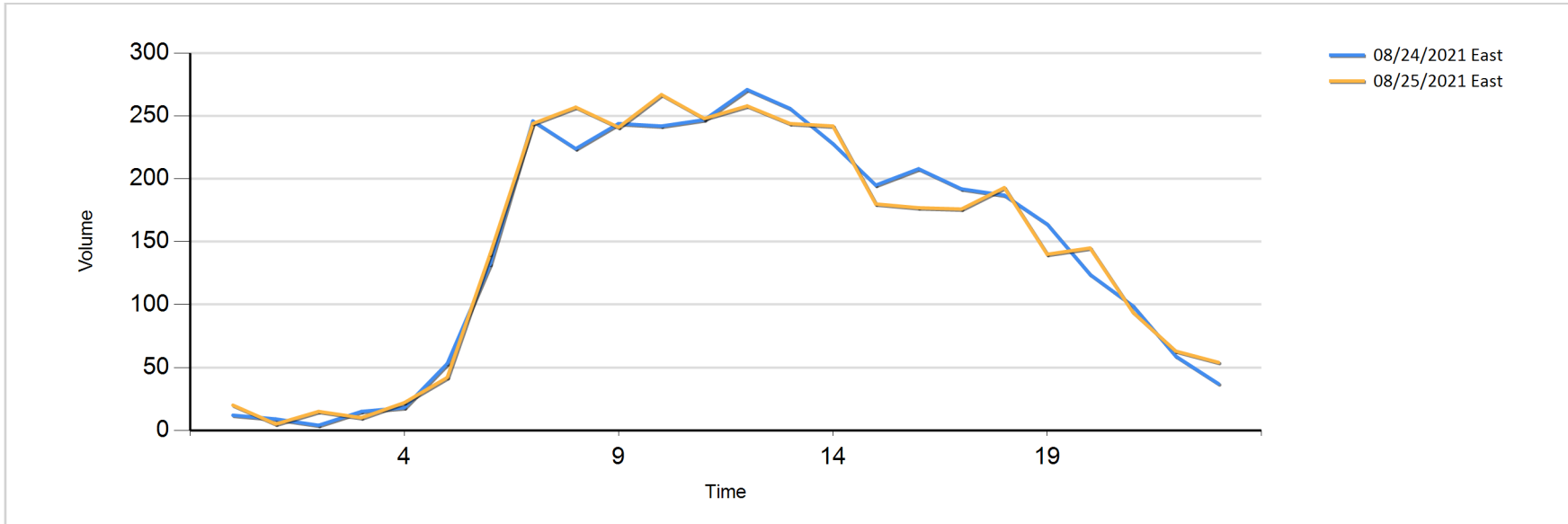
*** Summary Of Total Report ***

Begin Hour	SUN	MON	TUE	WED	THU	FRI	SAT	DAILY AVG	WEEKDAY AVG	WEEKEND AVG
0:00	0	0	12	20	0	0	0	16	16	0
1:00	0	0	9	5	0	0	0	7	7	0
2:00	0	0	4	15	0	0	0	10	10	0
3:00	0	0	15	10	0	0	0	13	13	0
4:00	0	0	18	22	0	0	0	20	20	0
5:00	0	0	53	42	0	0	0	48	48	0
6:00	0	0	132	140	0	0	0	136	136	0
7:00	0	0	246	244	0	0	0	245	245	0
8:00	0	0	224	257	0	0	0	241	241	0
9:00	0	0	244	241	0	0	0	243	243	0
10:00	0	0	242	267	0	0	0	255	255	0
11:00	0	0	247	248	0	0	0	248	248	0
12:00	0	0	271	258	0	0	0	265	265	0
13:00	0	0	256	244	0	0	0	250	250	0
14:00	0	0	228	242	0	0	0	235	235	0
15:00	0	0	195	180	0	0	0	188	188	0
16:00	0	0	208	177	0	0	0	193	193	0
17:00	0	0	192	176	0	0	0	184	184	0
18:00	0	0	187	193	0	0	0	190	190	0
19:00	0	0	164	140	0	0	0	152	152	0
20:00	0	0	124	145	0	0	0	135	135	0
21:00	0	0	99	94	0	0	0	97	97	0
22:00	0	0	59	63	0	0	0	61	61	0
23:00	0	0	37	54	0	0	0	46	46	0
TOTAL	0	0	3,466	3,477	0	0	0	3,472	3,472	0
AM Peak Hour	0:00	0:00	12:00	10:00	0:00	0:00	0:00			
6PM-12PM Volume	0	0	271	267	0	0	0			
PM Peak Hour	0:00	0:00	12:00	12:00	0:00	0:00	0:00			
PM Peak Volume	0	0	271	258	0	0	0			



Maryland Department of Transportation
State Highway Administration
Data Services Division
Volume Detail Report

Location ID: S2002020046
Location: EXIT 7 RAMP 4 FR MD 3 NB TO MD 32 EB
County: Anne Arundel
Date Range: 08/24/2021 to 08/25/2021



Millersville Park Site Development - AADT and Growth Rate Summary Table												
ID	Location	2012	2013	2014	2015	2016	2017	2018	2019	Avg. AADT	Avg. Growth Rate	
											3 Year	7 Year
A	MD3-.10 MI N OF MD175/MILLERSVILLE RD	65,830	65,961	65,762	66,540	67,801	69,432	74,010	74,011	68,668	3.00%	1.71%
			0.20%	-0.30%	1.18%	1.90%	2.41%	6.59%	0.00%			
B	MILLERSVILLE RD - .10 MILE EAST OF MD 3	4,961	4,972	4,963	5,094	5,195	5,200	5,151	5,152	5,086	-0.28%	0.55%
			0.22%	-0.18%	2.64%	1.98%	0.10%	-0.94%	0.02%			
C	INDIAN LANDING RD - .10 MILE NORTH OF MD 178	1,021	1,022	1,023	1,054	1,075	900	891	892	985	-5.72%	-1.71%
			0.10%	0.10%	3.03%	1.99%	-16.28%	-1.00%	0.11%			
D	IS97-.10 MI S OF MILLERSVILLE RD STRUC #020148002	105,770	106,721	106,612	98,610	118,530	121,381	118,070	118,901	111,824	0.13%	1.98%
			0.90%	-0.10%	-7.51%	20.20%	2.41%	-2.73%	0.70%			
E	MD175-.20 MI N OF MD3	11,102	11,120	11,091	11,382	12,110	12,401	12,292	11,800	11,662	-0.83%	0.92%
			0.16%	-0.26%	2.62%	6.40%	2.40%	-0.88%	-4.00%			
										Weighted Average (3 year)		1.03%
										Weighted Average (7 year)		1.77%
										Proposed Growth Rate		2.0%

2019 AVERAGE DAILY VOLUME																	
District	County	Route	Mile Point	Permanent Counter Locations	Average Week in August 2019				Average Week in September 2019				Average Week in October 2019				
					Aug 4 - 10	Aug 11 -17	Aug 18 - 24	Aug 25 - 31	Sep 1 - 7	Sep 8 - 14	Sep 15 -21	Sep 22 - 28	Sep 29 - Oct 5	Oct 6 - 12	Oct 13 -19	Oct 20 - 26	Oct 27 -Nov 2
5	Anne Arundel	IS 595	0.81	US 50/IS 595 - 1.34 Miles West of MD 424 (ATR#24)	99696	101174	100489	100454	93425	93660	94179	94954	94234	94105	93558	89759	89632
		MD 100	7.93	MD 100 - .45 Mile West of Oakwood Rd (ATR#38)	84237	85247	85291	85657	81491	86004	86354	86471	86079	85618	84621	83382	83163
		MD 295	8.14	MD 295(NB) - .81 South of MD 100 (ATR#25 Includes ATR#81)	105659	104514	107400	106049	102639	106479	108700	109321	107539	108791	107487	105951	104868
Total					289592	290935	293180	292160	277555	286143	289233	290746	287852	288514	285666	279092	277663

2021 AVERAGE DAILY VOLUME																	
District	County	Route	Mile Point	Permanent Counter Locations	Average Week in August 2021				Average Week in September 2021				Average Week in October 2021				
					Aug-01 - 07	Aug-08 - 14	Aug-15 - 21	Aug-22 - Aug-28	Aug-29 - Sep-04	Sep-05 - 11	Sep-12 - 18	Sep-19 - 25	Sep-26 - Oct-02	Oct-03 - 09	Oct-10 - 16	Oct-17 - 23	Oct-24 - 30
5	Anne Arundel	IS 595	0.81	US 50/IS 595 - 1.34 Miles West of MD 424 (ATR#24)	88415	91905	89039	89537	87708	89002	86595	86094	84320	85346	86407	86307	80750
		MD 100	7.93	MD 100 - .45 Mile West of Oakwood Rd (ATR#38)	81418	81657	80518	81616	80764	79556	83517	82178	81203	84215	82788	84315	80674
		MD 295	8.14	MD 295(NB) - .81 South of MD 100 (ATR#25 Includes ATR#81)	111690	111198	108775	108678	108016	106897	107466	107443	106744	108445	107440	108726	105371
Total					2815230	2847600	2783320	2798310	2764880	2754550	2775780	2757150	2722670	2780060	2766350	2793480	2667950

TABLE 3 - ATR Stations Located Within 10 miles of Millersville		
ATR #	Location	Distance (Miles)
24	US 50/IS 595 West of MD 424	8
25	MD 295 (NB) South of MD 100	9
38	MD 100 West of Oakwood Rd	8
81*	MD 295 (SB) South of MD 100	9

*Data not available

COVID Adjustment Derivation: 2021 Summer (ATR #24, #25 & #38)					
	ATR Site	2nd Week in August	3rd Week in August	4th Week in August	1st Week in September
2019 Avg. Daily Volume	ATR #24	101,174	100,489	100,454	93,425
	ATR #25	104,514	107,400	106,049	102,639
	ATR #38	85,247	85,291	85,657	81,491
	Subtotal	290,935	293,180	292,160	277,555
2021 Avg. Daily Volume	ATR #24	91,905	89,039	89,537	87,708
	ATR #25	111,198	108,775	108,678	108,016
	ATR #38	81,657	80,518	81,616	80,764
	Subtotal	284,760	278,332	279,831	276,488
Volume Difference	ATR #24	-9,269	-11,450	-10,917	-5,717
	ATR #25	6,684	1,375	2,629	5,377
	ATR #38	-3,590	-4,773	-4,041	-727
	Subtotal	-6,175	-14,848	-12,329	-1,067
% Adjustment Required (from 2019 to 2021)		2.17%	5.33%	4.41%	0.39%
Avg. % (COVID Adjustment)		3.07%			
Growth Rate			2.00%		
COVID Adjustment + 2 Years of Growth			7.11%		
Net COVID Adjustment			7.50%		

ATR #24: US 50/IS 595 West of MD 424
 ATR #25: MD 295 (NB) South of MD 100
 ATR #38: MD 100 West of Oakwood Rd

COVID Adjustment Derivation: 2021 Fall (ATR #24, #25 & #38)					
	ATR Site	1st Week in October	2nd Week in October	3rd Week in October	4th Week in October
2019 Avg. Daily Volume	ATR #24	94,234	94,105	93,558	89,759
	ATR #25	107,539	108,791	107,487	105,951
	ATR #38	86,079	85,618	84,621	83,382
	Subtotal	287,852	288,514	285,666	279,092
2021 Avg. Daily Volume	ATR #24	84,320	85,346	86,407	86,307
	ATR #25	106,744	108,445	107,440	108,726
	ATR #38	81,203	84,215	82,788	84,315
	Subtotal	272,267	278,006	276,635	279,348
Volume Difference	ATR #24	-9,914	-8,759	-7,151	-3,452
	ATR #25	-795	-346	-47	2,775
	ATR #38	-4,876	-1,403	-1,833	933
	Subtotal	-15,585	-10,508	-9,031	256
% Adjustment Required (from 2019 to 2021)		5.72%	3.78%	3.26%	-0.09%
Avg. % (COVID Adjustment)		3.17%			
Growth Rate			2.00%		
COVID Adjustment + 2 Years of Growth			7.21%		
Net COVID Adjustment			7.50%		

ATR #24: US 50/IS 595 West of MD 424

ATR #25: MD 295 (NB) South of MD 100

ATR #38: MD 100 West of Oakwood Rd



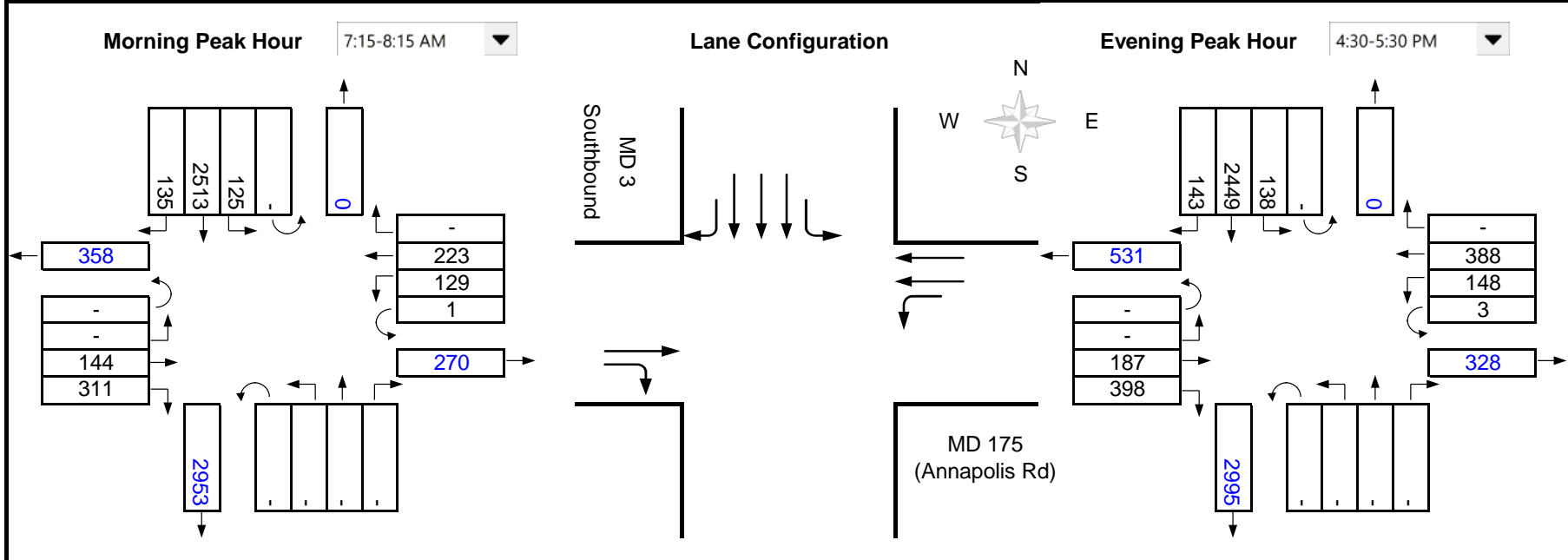
APPENDIX F

2021 Existing Analysis Computation Forms



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 9/1/2021 (AM), 8/17/2021 (PM)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
φ	Phase	Duration	Signal							Stop Ways	A
				X	NB	1	1.00	< 199	1.1	A	0 to 1,000
					SB	2	0.55	< 599	2.0	B	1,001 to 1,150
					EB	3	0.40	< 799	3.0	C	1,151 to 1,300
					WB	4	0.30	< 999	4.0	D	1,301 to 1,450
						Dble. L.T.	0.60	> 1000	5.0	E	1,451 to 1,600
										F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2513	0.45	1131	-	1131	*		SB*	2449	0.45	1102	-	1102	*
	EB	311	1.00	311	130	441	*		EB	398	1.00	398	151	549	*
	WB**	223	0.75	167	-	167			WB**	388	0.75	291	-	291	

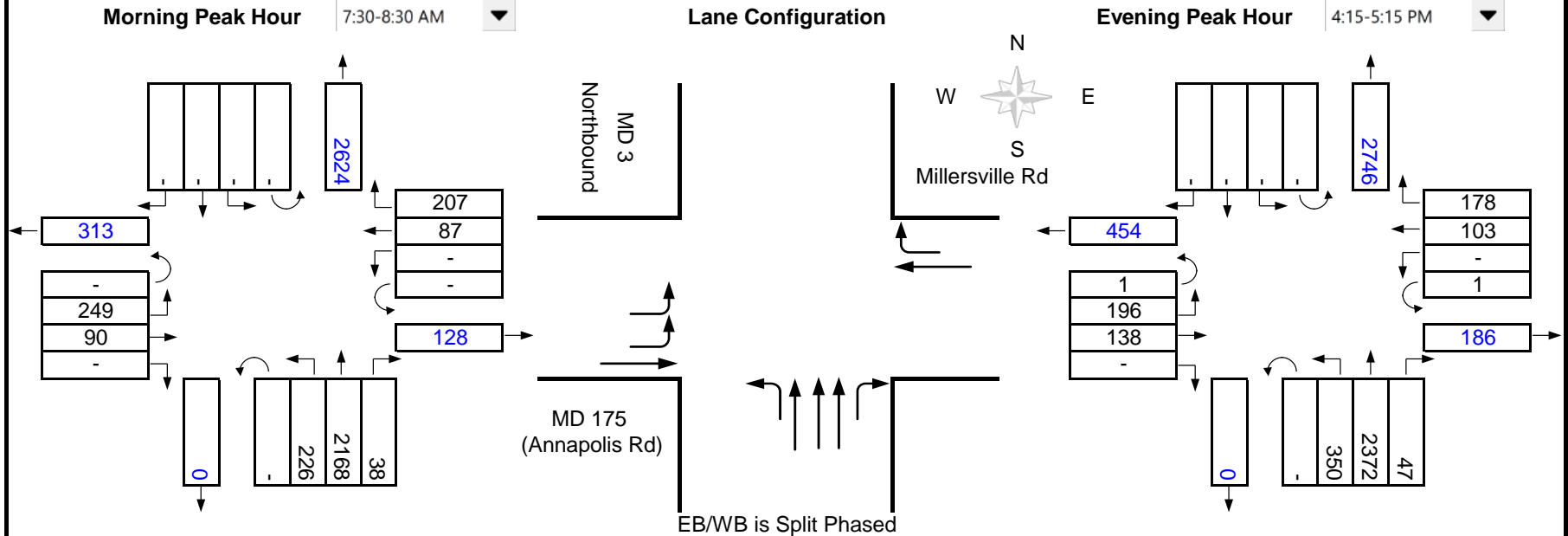
Remarks: v/c = 0.98	Total	1572	Remarks: v/c = 1.03	Total	1651
	Level of Service	E		Level of Service	F

* 0.45 LUF due to downstream lane drop ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 8/25/2021
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	
				Signal	NB	YES	1	1.00	< 199	1.1	0 to 1,000
				Stop	SB	N/A	2	0.55	< 599	2.0	1,001 to 1,150
				Ways	EB	N/A	3	0.40	< 799	3.0	1,151 to 1,300
					WB	YES	4	0.30	< 999	4.0	1,301 to 1,450
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600
											> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2168	0.50	1084	-	1084	*		NB*	2372	0.50	1186	-	1186	*
1)	EB	249	0.60	149	-	149	*	2)	EB	138	1.00	138	-	138	*
	WB	207	1.00	207	-	207	*		WB	178	1.00	178	-	178	*

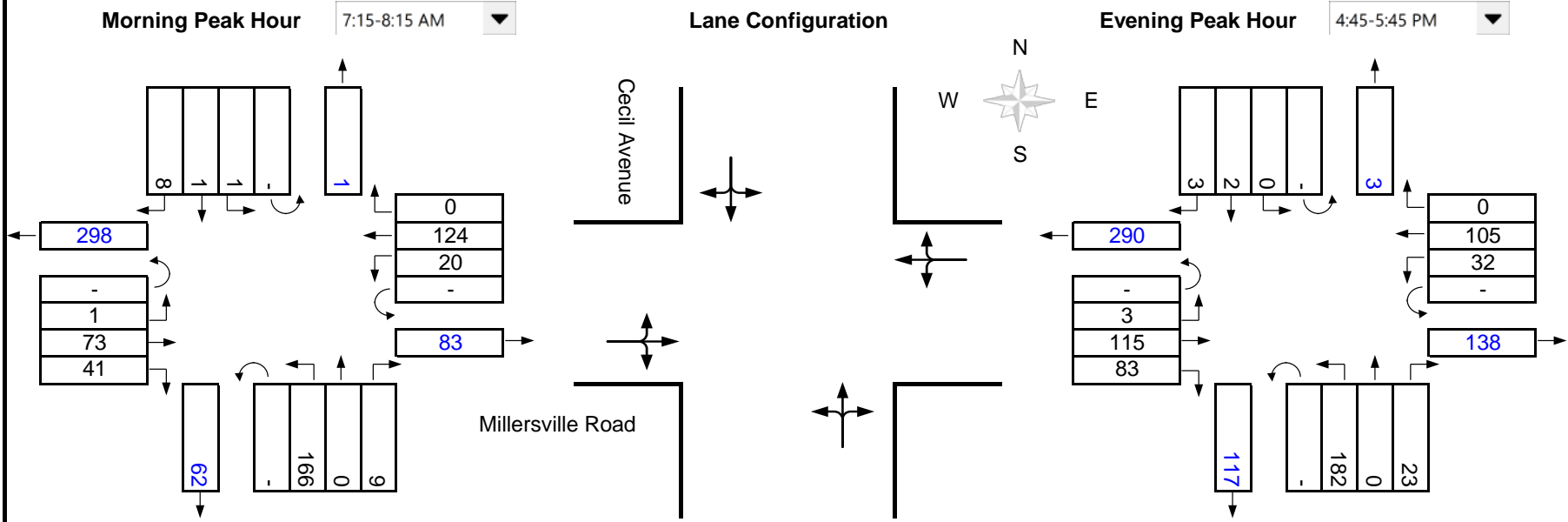
Remarks: v/c = 0.90	Total	1440	Remarks: v/c = 0.94	Total	1502
1) (249+0)*0.6 > 90	Level of Service	D	2) (196+1)*0.6 < 138	Level of Service	E

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 8/31/2021
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	N/A	1	1.00	< 199	1.1	0 to 1,000	
				2	N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	4	0.30	< 999	4.0	1,301 to 1,450	
					N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

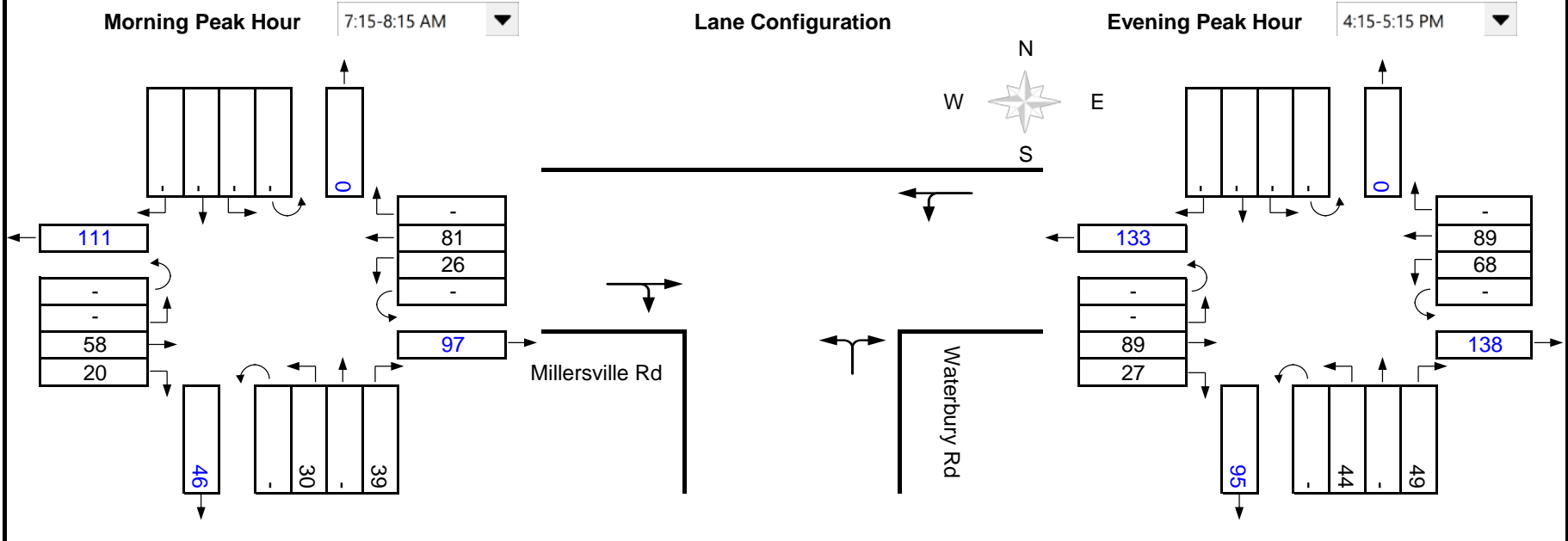
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	192	1.00	192	1	193	*		NB	223	1.00	223	0	223	*
	SB	10	1.00	10	166	176			SB	5	1.00	5	182	187	
	EB	115	1.00	115	20	135			EB	201	1.00	201	32	233	*
	WB	146	1.00	146	1	147	*		WB	140	1.00	140	3	143	

Remarks: v/c = 0.21	Total	340	Remarks: v/c = 0.29	Total	456
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 8/25/2021 (AM), 8/24/2021 (PM)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				Stop	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Ways	N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	4	0.30	< 999	4.0	1,301 to 1,450	
					N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	F

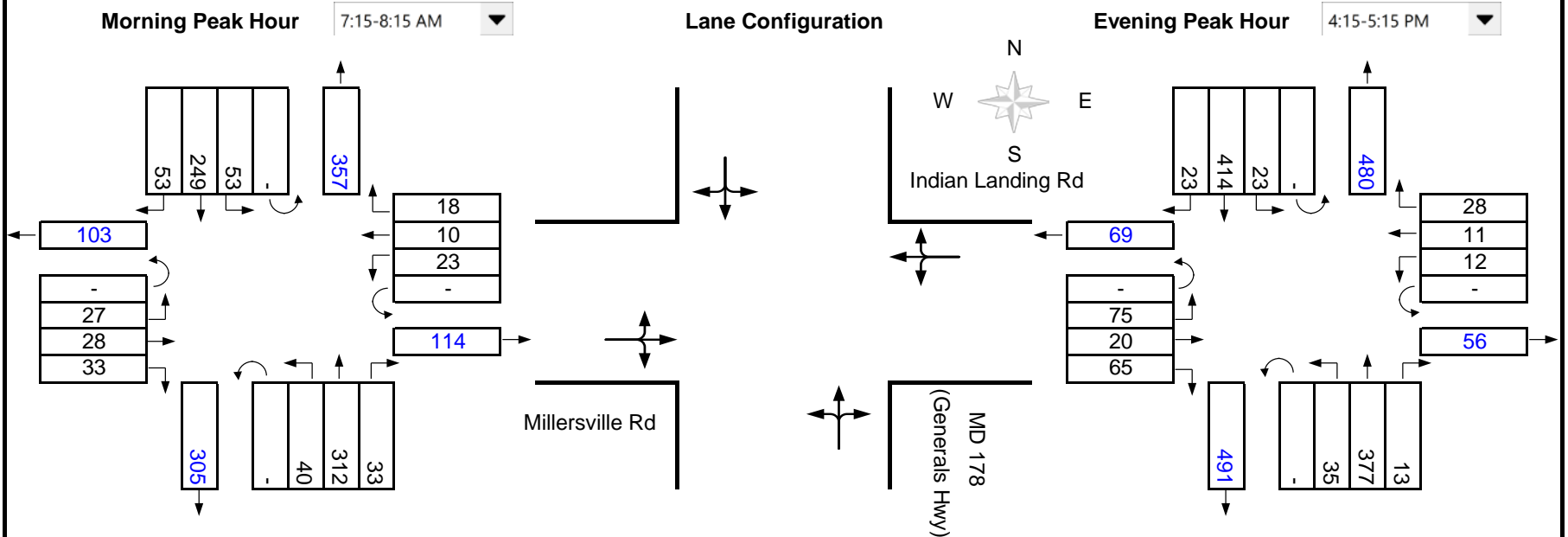
Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	69	1.00	69	-	69	*		NB	93	1.00	93	-	93	*
	EB	78	1.00	78	26	104	*		EB	116	1.00	116	68	184	*
	WB	110	1.00	110	-	110	*		WB	164	1.00	164	-	164	*

Remarks: v/c = 0.11	Total	179	Remarks: v/c = 0.17	Total	277
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 8/26/2021
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	0 to 1,000
				Signal	NB	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB	4	0.30	< 999	4.0	E	1,451 to 1,600
					Dble. L.T.		0.60	> 1000	5.0	F	> 1,600

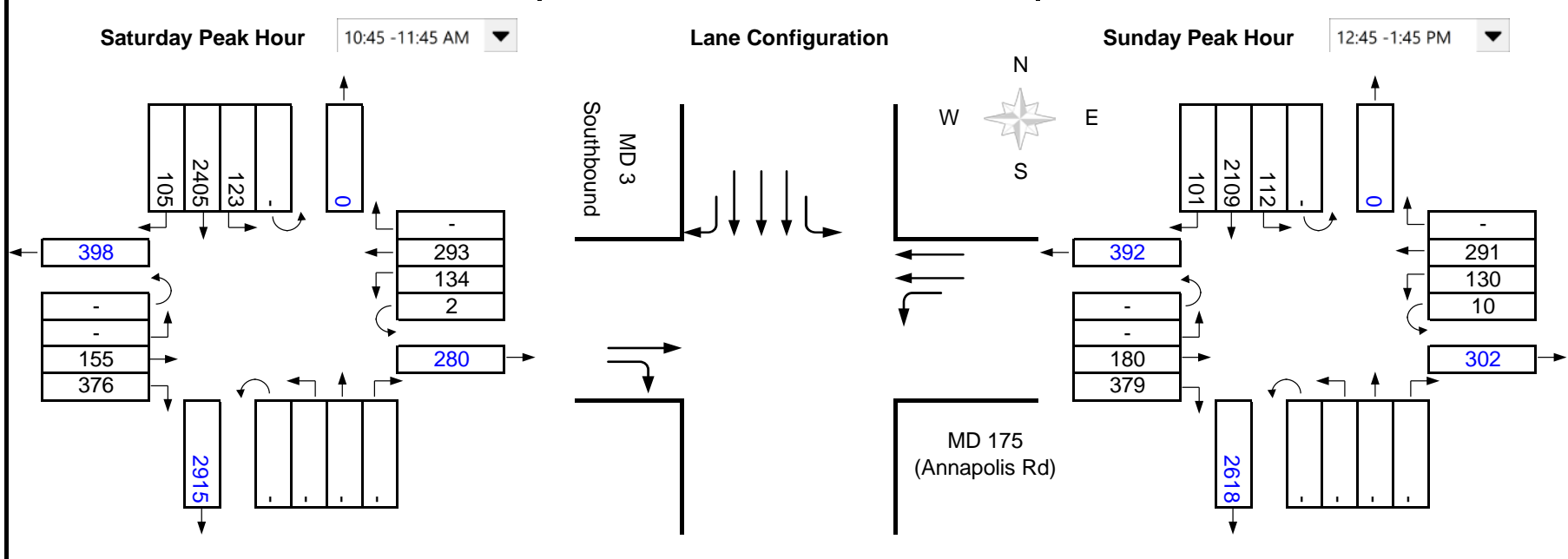
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	425	1.00	425	53	478	*		NB	460	1.00	460	23	483	
	SB	408	1.00	408	40	448	*		SB	483	1.00	483	35	518	*
	EB	91	1.00	91	23	114	*		EB	168	1.00	168	12	180	*
	WB	53	1.00	53	27	80			WB	52	1.00	52	75	127	

Remarks: v/c = 0.37	Total	592	Remarks: v/c = 0.44	Total	698
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 8/14/2021 (Sat), 8/15/2021 (Sun)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	X	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Stop		YES	2	0.55	< 599	2.0	1,001 to 1,150	
				Ways		YES	3	0.40	< 799	3.0	1,151 to 1,300	
						N/A	4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2405	0.45	1082	-	1082	*		SB*	2109	0.45	949	-	949	*
	EB	376	1.00	376	136	512	*		EB	379	1.00	379	140	519	*
	WB**	293	0.75	220	-	220			WB**	291	0.75	218	-	218	

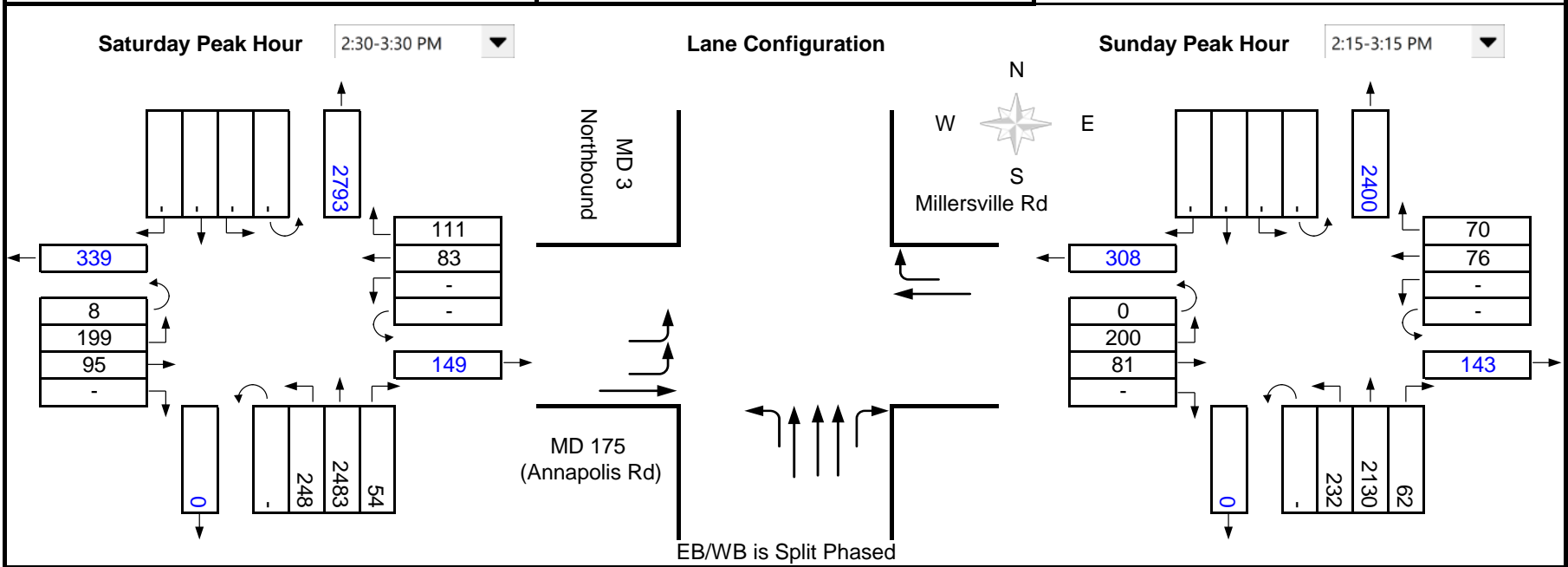
Remarks: v/c = 1.00	Total	1594	Remarks: v/c = 0.92	Total	1468
	Level of Service	E		Level of Service	E

* 0.45 LUF due to downstream lane drop ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 8/21/2021 (Sat), 8/22/2021 (Sun)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2483	0.50	1242	-	1242	*		NB*	2130	0.50	1065	-	1065	*
1)	EB	207	0.60	124	-	124	*	2)	EB	200	0.60	120	-	120	*
	WB	111	1.00	111	-	111	*		WB	76	1.00	76	-	76	*

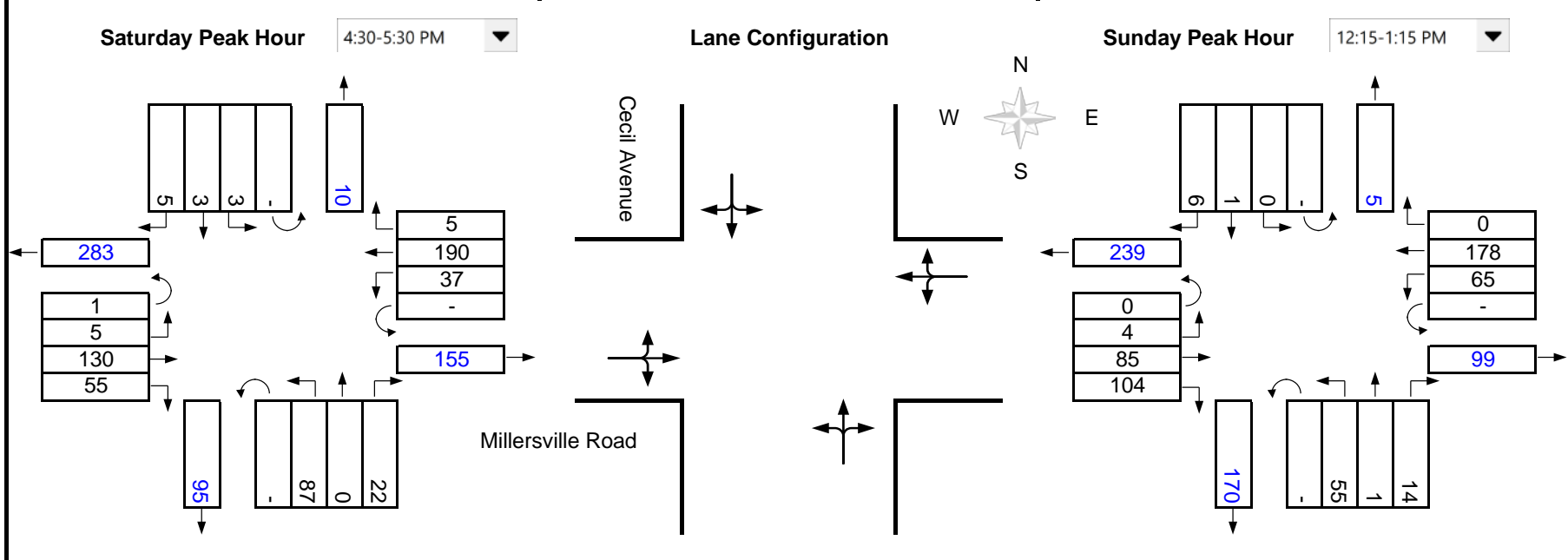
Remarks: v/c = 0.92	Total	1477	Remarks: v/c = 0.79	Total	1261
1) (199+8)*0.6 > 95	Level of Service	E	2) (200+0)*0.6 > 81	Level of Service	C

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 8/28/2021 (Sat), 8/29/2021 (Sun)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				Stop	X	N/A	1	1.00	< 199	1.1	0 to 1,000
				Ways	2	N/A	2	0.55	< 599	2.0	1,001 to 1,150
						N/A	3	0.40	< 799	3.0	1,151 to 1,300
						N/A	4	0.30	< 999	4.0	1,301 to 1,450
						N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600
											> 1,600

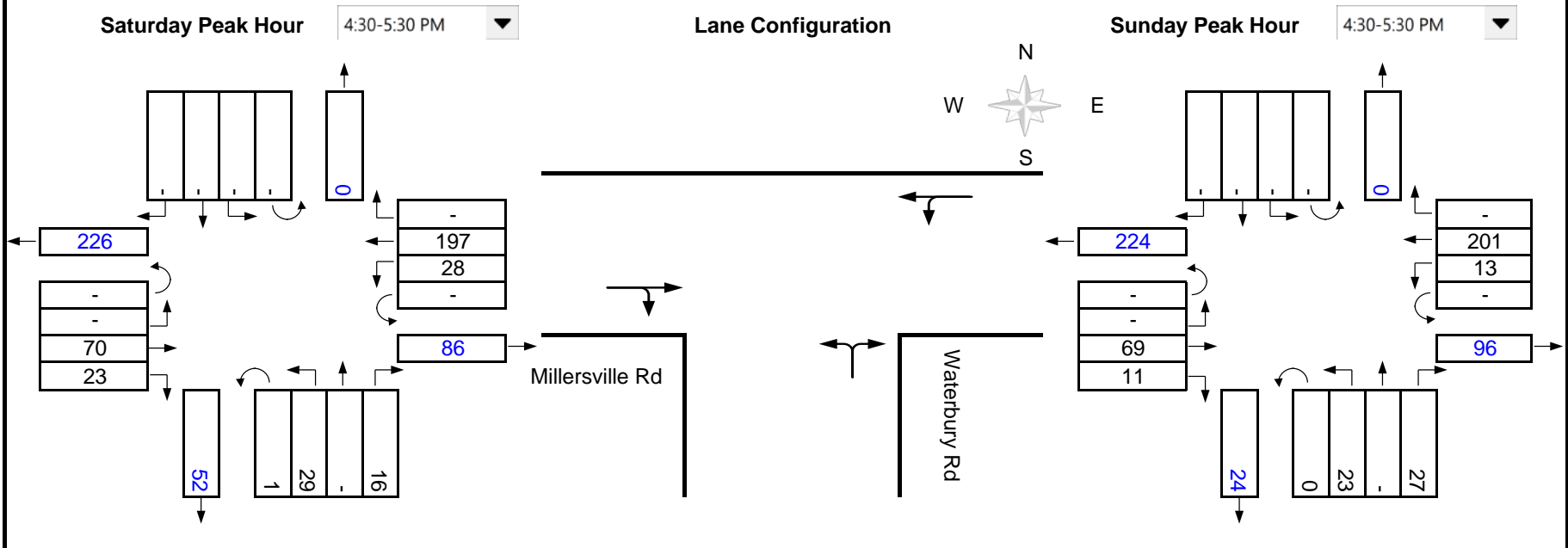
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	119	1.00	119	3	122	*		NB	75	1.00	75	0	75	*
	SB	11	1.00	11	87	98			SB	7	1.00	7	55	62	
	EB	192	1.00	192	37	229			EB	193	1.00	193	65	258	*
	WB	236	1.00	236	6	242	*		WB	250	1.00	250	4	254	

Remarks: v/c = 0.23	Total	364	Remarks: v/c = 0.21	Total	333
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 8/21/2021 (Sat), 8/22/2021 (Sun)
 Conditions: 2021 Existing (Summer)



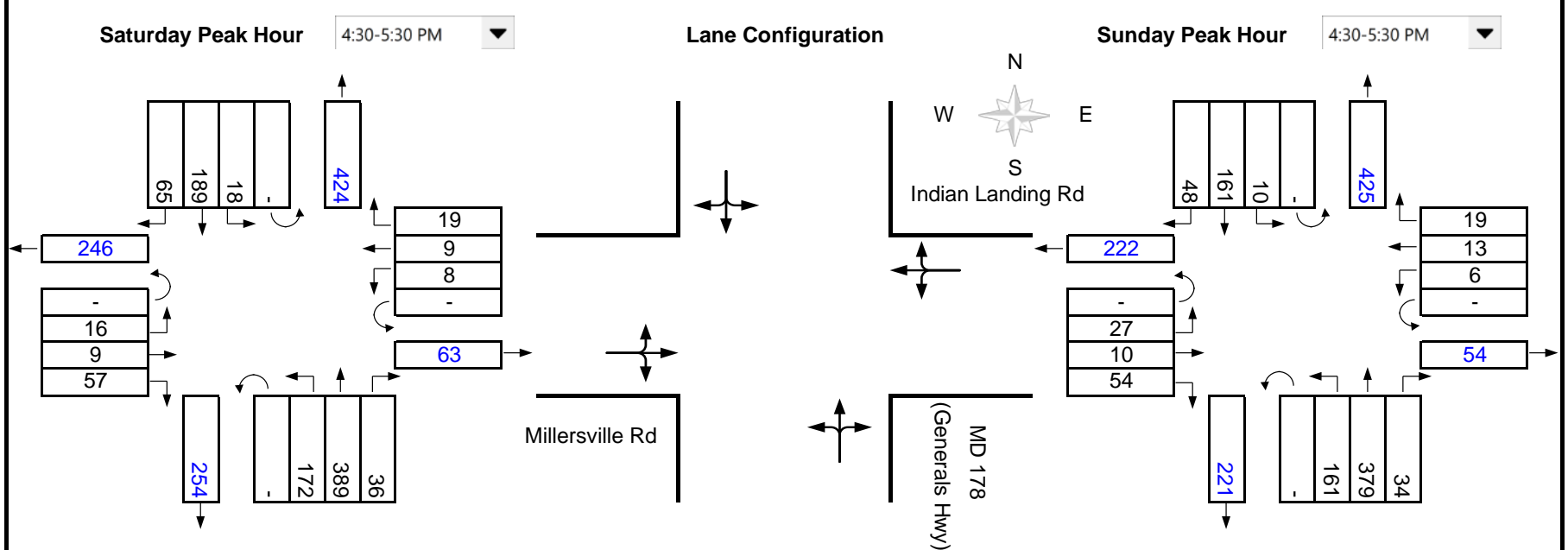
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	1.00
				Stop	SB	2	0.55	< 599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150	
				Ways	EB	3	0.40	< 799	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300	
					WB	4	0.30	< 999	4.0 <td>D</td> <td>1,301 to 1,450</td>	D	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600	
										F	> 1,600	

Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	46	1.00	46	-	46	*		NB	50	1.00	50	-	50	*
	EB	93	1.00	93	28	121	*		EB	80	1.00	80	13	93	*
	WB	228	1.00	228	-	228	*		WB	215	1.00	215	-	215	*
Remarks:		v/c = 0.17		Total		274		Remarks:		v/c = 0.17		Total		265	
				Level of Service		A						Level of Service		A	



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 8/28/2021 (Sat), 8/29/2021 (Sun)
 Conditions: 2021 Existing (Summer)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	0 to 1,000
				Signal	NB	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB	4	0.30	< 999	4.0	E	1,451 to 1,600
					Dble. L.T.		0.60	> 1000	5.0	F	> 1,600

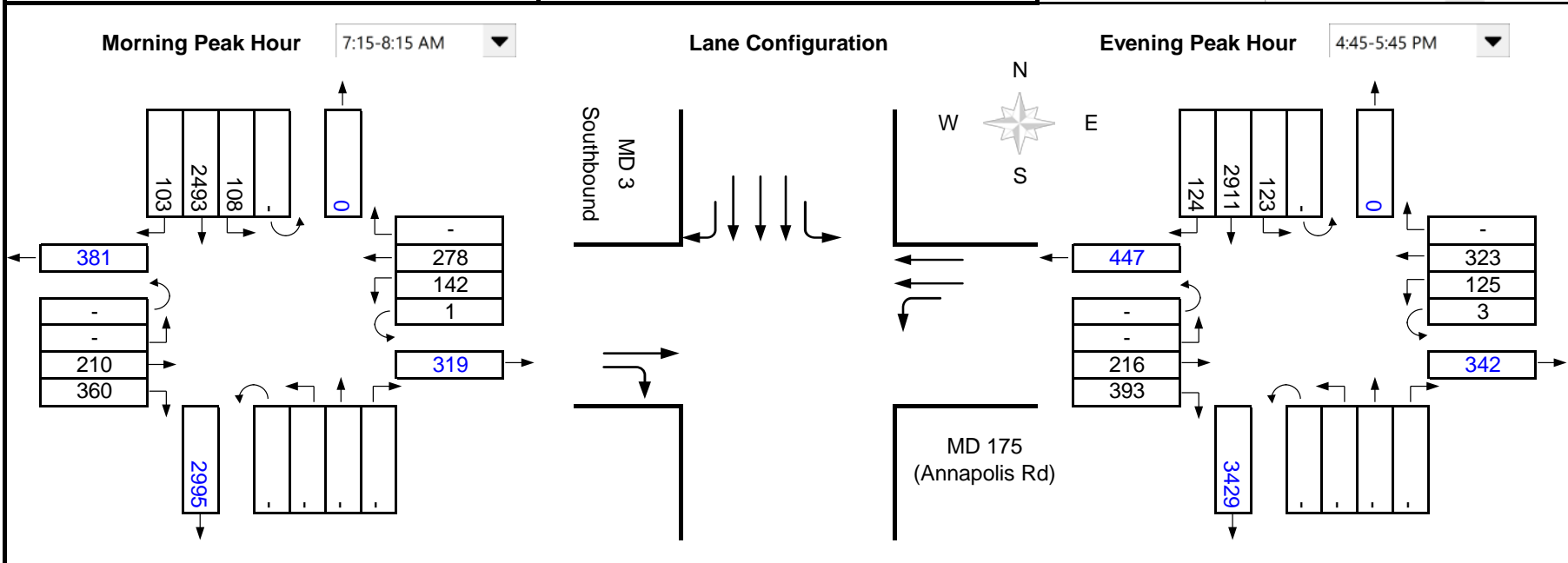
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	769	1.00	769	18	787	*		NB	735	1.00	735	10	745	*
	SB	290	1.00	290	172	462	*		SB	229	1.00	229	161	390	*
	EB	84	1.00	84	8	92	*		EB	94	1.00	94	6	100	*
	WB	37	1.00	37	16	53	*		WB	39	1.00	39	27	66	*

Remarks: v/c = 0.55	Total	879	Remarks: v/c = 0.53	Total	845
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 10/5/2021 (AM), 10/6/2021 (PM)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	N/A	1	1.00	< 199	1.1	0 to 1,000	
					YES	2	0.55	< 599	2.0	1,001 to 1,150	
					YES	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2493	0.45	1122	-	1122	*		SB*	2911	0.45	1310	-	1310	*
	EB	360	1.00	360	143	503	*		EB	393	1.00	393	128	521	*
	WB**	278	0.75	209	-	209			WB**	323	0.75	242	-	242	

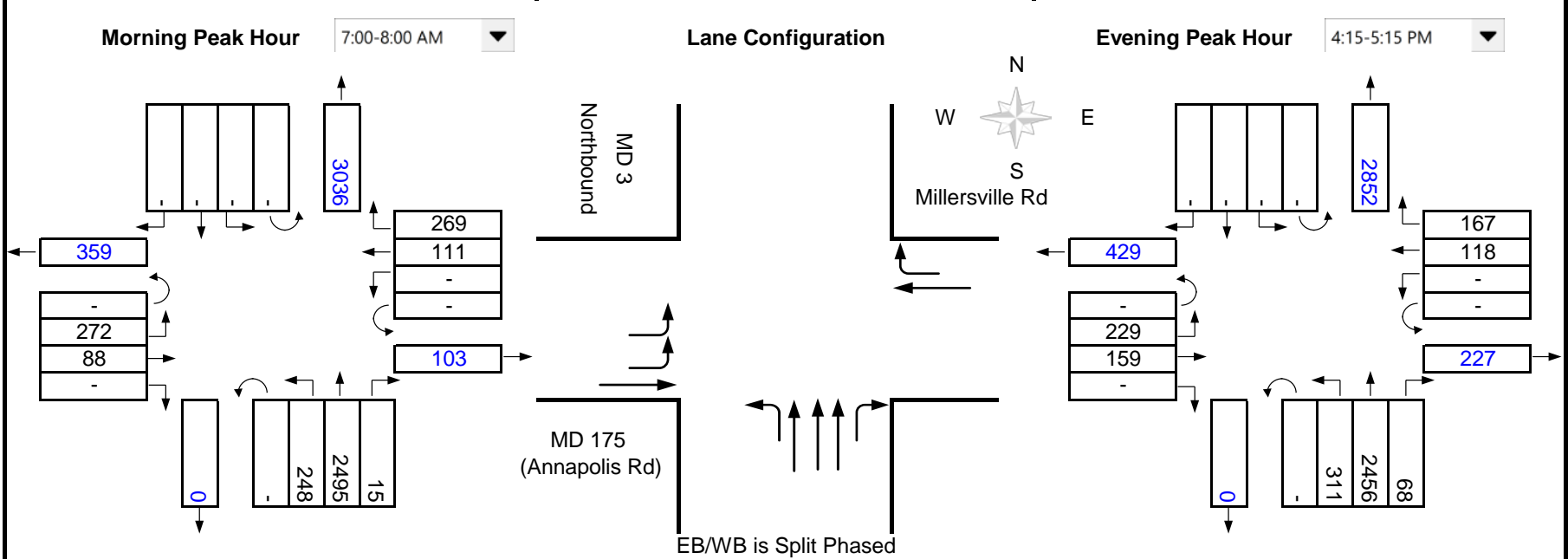
Remarks: v/c = 1.02 Total 1625 Level of Service F Remarks: v/c = 1.14 Total 1831 Level of Service F

* 0.45 LUF due to downstream lane drop ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 10/6/2021
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	B
				Signal	NB	1	1.00	< 199	1.1	A	0 to 1,000
				Stop	SB	2	0.55	< 599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	< 799	3.0	C	1,151 to 1,300
					WB	4	0.30	< 999	4.0	E	1,451 to 1,600
					Dble. L.T.		0.60	> 1000	5.0	F	> 1,600

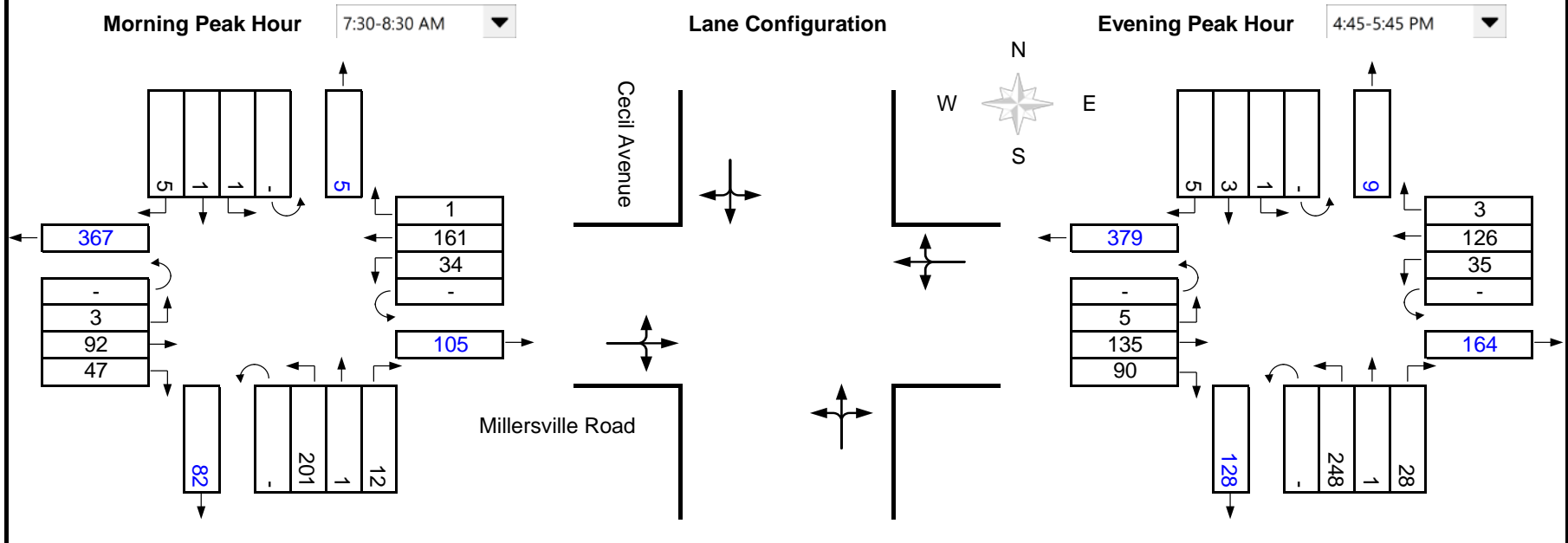
Morning Peak Hour								Evening Peak Hour									
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*		
	NB*	2495	0.50	1248	-	1248	*		NB*	2456	0.50	1228	-	1228	*		
1)	EB	272	0.60	163	-	163	*	2)	EB	159	1.00	159	-	159	*		
	WB	269	1.00	269	-	269	*		WB	167	1.00	167	-	167	*		
Remarks: v/c = 1.05				Total				1680	Remarks: v/c = 0.97				Total				1554
1) (272)*0.6 > 88				Level of Service				F	2) (229)*0.6 < 159				Level of Service				E

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 10/13/2021 (AM), 10/14/2021 (PM)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	N/A	1	1.00	< 199	1.1	0 to 1,000		
				Stop	N/A	2	0.55	< 599	2.0	1,001 to 1,150		
				Ways	N/A	3	0.40	< 799	3.0	1,151 to 1,300		
					N/A	4	0.30	< 999	4.0	1,301 to 1,450		
					N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

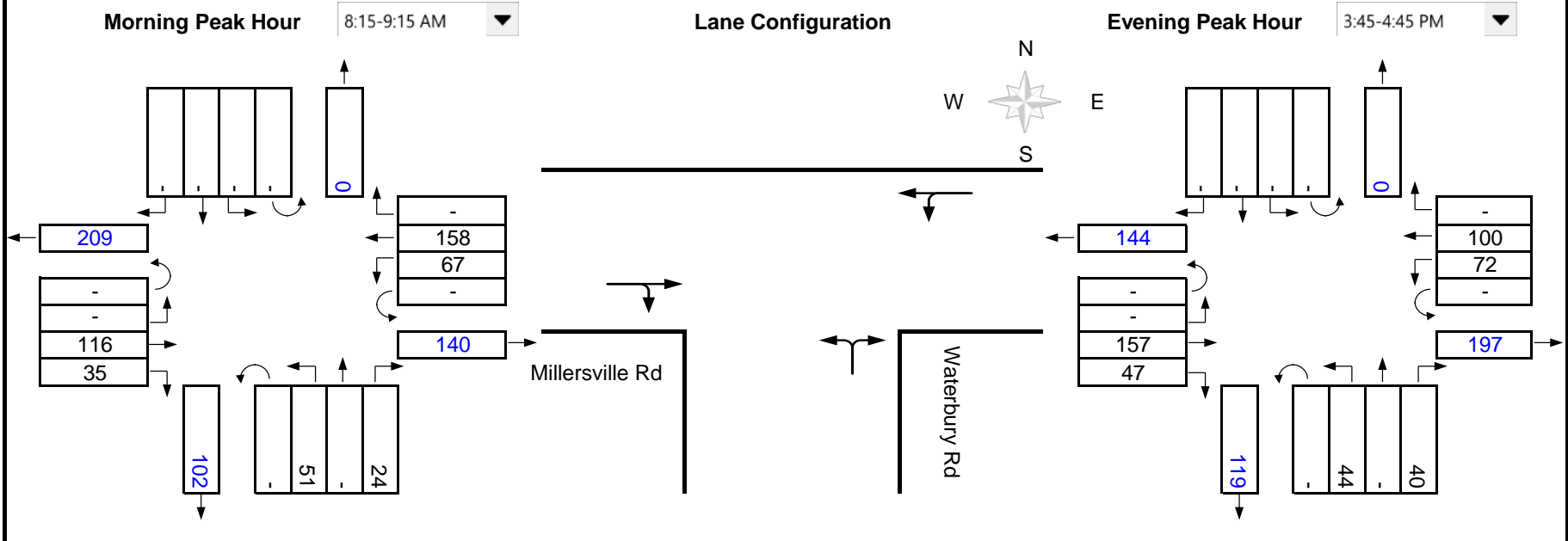
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	234	1.00	234	1	235	*		NB	302	1.00	302	1	303	*
	SB	7	1.00	7	201	208			SB	9	1.00	9	248	257	
	EB	142	1.00	142	34	176			EB	231	1.00	231	35	266	*
	WB	199	1.00	199	3	202	*		WB	199	1.00	199	5	204	

Remarks: v/c = 0.27	Total	437	Remarks: v/c = 0.36	Total	569
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 10/13/2021 (AM), 10/5/2021 (PM)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	Ways					NB	SB
				X	1	N/A	1	1.00	< 199	1.1	0 to 1,000	
						N/A	2	0.55	< 599	2.0	1,001 to 1,150	
						N/A	3	0.40	< 799	3.0	1,151 to 1,300	
						N/A	4	0.30	< 999	4.0	1,301 to 1,450	
						N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

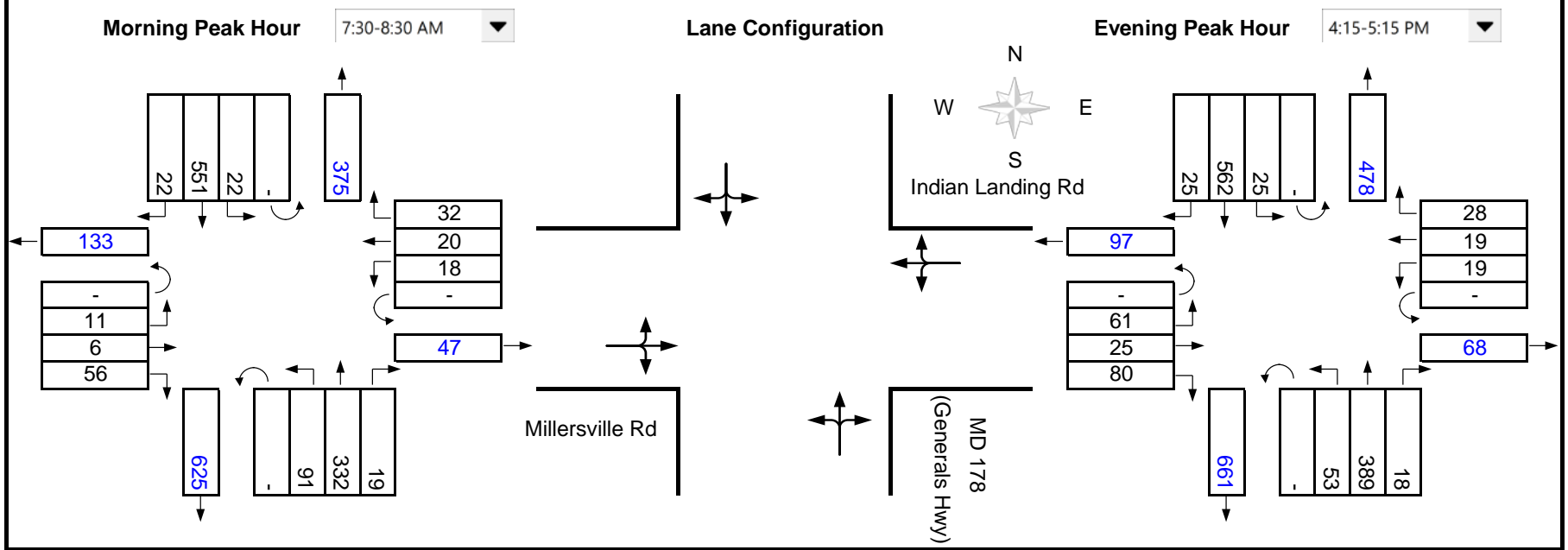
Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	75	1.00	75	-	75	*		NB	84	1.00	84	-	84	*
	EB	151	1.00	151	67	218	*		EB	204	1.00	204	72	276	*
	WB	232	1.00	232	-	232	*		WB	244	1.00	244	-	244	*

Remarks: v/c = 0.19	Total	307	Remarks: v/c = 0.23	Total	360
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 10/13/2021 (AM), 10/14/2021 (PM)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	0 to 1,000
				Signal X	NB YES	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB YES	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB YES	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB YES	4	0.30	< 999	4.0	E	1,451 to 1,600
					Dble. L.T.		0.60	> 1000	5.0	F	> 1,600

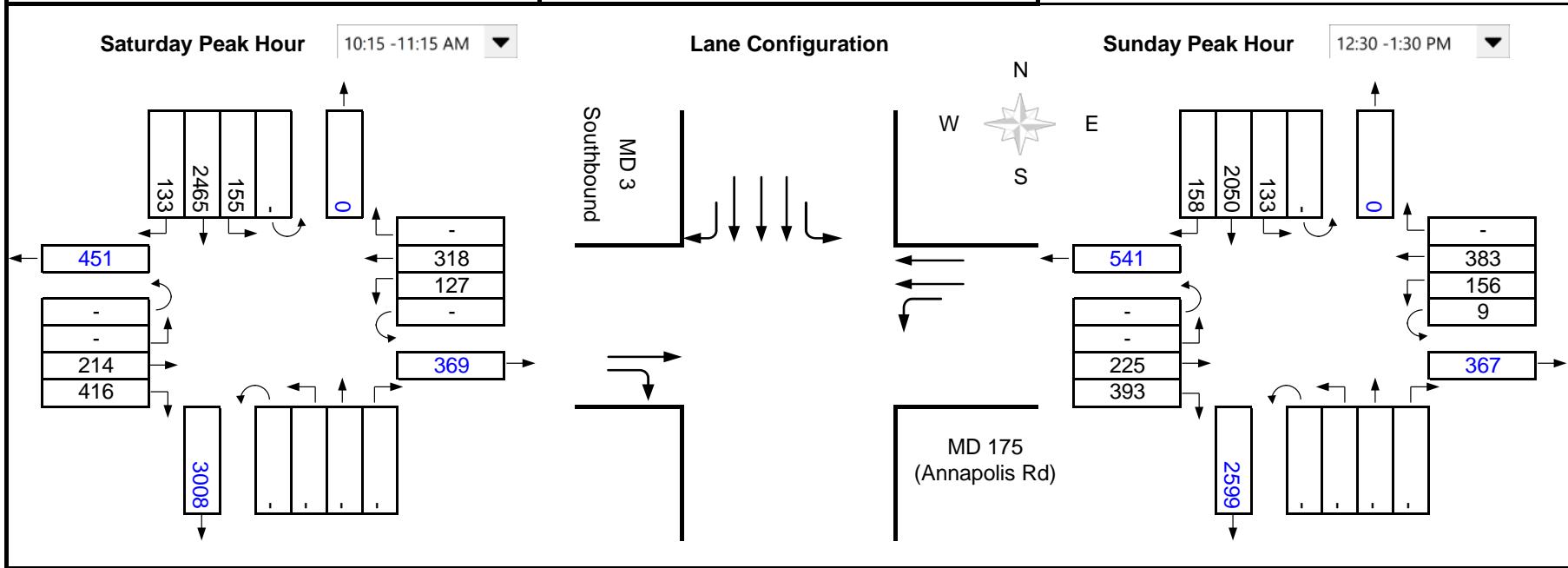
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	533	1.00	533	22	555			NB	513	1.00	513	25	538	
	SB	617	1.00	617	91	708	*		SB	637	1.00	637	53	690	*
	EB	74	1.00	74	18	92	*		EB	172	1.00	172	19	191	*
	WB	72	1.00	72	11	83			WB	68	1.00	68	61	129	

Remarks: v/c = 0.50	Total	800	Remarks: v/c = 0.55	Total	881
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 10/2/2021 (Sat), 10/3/2021 (Sun)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
φ	Phase	Duration	Signal							Stop	Ways	A
				X	NB	1	1.00	< 199	1.1	0 to 1,000		
					SB	2	0.55	< 599	2.0	1,001 to 1,150		
					EB	3	0.40	< 799	3.0	1,151 to 1,300		
					WB	4	0.30	< 999	4.0	1,301 to 1,450		
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

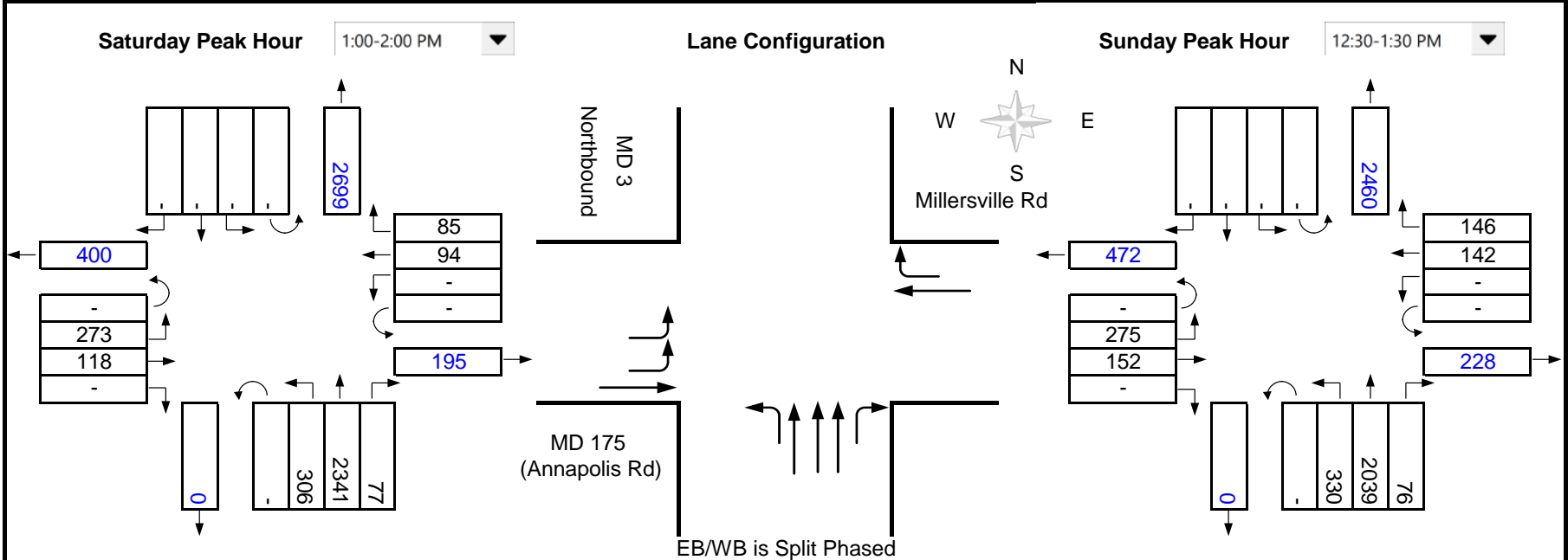
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2465	0.45	1109	-	1109	*		SB*	2050	0.45	923	-	923	*
	EB	416	1.00	416	127	543	*		EB	393	1.00	393	165	558	*
	WB**	318	0.75	239	-	239			WB**	383	0.75	287	-	287	
Remarks:		v/c = 1.03		Total		1652		Remarks:		v/c = 0.93		Total		1481	
Level of Service				F				Level of Service				E			

* 0.45 LUF due to downstream lane drop ** 0.75 LUF due to downstream lane reduction
 P:\2017\17141801\Design\08-Traffic\CLAs\Fall 2021\2021 Saturday & Sunday\01_MD 175 at MD 3 SB_Fall Weekend.xls



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 10/2/2021 (Sat), 10/3/2021 (Sun)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	
				Signal	NB	1	1.00	< 199	1.1	A	0 to 1,000
				Stop	SB	2	0.55	< 599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	< 799	3.0	C	1,151 to 1,300
					WB	4	0.30	< 999	4.0	D	1,301 to 1,450
						Dble. L.T.	0.60	> 1000	5.0	E	1,451 to 1,600
										F	> 1,600

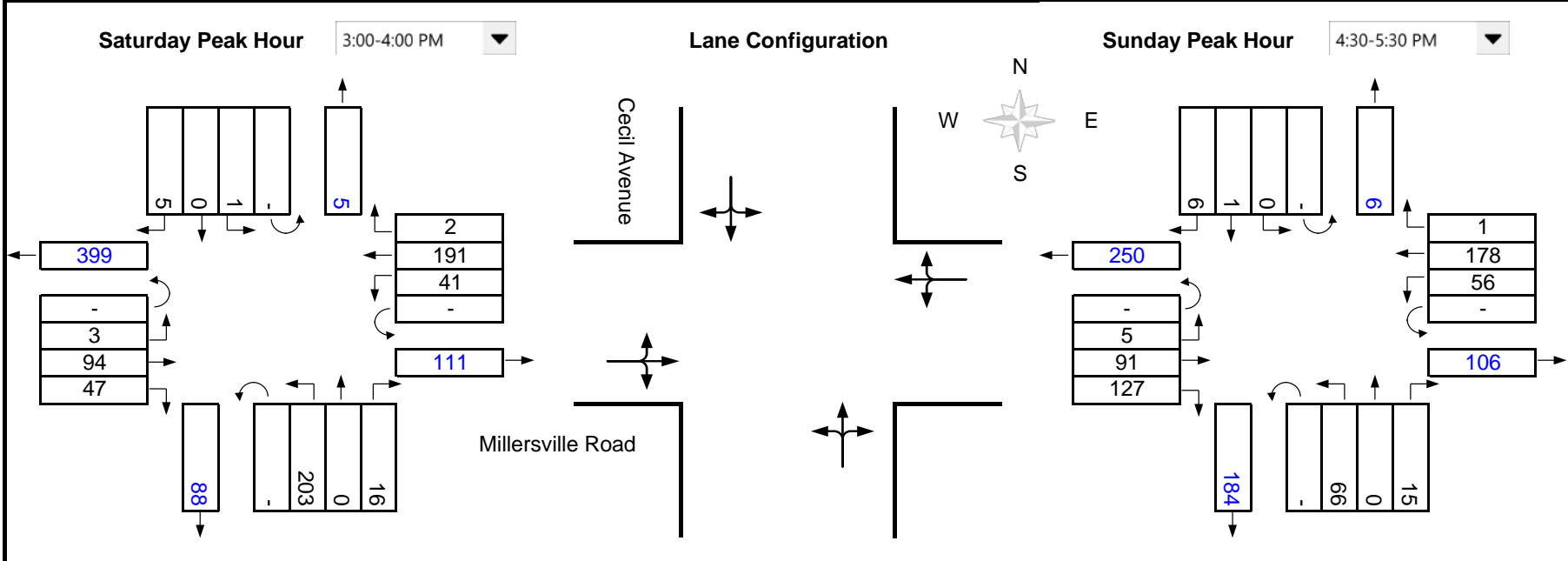
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2341	0.50	1171	-	1171	*		NB*	2039	0.50	1020	-	1020	*
1)	EB	273	0.60	164	-	164	*	2)	EB	275	0.60	165	-	165	*
	WB	94	1.00	94	-	94	*		WB	146	1.00	146	-	146	*
Remarks: v/c = 0.89		Total		1429		Remarks: v/c = 0.83		Total		1331					
1) (273)*0.6 > 118		Level of Service		D		2) (275)*0.6 > 152		Level of Service		D					

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 10/16/2021 (Sat), 10/17/2021 (Sun)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	<
				Stop	SB	2	<	599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150	
				Ways	EB	3	<	799	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300	
					WB	4	<	999	4.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600	
						Dble. L.T.	>	1000	5.0 <td>F</td> <td>> 1,600</td>	F	> 1,600	

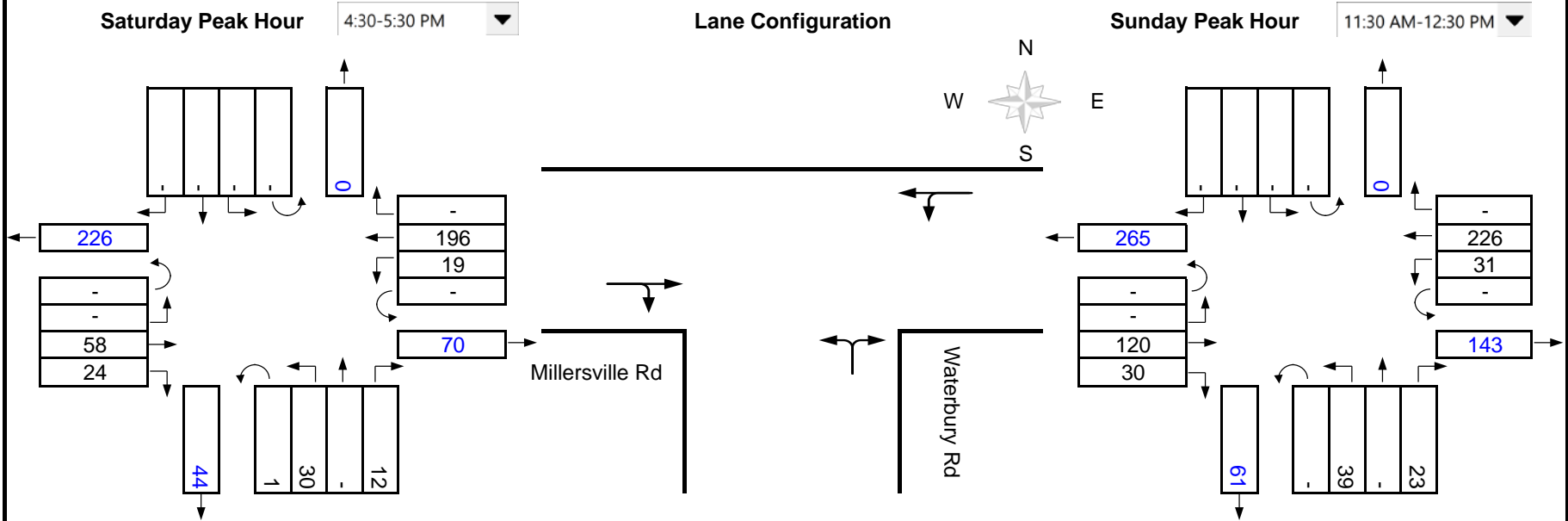
Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	239	1.00	239	1	240	*		NB	88	1.00	88	0	88	*
	SB	6	1.00	6	203	209			SB	7	1.00	7	66	73	
	EB	144	1.00	144	41	185			EB	224	1.00	224	56	280	
	WB	238	1.00	238	3	241	*		WB	291	1.00	291	5	296	*

Remarks: v/c = 0.30 Total 481 Remarks: v/c = 0.24 Total 384
 Level of Service: A Level of Service: A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 10/2/2021 (Sat), 10/3/2021 (Sun)
 Conditions: 2021 Existing (Fall)



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	0 to 1,000
				Signal	NB	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop	SB	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	EB	3	0.40	< 799	3.0	D	1,301 to 1,450
					WB	4	0.30	< 999	4.0	E	1,451 to 1,600
						Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

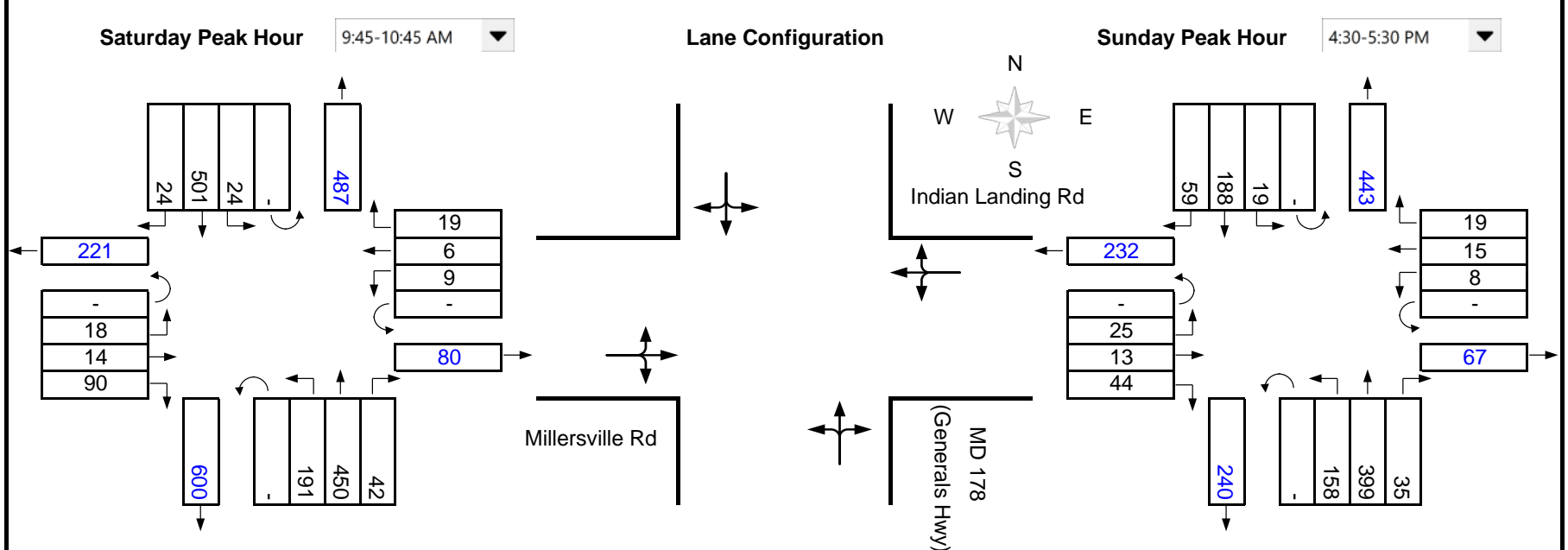
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	43	1.00	43	-	43	*		NB	62	1.00	62	-	62	*
	EB	82	1.00	82	19	101	*		EB	150	1.00	150	31	181	*
	WB	217	1.00	217	-	217	*		WB	260	1.00	260	-	260	*

Remarks: v/c = 0.16	Total	260	Remarks: v/c = 0.20	Total	322
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 10/16/2021 (Sat), 10/17/2021 (Sun)
 Conditions: 2021 Existing (Fall) ▼



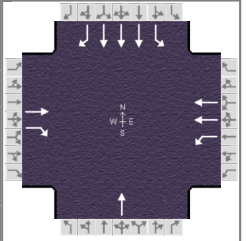
Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	C	1,151 to 1,300
					WB	4	0.30	<	999	4.0	D	1,301 to 1,450
						Dble. L.T.	0.60	>	1000	5.0	E	1,451 to 1,600
											F	> 1,600

Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	874	1.00	874	24	898	*		NB	750	1.00	750	19	769	*
	SB	573	1.00	573	191	764	*		SB	285	1.00	285	158	443	*
	EB	124	1.00	124	9	133	*		EB	85	1.00	85	8	93	*
	WB	35	1.00	35	18	53			WB	43	1.00	43	25	68	

Remarks: v/c = 0.64 Total 1031 Remarks: v/c = 0.54 Total 862
 Level of Service: B Level of Service: A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 7:15		
Intersection	MD 175/MD 3	File Name	2021 Existing AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		144	311	130	223			0		125	2513	135

Signal Information				Signal Timing (s)								Signal Phases							
Cycle, s	195.0	Reference Phase	2	Green	119.4	14.0	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Offset, s	0	Reference Point	Begin	Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On																

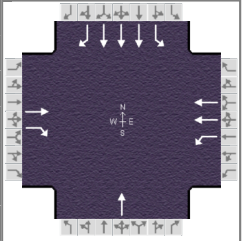
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		50.1	19.0	69.1		125.9		125.9
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		42.6	13.8	11.8				
Green Extension Time (g _e), s		1.1	0.2	1.5		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		0.16	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		157	338	141	242			0		136	2732	147
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		13.3	40.6	11.8	9.8			0.0		6.1	93.3	7.8
Cycle Queue Clearance Time (g _c), s		13.3	40.6	11.8	9.8			0.0		6.1	93.3	7.8
Green Ratio (g/C)		0.22	0.22	0.31	0.32			0.61		0.61	0.61	0.61
Capacity (c), veh/h		434	358	352	1131			1163		1145	3028	956
Volume-to-Capacity Ratio (X)		0.361	0.945	0.401	0.214			0.000		0.119	0.902	0.154
Back of Queue (Q), ft/ln (50 th percentile)		166.3	498.4	136.2	112.3			0		64.1	972.2	72.8
Back of Queue (Q), veh/ln (50 th percentile)		6.7	19.5	5.3	4.4			0.0		2.6	36.0	2.8
Queue Storage Ratio (RQ) (50 th percentile)		3.70	10.81	0.62	0.53			0.00		0.12	1.83	0.31
Uniform Delay (d ₁), s/veh		63.9	74.5	51.8	48.3			0.0		15.9	32.7	16.2
Incremental Delay (d ₂), s/veh		0.2	28.0	0.3	0.0			0.0		0.2	4.9	0.3
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		64.1	102.5	52.0	48.3			0.0		16.1	37.7	16.5
Level of Service (LOS)		E	F	D	D					B	D	B
Approach Delay, s/veh / LOS	90.3		F	49.7		D	0.0			35.7		D
Intersection Delay, s/veh / LOS	44.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.46	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.30	A	0.80	A	0.49	A	2.15	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.96
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 4:30
Intersection	MD 175/MD 3	File Name	2021 Existing PM Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		187	398	151	388			0		138	2449	143

Signal Information				Signal Phases								
Cycle, s	220.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	138.6	17.3	46.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

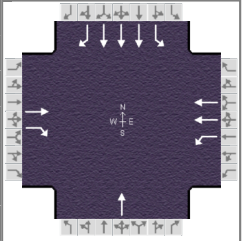
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		52.6	22.3	74.9		145.1		145.1
Change Period, (Y+R c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g s), s		48.0	17.2	21.7				
Green Extension Time (g e), s		0.0	0.2	2.2		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		195	415	157	404			0		144	2551	149	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g s), s		19.4	46.0	15.2	19.7			0.0		7.0	86.7	8.6	
Cycle Queue Clearance Time (g c), s		19.4	46.0	15.2	19.7			0.0		7.0	86.7	8.6	
Green Ratio (g/C)		0.21	0.21	0.30	0.31			0.63		0.63	0.63	0.63	
Capacity (c), veh/h		406	335	313	1095			1197		1173	3116	984	
Volume-to-Capacity Ratio (X)		0.480	1.239	0.503	0.369			0.000		0.123	0.819	0.151	
Back of Queue (Q), ft/ln (50 th percentile)		245.6	800.2	177	228.2			0		74.3	902.4	80.8	
Back of Queue (Q), veh/ln (50 th percentile)		9.8	31.3	6.9	8.9			0.0		3.0	33.4	3.2	
Queue Storage Ratio (RQ) (50 th percentile)		5.46	17.37	0.80	1.09			0.00		0.14	1.70	0.34	
Uniform Delay (d 1), s/veh		76.5	87.0	60.9	59.0			0.0		16.4	31.1	16.6	
Incremental Delay (d 2), s/veh		0.3	130.5	0.5	0.1			0.0		0.2	2.5	0.3	
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		76.8	217.5	61.3	59.1			0.0		16.6	33.6	17.0	
Level of Service (LOS)		E	F	E	E					B	C	B	
Approach Delay, s/veh / LOS		172.5	F	59.7	E		0.0			31.9	C		
Intersection Delay, s/veh / LOS		57.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.49	A	0.95	A	0.49	A	2.05	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 10:45		
Intersection	MD 175/MD 3	File Name	2021 Existing Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		155	376	136	293			0		123	2405	105

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	220.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin	Green	138.6	15.4	48.0	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0								

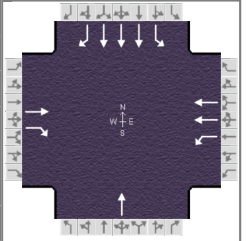
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		54.5	20.4	74.9		145.1		145.1
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		49.9	15.2	16.1				
Green Extension Time (g _e), s		0.0	0.2	1.8		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		158	384	139	299			0		126	2454	107
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		15.3	47.9	13.2	14.1			0.0		6.1	80.1	6.0
Cycle Queue Clearance Time (g _c), s		15.3	47.9	13.2	14.1			0.0		6.1	80.1	6.0
Green Ratio (g/C)		0.22	0.22	0.30	0.31			0.63		0.63	0.63	0.63
Capacity (c), veh/h		422	348	334	1094			1198		1173	3118	984
Volume-to-Capacity Ratio (X)		0.375	1.102	0.415	0.273			0.000		0.107	0.787	0.109
Back of Queue (Q), ft/ln (50 th percentile)		193	704	154.3	163.4			0		64.2	831	56.3
Back of Queue (Q), veh/ln (50 th percentile)		7.7	27.5	6.0	6.4			0.0		2.6	30.8	2.2
Queue Storage Ratio (RQ) (50 th percentile)		4.29	15.28	0.70	0.78			0.00		0.12	1.57	0.24
Uniform Delay (d ₁), s/veh		73.3	86.1	59.8	57.1			0.0		16.2	29.8	16.1
Incremental Delay (d ₂), s/veh		0.2	78.6	0.3	0.0			0.0		0.2	2.1	0.2
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		73.5	164.7	60.1	57.2			0.0		16.3	31.9	16.4
Level of Service (LOS)		E	F	E	E					B	C	B
Approach Delay, s/veh / LOS	138.1		F	58.1		E	0.0			30.6		C
Intersection Delay, s/veh / LOS	49.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.38	A	0.85	A	0.49	A	1.97	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 12:45		
Intersection	MD 175/MD 3	File Name	2021 Existing Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		180	379	140	291			0		112	2109	101

Signal Information				Signal Timing (s)								Signal Phases					
Cycle, s	120.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	61.2	8.9	31.9	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0							

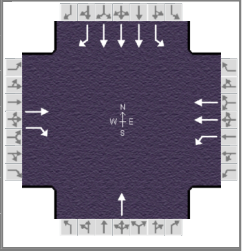
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		38.4	13.9	52.3		67.7		67.7
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		30.1	8.8	8.8				
Green Extension Time (g _e), s		1.8	0.2	1.8		0.0		0.0
Phase Call Probability		1.00	0.99	1.00				
Max Out Probability		0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		184	387	143	297			0		114	2152	103
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		9.2	28.1	6.8	6.8			0.0		4.0	45.3	4.2
Cycle Queue Clearance Time (g _c), s		9.2	28.1	6.8	6.8			0.0		4.0	45.3	4.2
Green Ratio (g/C)		0.27	0.27	0.36	0.38			0.51		0.51	0.51	0.51
Capacity (c), veh/h		515	425	415	1345			969		982	2521	796
Volume-to-Capacity Ratio (X)		0.356	0.910	0.344	0.221			0.000		0.116	0.854	0.129
Back of Queue (Q), ft/ln (50 th percentile)		109	295	73.4	72.8			0		39.3	447.6	36.8
Back of Queue (Q), veh/ln (50 th percentile)		4.4	11.5	2.9	2.8			0.0		1.6	16.6	1.4
Queue Storage Ratio (RQ) (50 th percentile)		2.42	6.40	0.33	0.35			0.00		0.07	0.84	0.16
Uniform Delay (d ₁), s/veh		35.7	42.7	27.6	25.0			0.0		15.4	25.5	15.4
Incremental Delay (d ₂), s/veh		0.2	5.3	0.2	0.0			0.0		0.2	3.9	0.3
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		35.9	47.9	27.8	25.1			0.0		15.6	29.4	15.8
Level of Service (LOS)		D	D	C	C					B	C	B
Approach Delay, s/veh / LOS	44.0		D	25.9		C	0.0			28.2		C
Intersection Delay, s/veh / LOS			30.6							C		

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	2.13	B	2.44	B	2.09	B	2.10
Bicycle LOS Score / LOS	1.43	A	0.85	A	0.49	A	1.79	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.90		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 7:15		
Intersection	MD 175/MD 3	File Name	2021 Existing AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		210	360	143	278			0		108	2493	103

Signal Information													
Cycle, s	180.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green	101.0	13.8	47.2	0.0	0.0	0.0					
		Yellow	5.5	4.0	3.5	0.0	0.0	0.0					
		Red	1.0	1.0	3.0	0.0	0.0	0.0					

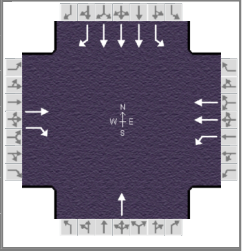
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		53.7	18.8	72.5		107.5		107.5
Change Period, ($Y+R_c$), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g_s), s		46.3	13.6	13.0				
Green Extension Time (g_e), s		0.9	0.2	2.0		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		0.89	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		233	400	159	309			0		120	2770	114
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g_s), s		18.2	44.3	11.6	11.0			0.0		5.6	100.6	6.2
Cycle Queue Clearance Time (g_c), s		18.2	44.3	11.6	11.0			0.0		5.6	100.6	6.2
Green Ratio (g/C)		0.26	0.26	0.35	0.37			0.56		0.56	0.56	0.56
Capacity (c), veh/h		508	419	357	1291			1066		1055	2775	876
Volume-to-Capacity Ratio (X)		0.459	0.954	0.445	0.239			0.000		0.114	0.998	0.131
Back of Queue (Q), ft/ln (50 th percentile)		224.9	551.4	132	123.9			0		59.1	1132.1	58.6
Back of Queue (Q), veh/ln (50 th percentile)		9.0	21.5	5.2	4.8			0.0		2.4	41.9	2.3
Queue Storage Ratio (RQ) (50 th percentile)		5.00	11.97	0.60	0.59			0.00		0.11	2.14	0.25
Uniform Delay (d_1), s/veh		55.7	65.3	43.1	39.6			0.0		18.6	39.4	18.7
Incremental Delay (d_2), s/veh		0.2	30.1	0.3	0.0			0.0		0.2	16.6	0.3
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		55.9	95.5	43.4	39.6			0.0		18.8	56.0	19.0
Level of Service (LOS)		E	F	D	D					B	E	B
Approach Delay, s/veh / LOS		80.9	F	40.9	D			0.0		53.1	D	
Intersection Delay, s/veh / LOS		56.0								E		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.14	B	2.45	B	2.10	B	2.10	B
Bicycle LOS Score / LOS	1.53	B	0.87	A	0.49	A	2.14	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 4:45		
Intersection	MD 175/MD 3	File Name	2021 Existing PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		216	393	128	323			0		123	2911	124

Signal Information				Signal Phases													
Cycle, s	220.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
		Green	138.6	14.6	48.8	0.0	0.0	0.0									
		Yellow	5.5	4.0	3.5	0.0	0.0	0.0									
		Red	1.0	1.0	3.0	0.0	0.0	0.0									

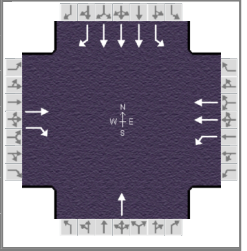
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		55.3	19.6	74.9		145.1		145.1
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		50.7	14.4	17.7				
Green Extension Time (g _e), s		0.0	0.2	2.0		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8		6		5	2	12	
Adjusted Flow Rate (v), veh/h		220	401	131	330		0		126	2970	127	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761		1900		1810	1649	1561	
Queue Service Time (g _s), s		22.0	48.7	12.4	15.7		0.0		6.1	122.3	7.2	
Cycle Queue Clearance Time (g _c), s		22.0	48.7	12.4	15.7		0.0		6.1	122.3	7.2	
Green Ratio (g/C)		0.22	0.22	0.30	0.31		0.63		0.63	0.63	0.63	
Capacity (c), veh/h		430	354	287	1094		1198		1173	3118	984	
Volume-to-Capacity Ratio (X)		0.513	1.132	0.455	0.301		0.000		0.107	0.953	0.129	
Back of Queue (Q), ft/ln (50 th percentile)		277.8	741.2	144.6	181.9		0		64.2	1310.4	67.4	
Back of Queue (Q), veh/ln (50 th percentile)		11.1	29.0	5.6	7.1		0.0		2.6	48.5	2.6	
Queue Storage Ratio (RQ) (50 th percentile)		6.17	16.08	0.66	0.87		0.00		0.12	2.47	0.29	
Uniform Delay (d ₁), s/veh		75.2	85.6	60.3	57.7		0.0		16.1	37.6	16.4	
Incremental Delay (d ₂), s/veh		0.4	88.6	0.4	0.1		0.0		0.2	8.4	0.3	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		75.7	174.3	60.7	57.7		0.0		16.3	46.0	16.6	
Level of Service (LOS)		E	F	E	E				B	D	B	
Approach Delay, s/veh / LOS	139.3		F	58.6		E	0.0		43.7		D	
Intersection Delay, s/veh / LOS	59.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.51	B	0.87	A	0.49	A	2.26	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 10:15		
Intersection	MD 175/MD 3	File Name	2021 Existing Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		214	416	127	318			0		155	2465	133

Signal Information													
Cycle, s	125.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	62.6	8.3	36.1	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0			
				Red	1.0	1.0	3.0	0.0	0.0	0.0			

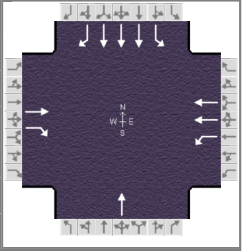
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		42.6	13.3	55.9		69.1		69.1
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		34.1	8.2	9.7				
Green Extension Time (g _e), s		2.0	0.2	2.0		0.0		0.0
Phase Call Probability		1.00	0.99	1.00				
Max Out Probability		0.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8		6		5	2	12	
Adjusted Flow Rate (v), veh/h		218	424	130	324		0		158	2515	136	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761		1900		1810	1649	1561	
Queue Service Time (g _s), s		11.3	32.1	6.2	7.7		0.0		6.0	62.6	5.9	
Cycle Queue Clearance Time (g _c), s		11.3	32.1	6.2	7.7		0.0		6.0	62.6	5.9	
Green Ratio (g/C)		0.29	0.29	0.37	0.40		0.50		0.50	0.50	0.50	
Capacity (c), veh/h		560	462	403	1393		951		963	2475	781	
Volume-to-Capacity Ratio (X)		0.390	0.919	0.321	0.233		0.000		0.164	1.016	0.174	
Back of Queue (Q), ft/ln (50 th percentile)		133.3	349.8	67.3	82		0		60.2	732.9	53.5	
Back of Queue (Q), veh/ln (50 th percentile)		5.3	13.7	2.6	3.2		0.0		2.4	27.1	2.1	
Queue Storage Ratio (RQ) (50 th percentile)		2.96	7.59	0.31	0.39		0.00		0.11	1.38	0.23	
Uniform Delay (d ₁), s/veh		35.6	43.0	27.4	25.2		0.0		17.1	31.2	17.1	
Incremental Delay (d ₂), s/veh		0.2	9.4	0.2	0.0		0.0		0.4	22.2	0.5	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		35.8	52.4	27.6	25.2		0.0		17.5	53.4	17.6	
Level of Service (LOS)		D	D	C	C				B	F	B	
Approach Delay, s/veh / LOS	46.7		D	25.9		C	0.0		49.7		D	
Intersection Delay, s/veh / LOS	46.4						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.13	B	2.44	B	2.10	B	2.10	B
Bicycle LOS Score / LOS	1.55	B	0.86	A	0.49	A	2.03	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 12:30		
Intersection	MD 175/MD 3	File Name	2021 Existing Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		225	393	165	383			0		133	2050	158

Signal Information				Signal Phases								
Cycle, s	225.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	143.5	19.9	43.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

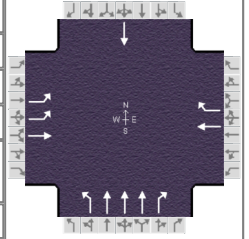
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		50.1	24.9	75.0		150.0		150.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		45.6	19.7	22.5				
Green Extension Time (g _e), s		0.0	0.2	2.3		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8		6		5	2	12		
Adjusted Flow Rate (v), veh/h		239	418	176	407		0		141	2181	168		
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761		1900		1810	1649	1561		
Queue Service Time (g _s), s		25.5	43.6	17.7	20.5		0.0		6.9	64.2	9.8		
Cycle Queue Clearance Time (g _c), s		25.5	43.6	17.7	20.5		0.0		6.9	64.2	9.8		
Green Ratio (g/C)		0.19	0.19	0.29	0.30		0.64		0.64	0.64	0.64		
Capacity (c), veh/h		376	310	277	1071		1212		1187	3156	996		
Volume-to-Capacity Ratio (X)		0.637	1.350	0.633	0.380		0.000		0.119	0.691	0.169		
Back of Queue (Q), ft/ln (50 th percentile)		330	855.8	207.3	238.5		0		73	664.2	92.4		
Back of Queue (Q), veh/ln (50 th percentile)		13.2	33.4	8.1	9.3		0.0		2.9	24.6	3.6		
Queue Storage Ratio (RQ) (50 th percentile)		7.33	18.57	0.94	1.14		0.00		0.14	1.25	0.39		
Uniform Delay (d ₁), s/veh		83.4	90.7	64.8	61.6		0.0		16.0	26.4	16.5		
Incremental Delay (d ₂), s/veh		2.7	177.4	0.9	0.1		0.0		0.2	1.3	0.4		
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0		
Control Delay (d), s/veh		86.2	268.1	65.7	61.7		0.0		16.2	27.6	16.9		
Level of Service (LOS)		F	F	E	E				B	C	B		
Approach Delay, s/veh / LOS		201.8	F	62.9	E		0.0		26.3	C			
Intersection Delay, s/veh / LOS		62.9			E			E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.57	B	0.97	A	0.49	A	1.86	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 7:30		
Intersection	Millersville Road/MD 3	File Name	2021 Existing AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	249	90			87	207	226	2168	38		0	

Signal Information											
Cycle, s	220.0	Reference Phase	2								
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

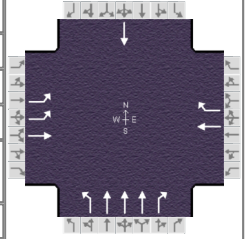
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		26.1		39.6		154.3		154.3
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.2		0.0		0.0
Queue Clearance Time (g _s), s		18.8		32.5				
Green Extension Time (g _e), s		0.8		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	271	98			95	225	246	2357	41		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	16.8	10.7			10.1	30.5	11.5	61.2	1.9		0.0	
Cycle Queue Clearance Time (g _c), s	16.8	10.7			10.1	30.5	11.5	61.2	1.9		0.0	
Green Ratio (g/C)	0.09	0.09			0.15	0.15	0.67	0.67	0.67		0.67	
Capacity (c), veh/h	311	172			278	242	1240	3454	1075		1207	
Volume-to-Capacity Ratio (X)	0.869	0.570			0.340	0.931	0.198	0.682	0.038		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	195.9	136.7			125	330.4	125.4	629.6	18.7		0	
Back of Queue (Q), veh/ln (50 th percentile)	7.8	5.5			4.9	13.2	5.0	25.2	0.7		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	4.35	3.04			0.60	1.61	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	99.0	96.2			83.7	92.3	14.1	22.3	12.5		0.0	
Incremental Delay (d ₂), s/veh	2.9	1.1			0.3	6.7	0.4	1.1	0.1		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	101.9	97.3			83.9	99.0	14.4	23.4	12.6		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	100.7	F		94.5	F		22.4	C		0.0		
Intersection Delay, s/veh / LOS	38.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.10	A	1.01	A	1.94	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1> 4:15		
Intersection	Millersville Road/MD 3	File Name	2021 Existing PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	197	138			104	178	350	2372	47		0	

Signal Information												
Cycle, s	220.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	153.8	18.5	27.2	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

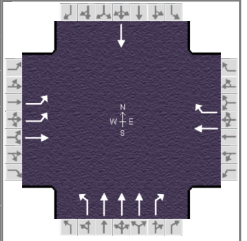
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		25.0		33.7		161.3		161.3
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.2		0.0		0.0
Queue Clearance Time (g _s), s		17.8		26.6				
Green Extension Time (g _e), s		0.7		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	201	141			106	182	357	2420	48		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	12.3	15.8			11.7	24.6	16.3	58.1	2.0		0.0	
Cycle Queue Clearance Time (g _c), s	12.3	15.8			11.7	24.6	16.3	58.1	2.0		0.0	
Green Ratio (g/C)	0.08	0.08			0.12	0.12	0.70	0.70	0.70		0.70	
Capacity (c), veh/h	295	163			228	198	1298	3619	1126		1265	
Volume-to-Capacity Ratio (X)	0.682	0.866			0.465	0.917	0.275	0.669	0.043		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	141.9	206.6			146.3	267.7	174.6	587.1	19.4		0	
Back of Queue (Q), veh/ln (50 th percentile)	5.7	8.3			5.7	10.7	7.0	23.5	0.8		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.15	4.59			0.70	1.31	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	97.9	99.5			89.7	95.3	12.4	18.7	10.3		0.0	
Incremental Delay (d ₂), s/veh	1.0	5.3			0.5	6.8	0.5	1.0	0.1		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	98.9	104.8			90.2	102.1	12.9	19.7	10.3		0.0	
Level of Service (LOS)	F	F			F	F	B	B	B			
Approach Delay, s/veh / LOS	101.3	F		97.7	F		18.7	B		0.0		
Intersection Delay, s/veh / LOS	33.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.05	A	0.96	A	2.04	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Summer	Analysis Period	1 > 2:30		
Intersection	Millersville Road/MD 3	File Name	2021 Existing Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	207	95			83	111	248	2483	54		0	

Signal Information												
Cycle, s	225.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	170.4	16.0	18.1	0.0	0.0	0.0						
Yellow	5.5	3.5	3.5	0.0	0.0	0.0						
Red	2.0	3.0	3.0	0.0	0.0	0.0						

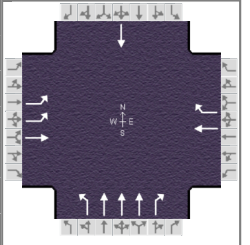
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		22.5		24.6		177.9		177.9
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		15.4		17.7				
Green Extension Time (g _e), s		0.6		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	211	97			85	113	253	2534	55		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	13.4	11.0			9.9	15.7	8.9	52.4	1.9		0.0	
Cycle Queue Clearance Time (g _c), s	13.4	11.0			9.9	15.7	8.9	52.4	1.9		0.0	
Green Ratio (g/C)	0.07	0.07			0.08	0.08	0.76	0.76	0.76		0.76	
Capacity (c), veh/h	250	138			149	129	1402	3920	1219		1370	
Volume-to-Capacity Ratio (X)	0.846	0.704			0.570	0.879	0.180	0.646	0.045		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	157	142.5			124.9	172.1	91.5	507.3	17.8		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.3	5.7			4.9	6.9	3.7	20.3	0.7		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.49	3.17			0.59	0.84	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	103.3	102.2			99.7	102.4	7.7	13.0	6.9		0.0	
Incremental Delay (d ₂), s/veh	3.1	2.5			1.3	7.2	0.3	0.8	0.1		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	106.3	104.6			101.0	109.5	8.0	13.8	6.9		0.0	
Level of Service (LOS)	F	F			F	F	A	B	A			
Approach Delay, s/veh / LOS	105.8	F		105.9	F		13.2	B		0.0		
Intersection Delay, s/veh / LOS	27.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.87	B	2.06	B
Bicycle LOS Score / LOS	1.00	A	0.81	A	2.05	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 7:15		
Intersection	Millersville Road/MD 3	File Name	2021 Existing AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	272	88			111	269	248	2495	15		0	

Signal Information												
Cycle, s	200.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	120.7	19.7	39.2	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

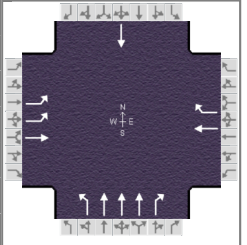
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		26.2		45.7		128.2		128.2
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.1		3.2		0.0		0.0
Queue Clearance Time (g _s), s		18.8		38.3				
Green Extension Time (g _e), s		0.8		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	299	97			122	296	273	2742	16		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	16.8	9.5			11.4	36.3	14.1	89.4	0.8		0.0	
Cycle Queue Clearance Time (g _c), s	16.8	9.5			11.4	36.3	14.1	89.4	0.8		0.0	
Green Ratio (g/C)	0.10	0.10			0.20	0.20	0.60	0.60	0.60		0.60	
Capacity (c), veh/h	345	190			362	314	1128	3123	972		1091	
Volume-to-Capacity Ratio (X)	0.868	0.509			0.337	0.941	0.242	0.878	0.017		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	195	120.6			139.5	389.5	155.8	948.3	8.1		0	
Back of Queue (Q), veh/ln (50 th percentile)	7.8	4.8			5.4	15.6	6.2	37.9	0.3		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	4.33	2.68			0.66	1.90	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	88.9	85.6			69.2	79.3	18.5	33.5	15.9		0.0	
Incremental Delay (d ₂), s/veh	2.6	0.8			0.2	6.0	0.5	3.9	0.0		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	91.5	86.4			69.4	85.2	19.0	37.3	15.9		0.0	
Level of Service (LOS)	F	F			E	F	B	D	B			
Approach Delay, s/veh / LOS	90.3	F		80.6	F		35.6	D		0.0		
Intersection Delay, s/veh / LOS	46.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.18	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.14	A	1.18	A	2.15	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.97		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 4:15		
Intersection	Millersville Road/MD 3	File Name	2021 Existing PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	229	159			118	167	311	2456	68		0	

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	220.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	152.4	21.2	25.9	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	3.5	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0	3.0	0.0	0.0	0.0							

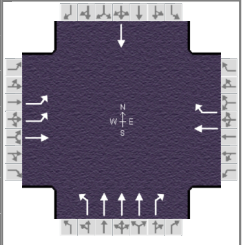
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		27.7		32.4		159.9		159.9
Change Period, ($Y+R_c$), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.2		0.0		0.0
Queue Clearance Time (g_s), s		20.4		25.3				
Green Extension Time (g_e), s		0.8		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	236	164			122	172	321	2532	70		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g_s), s	14.4	18.4			13.7	23.3	14.6	64.7	3.1		0.0	
Cycle Queue Clearance Time (g_c), s	14.4	18.4			13.7	23.3	14.6	64.7	3.1		0.0	
Green Ratio (g/C)	0.10	0.10			0.12	0.12	0.69	0.69	0.69		0.69	
Capacity (c), veh/h	338	186			218	189	1286	3585	1115		1253	
Volume-to-Capacity Ratio (X)	0.699	0.880			0.559	0.912	0.249	0.706	0.063		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	166	239.9			170.7	253.8	156.9	657	29.5		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.6	9.6			6.7	10.2	6.3	26.3	1.2		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.69	5.33			0.81	1.24	0.00	0.00	0.00		0.00	
Uniform Delay (d_1), s/veh	96.3	98.1			91.7	95.9	12.6	20.3	10.9		0.0	
Incremental Delay (d_2), s/veh	1.0	5.2			0.8	6.8	0.5	1.2	0.1		0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	97.3	103.3			92.5	102.7	13.1	21.5	11.0		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	99.7	F		98.5	F		20.3	C		0.0		
Intersection Delay, s/veh / LOS	35.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.15	A	0.97	A	2.10	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 1:00		
Intersection	Millersville Road/MD 3	File Name	2021 Existing Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	273	118			94	85	306	2341	77		0	

Signal Information				Signal Timing								
Cycle, s	175.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	125.3	17.1	12.1	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

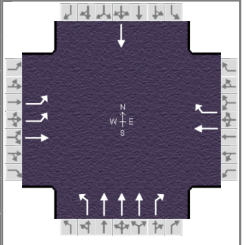
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		23.6		18.6		132.8		132.8
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		16.3		11.7				
Green Extension Time (g _e), s		0.9		0.3		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	290	126			100	90	326	2490	82		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	14.3	11.0			9.3	9.7	10.9	46.1	2.7		0.0	
Cycle Queue Clearance Time (g _c), s	14.3	11.0			9.3	9.7	10.9	46.1	2.7		0.0	
Green Ratio (g/C)	0.10	0.10			0.07	0.07	0.72	0.72	0.72		0.72	
Capacity (c), veh/h	343	189			128	111	1337	3706	1153		1295	
Volume-to-Capacity Ratio (X)	0.846	0.664			0.784	0.817	0.244	0.672	0.071		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	163.9	138.6			117.6	105.2	110.3	437.4	24.1		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.6	5.5			4.6	4.2	4.4	17.5	1.0		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.64	3.08			0.56	0.51	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	77.6	76.1			80.2	80.4	8.6	13.6	7.4		0.0	
Incremental Delay (d ₂), s/veh	2.2	1.5			4.0	5.5	0.4	1.0	0.1		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	79.9	77.6			84.1	85.9	9.0	14.6	7.6		0.0	
Level of Service (LOS)	E	E			F	F	A	B	A			
Approach Delay, s/veh / LOS	79.2	E		85.0	F		13.8	B		0.0		
Intersection Delay, s/veh / LOS	25.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.17	B	1.88	B	2.07	B
Bicycle LOS Score / LOS	1.17	A	0.80	A	2.08	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2021 Existing Fall	Analysis Period	1 > 12:30		
Intersection	Millersville Road/MD 3	File Name	2021 Existing Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	275	152			142	146	330	2039	76		0	

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	150.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	96.5	15.7	17.3	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	3.5	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0	3.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		22.2		23.8		104.0		104.0
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		14.7		16.7				
Green Extension Time (g _e), s		1.0		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	302	167			156	160	363	2241	84		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	12.7	12.7			12.2	14.7	13.4	40.8	2.9		0.0	
Cycle Queue Clearance Time (g _c), s	12.7	12.7			12.2	14.7	13.4	40.8	2.9		0.0	
Green Ratio (g/C)	0.10	0.10			0.12	0.12	0.64	0.64	0.64		0.64	
Capacity (c), veh/h	366	202			213	185	1212	3330	1036		1164	
Volume-to-Capacity Ratio (X)	0.825	0.827			0.731	0.866	0.299	0.673	0.081		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	143.8	161			149.9	156.3	138.8	394.9	27		0	
Back of Queue (Q), veh/ln (50 th percentile)	5.8	6.4			5.9	6.3	5.6	15.8	1.1		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.19	3.58			0.71	0.76	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	65.8	65.8			64.1	65.2	11.9	16.8	10.1		0.0	
Incremental Delay (d ₂), s/veh	1.8	3.3			1.8	4.7	0.6	1.1	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	67.6	69.1			65.9	69.9	12.6	17.9	10.2		0.0	
Level of Service (LOS)	E	E			E	E	B	B	B			
Approach Delay, s/veh / LOS	68.2	E		67.9	E		17.0	B		0.0		
Intersection Delay, s/veh / LOS	28.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.17	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.26	A	1.01	A	1.97	B	0.49	A

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville Rd**
 SEGMENT LIMITS FROM: **Crain Hwy SB**
 TO: **Crain Hwy NB**
 CONDITION OF ANALYSIS: **Existing**
 TODAY'S DATE: **4\7\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (x.xx miles): **0.12**
 SECTION TYPE (open or closed): **closed**
 SEGMENT ADT: **8000**
 SEGMENT PEAK HOUR VOLUME (two-way): **810**
 SEGMENT PEAK HOUR VOLUME (one-way): **430**
 ROADWAY CLASSIFICATION: **CLASS 4**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:

ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
MINIMUM LANE WIDTH (x.x feet)	10	8.5	1.385	11.8
MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	4.5	1	0.154	0.2
MINIMUM PAVEMENT CONDITION	Very Good	10	1.231	12.3
MINIMUM SIGHT DISTANCE (feet)	600	10	1.538	15.4
MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.385	13.8
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Good	8.5	1.077	9.2
SIDEWALKS	Very Poor	1	1.231	1.2
FREQUENCY OF ACCESS (feet per segment)	60	7	0.769	5.4
ACCESS CONVERSION (feet per mile)	500			
TRAFFIC SERVICE:		10	1.231	12.3
NUMBER OF LANES (one-way)	3			
PEAK HOUR VOLUME (one-way)	430			
COMPUTED "V/C" RATIO	0.23			

***** ROAD RATING = TOTAL: 82

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millerville Rd
 SEGMENT LIMITS FROM: Crain Hwy NB
 TO: Cecil Ave
 CONDITION OF ANALYSIS: Existing
 TODAY'S DATE: 4\7\2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (x.xx miles): 0.32
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 6000
 SEGMENT PEAK HOUR VOLUME (two-way): 600
 SEGMENT PEAK HOUR VOLUME (one-way): 375
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
MINIMUM LANE WIDTH (x.x feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	1	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Good	8.5	1.143	9.7
MINIMUM SIGHT DISTANCE (feet)	800	12	1.429	17.1
MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	60	12	0.714	8.6
ACCESS CONVERSION (feet per mile)	150			
TRAFFIC SERVICE:		8.5	1.143	9.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	375			
COMPUTED "V/C" RATIO	0.60			

***** ROAD RATING = TOTAL: 83

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Cecil Avenue**
 TO: **Elem. School W Entr**
 CONDITION OF ANALYSIS: **Existing**
 TODAY'S DATE: **4\7\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (x.xx miles): **0.48**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **3400**
 SEGMENT PEAK HOUR VOLUME (two-way): **360**
 SEGMENT PEAK HOUR VOLUME (one-way): **205**
 ROADWAY CLASSIFICATION: **CLASS 3**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:

ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
MINIMUM LANE WIDTH (x.x feet)	10	8.5	1.094	9.3
MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	0	1	0.938	0.9
MINIMUM PAVEMENT CONDITION	Good	8.5	1.094	9.3
MINIMUM SIGHT DISTANCE (feet)	1000	12	1.563	18.8
MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.406	14.1
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	0.938	6.6
SIDEWALKS	Very Poor	7	1.250	8.8
FREQUENCY OF ACCESS (feet per segment)	340	7	0.625	4.4
ACCESS CONVERSION (feet per mile)	708			
TRAFFIC SERVICE:		8.5	1.094	9.3
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	205			
COMPUTED "V/C" RATIO	0.63			

***** ROAD RATING = TOTAL: 81

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Elem. School W Entr**
 TO: **Coleus Dr**
 CONDITION OF ANALYSIS: **Existing**
 TODAY'S DATE: **4\7\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (x.xx miles): **0.70**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **3750**
 SEGMENT PEAK HOUR VOLUME (two-way): **370**
 SEGMENT PEAK HOUR VOLUME (one-way): **225**
 ROADWAY CLASSIFICATION: **CLASS 3**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:	ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
	MINIMUM LANE WIDTH (x.x feet)	10	8.5	1.094	9.3
	MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	0	1	0.938	0.9
	MINIMUM PAVEMENT CONDITION	Fair	7	1.094	7.7
	MINIMUM SIGHT DISTANCE (feet)	100	1	1.563	1.6
	MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.406	14.1
	INTERSECTING ROAD POSTED SPEED (mph)	N/A			
	ROADSIDE FRICTION	Fair	7	0.938	6.6
	SIDEWALKS	Very Poor	7	1.250	8.8
	FREQUENCY OF ACCESS (feet per segment)	350	8.5	0.625	5.3
	ACCESS CONVERSION (feet per mile)	500			
	TRAFFIC SERVICE:		8.5	1.094	9.3
	NUMBER OF LANES (one-way)	1			
	PEAK HOUR VOLUME (one-way)	225			
	COMPUTED "V/C" RATIO	0.69			

***** ROAD RATING = TOTAL: 63

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Coleus Dr**
 TO: **General Hwy (178)**
 CONDITION OF ANALYSIS: **Existing**
 TODAY'S DATE: **4\7\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (x.xx miles): **0.12**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **2700**
 SEGMENT PEAK HOUR VOLUME (two-way): **260**
 SEGMENT PEAK HOUR VOLUME (one-way): **165**
 ROADWAY CLASSIFICATION: **CLASS 3**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:	ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
	MINIMUM LANE WIDTH (x.x feet)	9.5	8.5	1.094	9.3
	MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	0	1	0.938	0.9
	MINIMUM PAVEMENT CONDITION	Fair	7	1.094	7.7
	MINIMUM SIGHT DISTANCE (feet)	650	12	1.563	18.8
	MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.406	14.1
	INTERSECTING ROAD POSTED SPEED (mph)	N/A			
	ROADSIDE FRICTION	Fair	7	0.938	6.6
	SIDEWALKS	Very Poor	7	1.250	8.8
	FREQUENCY OF ACCESS (feet per segment)	128	4	0.625	2.5
	ACCESS CONVERSION (feet per mile)	1067			
	TRAFFIC SERVICE:		8.5	1.094	9.3
	NUMBER OF LANES (one-way)	1			
	PEAK HOUR VOLUME (one-way)	165			
	COMPUTED "V/C" RATIO	0.51			

***** ROAD RATING = TOTAL: 78



APPENDIX H

Background Development Trip Data

From Gambrills Station TIS

BACKGROUND DEVELOPMENTS

	<u>AM</u>		<u>PM</u>		<u>SAT</u>		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
1. Waugh Chapel Business Center							
C2013-0081							
Business Park							
<u>ITE Land Use Code 770</u>							
Per ksf	1.18	0.21	0.35	1.00	0.23	0.20	13.59
241,112 gsf	284	50	85	241	55	48	3276
Specialty Retail							
<u>ITE Land Use Code 826</u>							
Per ksf *	3.28	3.56	2.81	2.21	3.28	3.56	44.32
18,000 gsf	59	64	51	39	59	64	798
Total Trips	343	114	136	280	114	112	4074
2. Waugh Chapel Towne Center II							
S1996-137; P2013-0098							
<u>ITE Land Use Code 220</u>							
Per apt	0.10	0.40	0.40	0.22	0.27	0.22	6.56
246 apts	25	99	99	54	66	54	1614
<u>ITE Land Use Code 230</u>							
Per thu	0.10	0.49	0.45	0.22	0.60	0.51	7.00
52 thu	5	26	24	11	31	27	364
3. Enclave @ Waugh Chapel							
S1996-137; P2014-0112							
<u>ITE Land Use Code 230</u>							
Per thu	0.09	0.43	0.40	0.20	0.39	0.33	6.45
98 thu	9	42	40	19	38	33	632
TOTAL BACKGROUNDS							
2 & 3	39	167	163	84	135	114	2610

* In order to create a worse-case scenario, we have used AM and PM peak hour of the generator rates. Since Saturday rates are not available, we have used AM rates.

BACKGROUND DEVELOPMENTS (Continued)

	<u>AM</u>		<u>PM</u>		<u>SAT</u>		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
4. Harris Property (2525 Evergreen)							
Hotel							
<u>ITE Land Use Code 310</u>							
Per room	0.31	0.22	0.31	0.29	0.40	0.32	8.17
83 rooms	26	18	26	24	33	27	678
Specialty Retail Center							
<u>ITE Land Use Code 826</u>							
Per ksf *	3.28	3.56	2.81	2.21	3.28	3.56	44.32
12,000 gsf	39	43	34	26	39	43	532
TOTAL	65	61	60	50	72	70	1210
5. ALDI							
C2016-0036							
Supermarket							
Per ksf	2.11	1.29	4.83	4.65	5.43	5.22	102.24
17,825 gsf	38	23	86	83	97	93	1822
Less passby per ITE	- 0	- 0	- 31	- 30	- 35	- 33	- 656
Total New Trips	38	23	55	53	62	60	1166
6. Two Rivers							
S2006-002; P2015-0057							
<u>ITE Land Use Code 210</u>							
Per sfu	0.18	0.53	0.51	0.30	0.48	0.41	8.58
1260 sfu	223	669	647	381	610	520	10805
<u>Age Restricted Units</u>							
Per unit	0.09	0.16	0.17	0.11	0.17	0.11	
800 units	72	128	136	88	136	88	
Less 516 built							
(149 thu & 367 sfu)	- 46	- 83	- 88	- 57	- 88	- 57	
284 remaining	26	45	48	31	48	31	
Total Trips	249	714	695	412	658	551	

* In order to create a worse-case scenario, we have used AM and PM peak hour of the generator rates. Since Saturday rates are not available, we have used AM rates.

BACKGROUND DEVELOPMENTS (Continued)

	<u>AM</u>		<u>PM</u>		<u>SAT</u>		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
7. Summerfield Village							
S2008-057							
<u>ITE Land Use Code 230</u>							
Per thu	0.07	0.37	0.35	0.17	0.26	0.22	5.80
223 thu	17	81	78	38	58	49	1292
less 123 built	- 9	- 46	- 43	- 21	- 32	- 27	- 713
100 remaining	8	35	35	17	26	22	579
Phases II & III							
<u>ITE Land Use Code 230</u>							
Per thu	0.12	0.57	0.52	0.26	1.12	0.95	7.74
24 thu	3	13	12	7	27	23	186
8. Riverwalk @ Crofton							
S2005-010							
							Volumes taken directly from TIS prepared for this development
9. Spring Arbor							
C2014-0001							
Assisted Living							
<u>ITE Land Use Code 254</u>							
Per bed	0.09	0.05	0.10	0.12	0.15	0.18	2.66
78 beds	7	4	8	9	12	14	207
10. Main Street @ Waugh Chapel							
S2000-024							
Shopping Center							
Per ksf	0.99*	0.64*	3.11*	3.37*	2.51**	2.31**	42.70
26,325 gsf	26	17	82	89	66	61	1124
Less 17,048 built	- 17	- 11	- 53	- 57	- 43	- 39	- 728
Total	9	6	29	32	23	22	396
Less 50% passby	- 4	- 3	- 14	- 16	- 11	- 11	- 198
Net New Trips	5	3	15	16	12	11	198
Residential							
<u>ITE Land Use Code 220</u>							
Per apt	0.11	0.45	0.57	0.31	0.41	0.36	8.35
54 apartments	6	24	31	16	22	19	451

* Taken directly from TIS

** Taken from ITE

BACKGROUND DEVELOPMENTS (Continued)

	<u>AM</u>		<u>PM</u>		<u>SAT</u>		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
11. Gharai Property							
C2014-0038							
Convenience Market w/ Gas							
<u>ITE Land Use Code 853</u>							
Per ksf	20.46	20.46	25.46	25.46	23.43	22.51	845.60
3,000 gsf	61	62	76	77	70	68	2537
Less passby per ITE	- 38	- 39	- 50	- 51	- 46	- 45	- 1674
New Trips	23	23	26	26	24	23	863
Fast-Food Restaurant w/ Drive-Thru							
<u>ITE Land Use Code 934</u>							
Per ksf	23.16	22.26	16.98	15.67	30.09	28.91	496.12
3,160 gsf	73	71	54	49	95	91	1568
Less passby per ITE	- 36	- 35	- 27	- 25	- 47	- 45	- 784
New Trips	37	36	27	24	48	46	784
Specialty Retail Center							
<u>ITE Land Use Code 826</u>							
Per ksf *	3.28	3.56	2.81	2.21	3.28	3.56	44.32
2,000 gsf	7	7	6	4	7	7	89
Drive-in Bank							
<u>ITE Land Use Code 912</u>							
Per ksf	6.89	5.19	12.15	12.15	13.42	12.89	148.15
2,000 gsf	14	10	24	25	27	26	296
Less passby per ITE	- 0	- 0	- 11	- 12	- 13	- 12	- 139
New Trips	14	10	13	13	14	14	157
TOTAL NEW TRIPS	81	76	72	67	93	90	1893
12. Severn Chapel Crossing							
S1984-264; P2015-0059							
<u>ITE Land Use Code 934</u>							
Per ksf	23.16	22.26	16.98	15.67	30.09	28.91	496.12
4,429 gsf	103	98	75	70	133	128	2197
Less passby per ITE	- 50	- 48	- 38	- 35	- 66	- 64	- 1098
New Trips	53	50	37	35	67	64	1099

* In order to create a worse-case scenario, we have used AM and PM peak hour of the generator rates. Since Saturday rates are not available, we have used AM rates.

BACKGROUND DEVELOPMENTS (Continued)

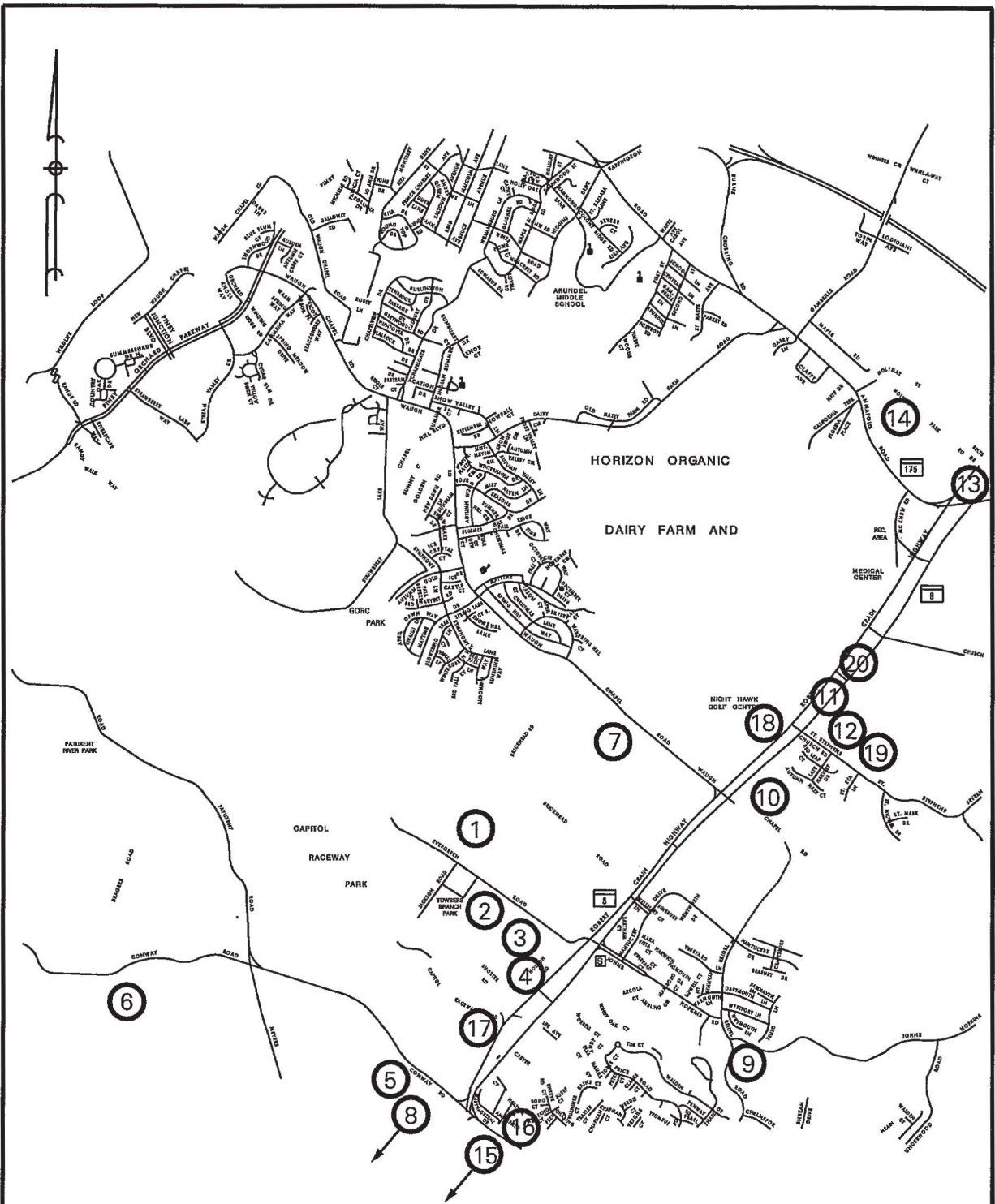
	<u>AM</u>		<u>PM</u>		<u>SAT</u>		<u>ADT</u>
	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	<u>IN</u>	<u>OUT</u>	
12. Severn Chapel Crossing							
<u>ITE Land Use Code 710</u>							
Per ksf	1.37	0.19	0.25	1.24	0.23	0.20	11.03
34,720 gsf	48	6	9	43	8	7	383
13. Royal Farms Store #206							
C2013-0055							
<u>ITE Land Use Code 853</u>							
Per ksf	20.46	20.46	25.46	25.46	23.43	22.51	845.60
5,121 gsf	105	105	130	131	120	115	4330
Less passby	- 66	- 66	- 86	- 86	- 79	- 76	- 2858
New Trips	39	39	44	45	41	39	1472
14. Preserve @ Severn Run							
S1993-051							
<u>ITE Land Use Code 210</u>							
Per sfu	0.22	0.66	0.70	0.41	0.57	0.48	11.00
56 sfu	12	37	39	23	32	27	616
less 10 built	- 3	- 7	- 7	- 4	- 6	- 5	- 110
46 remaining	9	30	32	19	26	22	506
15. Berkshire Property							
<u>ITE Land Use Code 230</u>							
Per	0.09	0.43	0.40	0.20	0.39	0.34	6.46
97 thu	9	41	39	20	38	33	626
16. Lab Property (1181 Martha Greenleaf Dr)							
<u>ITE Land Use Code 826</u>							
Per ksf *	3.28	3.56	2.81	2.21	3.28	3.56	44.32
2,555 gsf	8	9	7	6	8	9	113
 <u>ITE Land Use Code 210</u>							
Per ksf	1.37	0.19	0.25	1.24	0.23	0.20	11.03
0.800 gsf	1	0	0	1	0	0	9
TOTAL BACKGROUND 16	9	9	7	7	8	9	122
17. Clark Property Car Wash							
Automated Car Wash							
1 stall **	15	15	30	30	30	30	

* In order to create a worse-case scenario, we have used AM and PM peak hour of the generator rates. Since Saturday rates are not available, we have used AM rates.

** Taken directly from TIS

BACKGROUND DEVELOPMENTS (Continued)

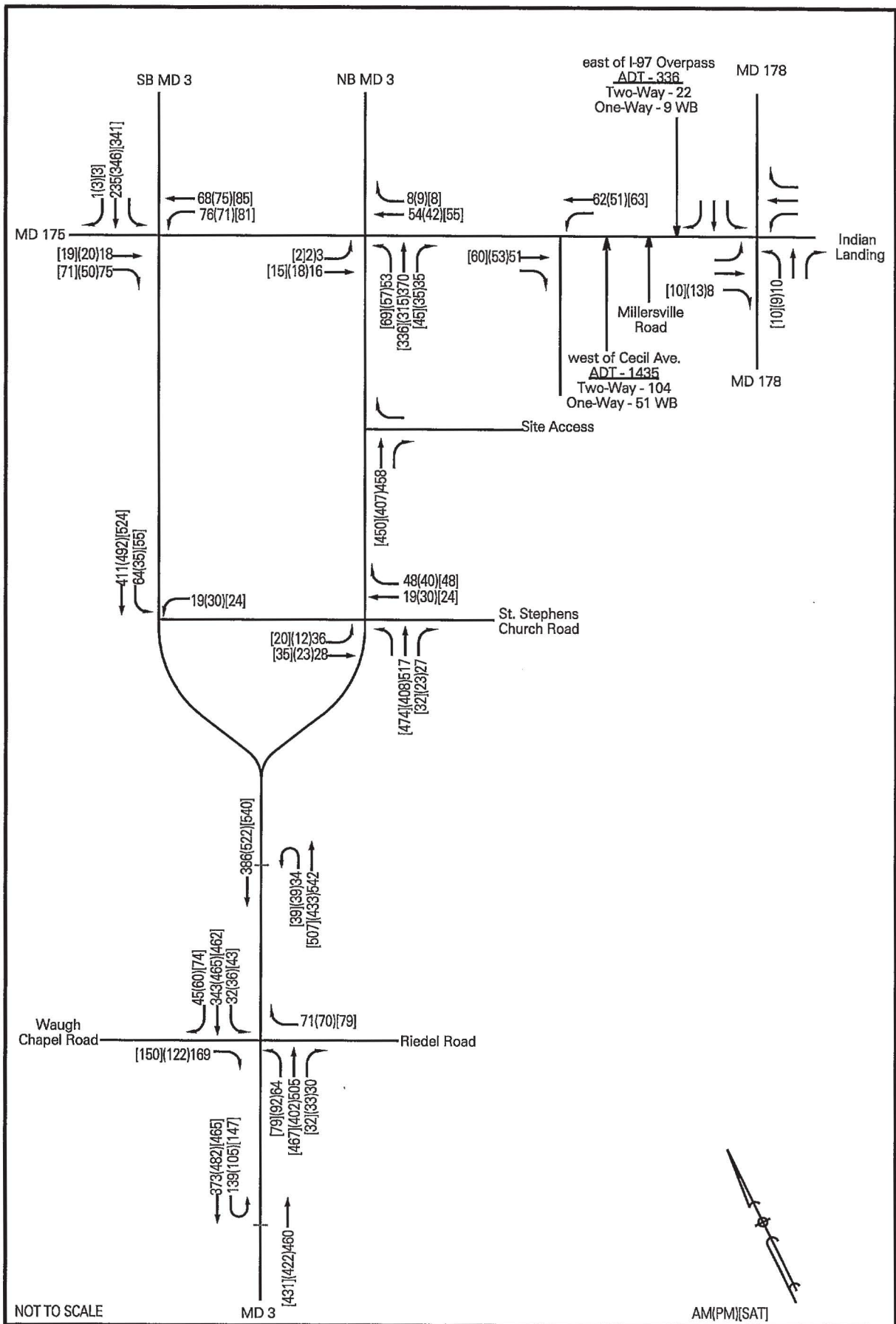
	<u>IN</u>	<u>AM</u> <u>OUT</u>	<u>IN</u>	<u>PM</u> <u>OUT</u>	<u>IN</u>	<u>SAT</u> <u>OUT</u>	<u>ADT</u>
18. Gambrills Gateway							
<u>ITE Land Use Code 912</u>							
<u>Drive-In Bank</u>							
3,360 gsf	19	13	34	35	45	44	336
less passby	- 6	- 4	- 12	- 12	- 17	- 17	- 118
New Trips	13	9	22	23	28	27	218
<u>ITE Land Use Code 934</u>							
<u>Fast-Food Restaurant w/ Drive-Thru</u>							
4,077 gsf	84	80	69	64	114	110	1921
less passby	- 42	- 39	- 34	- 32	- 57	- 55	- 960
New Trips	42	41	35	32	57	55	961
<u>ITE Land Use Code 820</u>							
<u>Shopping Center</u>							
13,552 gsf	99	60	60	64	67	61	1544
less passby	- 0	- 0	- 20	- 22	- 17	- 16	- 525
New Trips	99	60	40	42	50	45	1019
TOTAL NEW TRIPS	154	110	97	97	135	127	2198
19. Lumenary Memory Care							
<u>ITE Land Use Code 254</u>							
75 beds	9	5	8	12	9	11	195
20. 782 MD 3							
<u>ITE Land Use code 150</u>							
3,050 gsf	1	0	0	1	0	0	5
<u>ITE Land Use Code 880</u>							
<u>Pharmacy/Drugstore without Drive-Through Window</u>							
2,750 gsf	5	3	11	12	14	15	248



- | | | |
|---------------------------------|--------------------------------|-----------------------------|
| 1. Waugh Chapel Business Center | 9. Spring Arbor | 17. Clark Property Car Wash |
| 2. Waugh Chapel III | 10. Main Street @ Waugh Chapel | 18. Gambrills Gateway |
| 3. The Enclave at Waugh Chapel | 11. Gharai Property | 19. Lumenary Memory Care |
| 4. Harris Property | 12. Severn Chapel Crossing | 20. 782 MD 3 |
| 5. ALDI | 13. Royal Farms Store #206 | |
| 6. Two Rivers | 14. Preserve @ Severn Run | |
| 7. Summerfield Village | 15. Berkshire Property | |
| 8. Riverwalk @ Crofton | 16. Lab Property | |

TRAFFIC CONCEPTS, INC.
 7525 Connelley Drive
 Suite B
 Hanover, Maryland 21076
 410-760-2911

EXHIBIT 4
 Background Development Locations

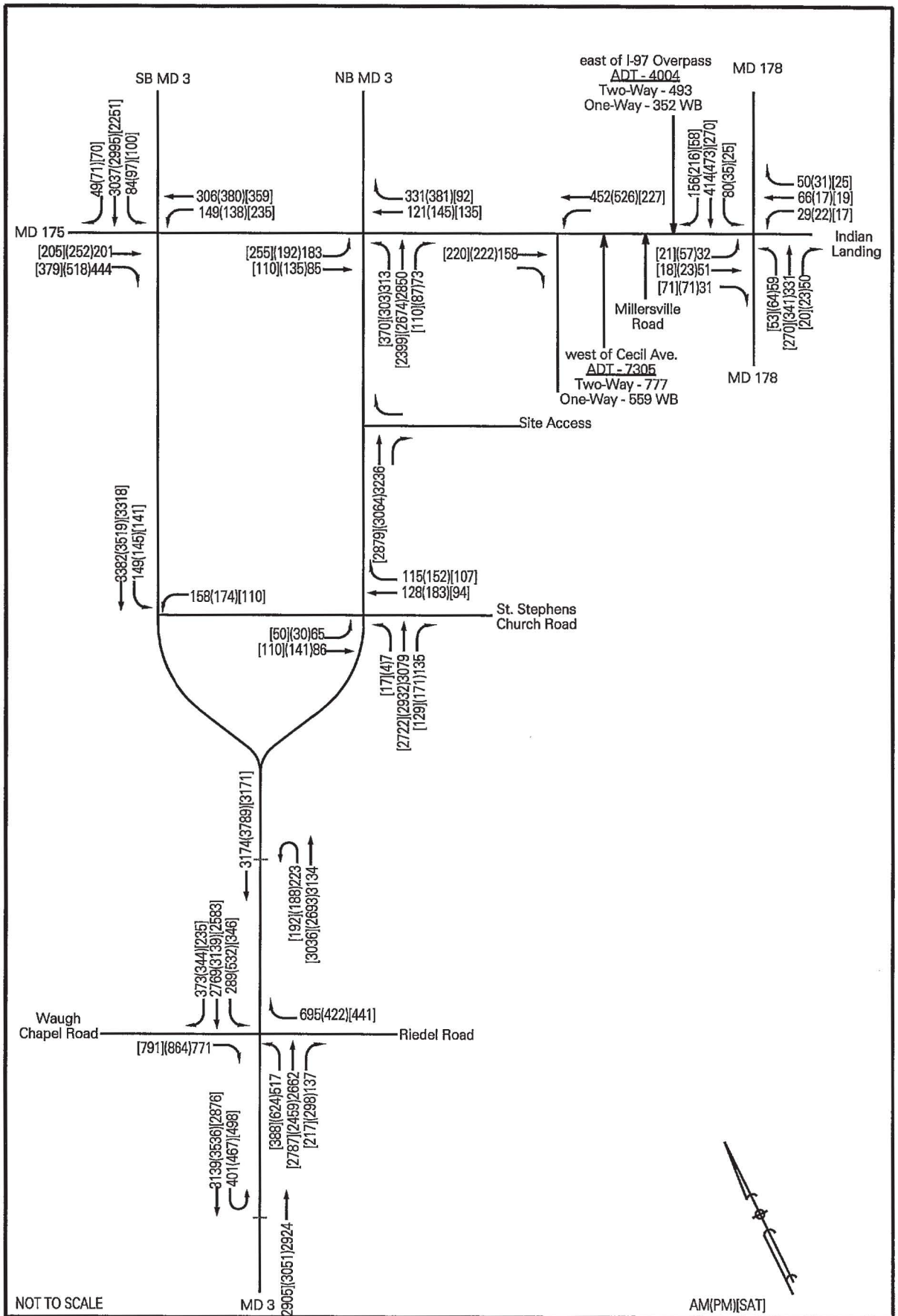


NOT TO SCALE

TRAFFIC CONCEPTS, INC.
 7525 Connelley Drive
 Suite B
 Hanover, Maryland 21076
 410-760-2911

EXHIBIT 5
 Background Traffic Volumes

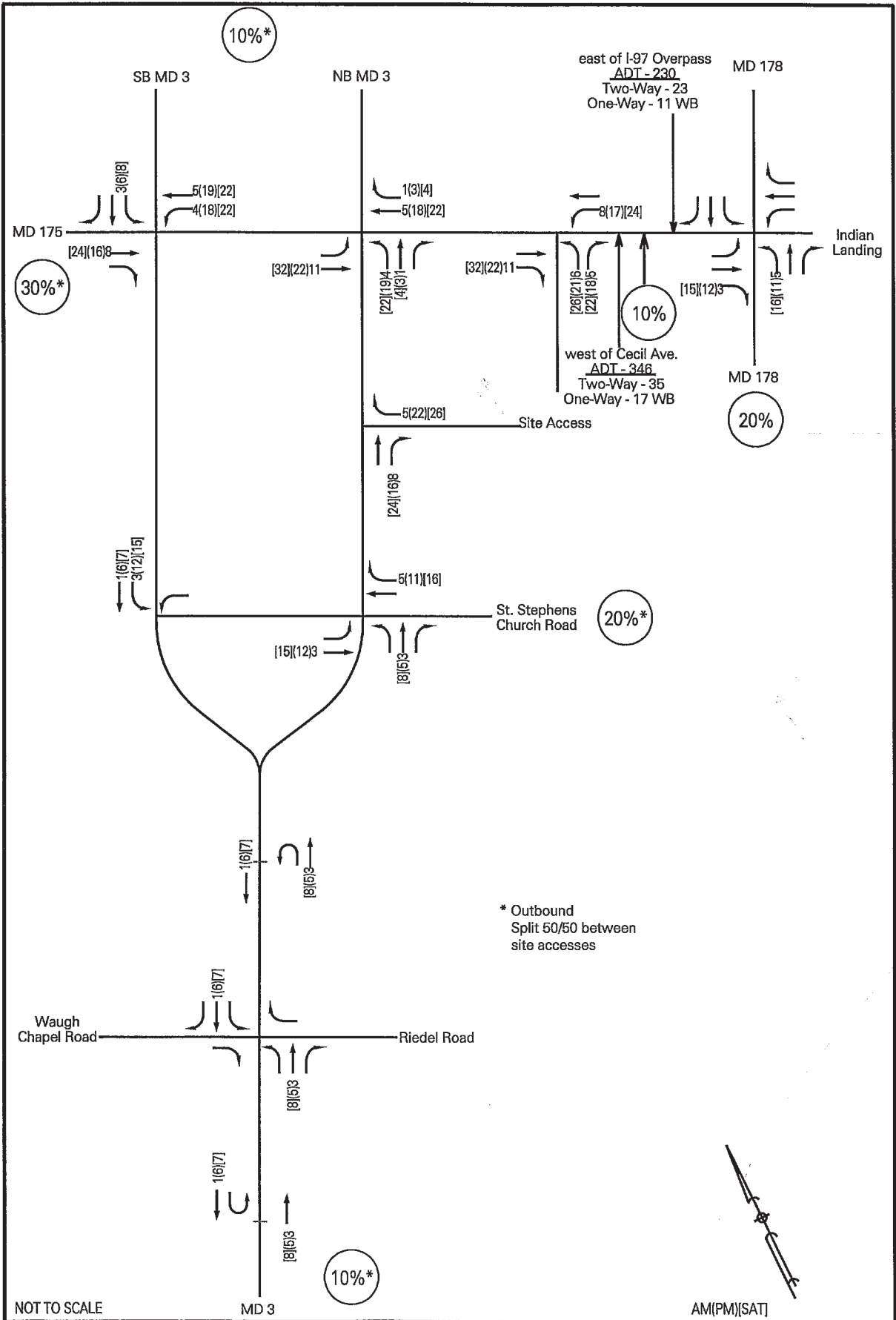
AM(PM)[SAT]



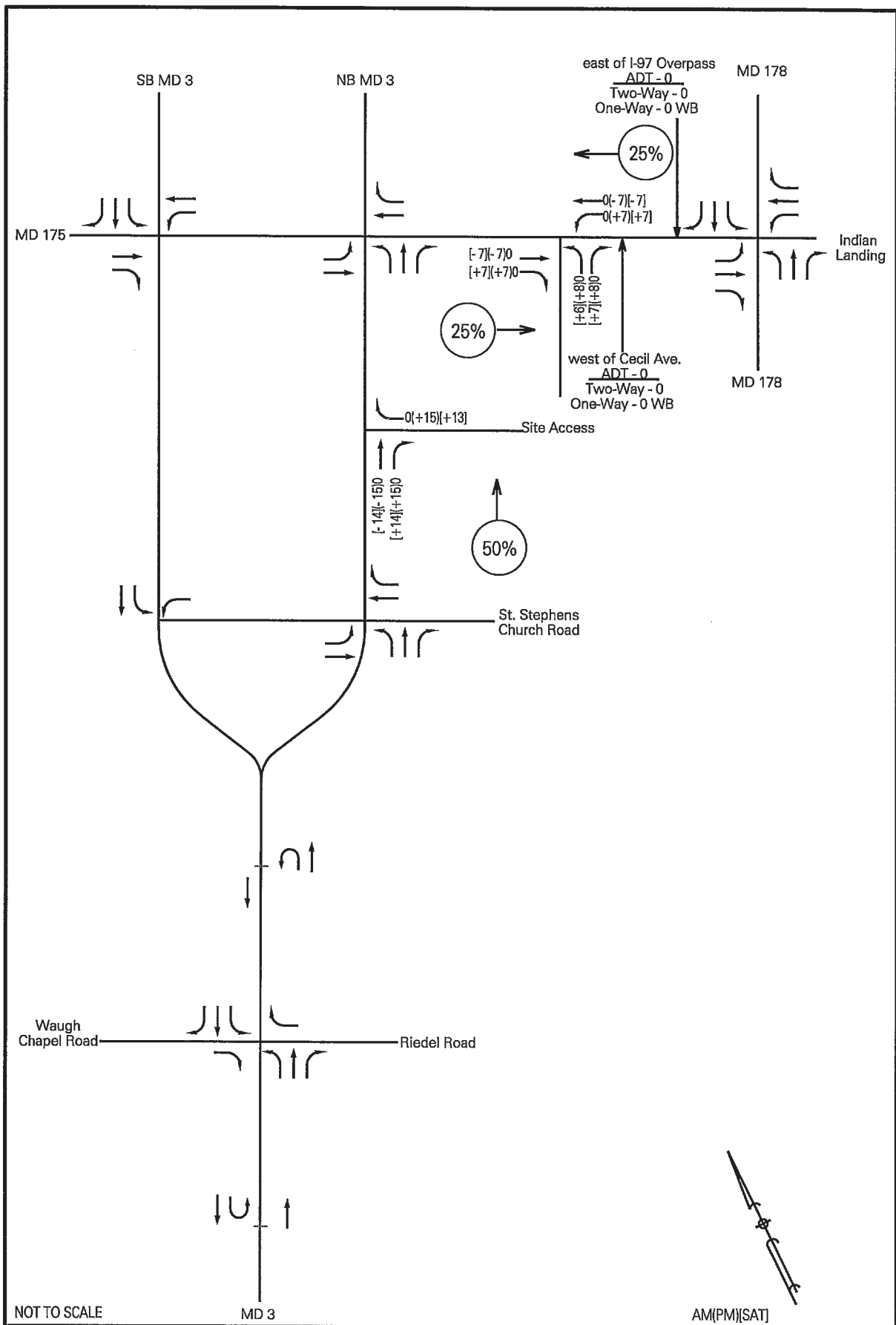
NOT TO SCALE

TRAFFIC CONCEPTS, INC.
 7525 Connelley Drive
 Suite B
 Hanover, Maryland 21076
 410-760-2911

EXHIBIT 6
 Total Background Traffic Volumes



<p>TRAFFIC CONCEPTS, INC. 7525 Connelley Drive Suite B Hanover, Maryland 21076 410-760-2911</p>	<p>EXHIBIT 7 Site Generated Traffic - New Trips</p>
---	--



TRAFFIC CONCEPTS, INC.
 7525 Connelley Drive
 Suite B
 Hanover, Maryland 21076
 410-760-2911

EXHIBIT 8
 Site Generated Traffic - Passby Trips

Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

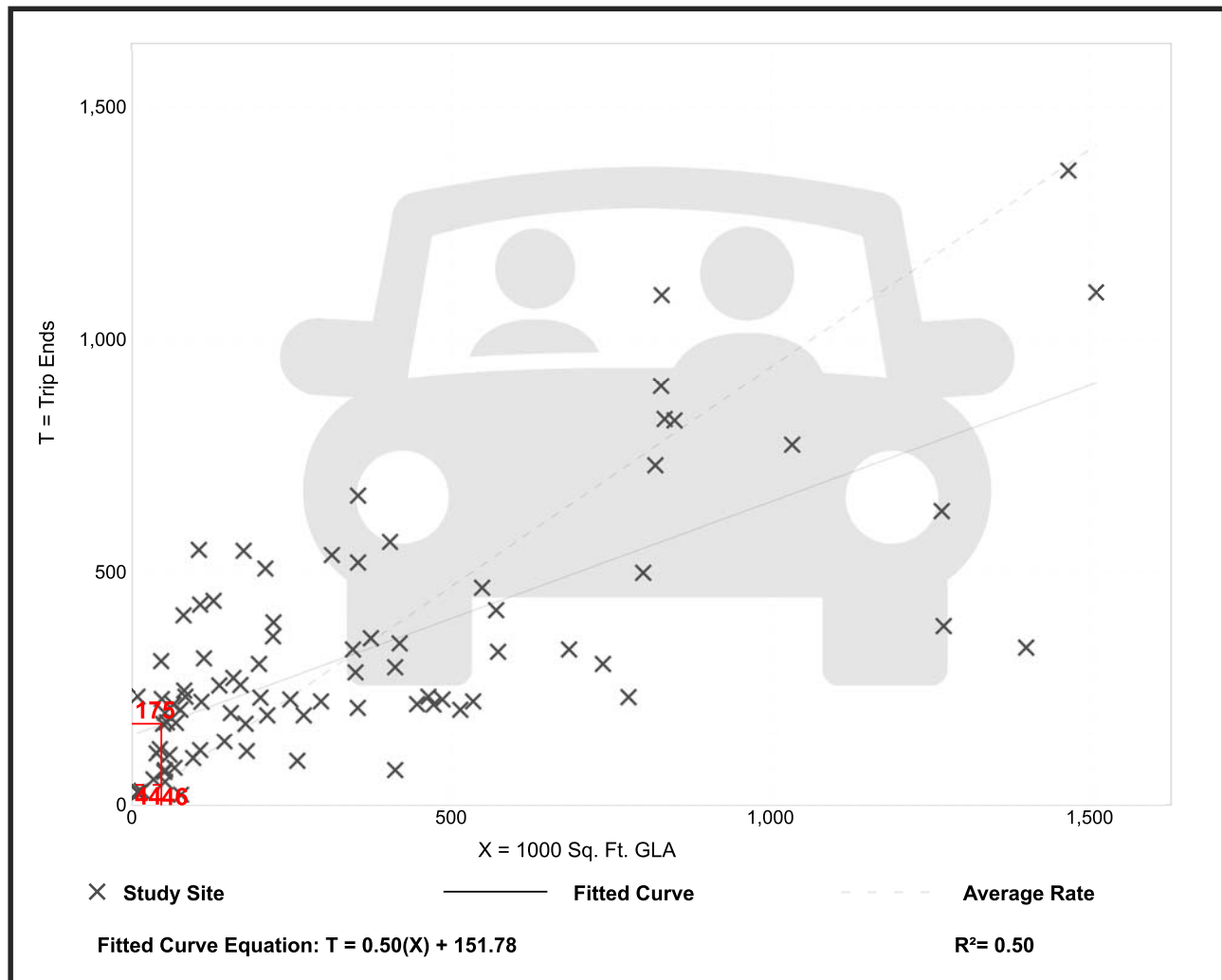
Setting/Location: General Urban/Suburban

Number of Studies: 84
 Avg. 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



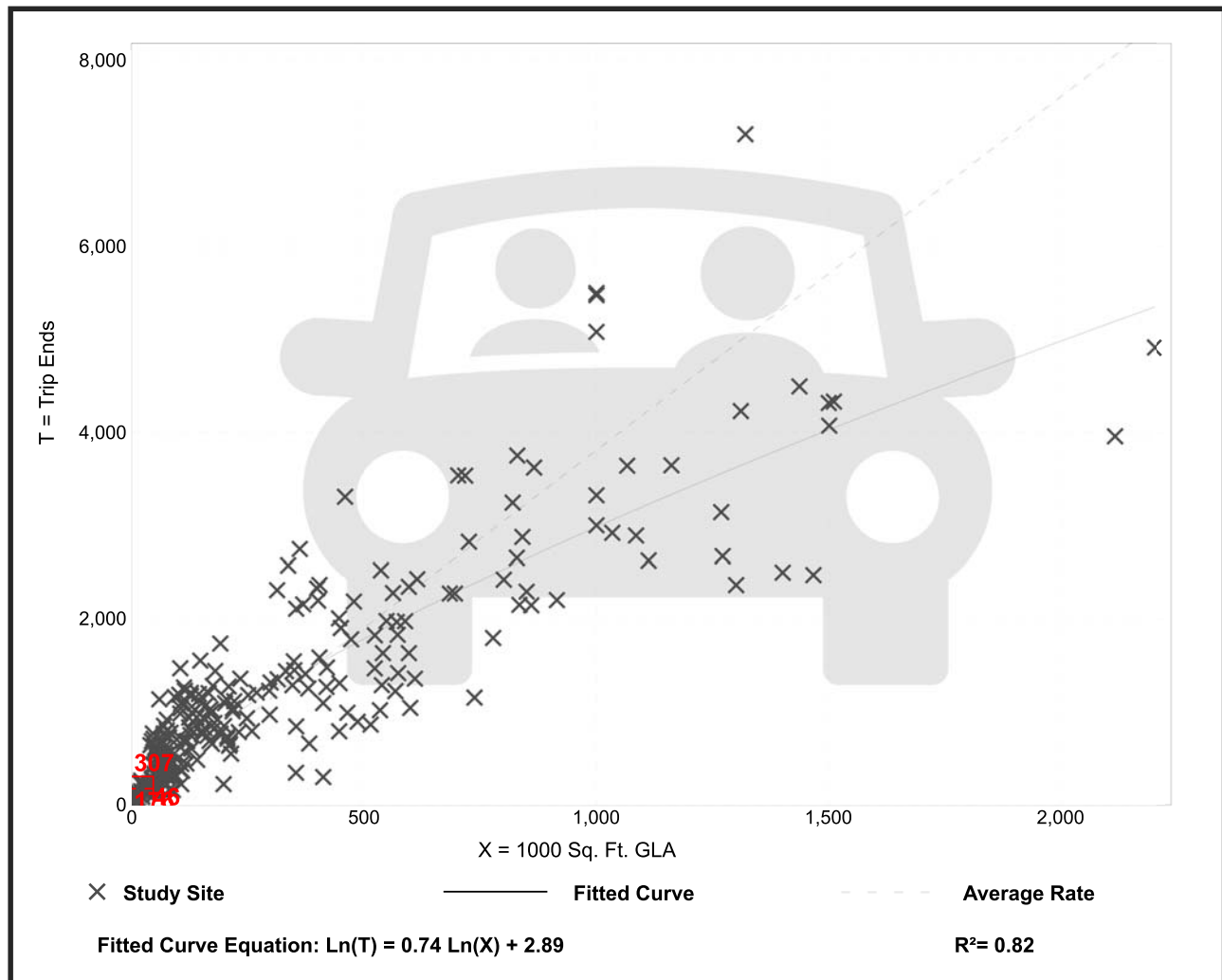
Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

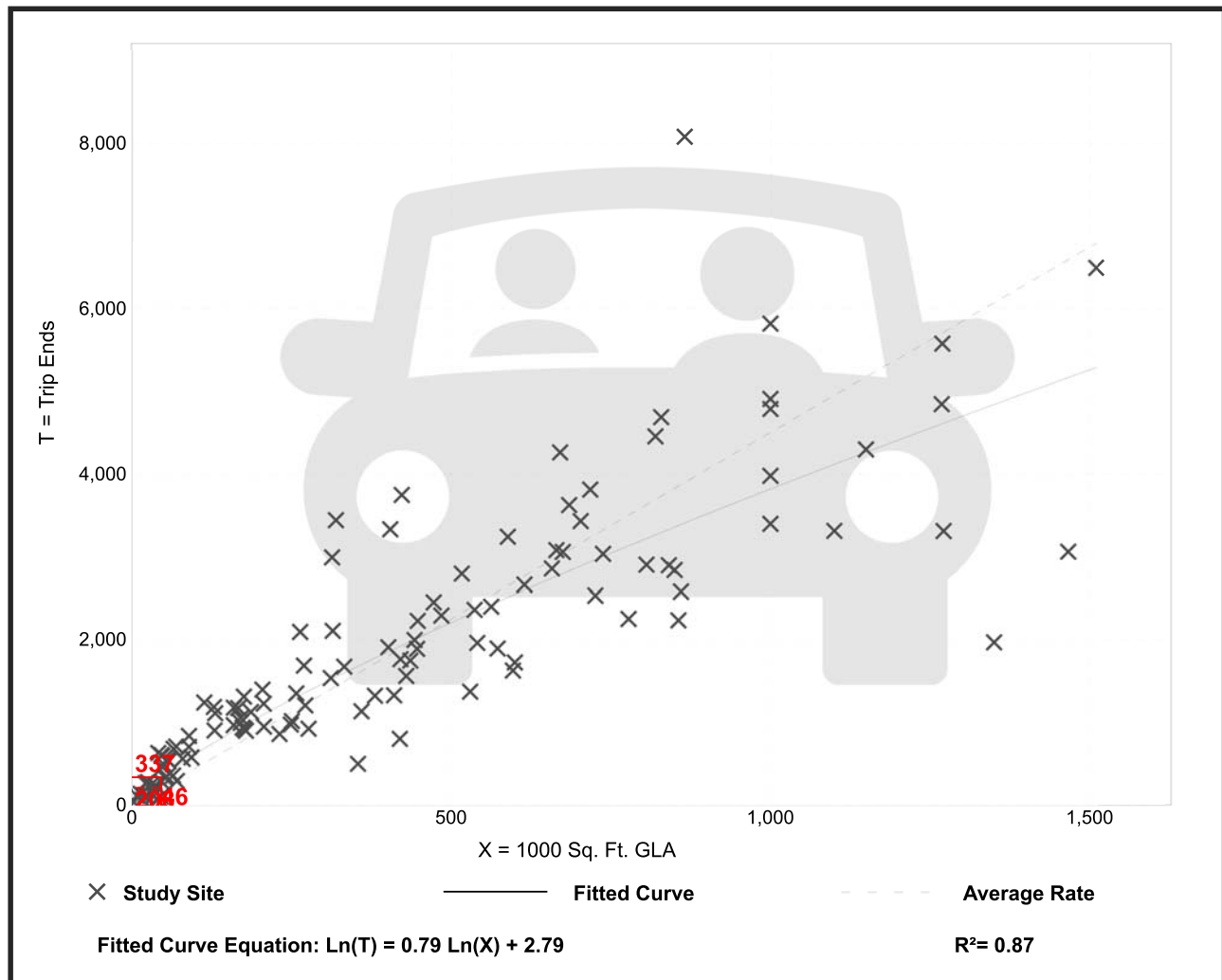
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 119
 Avg. 1000 Sq. Ft. GLA: 416
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.50	1.42 - 15.10	1.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

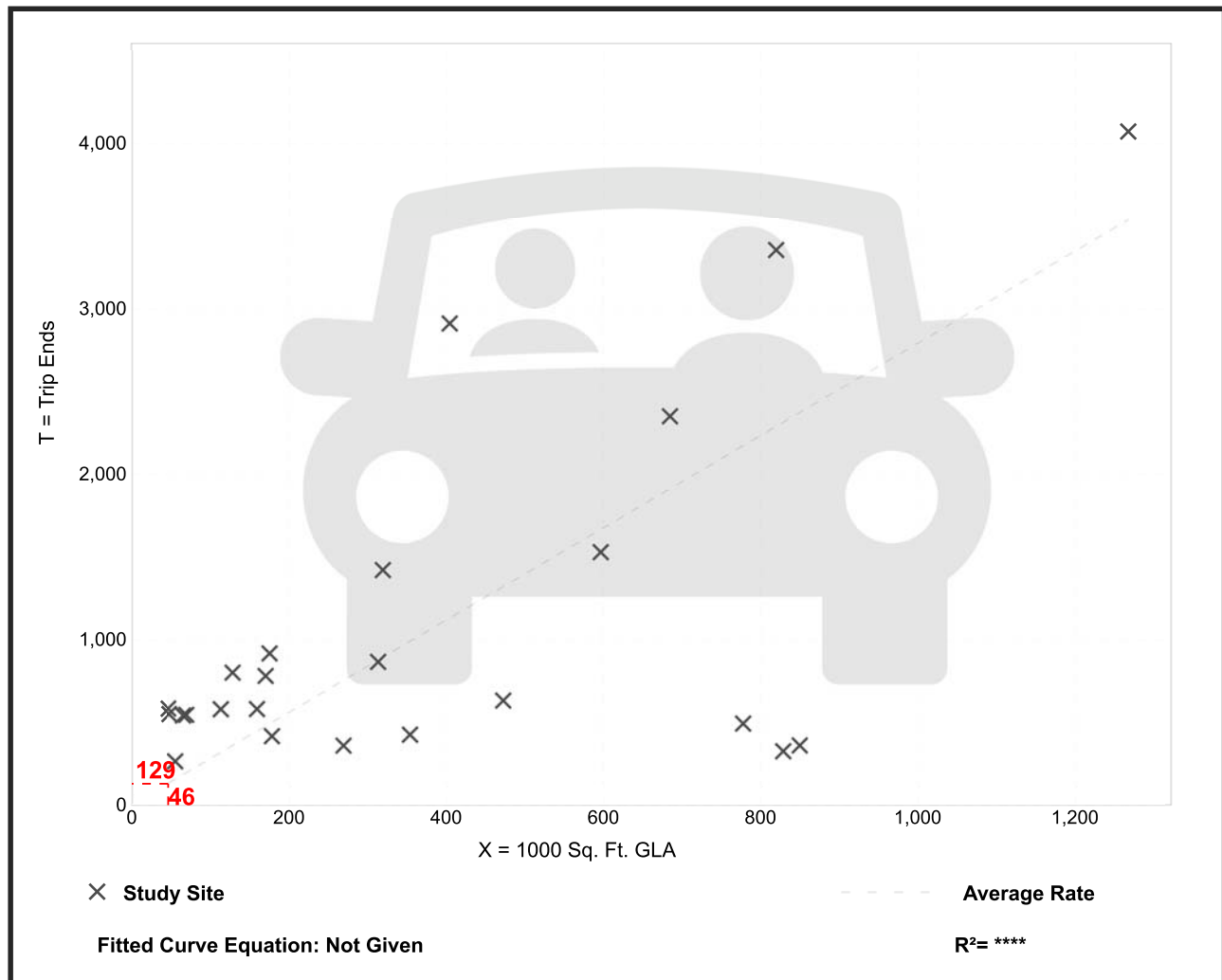
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 382
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.79	0.39 - 12.40	2.18

Data Plot and Equation



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

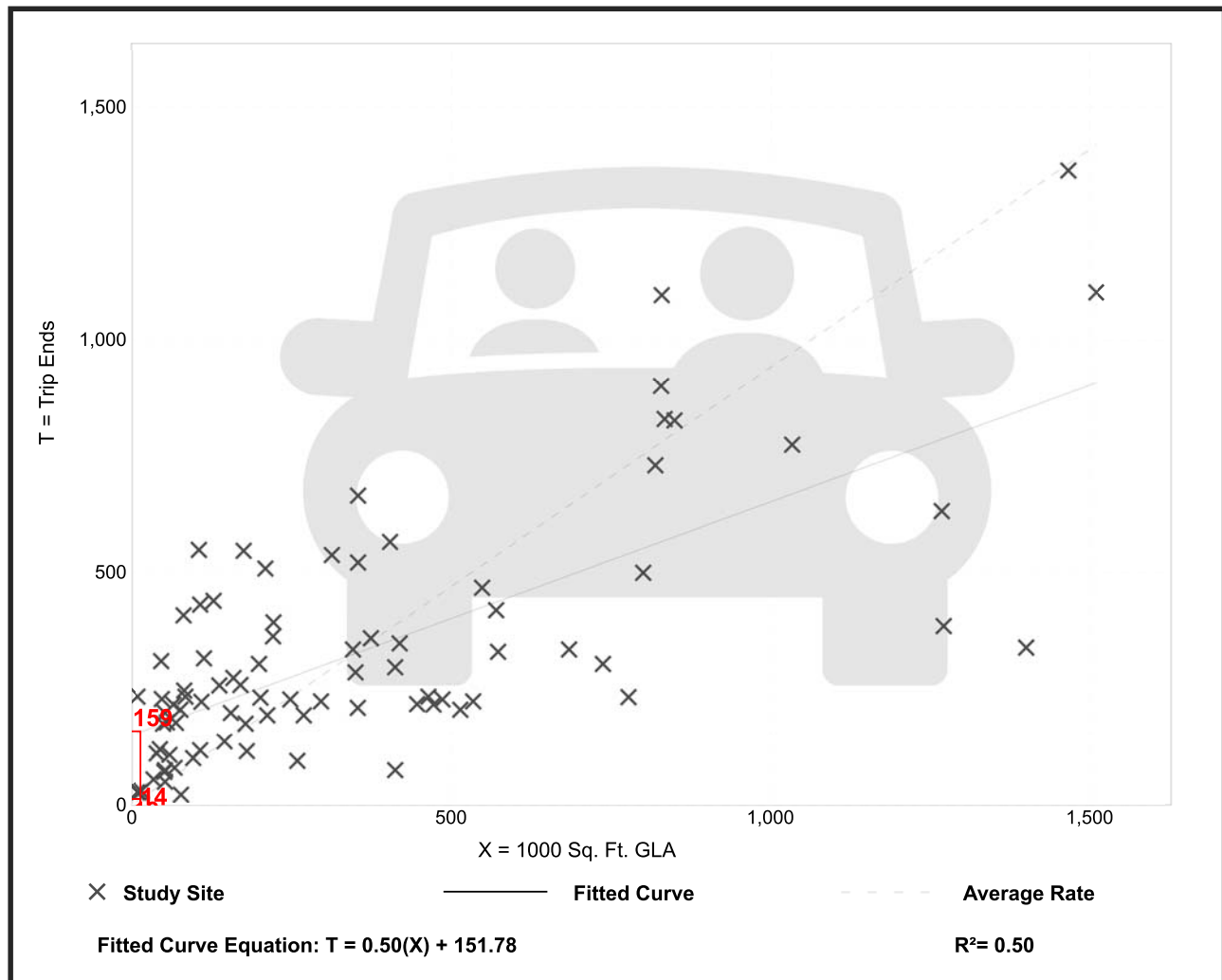
Setting/Location: General Urban/Suburban

Number of Studies: 84
 Avg. 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



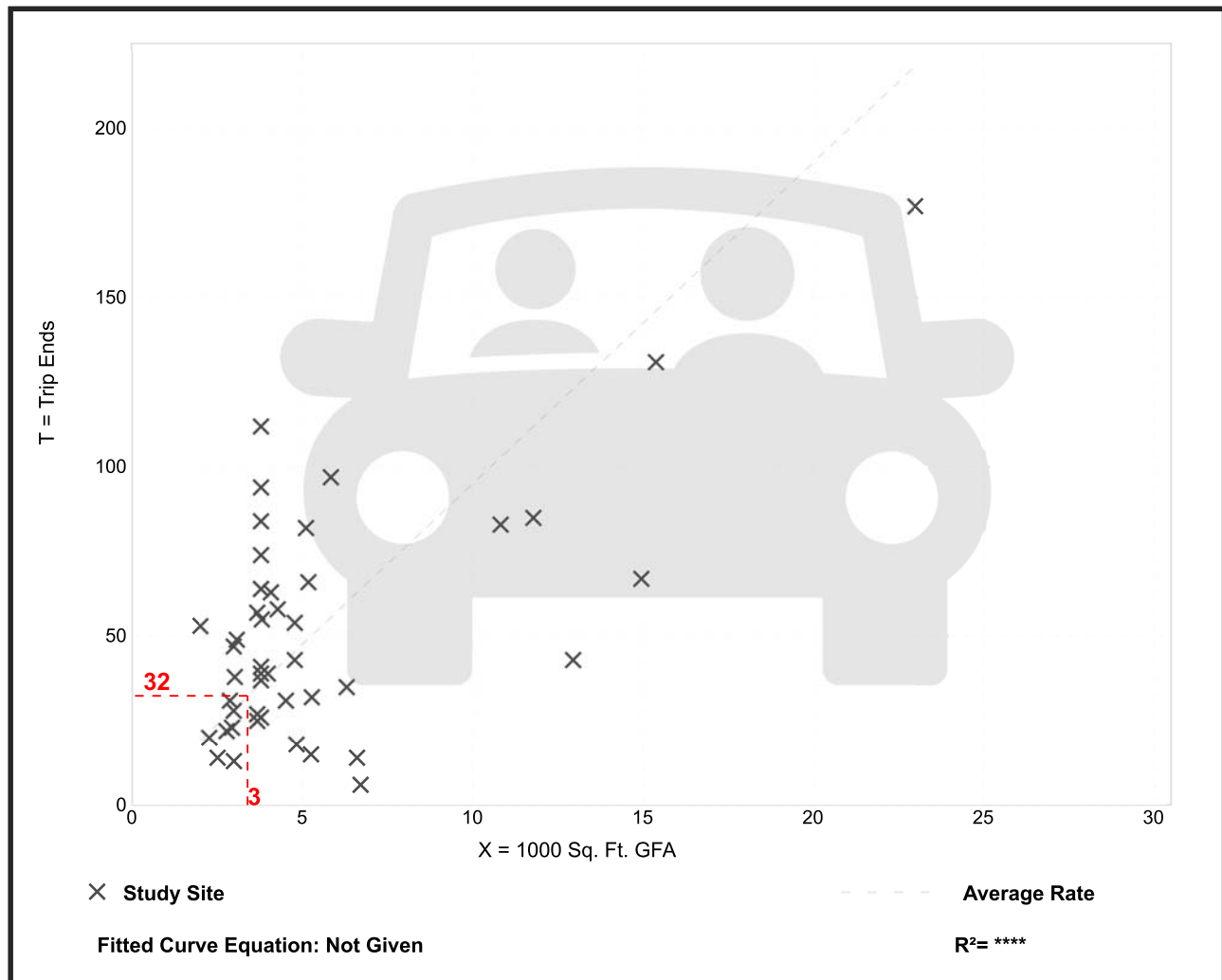
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 46
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

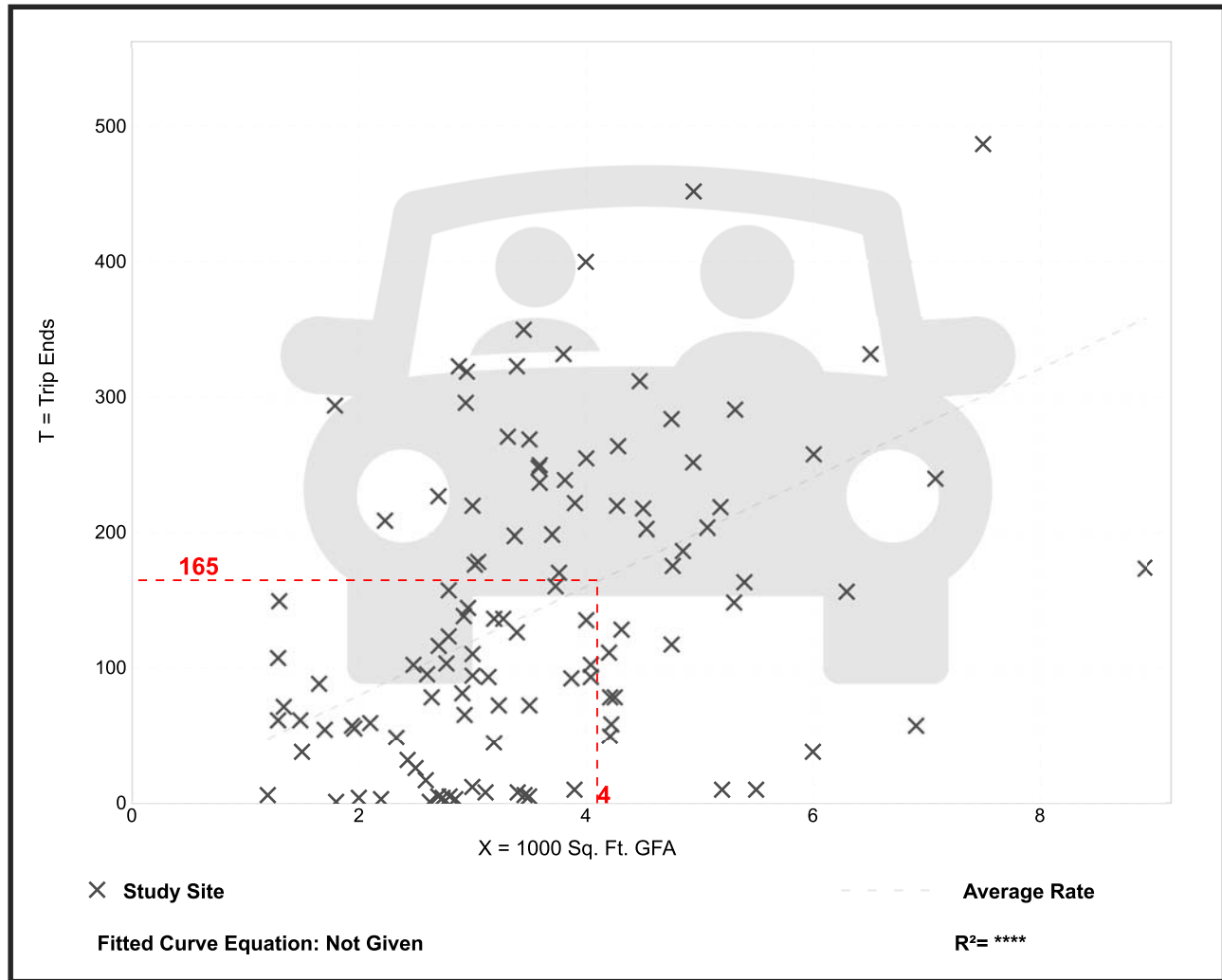
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 111
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

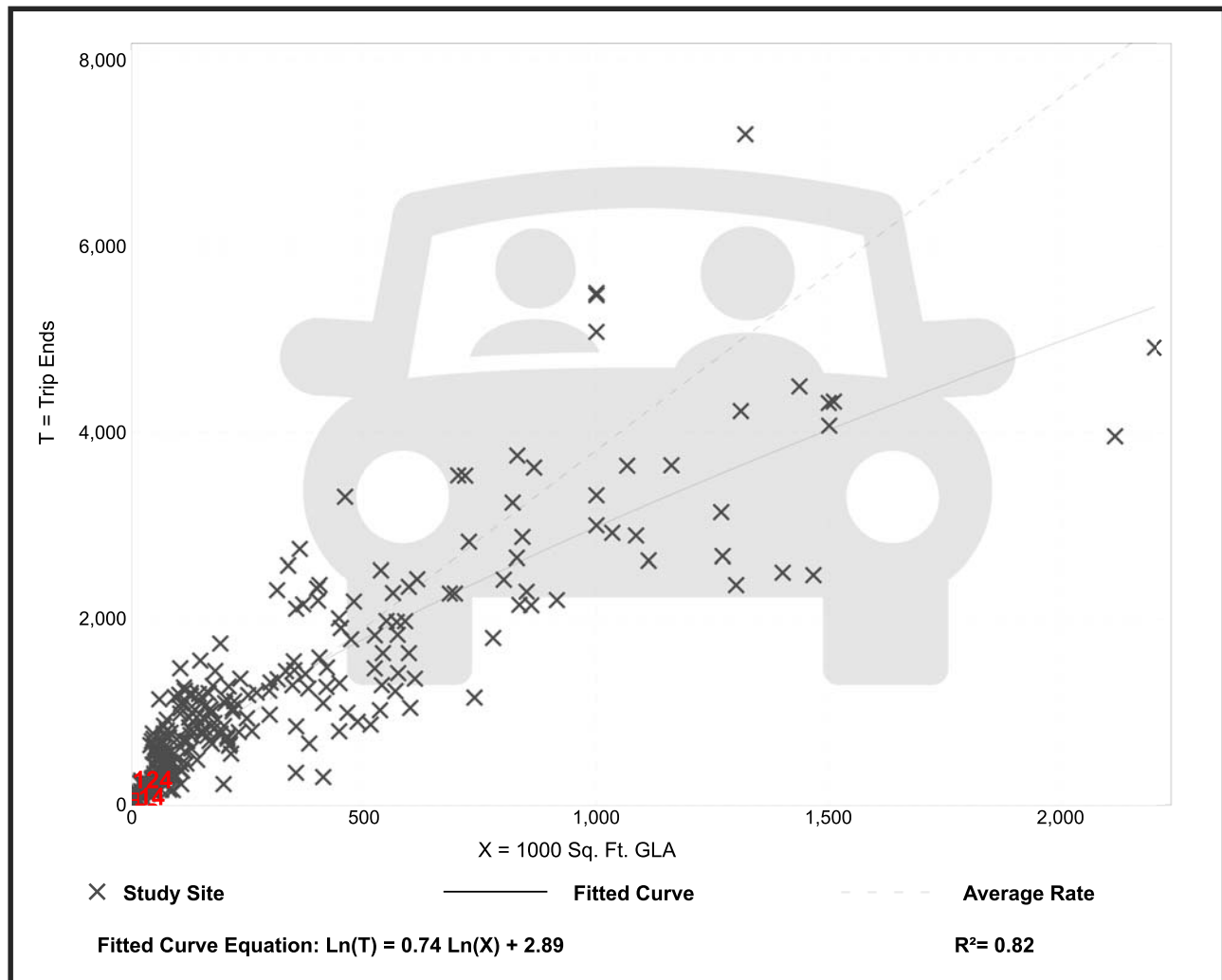
Setting/Location: General Urban/Suburban

Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



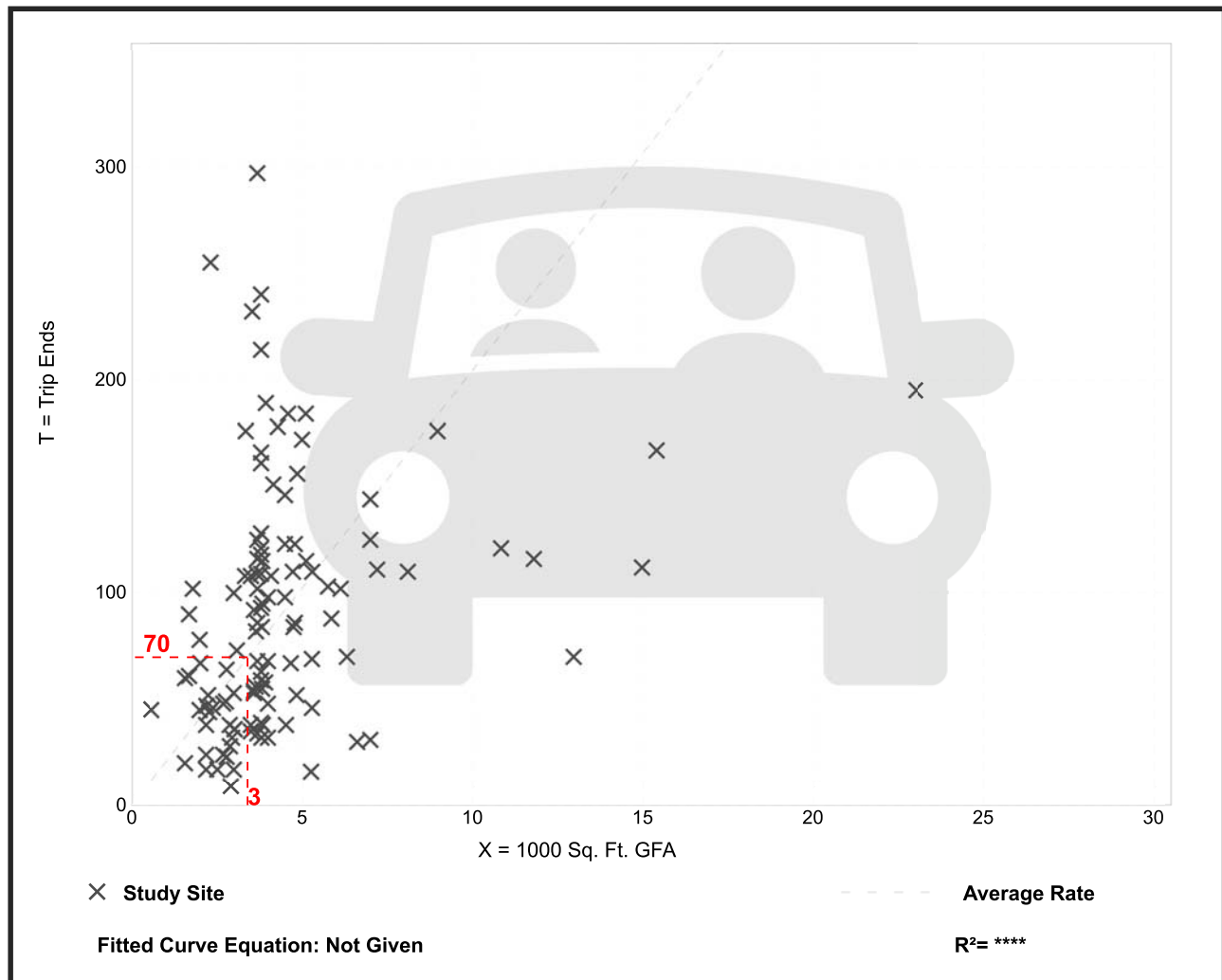
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 115
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



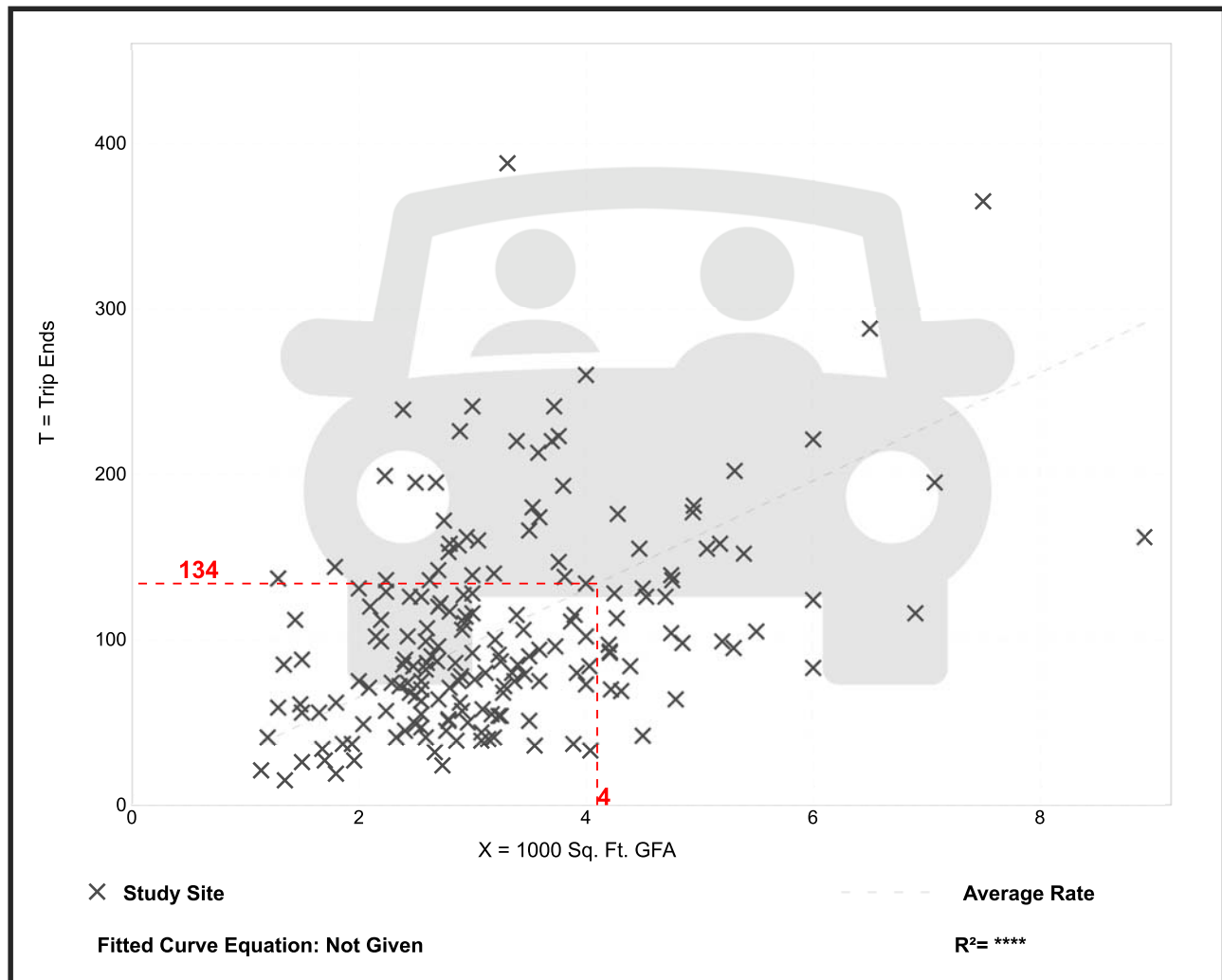
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 185
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

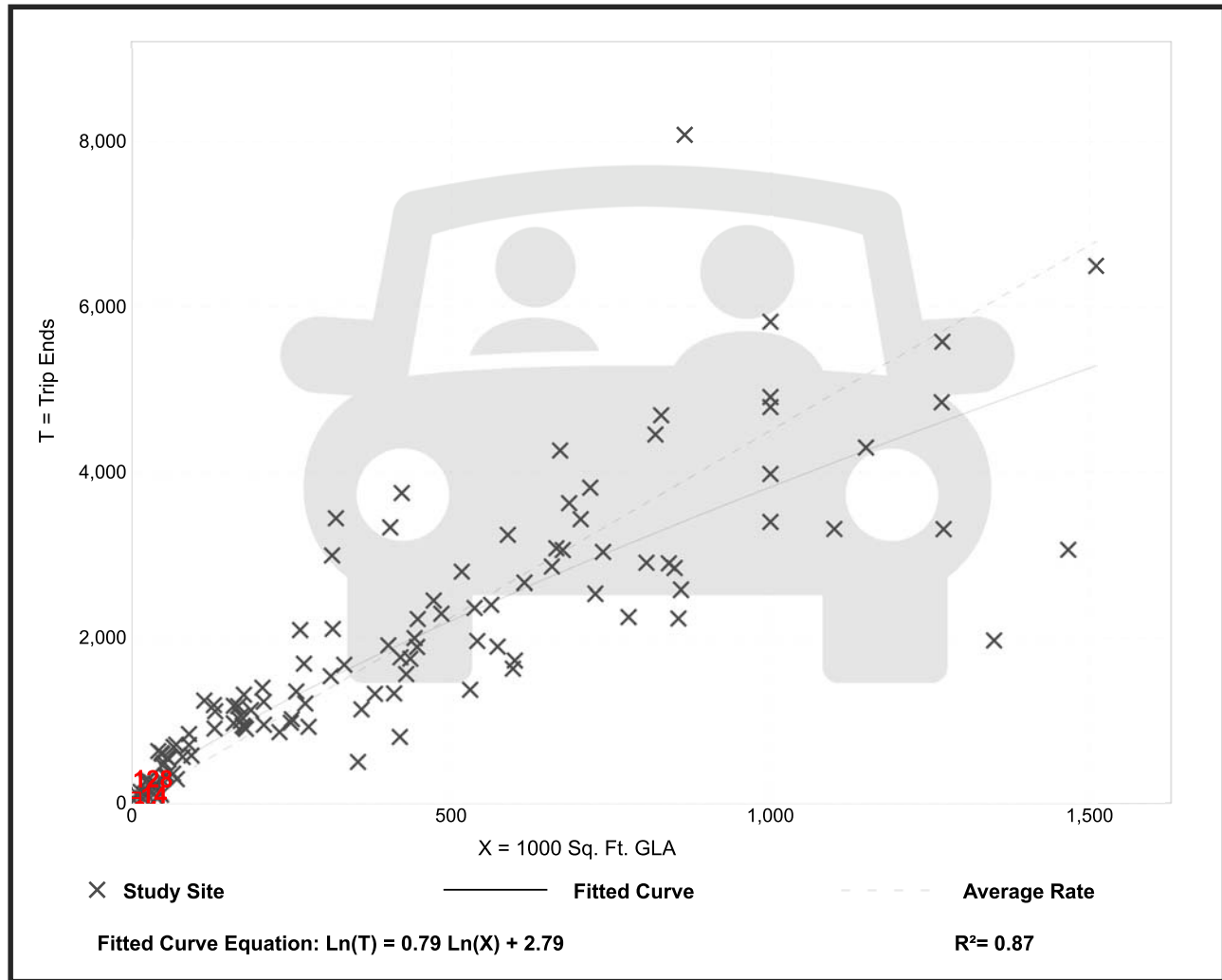
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 119
 Avg. 1000 Sq. Ft. GLA: 416
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.50	1.42 - 15.10	1.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Drive-in Bank (912)

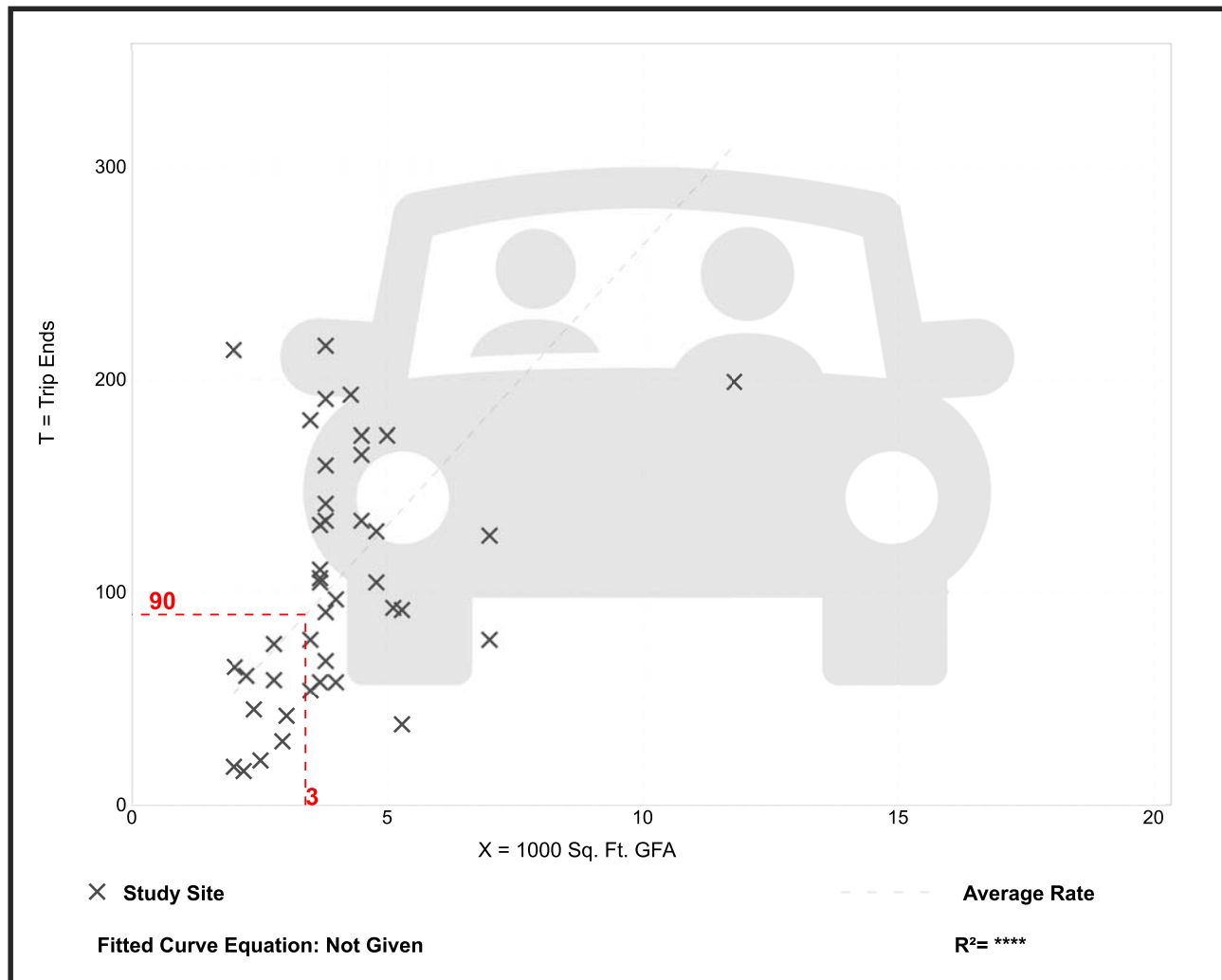
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 41
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.35	7.18 - 107.00	15.32

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

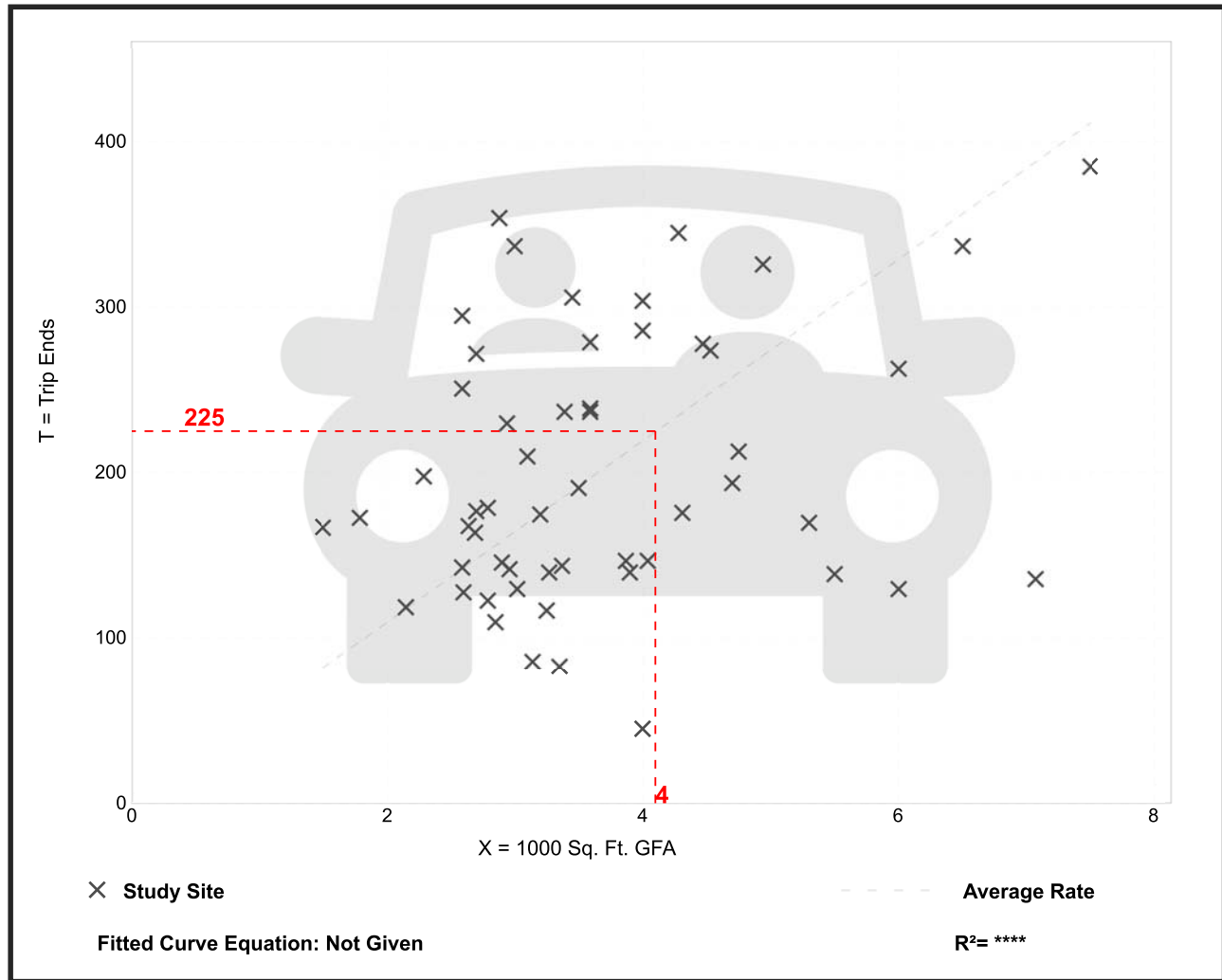
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 54
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.86	11.25 - 122.92	24.51

Data Plot and Equation



Shopping Center (820)

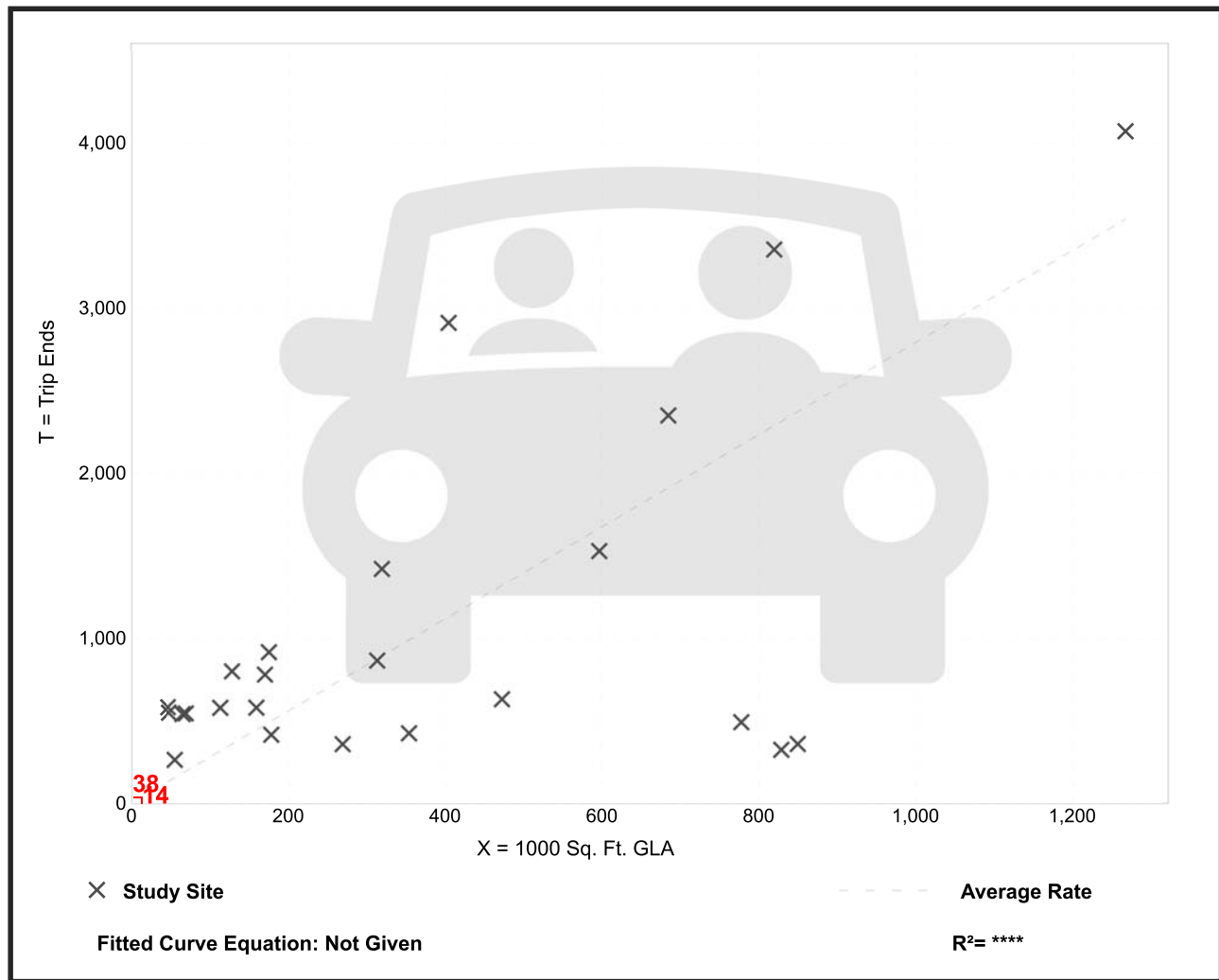
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 382
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.79	0.39 - 12.40	2.18

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

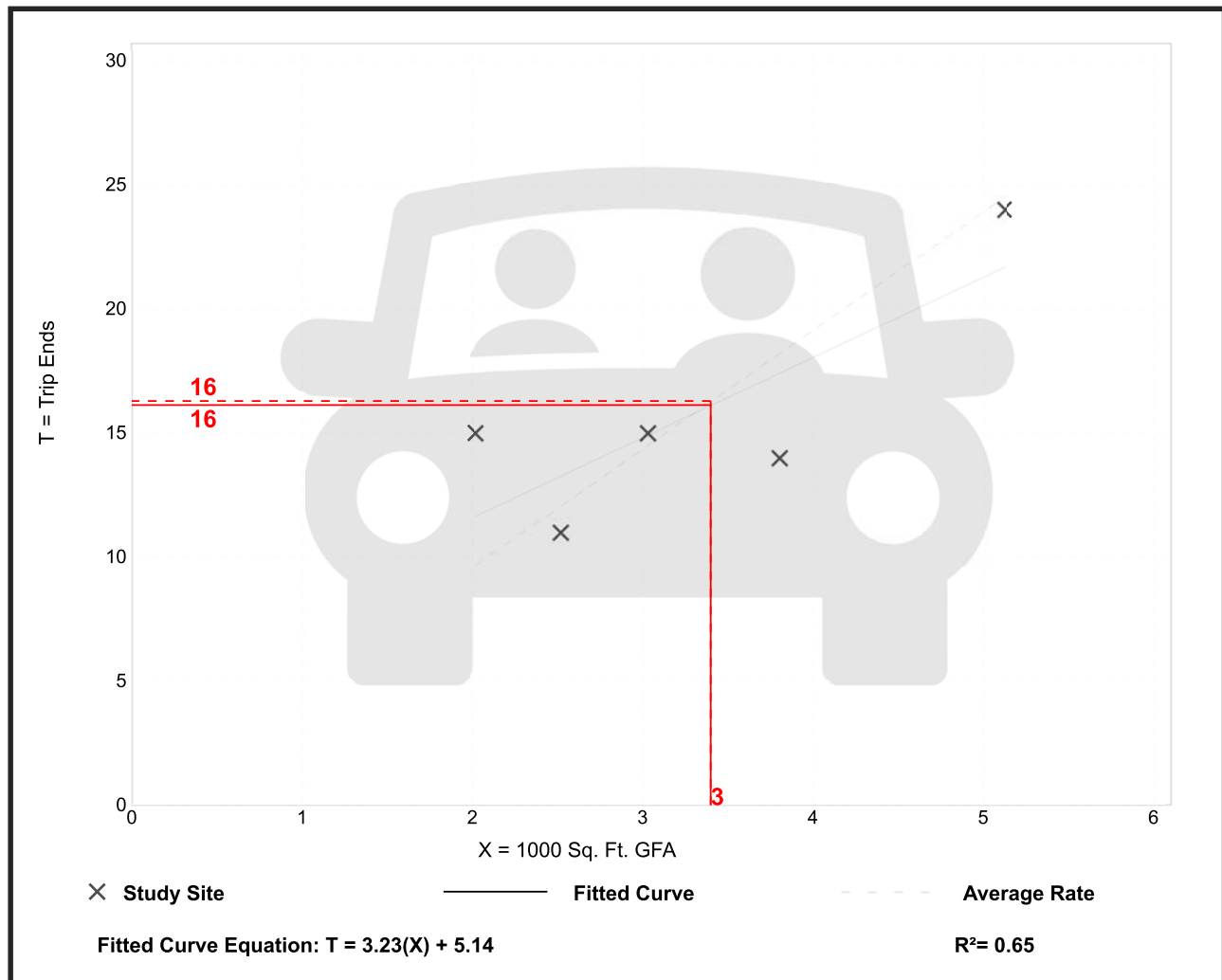
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.79	3.68 - 7.43	1.21

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window (934)

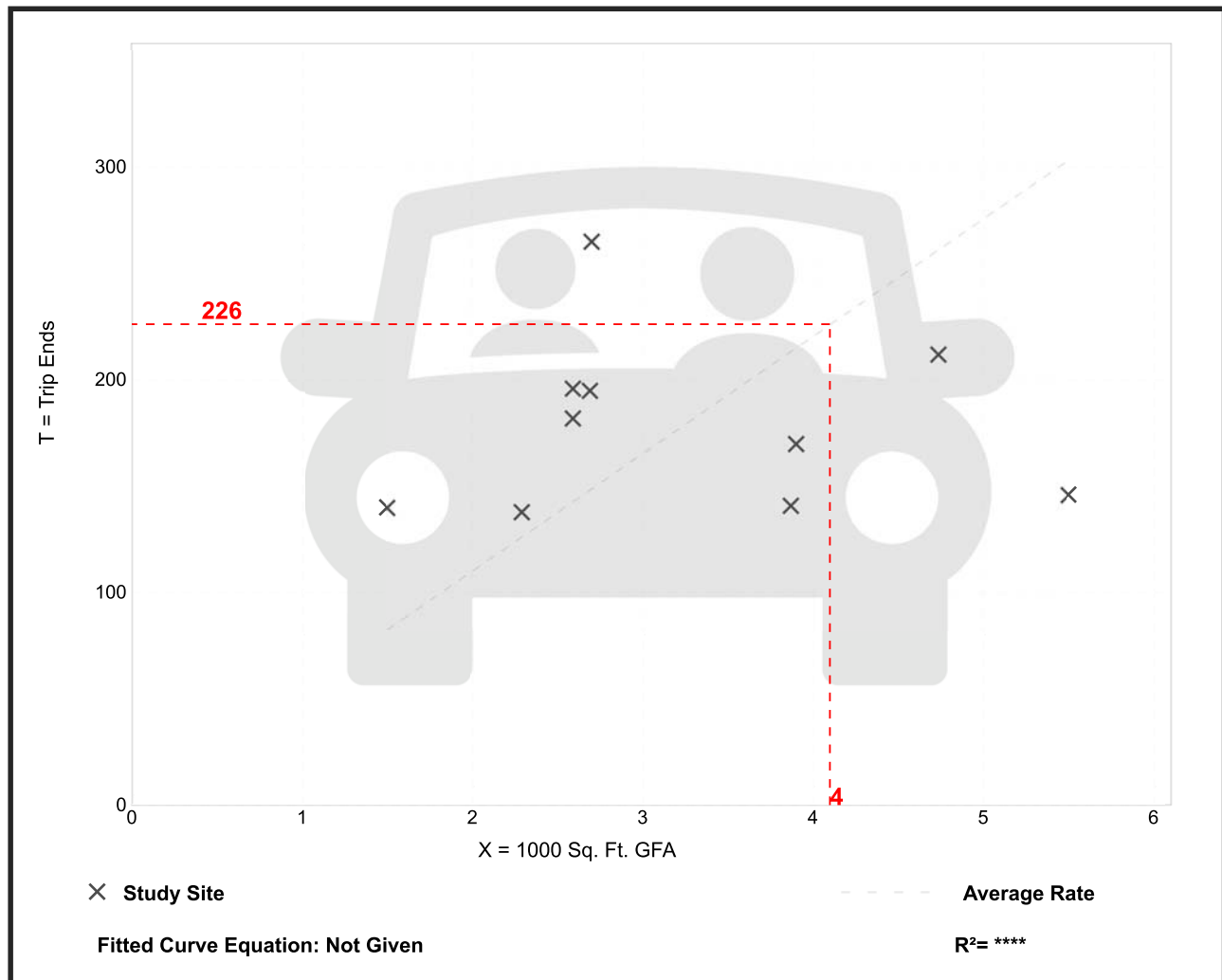
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
55.15	26.55 - 98.15	23.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

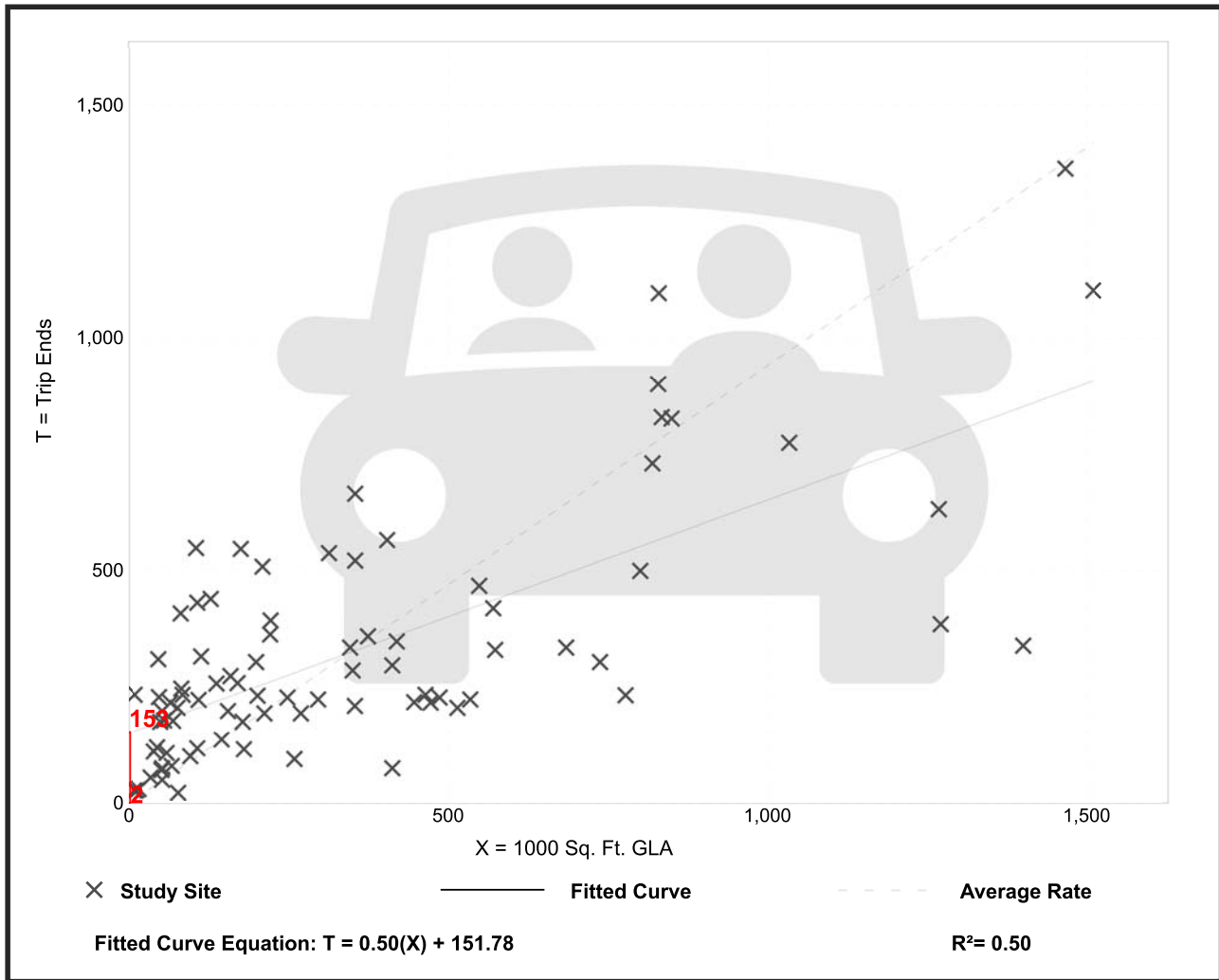
Setting/Location: General Urban/Suburban

Number of Studies: 84
 Avg. 1000 Sq. Ft. GLA: 351
 Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

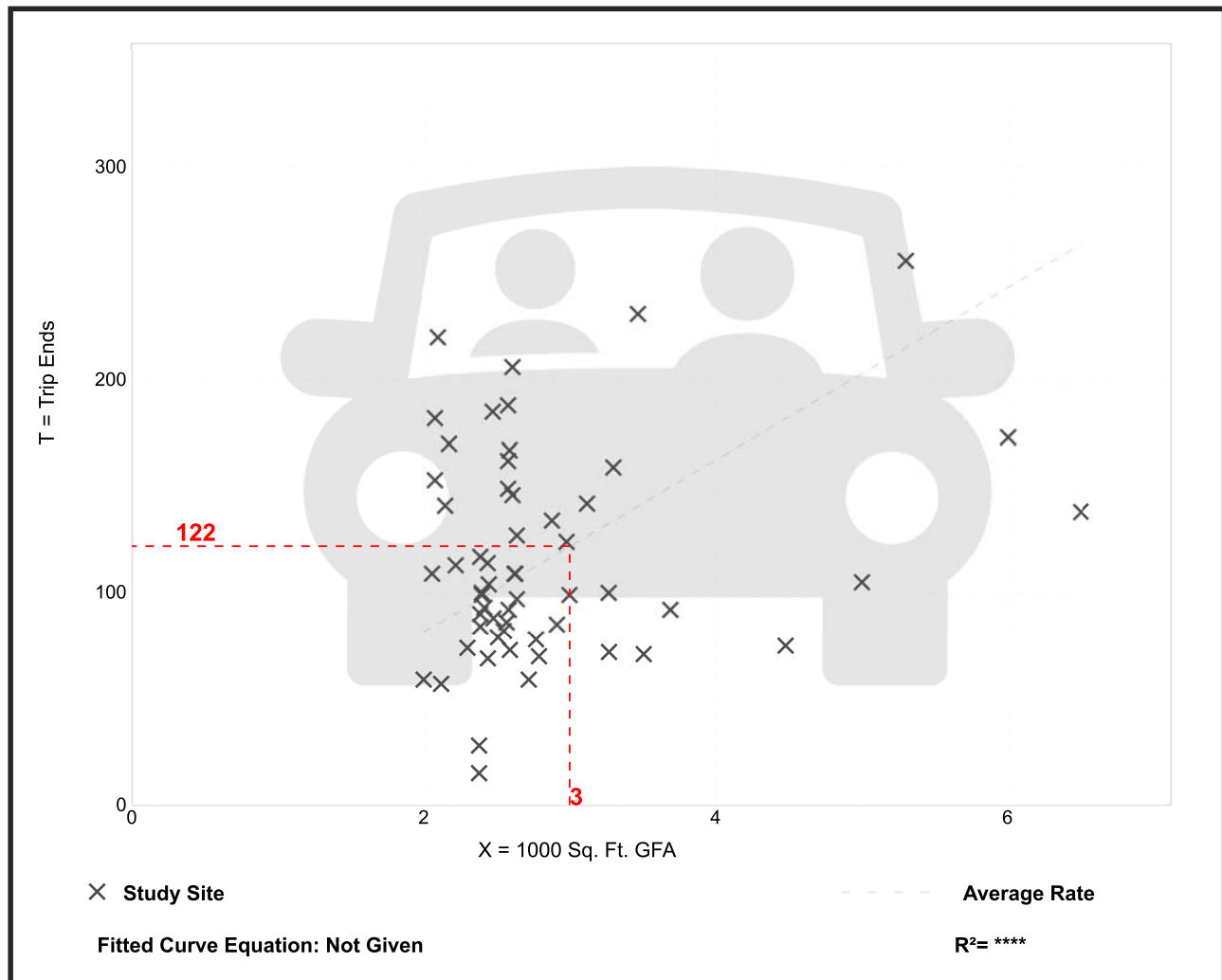
Convenience Market with Gasoline Pumps (853)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 57
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.59	6.30 - 104.76	19.18

Data Plot and Equation



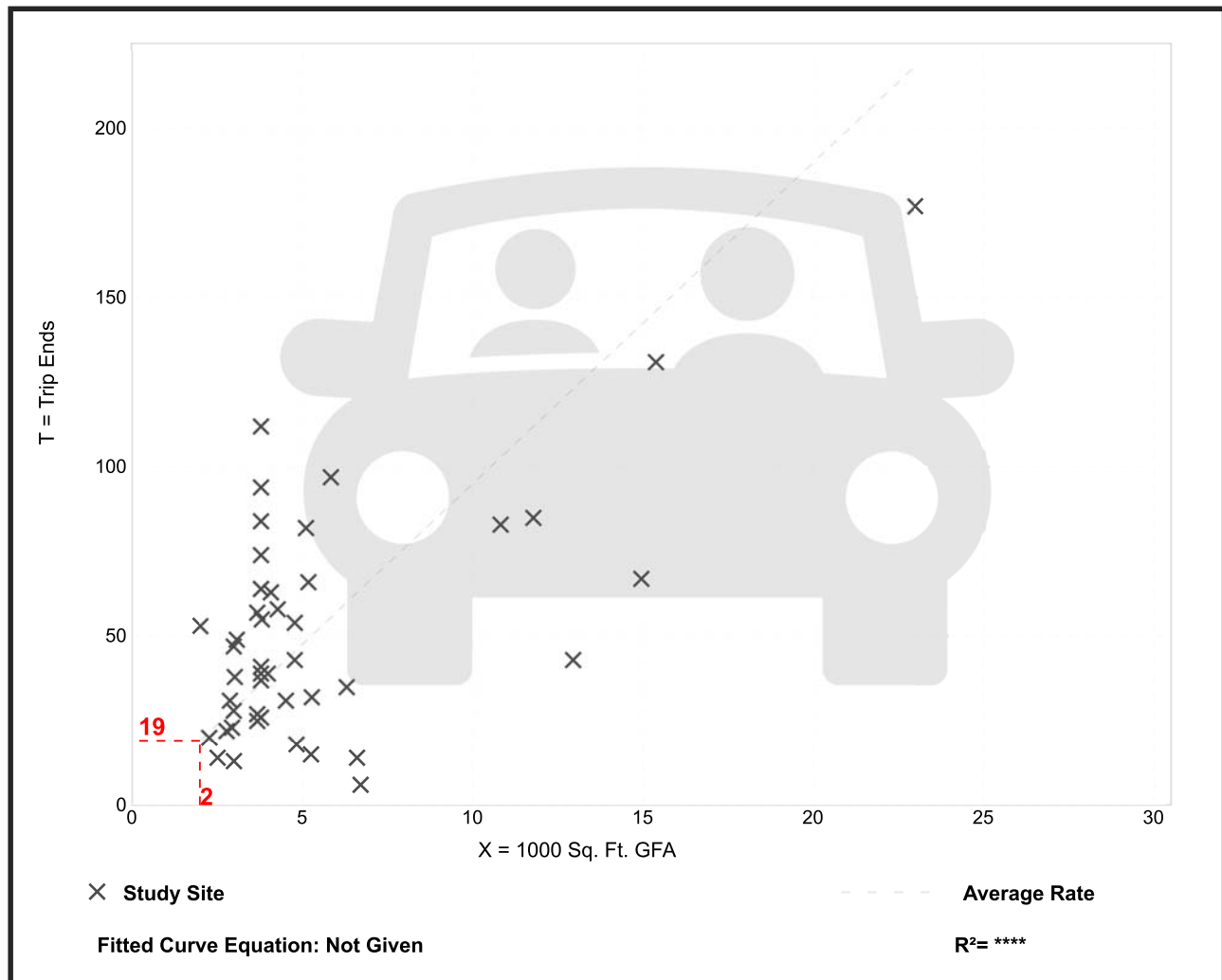
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 46
 Avg. 1000 Sq. Ft. GFA: 5
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
9.50	0.89 - 29.47	5.85

Data Plot and Equation



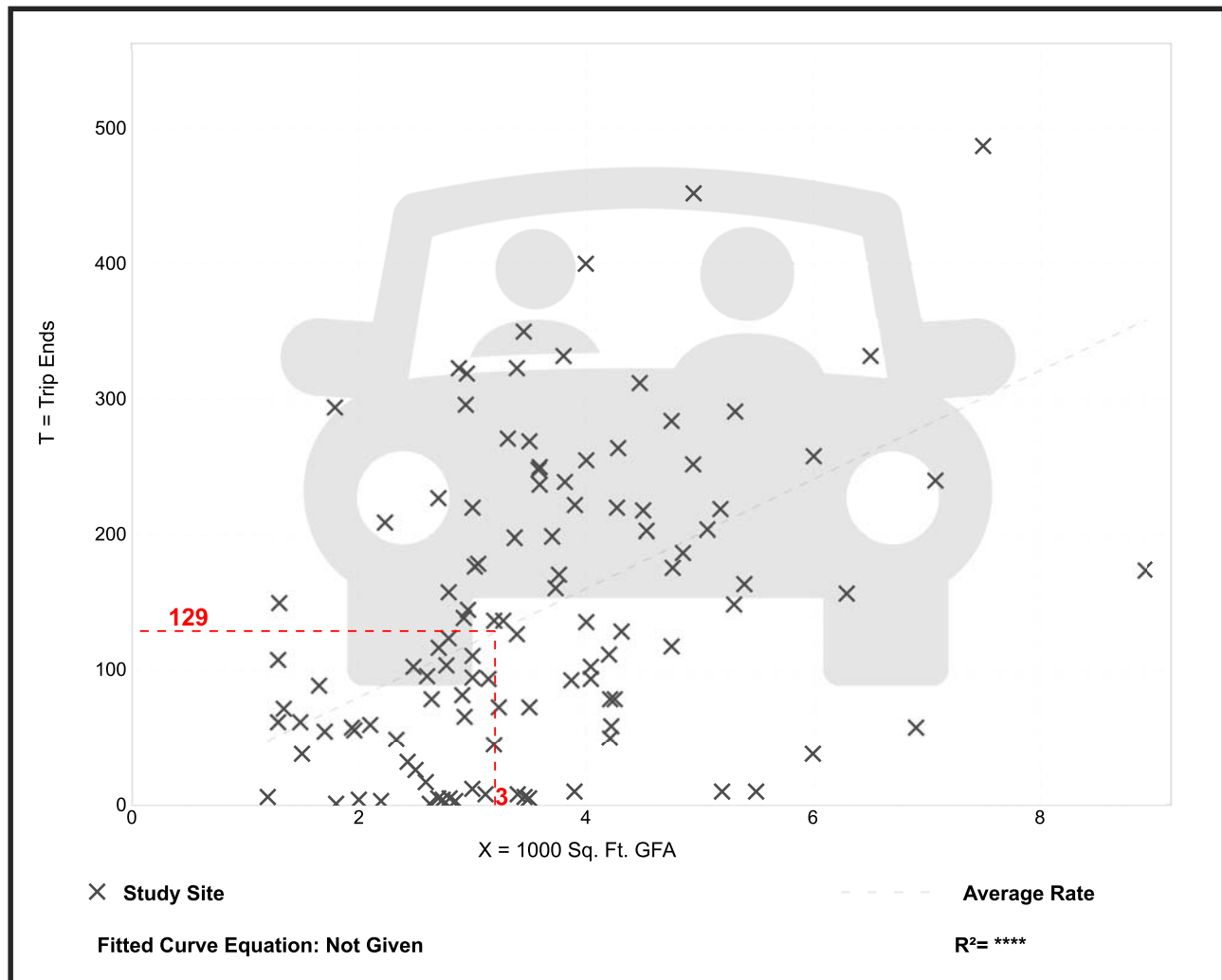
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 111
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



Shopping Center (820)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

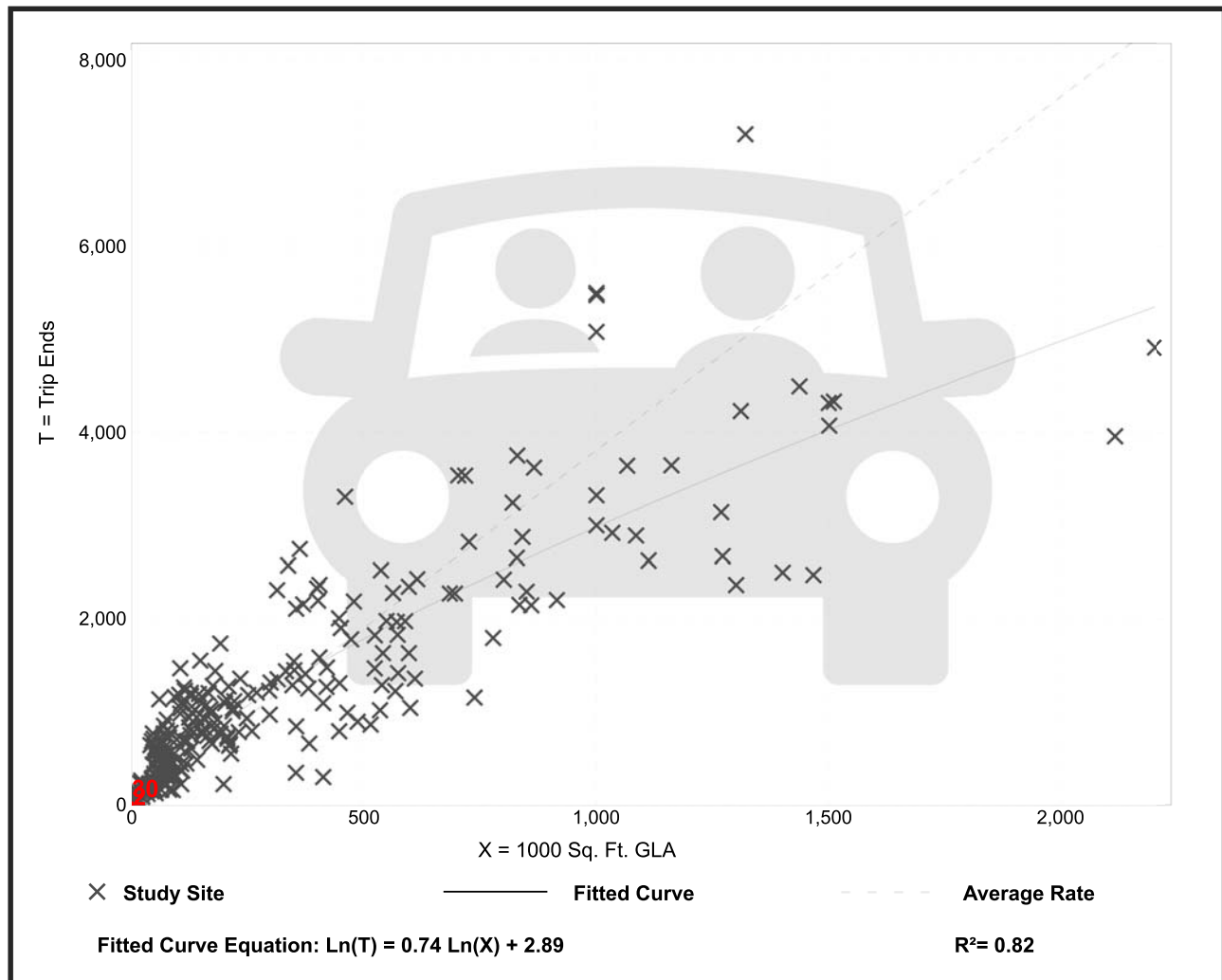
Setting/Location: General Urban/Suburban

Number of Studies: 261
 Avg. 1000 Sq. Ft. GLA: 327
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

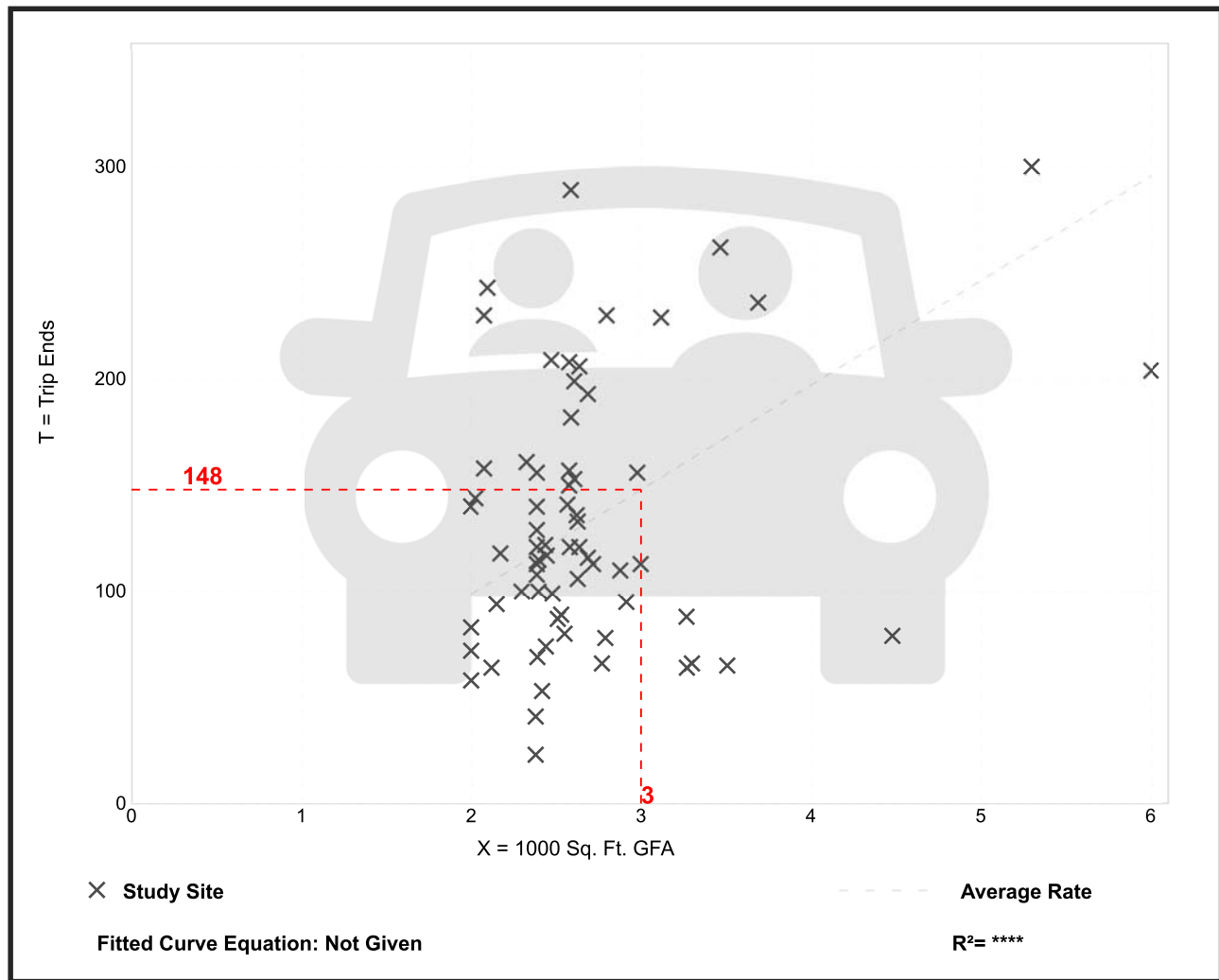
Convenience Market with Gasoline Pumps (853)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 67
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
49.29	9.66 - 115.71	22.49

Data Plot and Equation



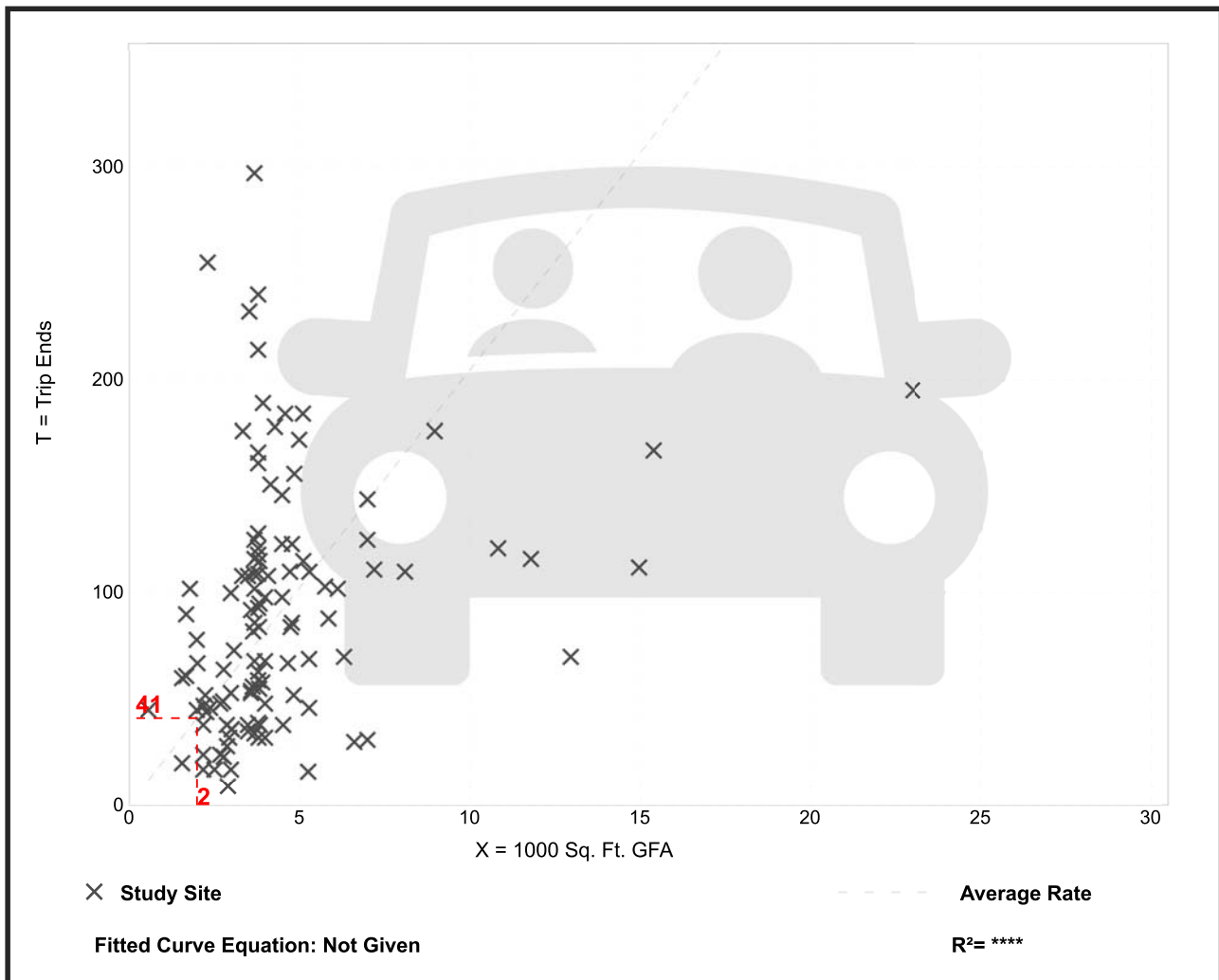
Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 115
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
20.45	3.04 - 109.91	15.01

Data Plot and Equation



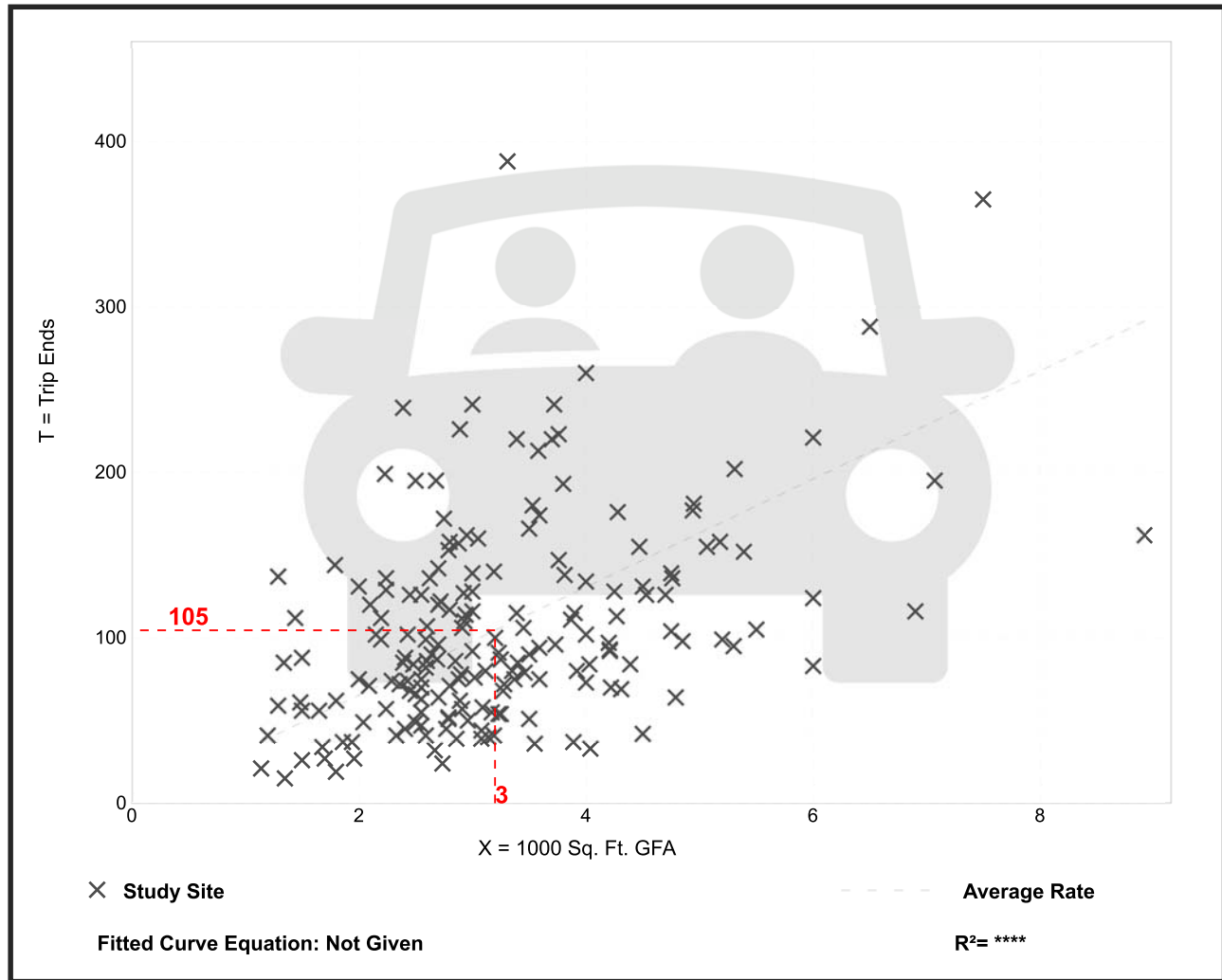
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 185
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



Shopping Center (820)

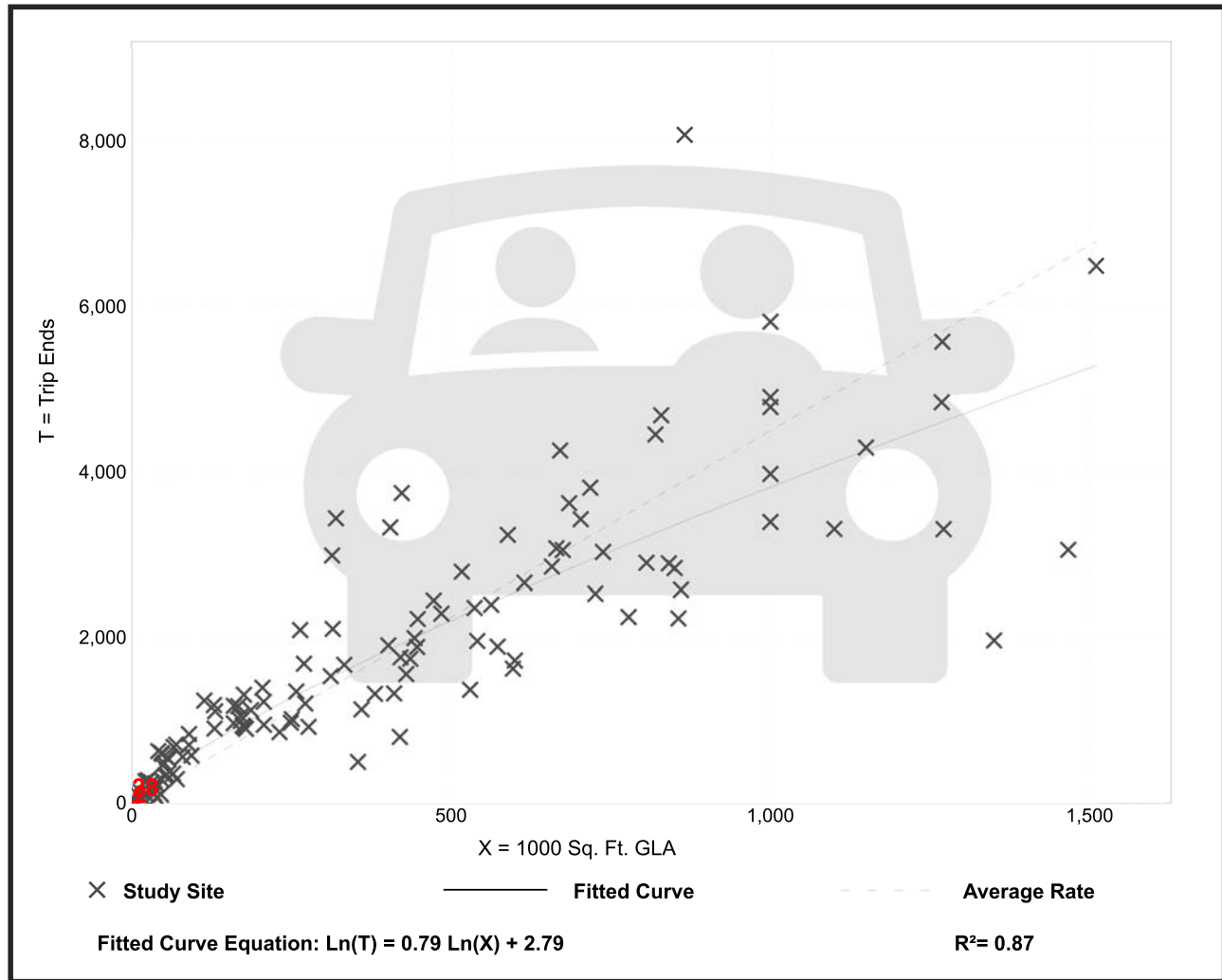
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 119
 Avg. 1000 Sq. Ft. GLA: 416
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
4.50	1.42 - 15.10	1.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Drive-in Bank (912)

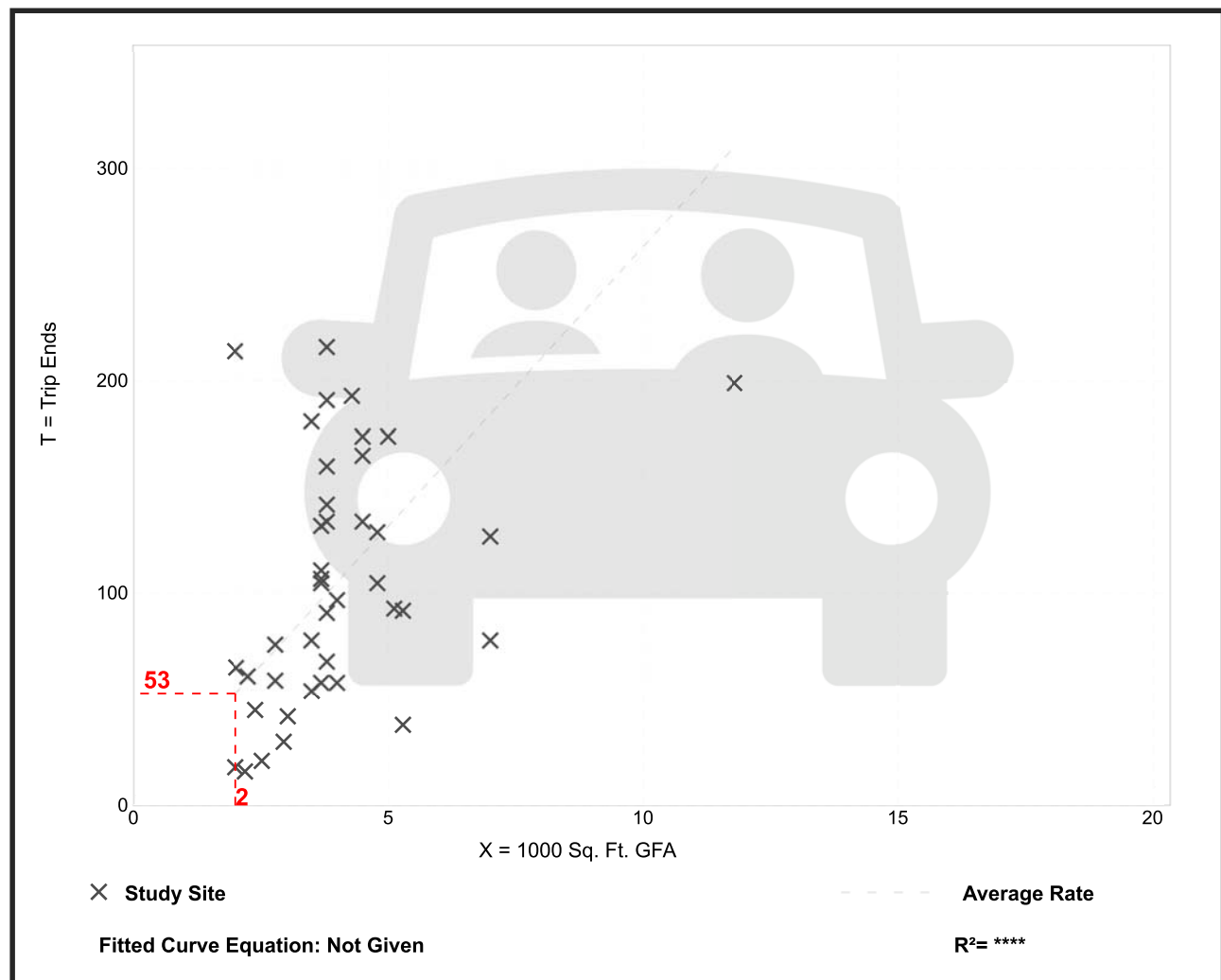
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
26.35	7.18 - 107.00	15.32

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window (934)

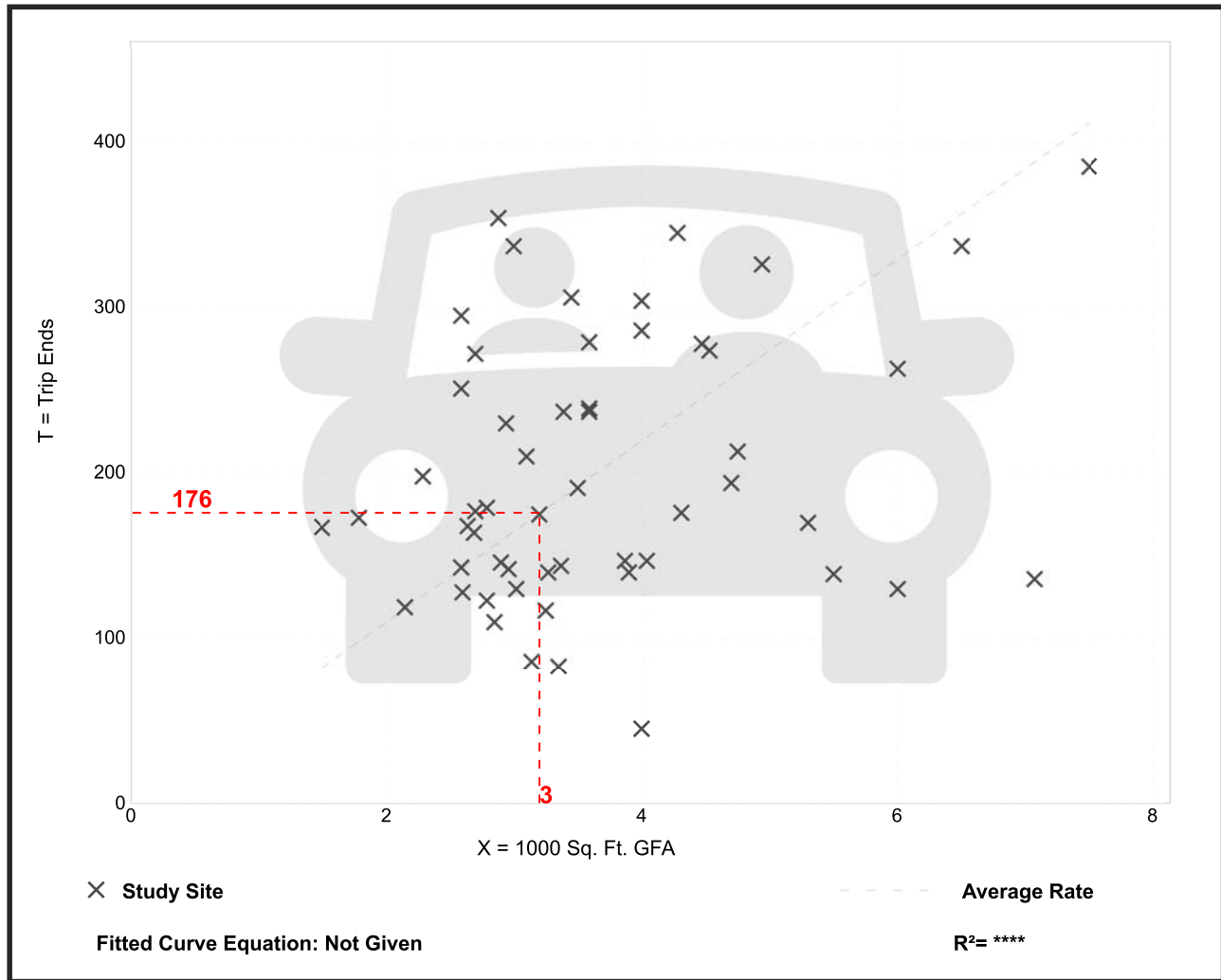
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 54
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.86	11.25 - 122.92	24.51

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Shopping Center (820)

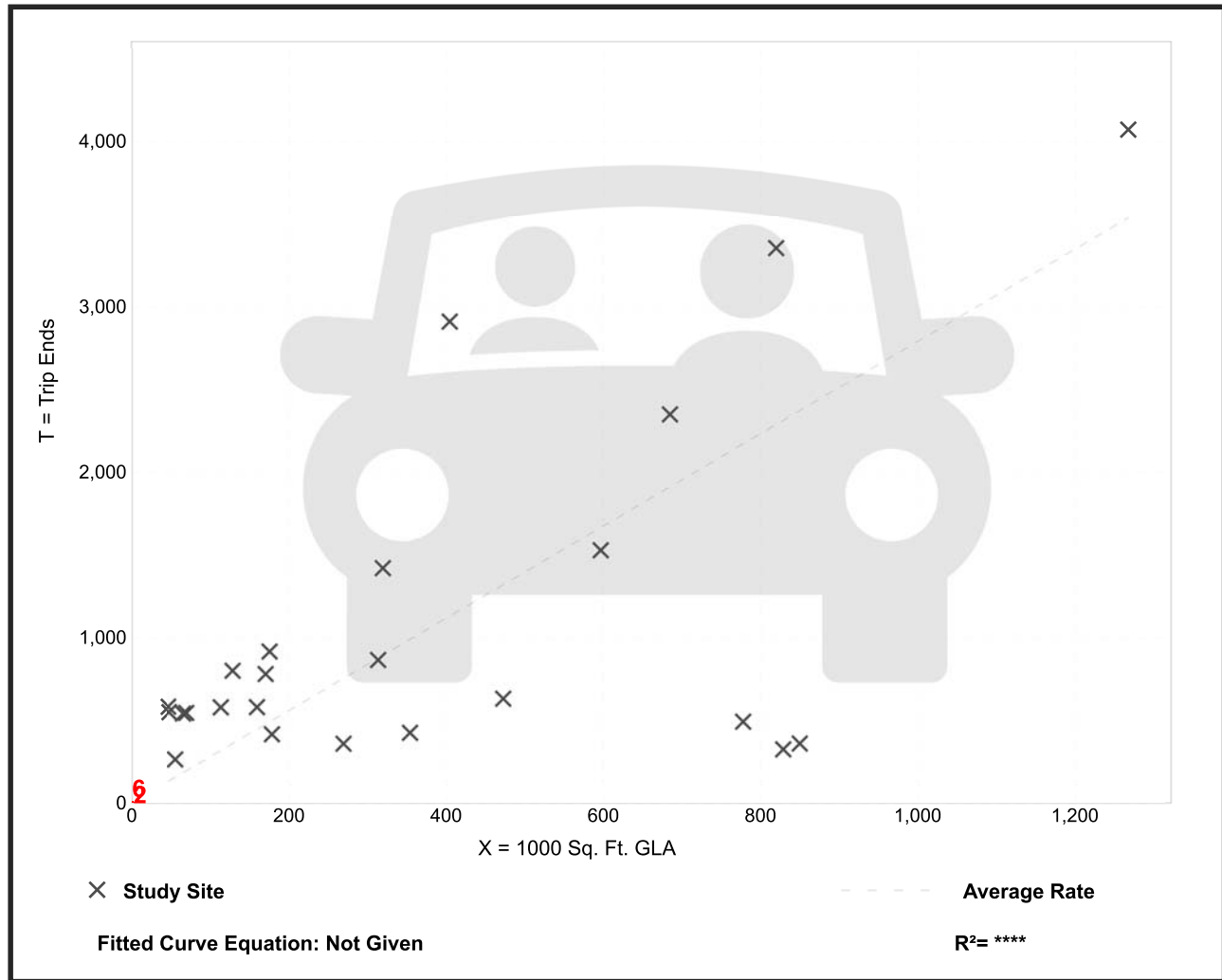
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 24
 Avg. 1000 Sq. Ft. GLA: 382
 Directional Distribution: 49% entering, 51% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.79	0.39 - 12.40	2.18

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Drive-in Bank (912)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

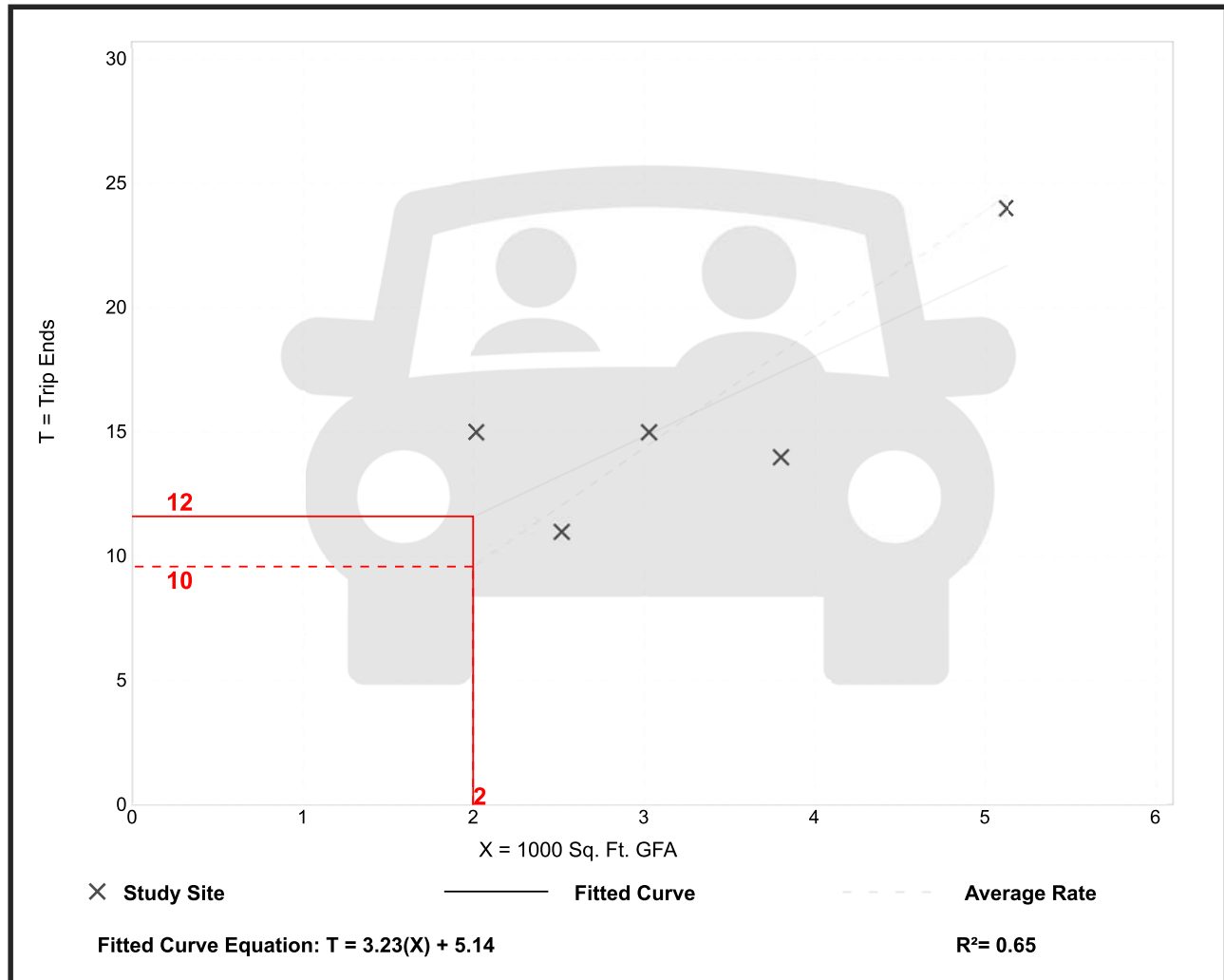
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: Not Available

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.79	3.68 - 7.43	1.21

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window (934)

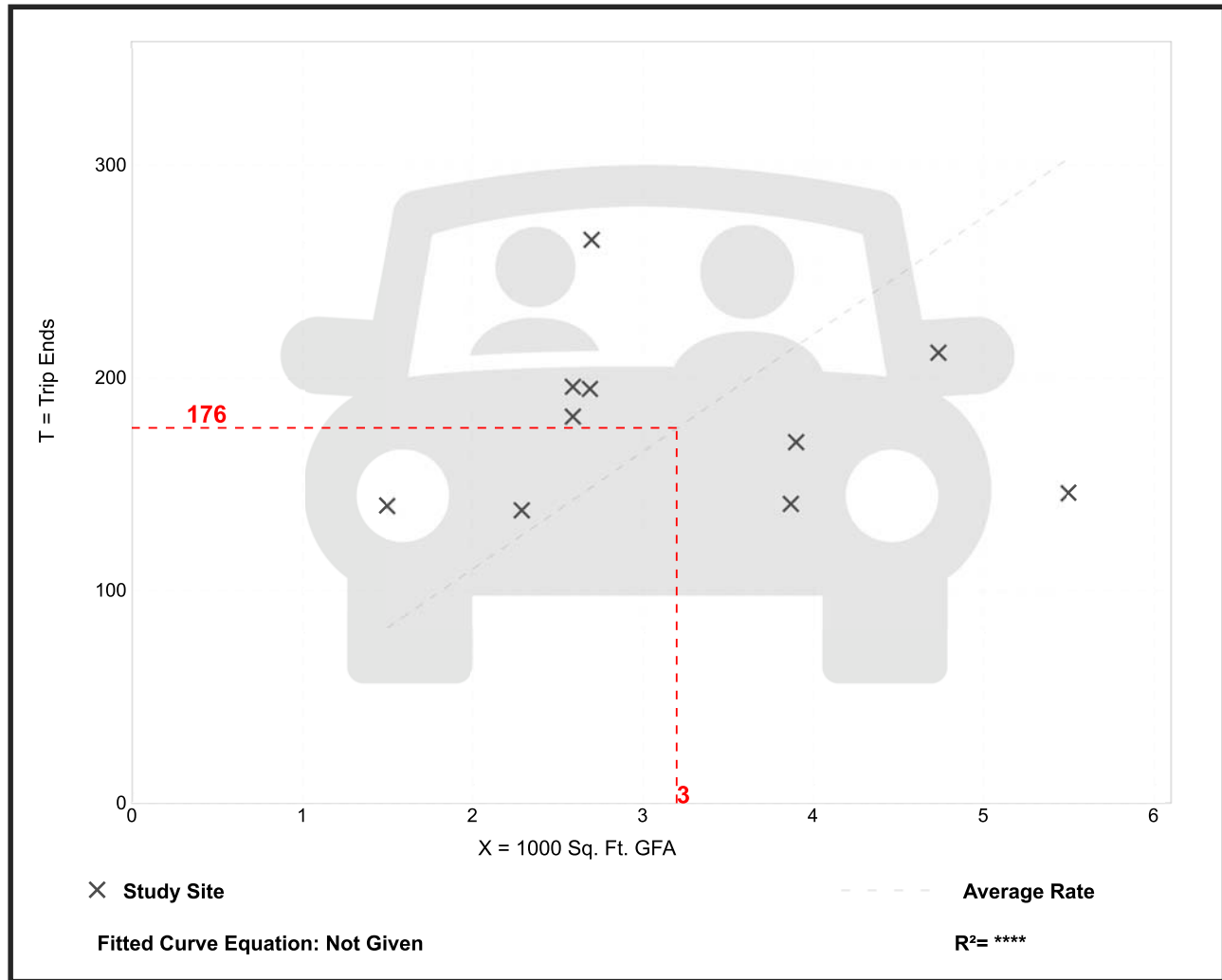
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
55.15	26.55 - 98.15	23.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

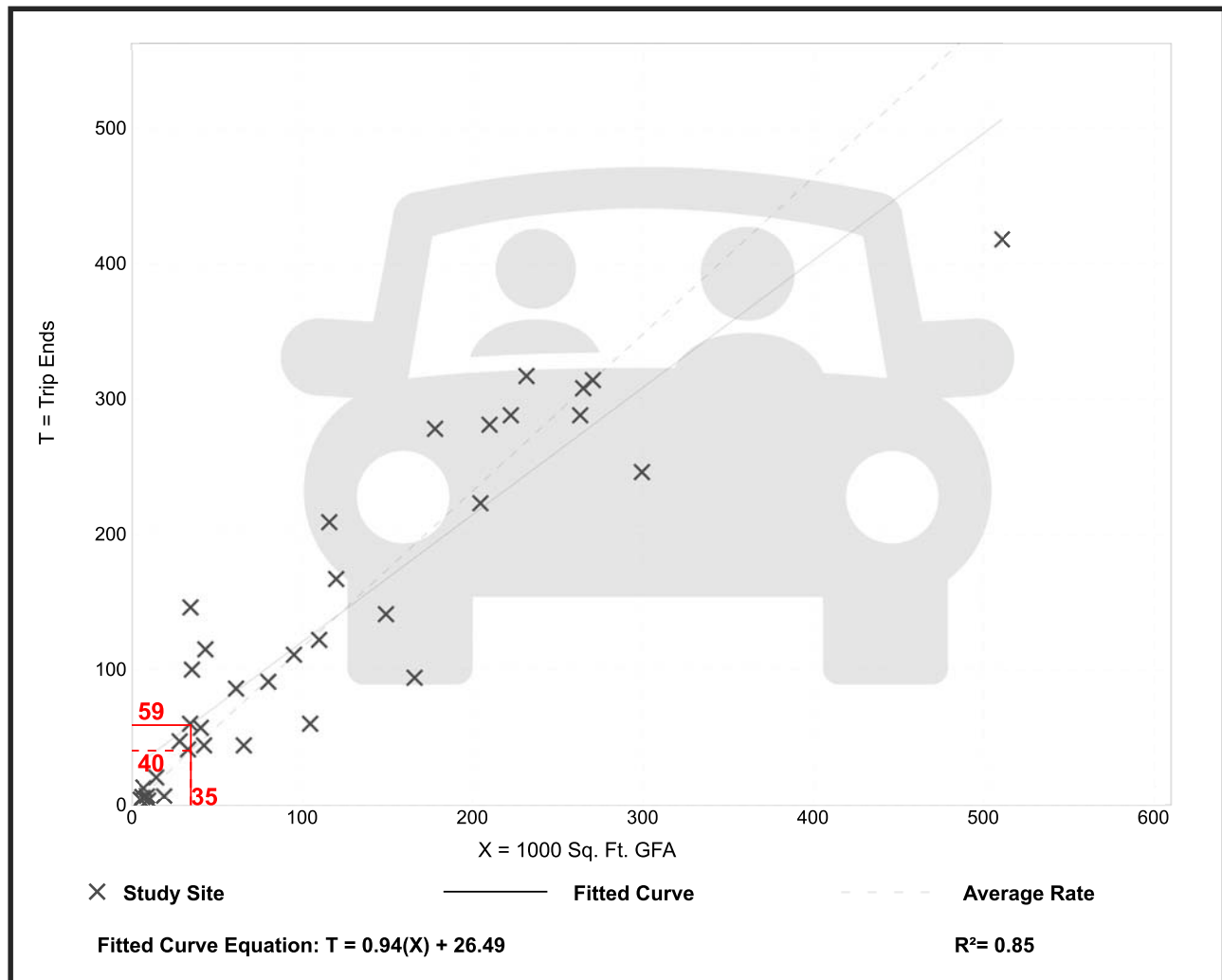
Setting/Location: General Urban/Suburban

Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

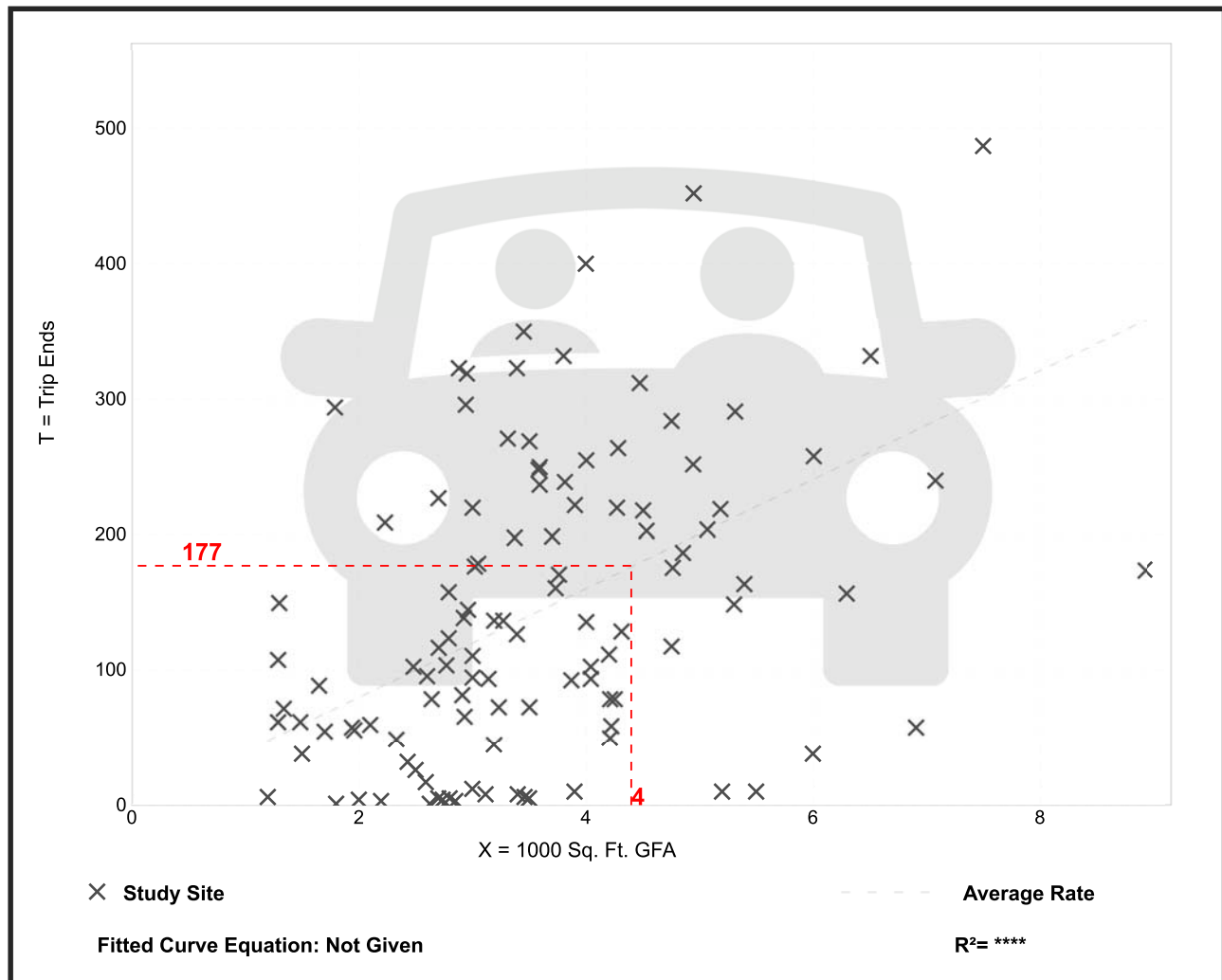
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
 Setting/Location: General Urban/Suburban
 Number of Studies: 111
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

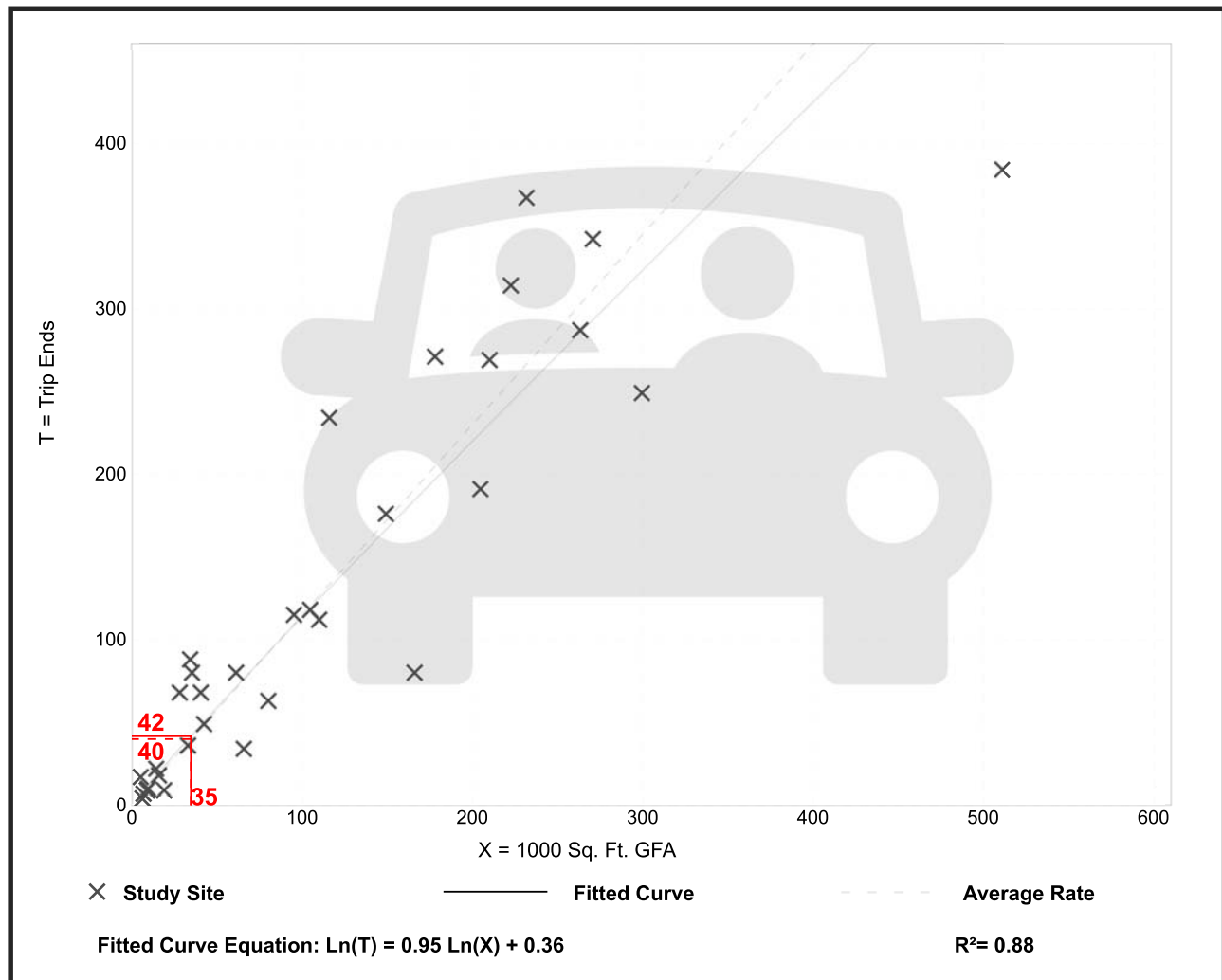
Setting/Location: General Urban/Suburban

Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



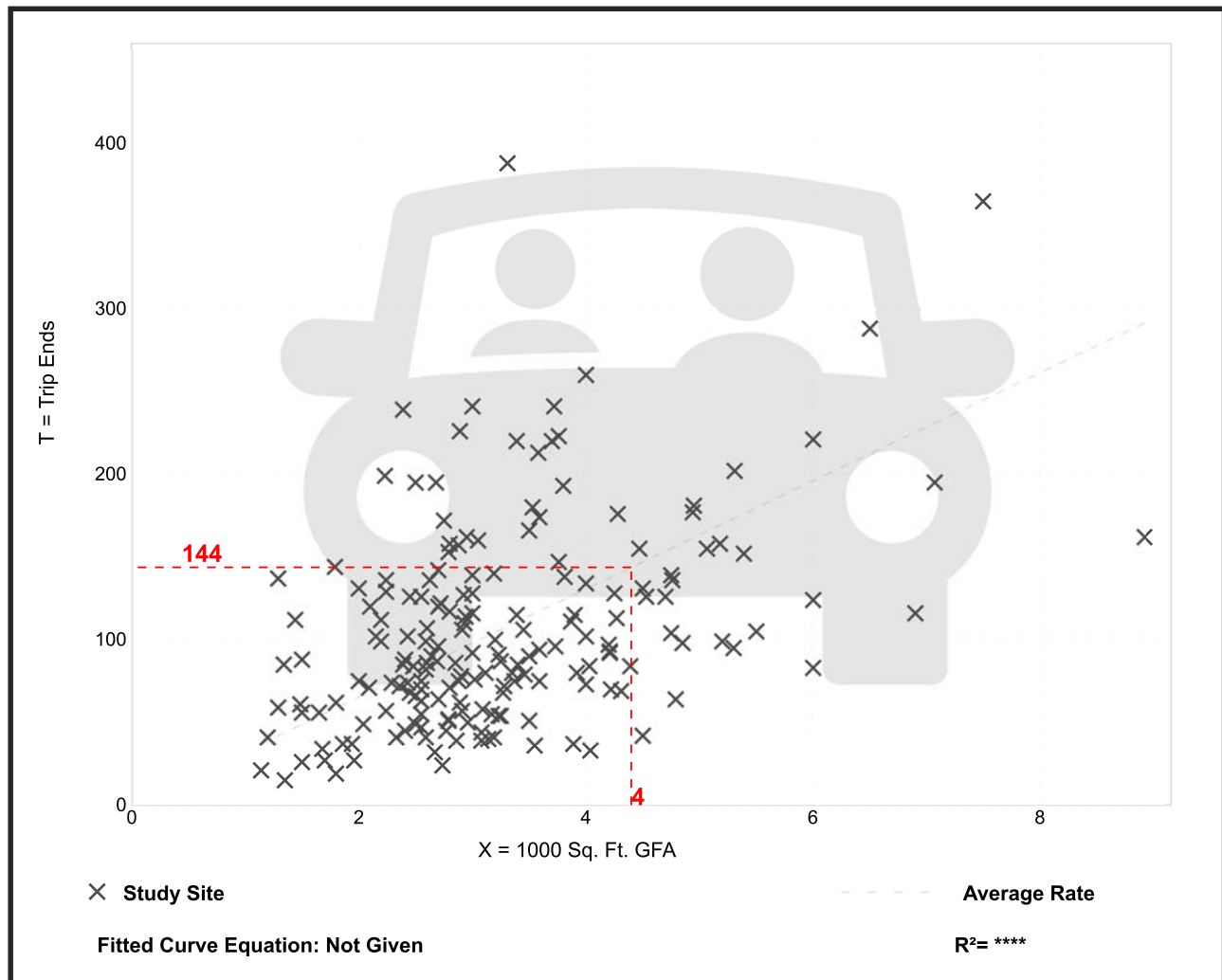
Fast-Food Restaurant with Drive-Through Window (934)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 185
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

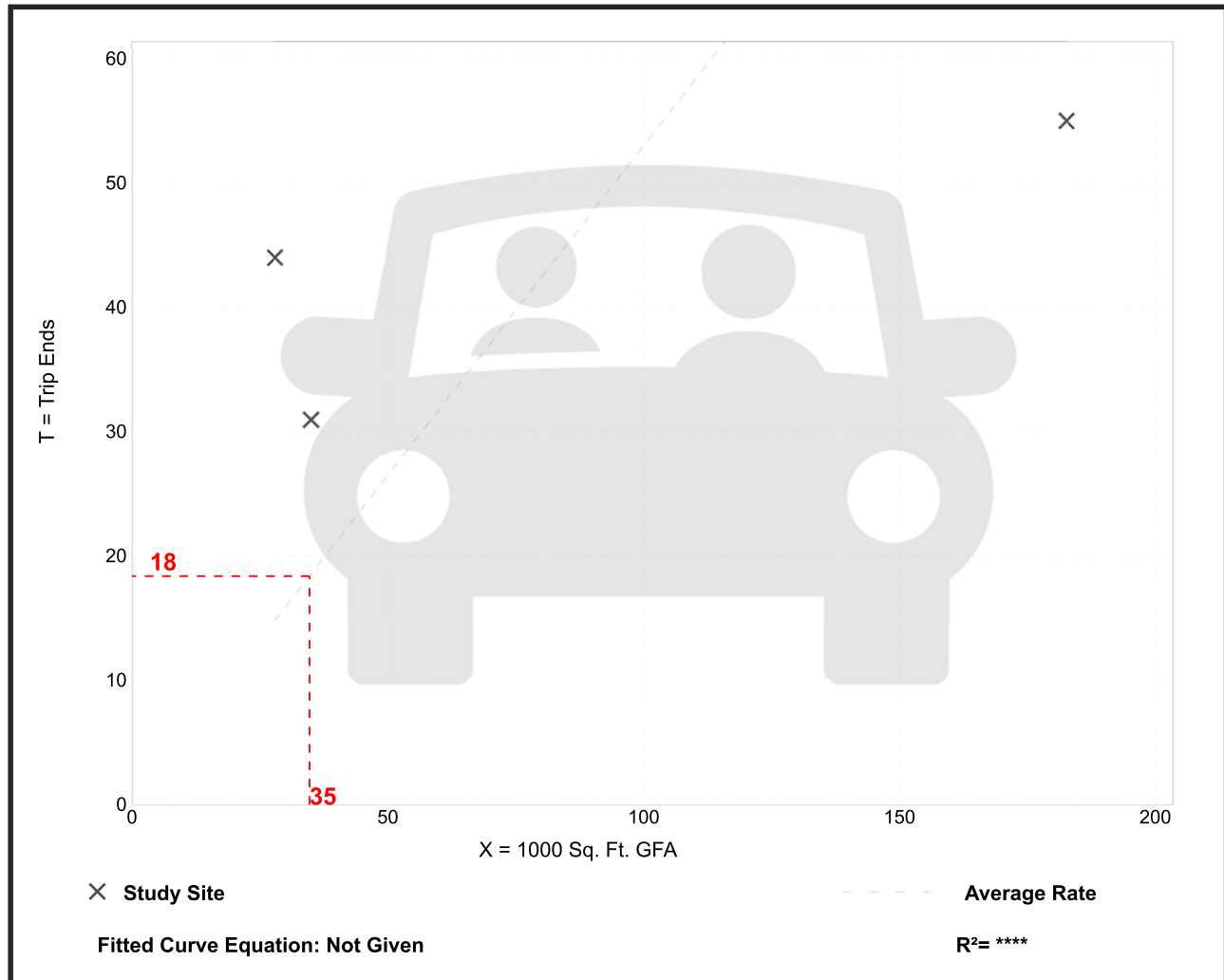
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 82
 Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.53	0.30 - 1.57	0.52

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window (934)

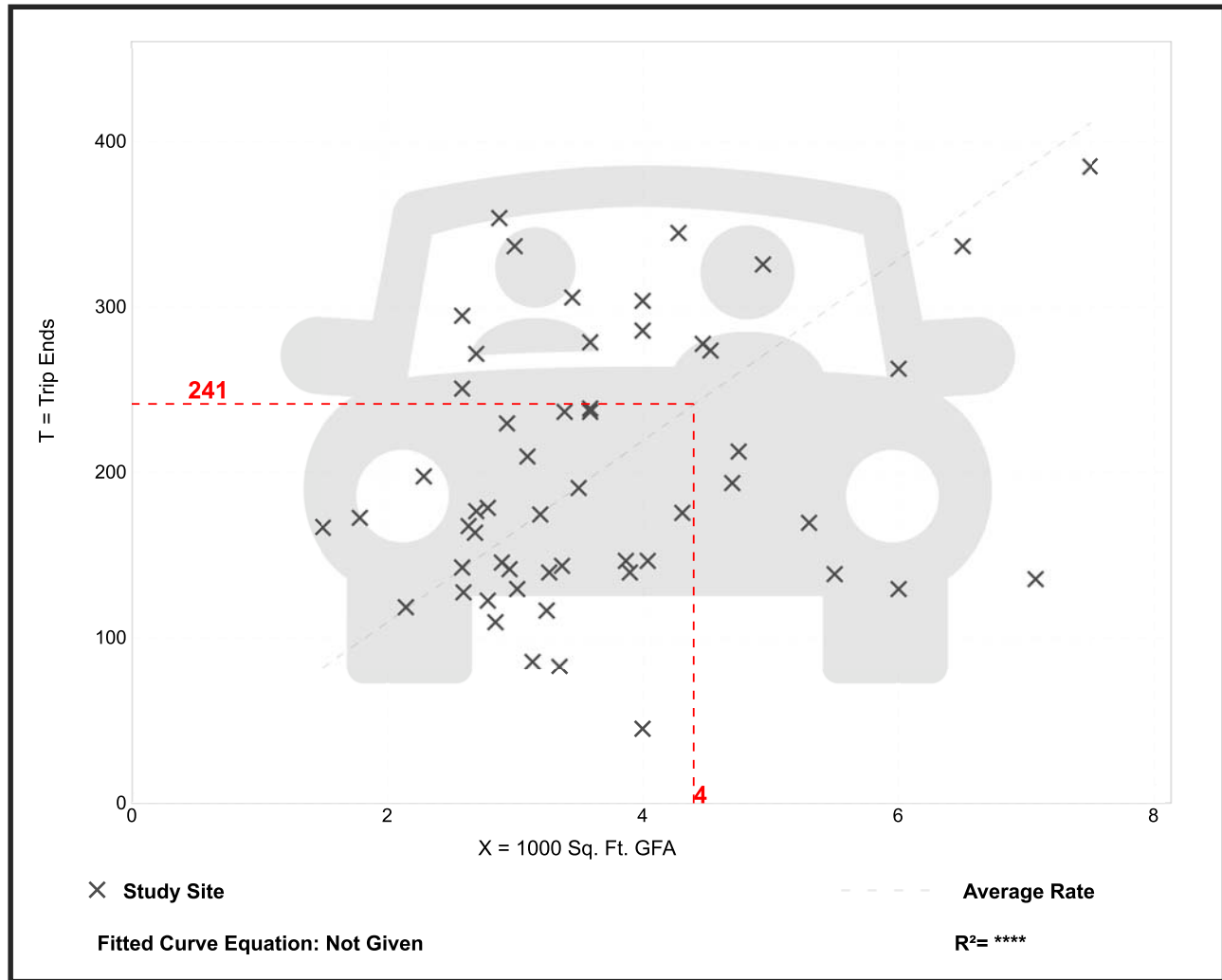
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 54
 Avg. 1000 Sq. Ft. GFA: 4
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
54.86	11.25 - 122.92	24.51

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

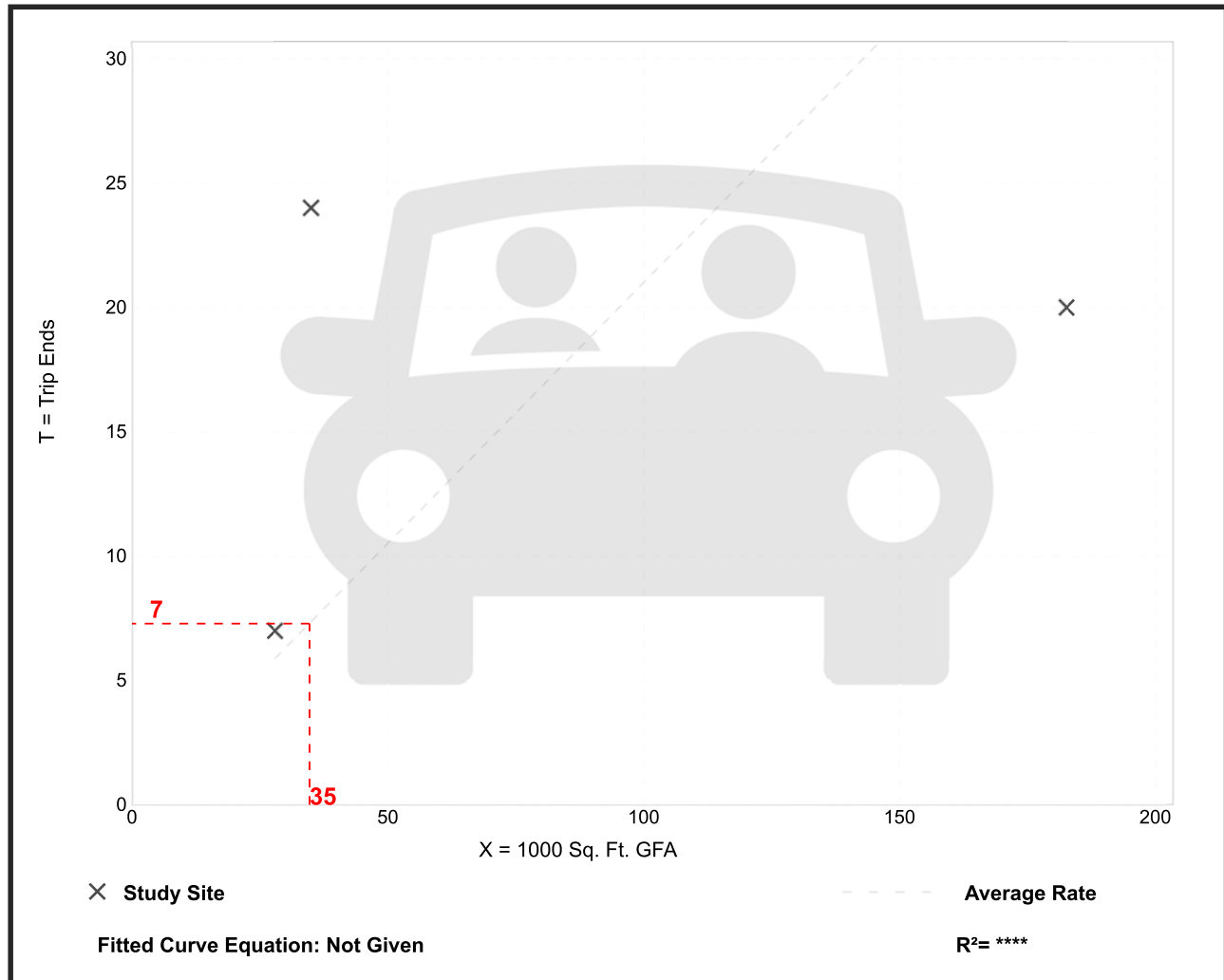
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 82
 Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.11 - 0.68	0.24

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Fast-Food Restaurant with Drive-Through Window (934)

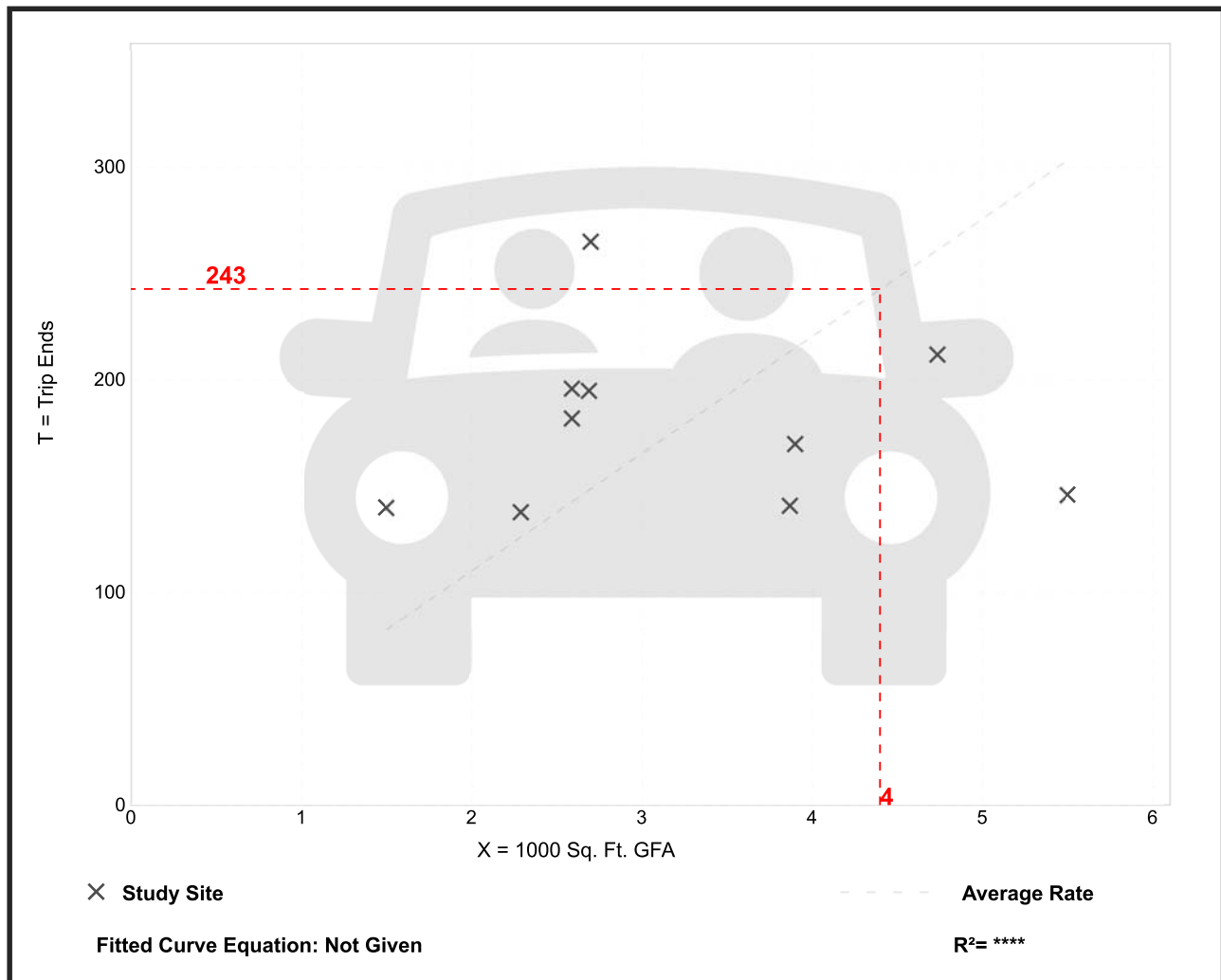
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
55.15	26.55 - 98.15	23.88

Data Plot and Equation



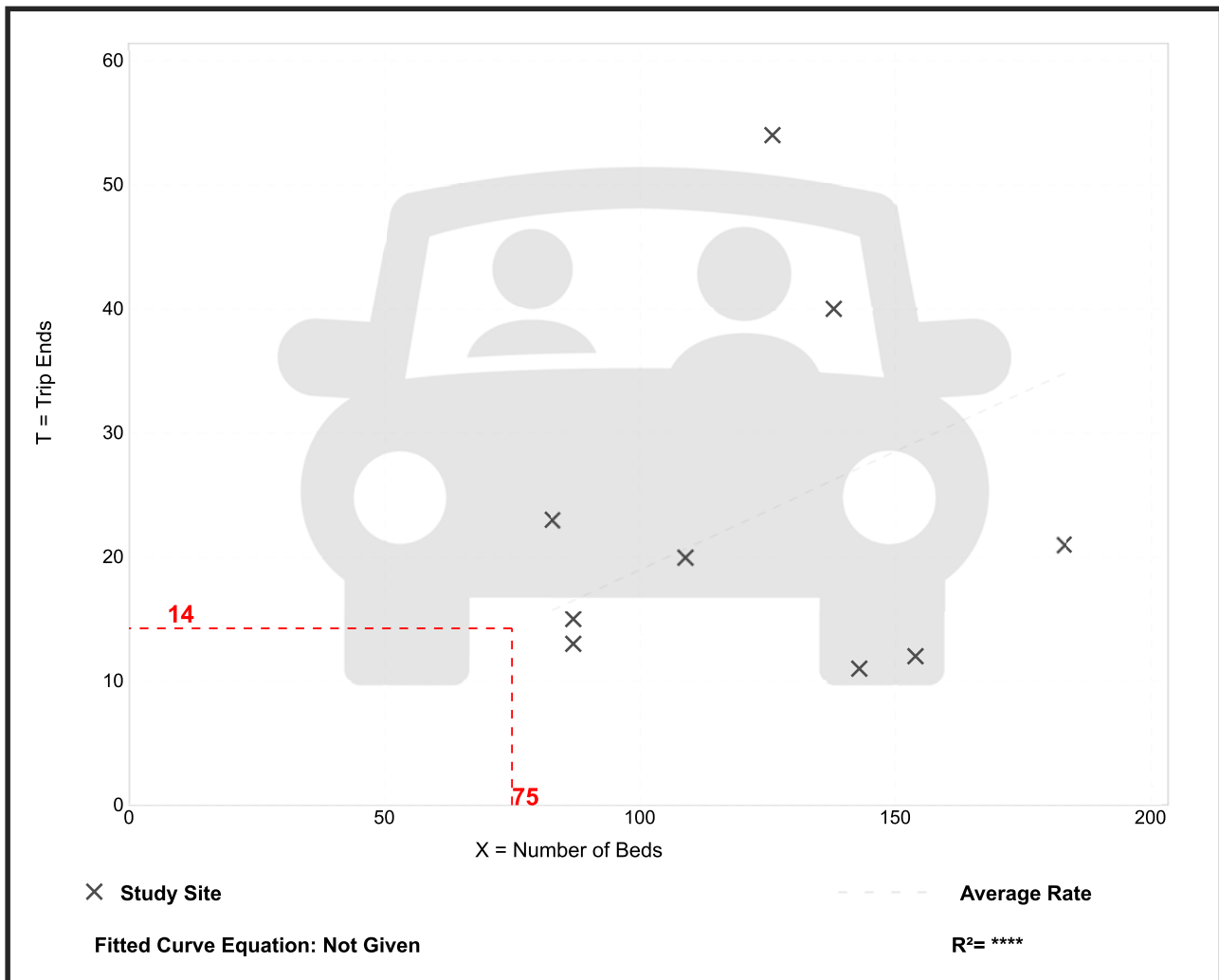
Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.19	0.08 - 0.43	0.12

Data Plot and Equation



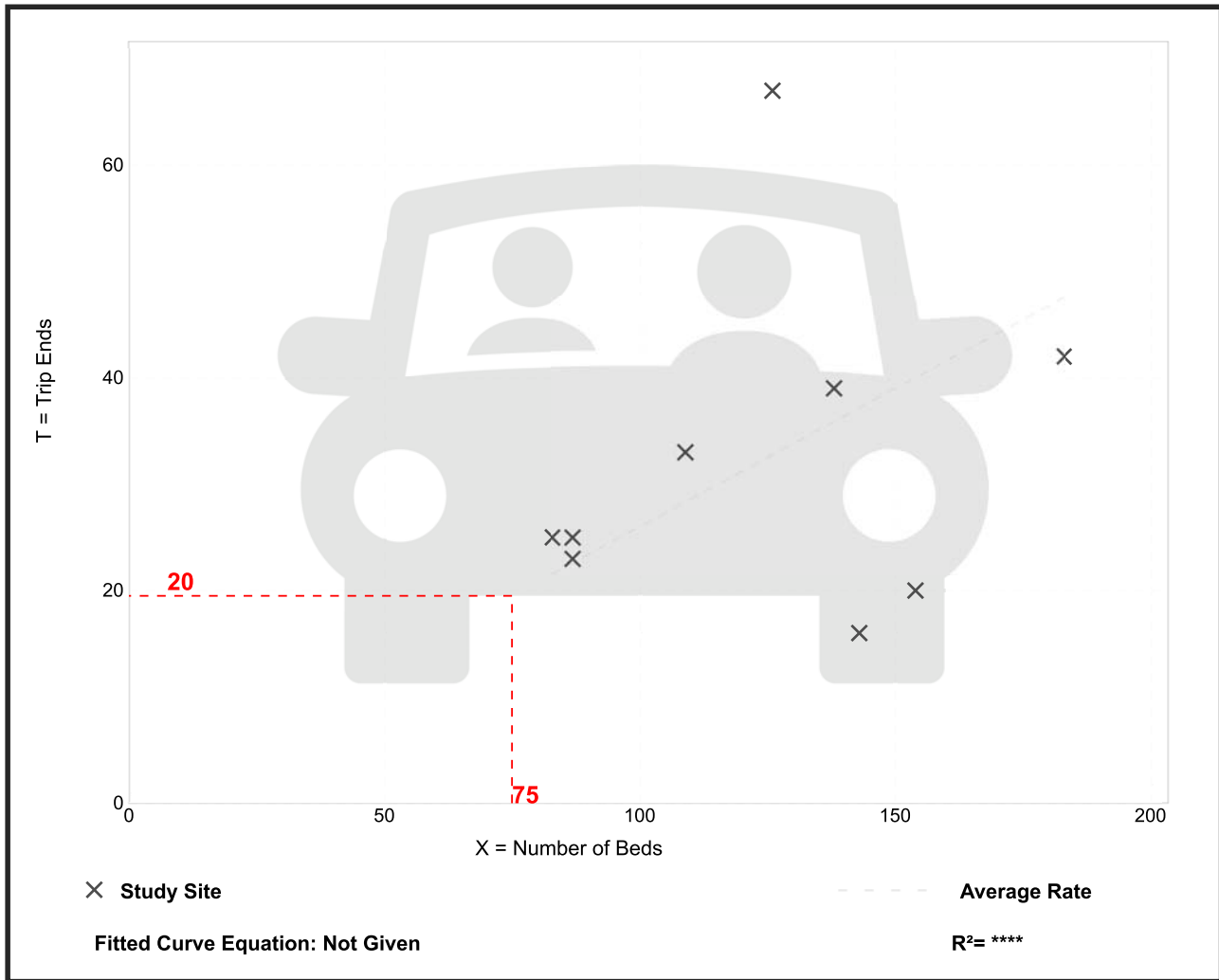
Assisted Living (254)

Vehicle Trip Ends vs: Beds
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 9
 Avg. Num. of Beds: 123
 Directional Distribution: 38% entering, 62% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.26	0.11 - 0.53	0.13

Data Plot and Equation



Assisted Living (254)

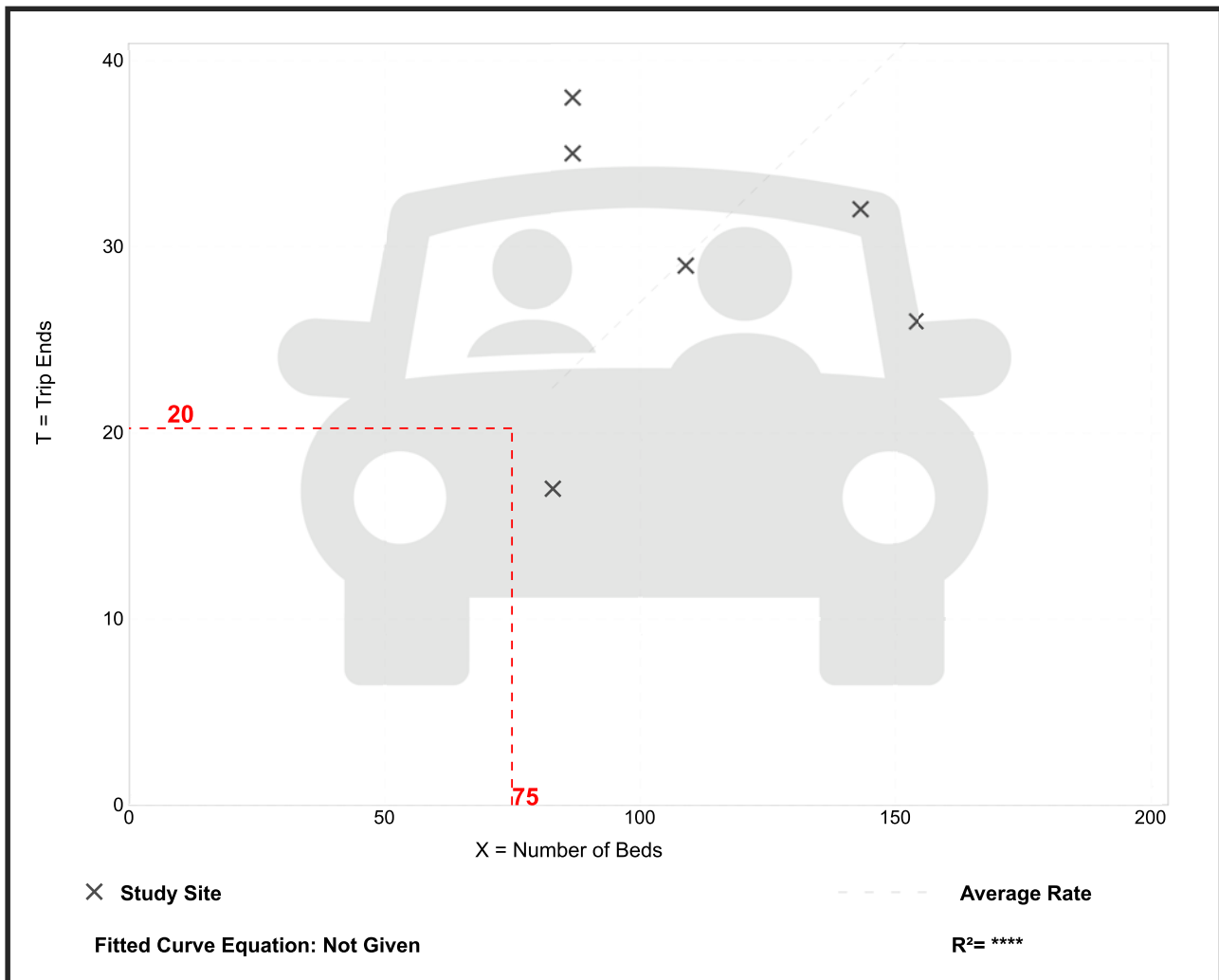
Vehicle Trip Ends vs: Beds
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. Num. of Beds: 111
 Directional Distribution: 46% entering, 54% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.27	0.17 - 0.44	0.11

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Assisted Living (254)

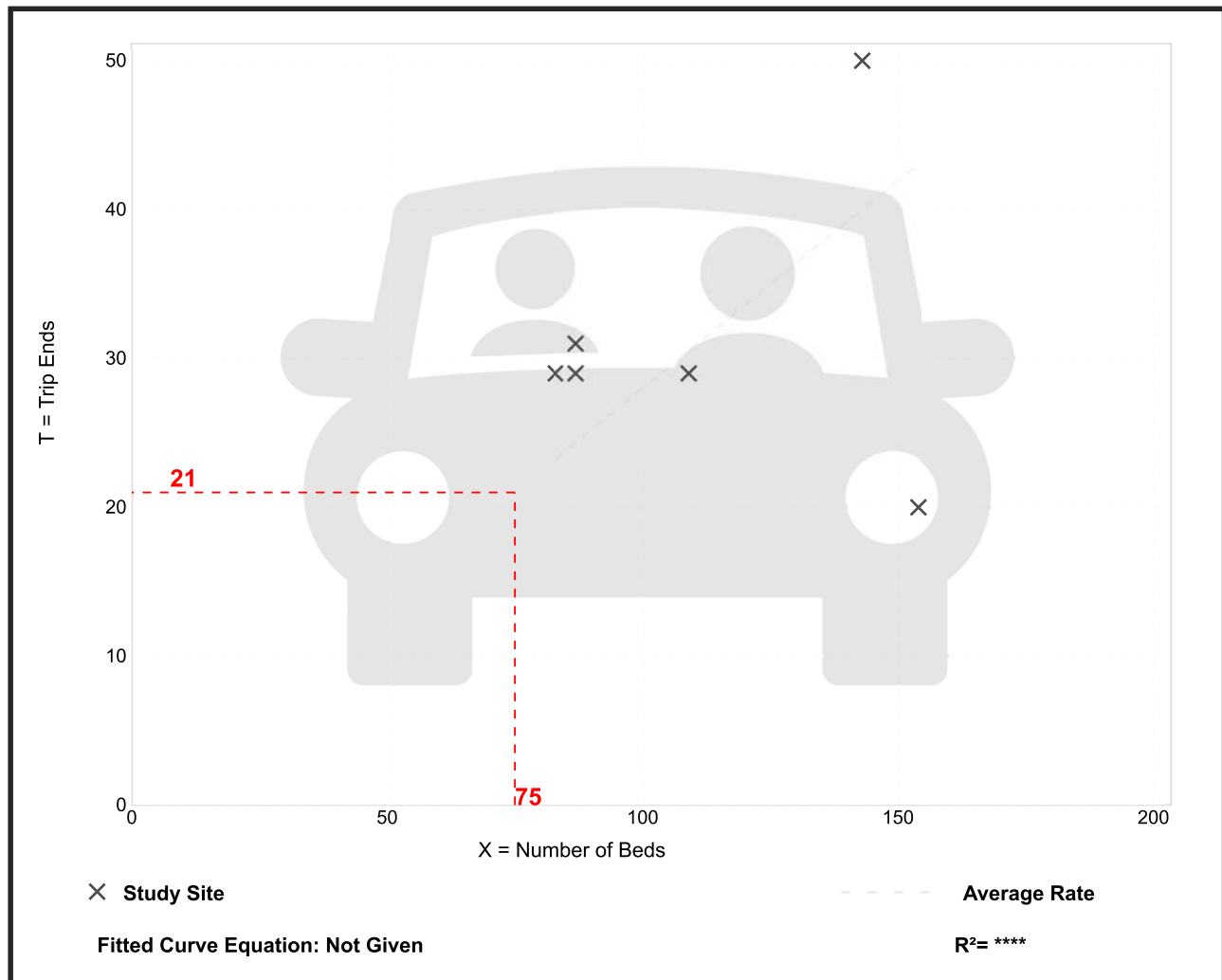
Vehicle Trip Ends vs: Beds
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 6
 Avg. Num. of Beds: 111
 Directional Distribution: 43% entering, 57% exiting

Vehicle Trip Generation per Bed

Average Rate	Range of Rates	Standard Deviation
0.28	0.13 - 0.36	0.10

Data Plot and Equation



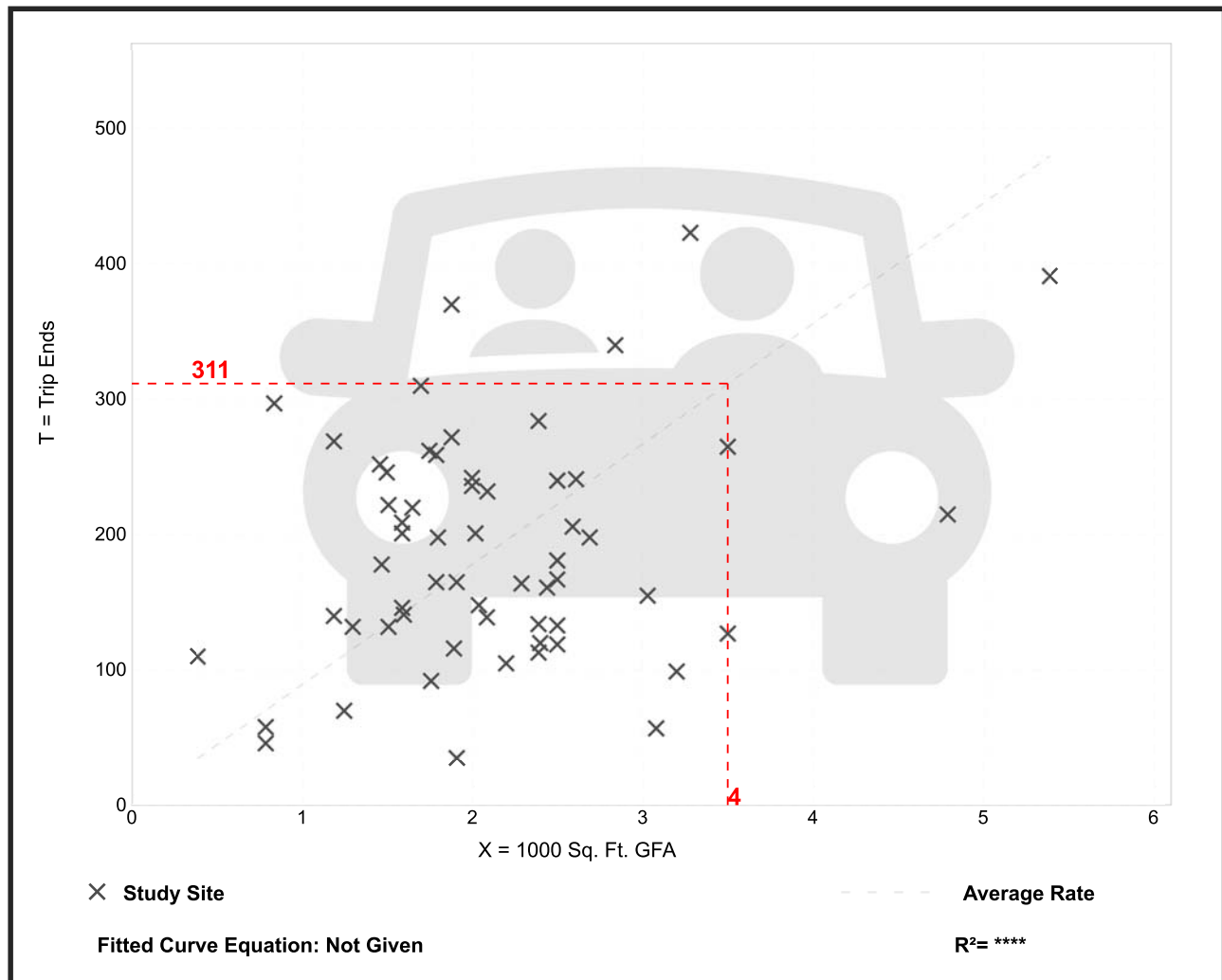
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 61
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
88.99	18.32 - 353.57	48.19

Data Plot and Equation



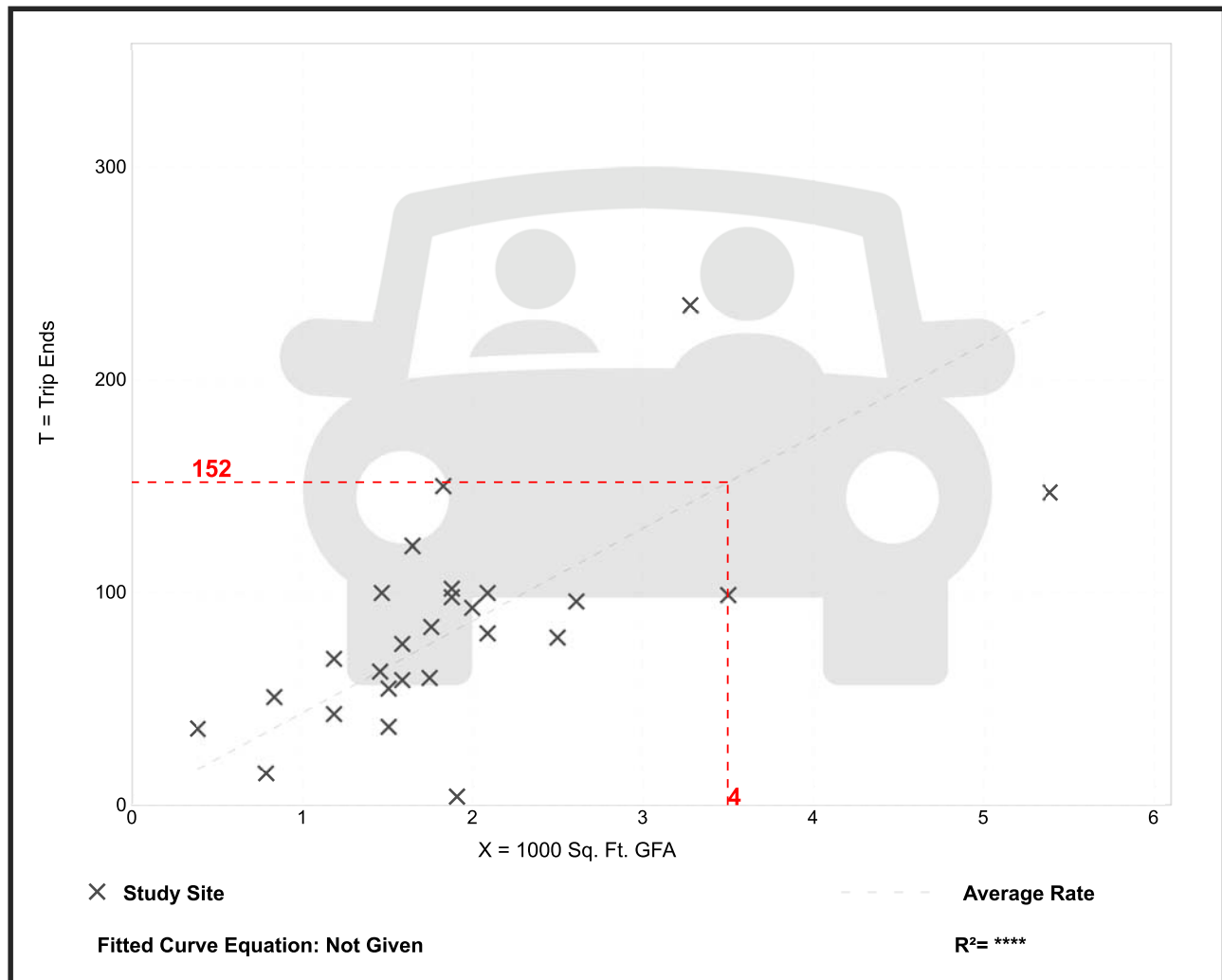
Coffee/Donut Shop with Drive-Through Window (937)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 26
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
43.38	2.09 - 92.31	18.88

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Coffee/Donut Shop with Drive-Through Window (937)

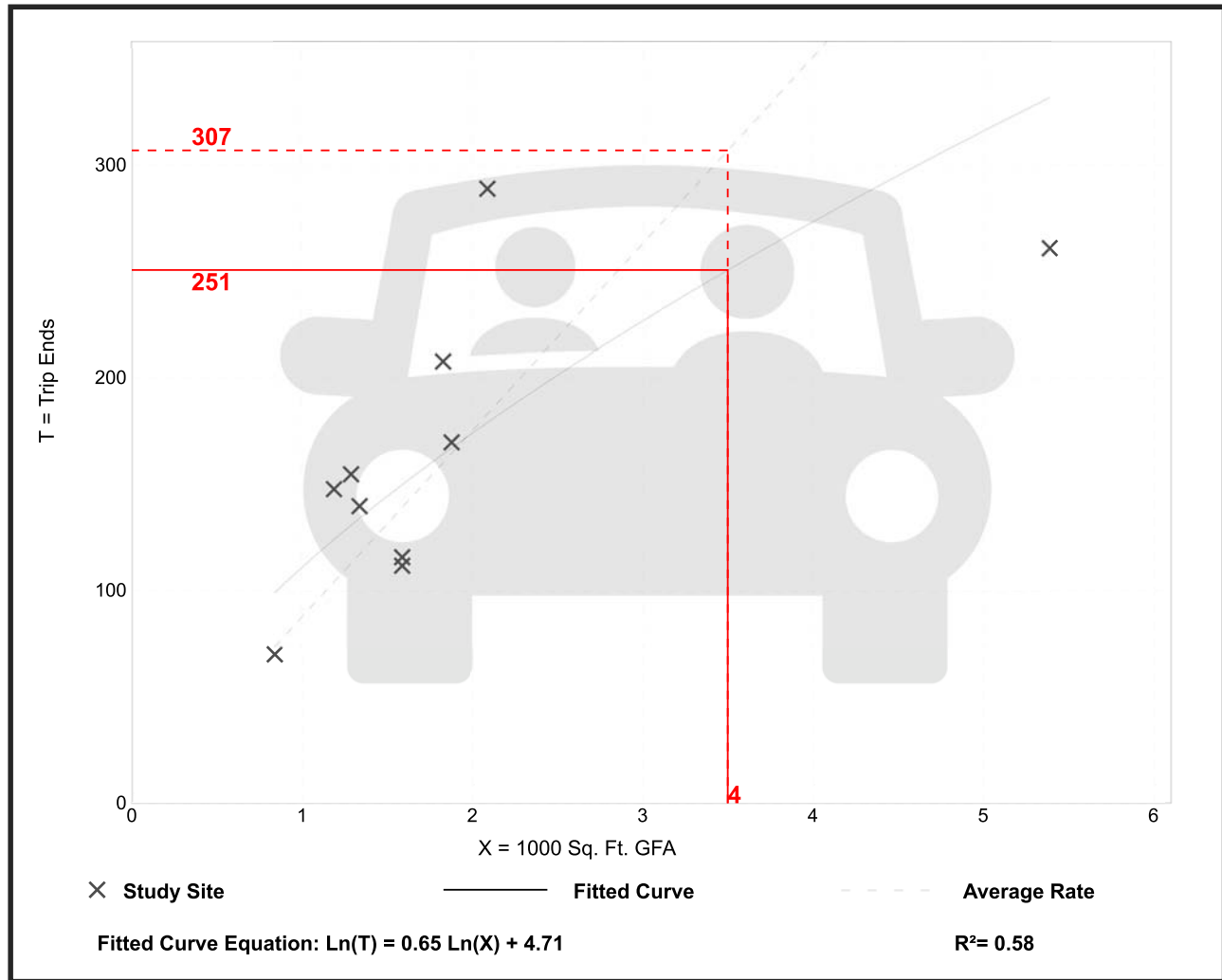
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
 On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
 Number of Studies: 10
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
87.70	48.42 - 138.28	33.38

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

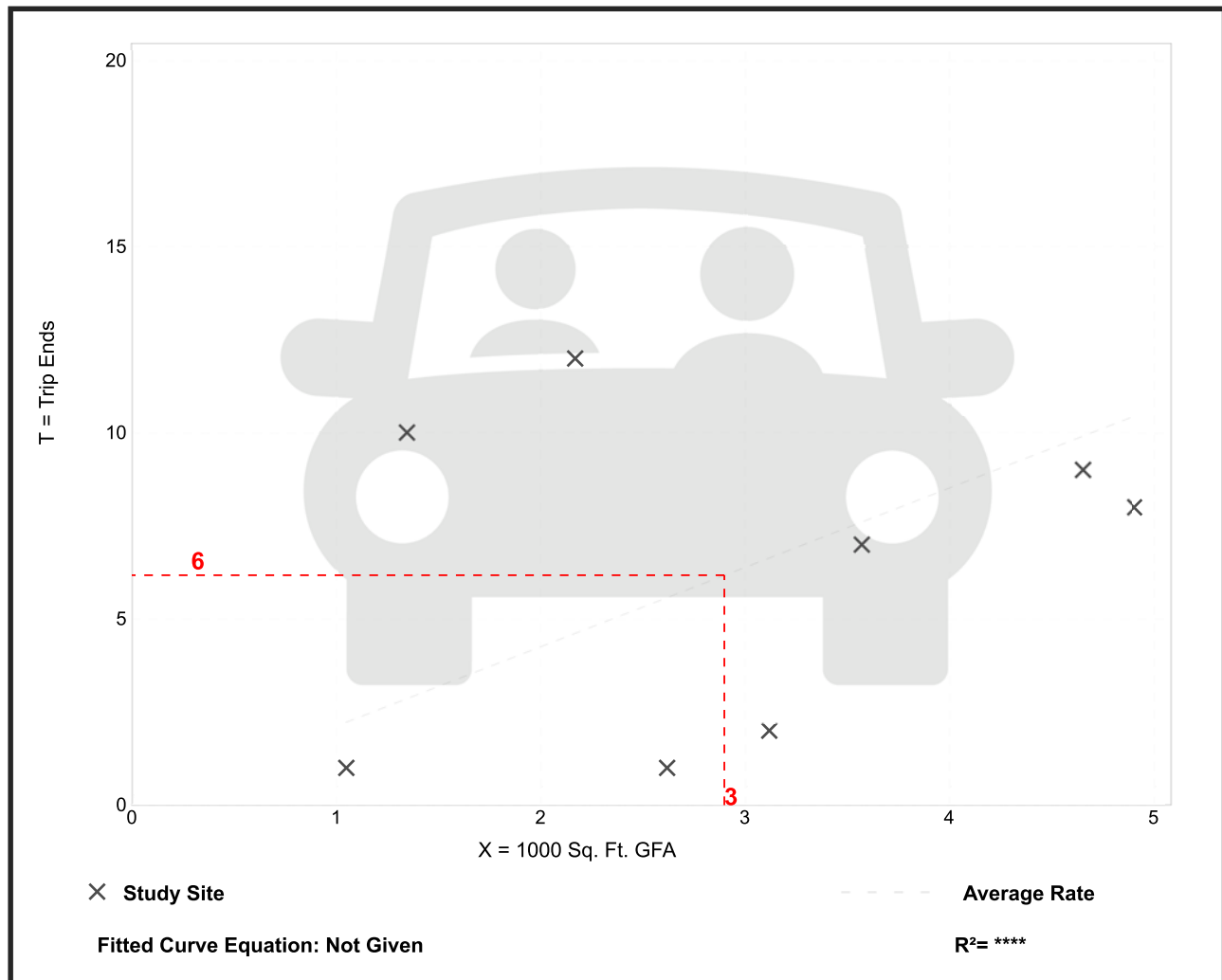
Automobile Sales (Used) (841)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 8
 Avg. 1000 Sq. Ft. GFA: 3
 Directional Distribution: 76% entering, 24% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
2.13	0.38 - 7.41	1.98

Data Plot and Equation



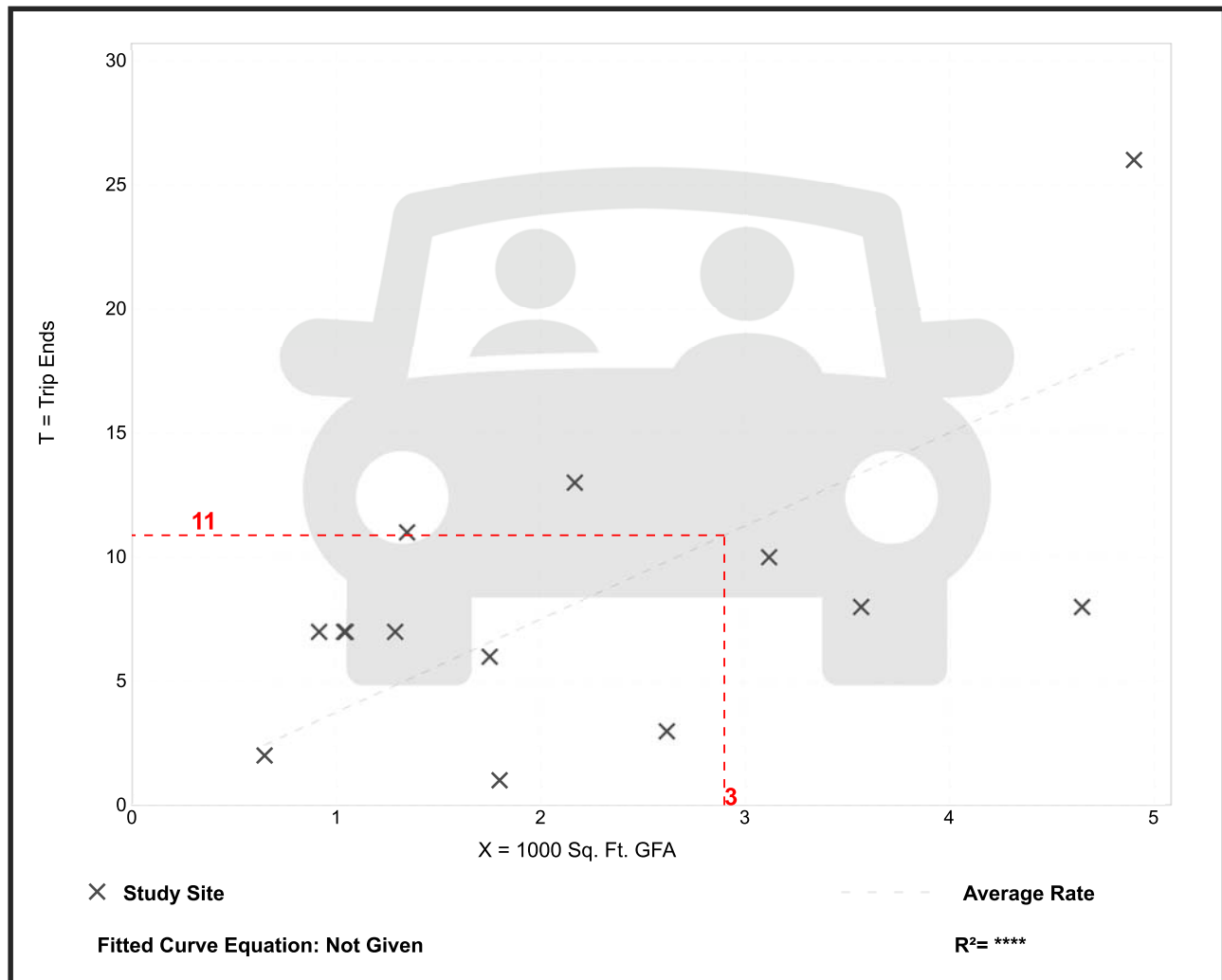
Automobile Sales (Used) (841)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 14
 Avg. 1000 Sq. Ft. GFA: 2
 Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.75	0.56 - 8.15	2.28

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

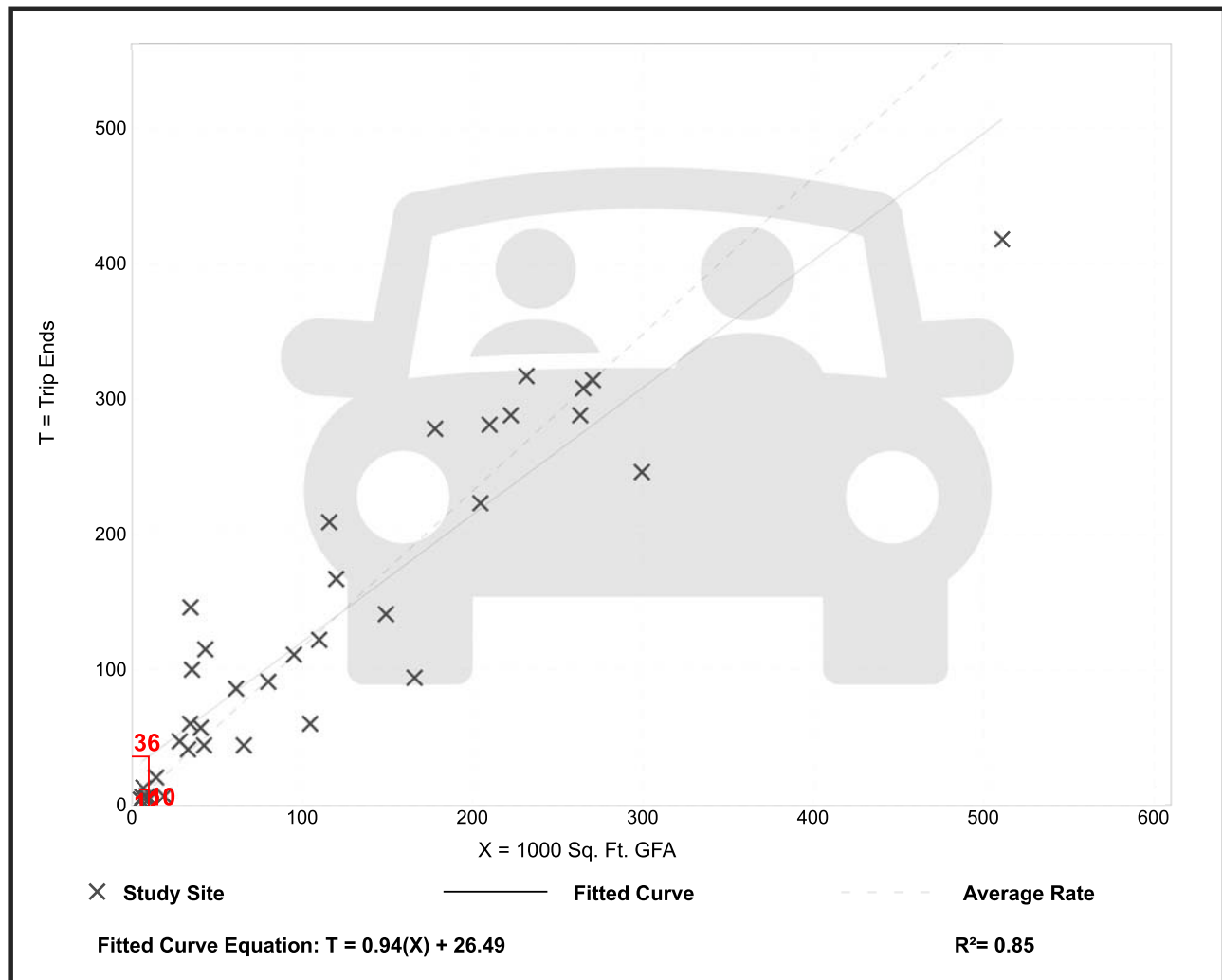
Setting/Location: General Urban/Suburban

Number of Studies: 35
 Avg. 1000 Sq. Ft. GFA: 117
 Directional Distribution: 86% entering, 14% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.16	0.37 - 4.23	0.47

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

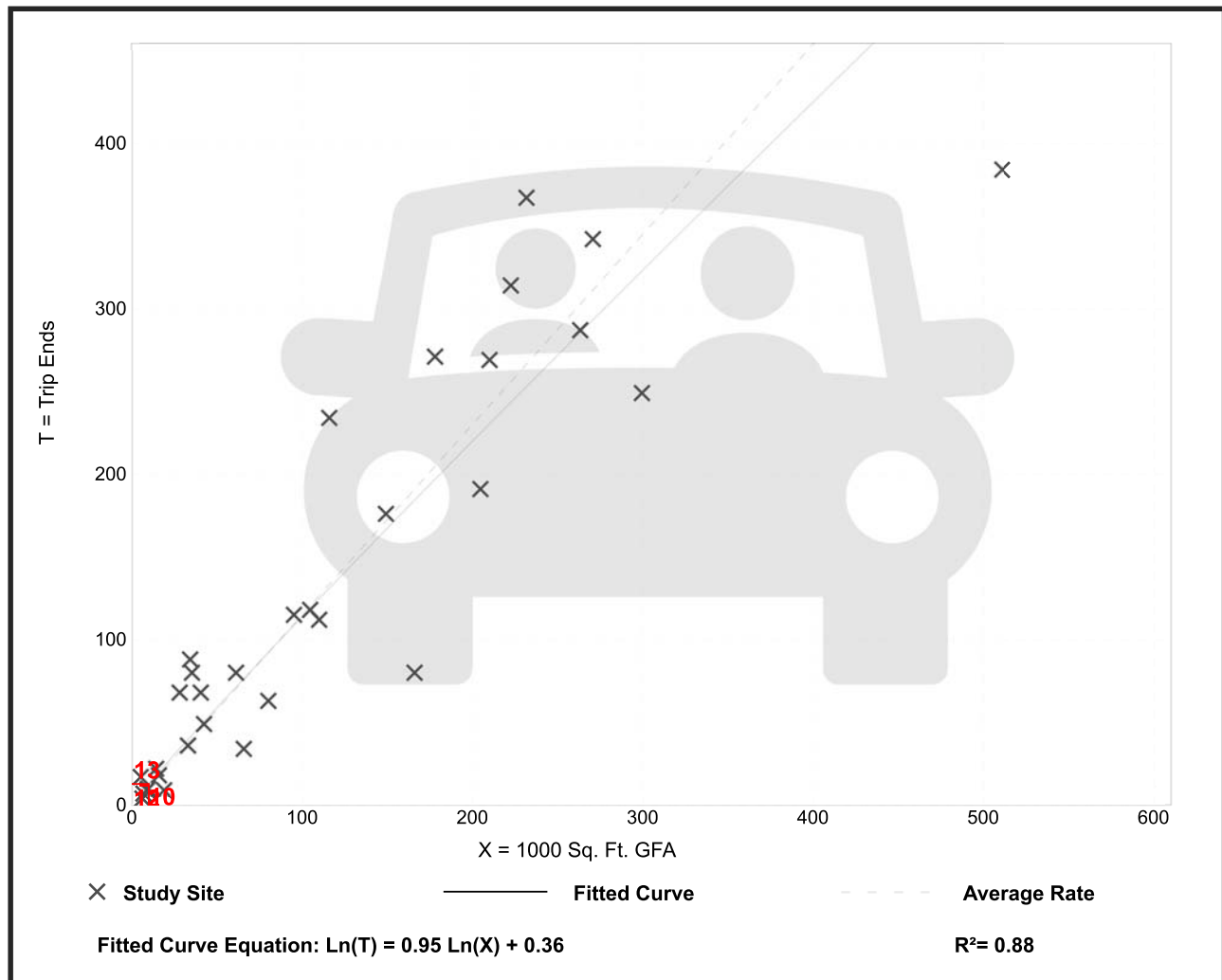
Setting/Location: General Urban/Suburban

Number of Studies: 32
 Avg. 1000 Sq. Ft. GFA: 114
 Directional Distribution: 16% entering, 84% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.15	0.47 - 3.23	0.42

Data Plot and Equation



General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday, Peak Hour of Generator

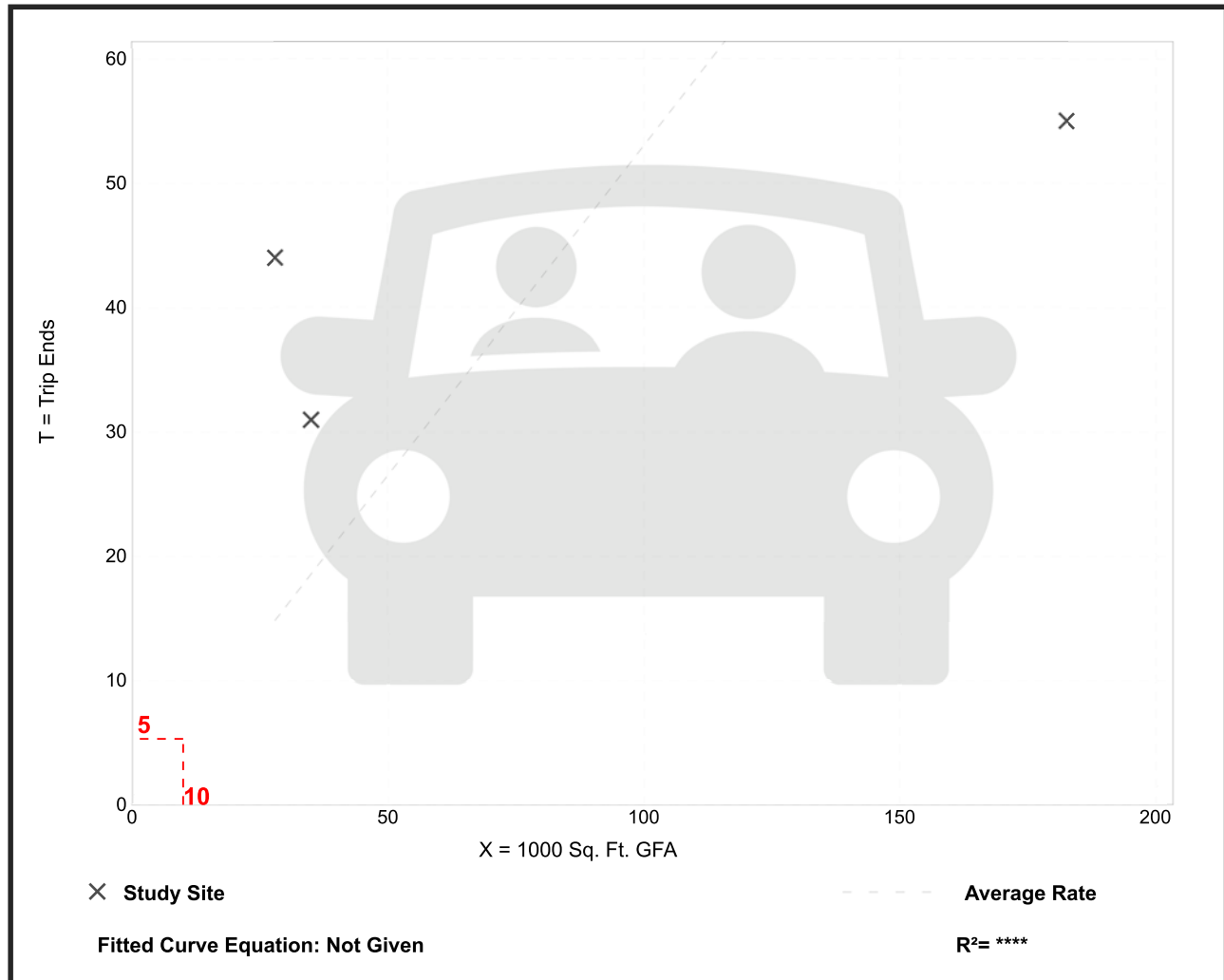
Setting/Location: General Urban/Suburban
 Number of Studies: 3
 Avg. 1000 Sq. Ft. GFA: 82
 Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.53	0.30 - 1.57	0.52

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

General Office Building (710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

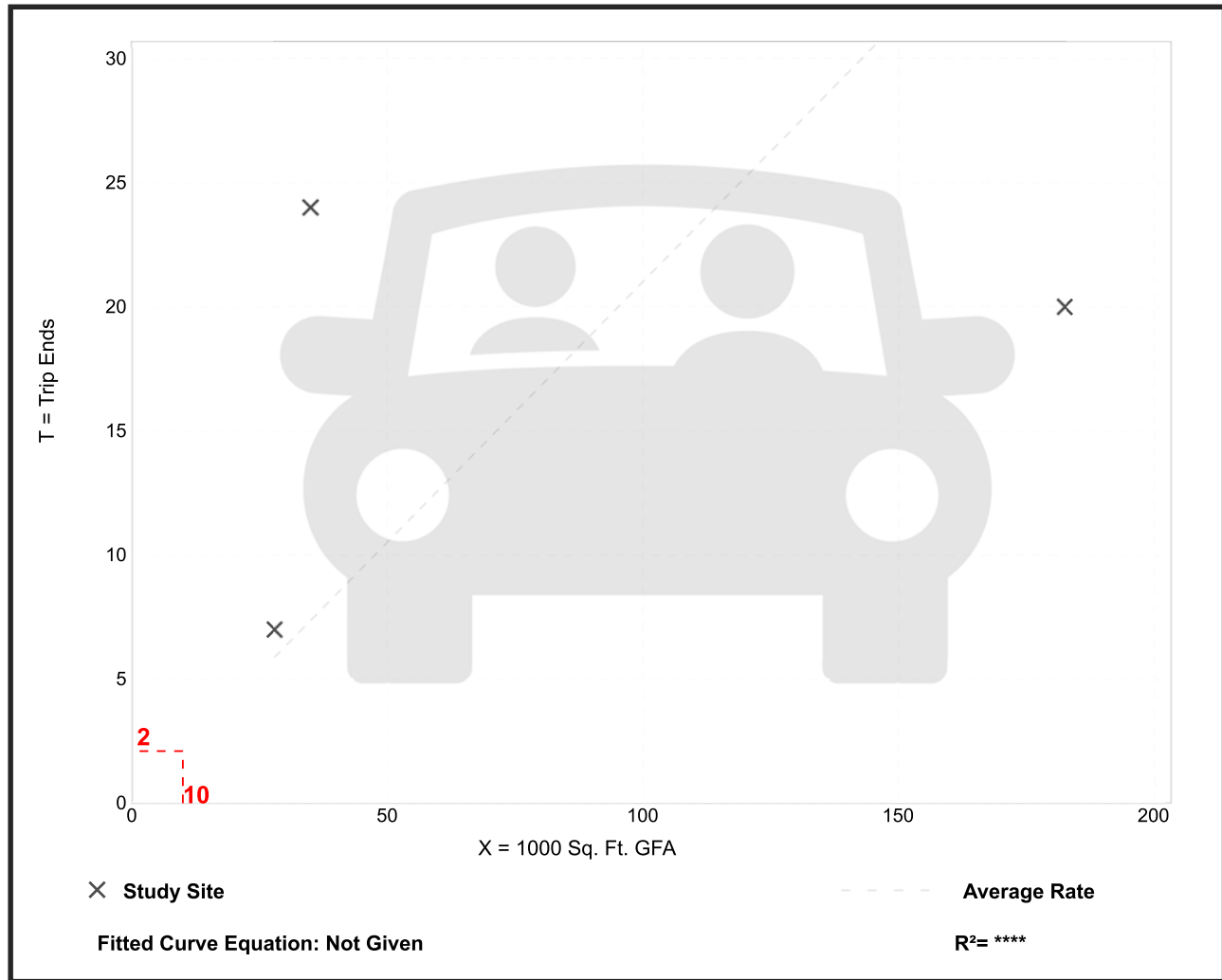
Setting/Location: General Urban/Suburban
Number of Studies: 3
Avg. 1000 Sq. Ft. GFA: 82
Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.21	0.11 - 0.68	0.24

Data Plot and Equation

Caution – Small Sample Size



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Single-Family Detached Housing (210)

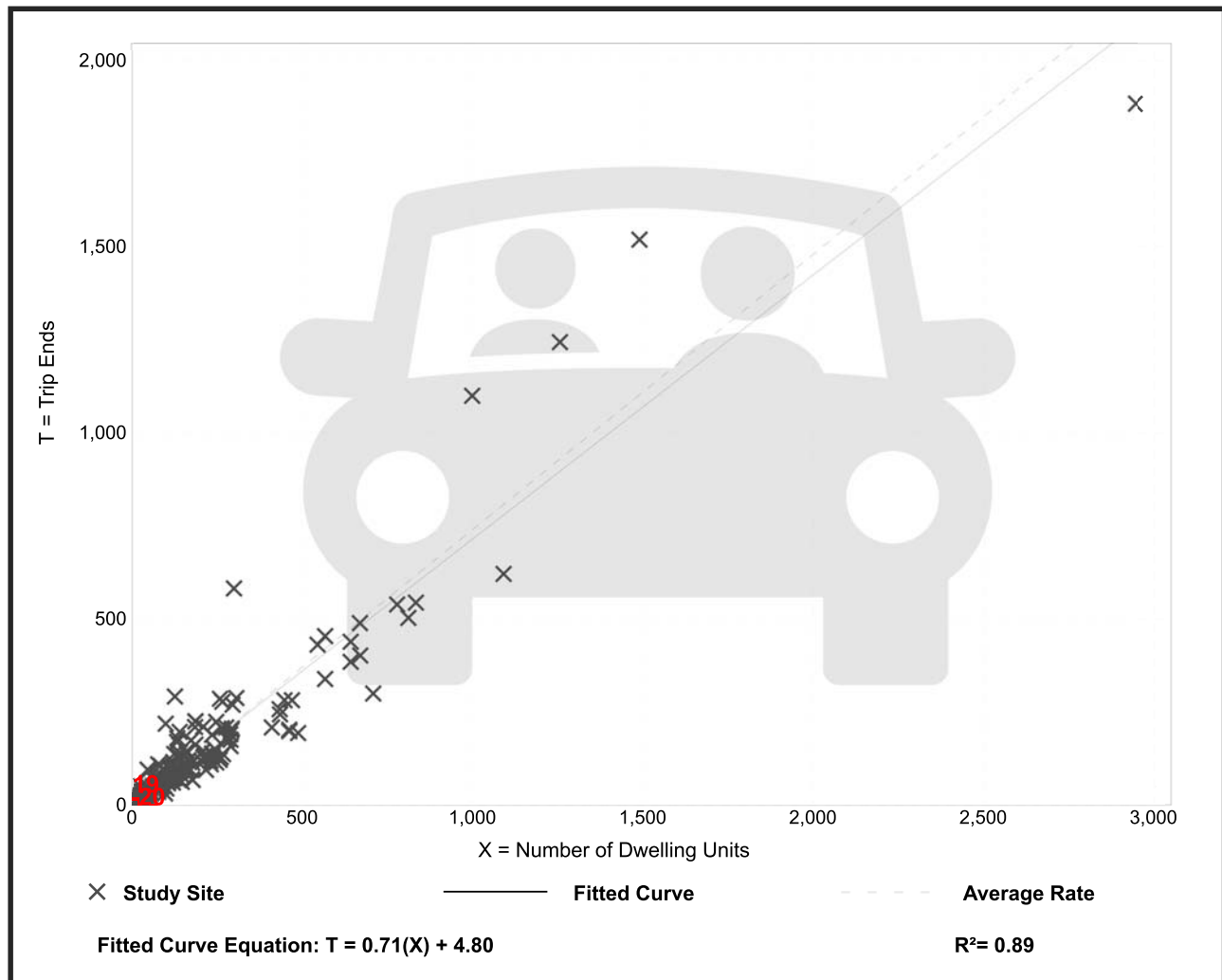
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban
 Number of Studies: 173
 Avg. Num. of Dwelling Units: 219
 Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.74	0.33 - 2.27	0.27

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

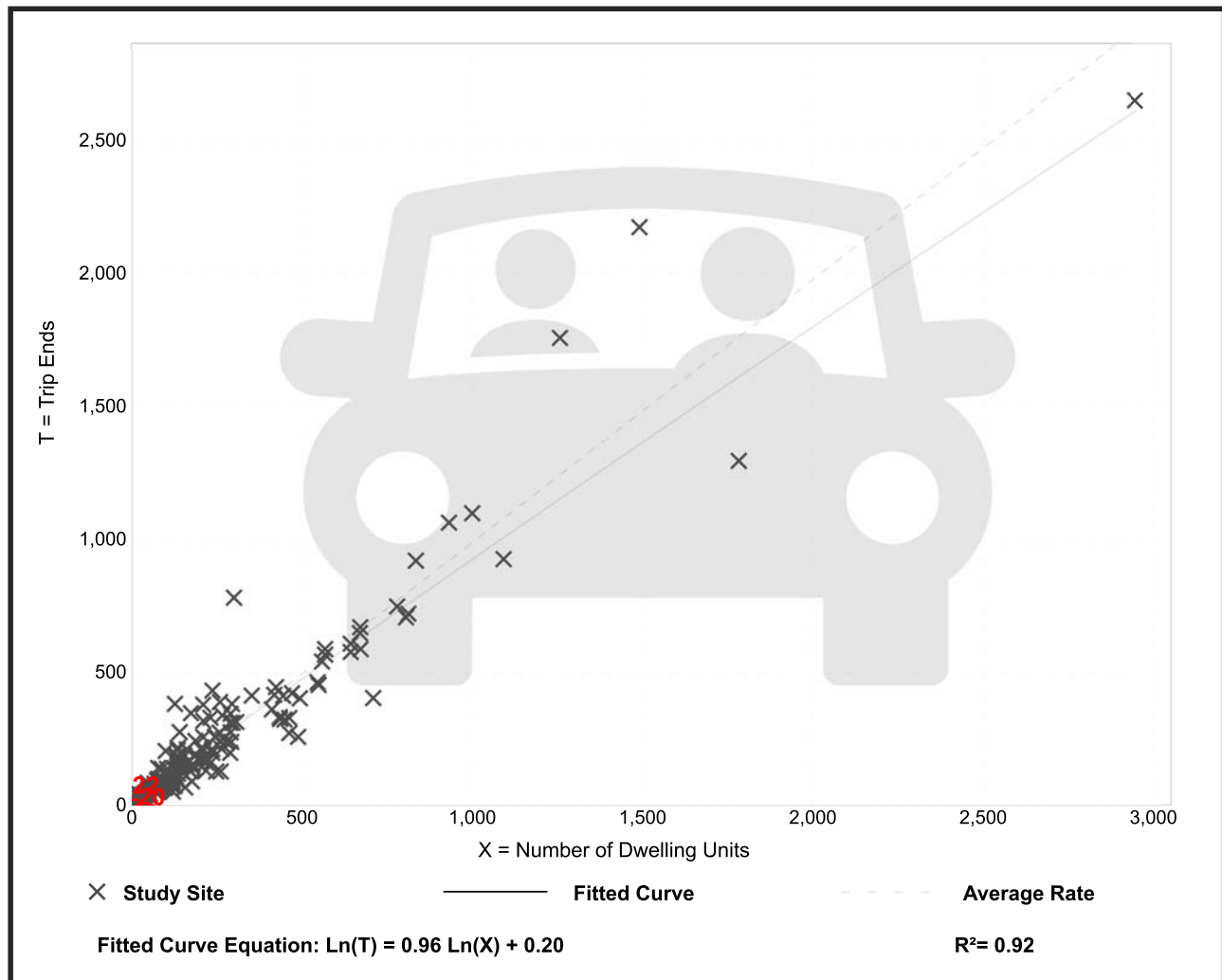
Setting/Location: General Urban/Suburban

Number of Studies: 190
 Avg. Num. of Dwelling Units: 242
 Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.99	0.44 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Single-Family Detached Housing (210)

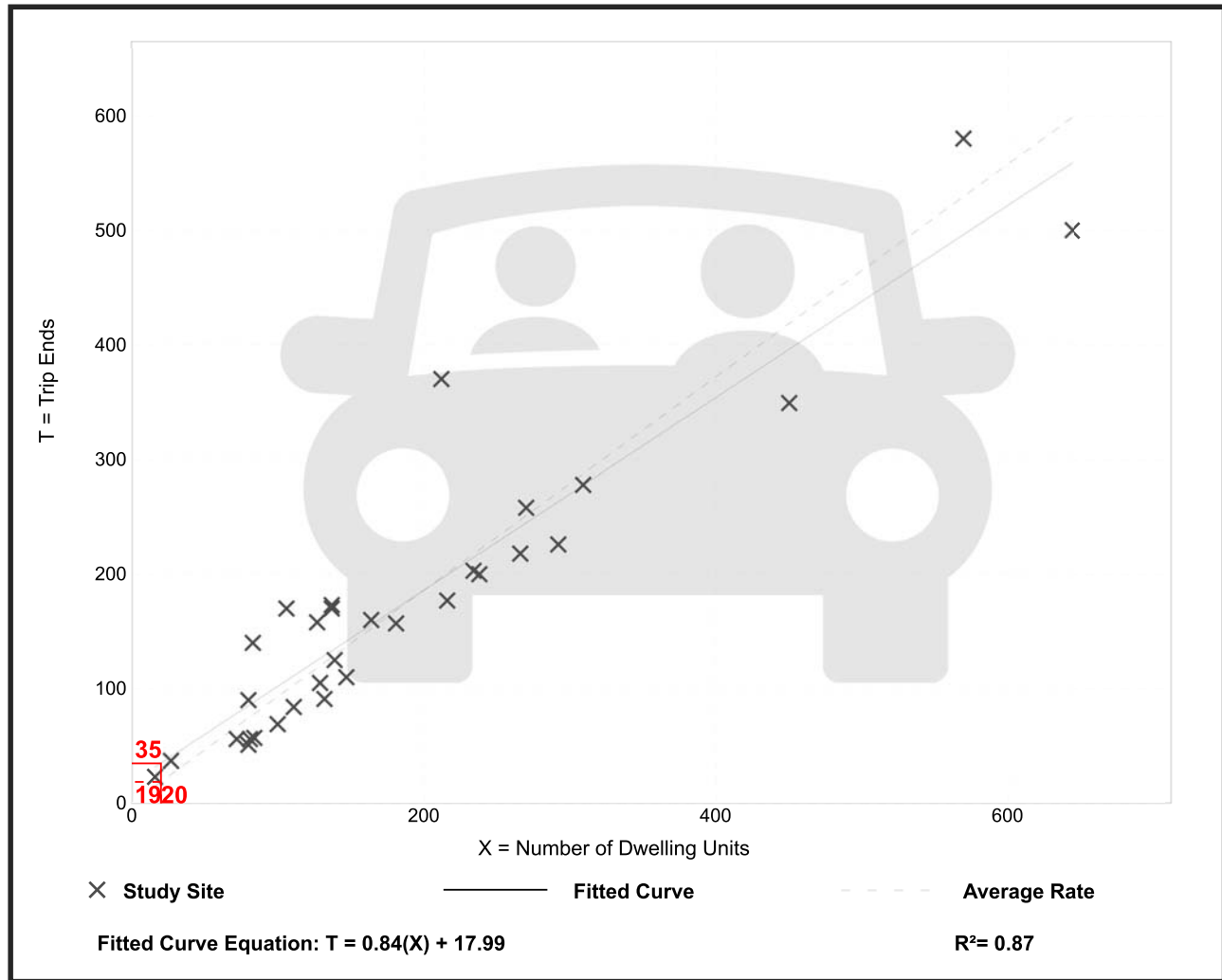
Vehicle Trip Ends vs: Dwelling Units
On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 188
Directional Distribution: 54% entering, 46% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.64 - 1.75	0.26

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Single-Family Detached Housing (210)

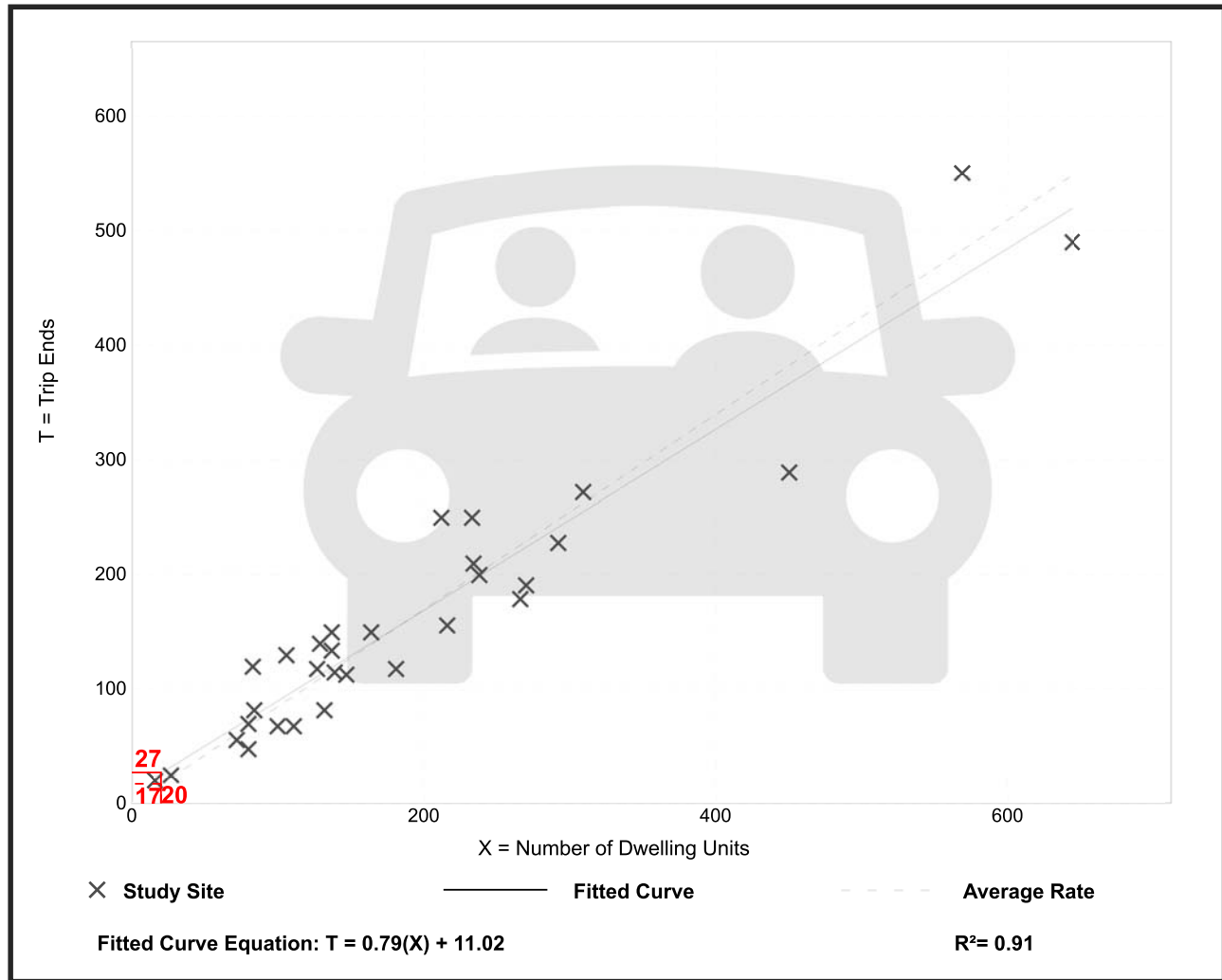
Vehicle Trip Ends vs: Dwelling Units
On a: Sunday, Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 31
Avg. Num. of Dwelling Units: 193
Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.85	0.60 - 1.45	0.18

Data Plot and Equation



Trip Gen Manual, 10th Ed + Supplement • Institute of Transportation Engineers

Anne Arundel County - Millersville Park
Background Trip Generation



Table 14 - Millersville Park - Background Development

ID	Development Name	ITE Trip Generation Manual (10th Edition) - General Urban/Suburban Setting			AM Peak			PM Peak			Sat. Peak			Sun. Peak		
		ITE Land-Use (ITE Code)	Unit	Value	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
			Less Pass-by-Trips %**													
A	Gambrills Station	Shopping Center (820)	KSF	46.3	109	66	175	147	160	307	175	162	337	63	66	129
		Shopping Center (820) ^{tt}	0% (34%) [26%] {26%}					-50	-54	-104	-46	-42	-88	-16	-17	-34
		SubTotal			109	66	175	97	106	203	129	120	249	47	49	95
B	Gambrills Gateway	Drive-in Bank (912)	KSF	3.4	19	13	32	35	35	70	46	44	90	8*	8*	16*
		Drive-in Bank (912) ^{tt}	29% (35%) [38%] {38%}		-6	-4	-9	-12	-12	-25	-17	-17	-34	-3	-3	-6
		Fast-Food Restaurant with Drive-Through Window (934)	KSF	4.1	84	81	165	70	64	134	115	110	225	108	118	226
		Fast-Food Restaurant with Drive-Through Window (934) ^t	49% (50%) [50%] {50%}		-41	-40	-81	-35	-32	-67	-58	-55	-113	-54	-59	-113
		Shopping Center (820)	KSF	13.6	99	60	159	60	64	124	67	61	128	19	19	38
		Shopping Center (820) ^{tt}	0% (34%) [26%] {26%}					-20	-22	-42	-17	-16	-33	-5	-5	-10
SubTotal			155	110	266	98	97	194	136	127	263	73	78	151		
C	Gharai Property (810 MD 3)	Convenience Market with Gasoline Pumps (853) ^t	KSF	3.0	61	61	122	74	74	148	74	74	148	74	74	148
		Convenience Market with Gasoline Pumps (853) ^t	63% (66%) [66%] {66%}		-38	-38	-77	-49	-49	-98	-49	-49	-98	-49	-49	-98
		Fast-Food Restaurant with Drive-Through Window (934)	KSF	3.2	66	63	129	55	50	105	90	86	176	84	92	176
		Fast-Food Restaurant with Drive-Through Window (934) ^t	49% (50%) [50%] {50%}		-32	-31	-63	-28	-25	-53	-45	-43	-88	-42	-46	-88
		Shopping Center (820)	KSF	2.0	95	58	153	14	16	30	15	13	28	3	3	6
		Shopping Center (820) ^{tt}	0% (34%) [26%] {26%}					-5	-5	-10	-4	-3	-7	-1	-1	-2
		Drive-in Bank (912)	KSF	2.0	11	8	19	21	20	41	27	26	53	6*	6*	12*
		Drive-in Bank (912) ^{tt}	29% (35%) [38%] {38%}		-3	-2	-6	-7	-7	-14	-10	-10	-20	-3	-3	-6
SubTotal			160	119	277	75	74	149	98	94	192	72	76	148		
D	Severn Chapel Crossing	General Office Building (710)	KSF	34.7	51	8	59	7	35	42	10	8	18	4	3	7
		Fast-Food Restaurant with Drive-Through Window (934)	KSF	4.4	90	87	177	75	69	144	123	118	241	117	126	243
		Fast-Food Restaurant with Drive-Through Window (934) ^t	49% (50%) [50%] {50%}		-44	-43	-87	-37	-34	-71	-60	-58	-118	-57	-62	-119
		SubTotal			97	52	149	45	70	115	73	68	141	64	67	131
E	Lumenary Memory Care	Assisted Living (254)	Beds	75	9	5	14	8	12	20	9	11	20	9	12	21
F	696 MD 3	Coffee/Donut Shop with Drive-Through Window (937) ^{tt}	KSF	3.5	159	152	311	76	76	152	126	125	251	126	125	251
		Coffee/Donut Shop with Drive-Through Window (937) ^{ttt}	49% (50%) [50%] {50%}		-78	-74	-152	-38	-38	-76	-63	-63	-126	-63	-63	-126
		Automobile Sales (Used) [Existing Land Use] ^t	KSF	2.9	-5	-1	-6	-5	-6	-11	-5	-6	-11			
		SubTotal			76	77	153	33	32	65	58	56	114	63	62	125
G	Reed Property (770 MD 3)	General Office Building (710)	KSF	10.0	31	5	36	2	11	13	3	2	5	1	1	2
H	Preserve at Severn Run	Single-Family Detached Housing (210)	DU	20	5	14	19	14	8	22	19	16	35	14	13	27
Total Trips					642	448	1,089	372	410	781	525	494	1,019	343	358	700

Small Sample Size

*Sat. Peak directional distribution used since Sunday data was not available

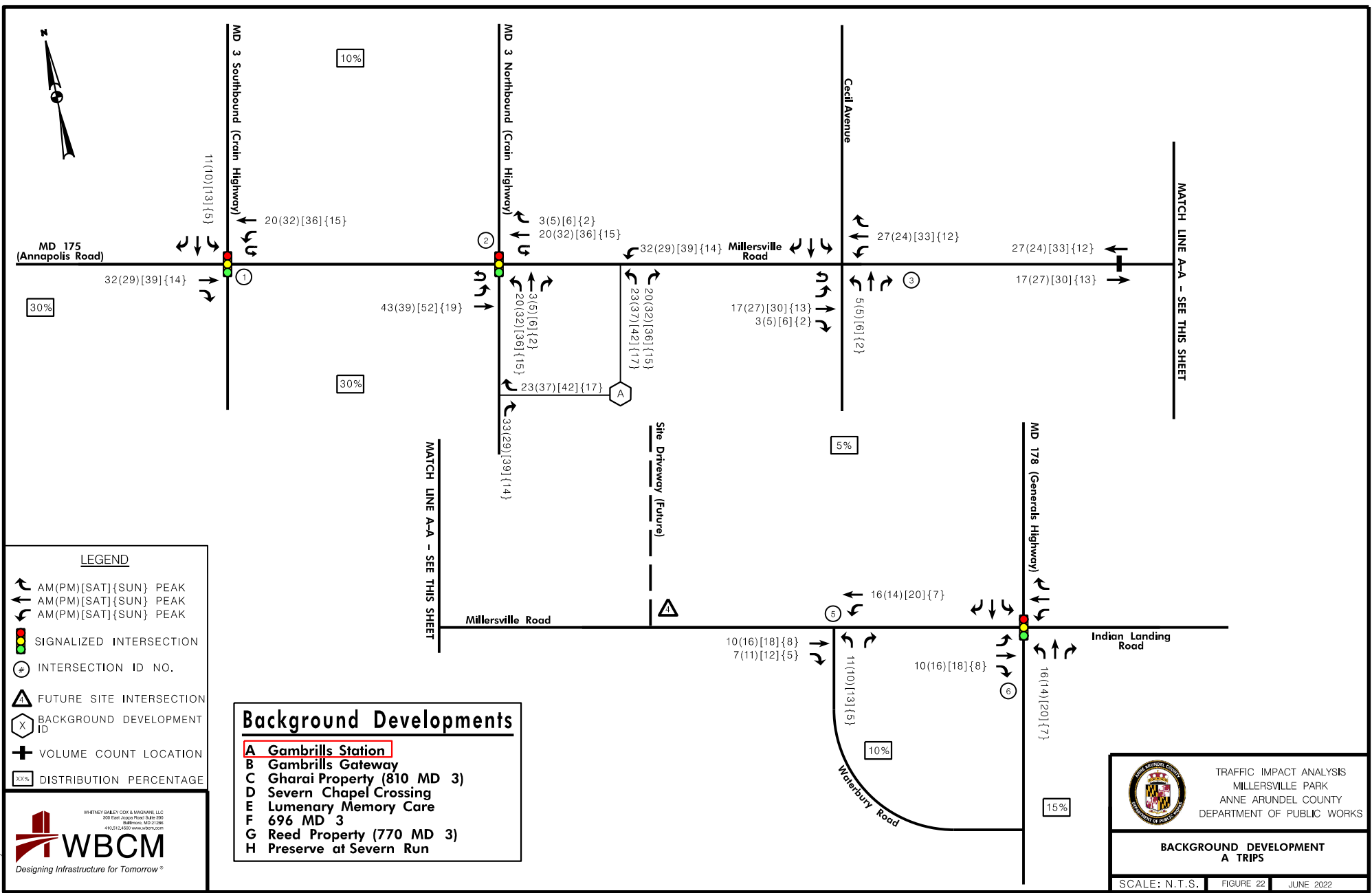
** AM (PM) [Sat.] {Sun.}

^t PM Peak data used for Saturday and Sunday

^{tt} Saturday Peak data used for Sunday

^{ttt} ITE 934 used for percentages

Not included in Gambrills Station TIS



LEGEND

- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- SIGNALIZED INTERSECTION
- INTERSECTION ID NO.
- FUTURE SITE INTERSECTION
- BACKGROUND DEVELOPMENT ID
- VOLUME COUNT LOCATION
- DISTRIBUTION PERCENTAGE

Background Developments

- A** Gambrills Station
- B** Gambrills Gateway
- C** Gharai Property (810 MD 3)
- D** Severn Chapel Crossing
- E** Lumenary Memory Care
- F** 696 MD 3
- G** Reed Property (770 MD 3)
- H** Preserve at Severn Run

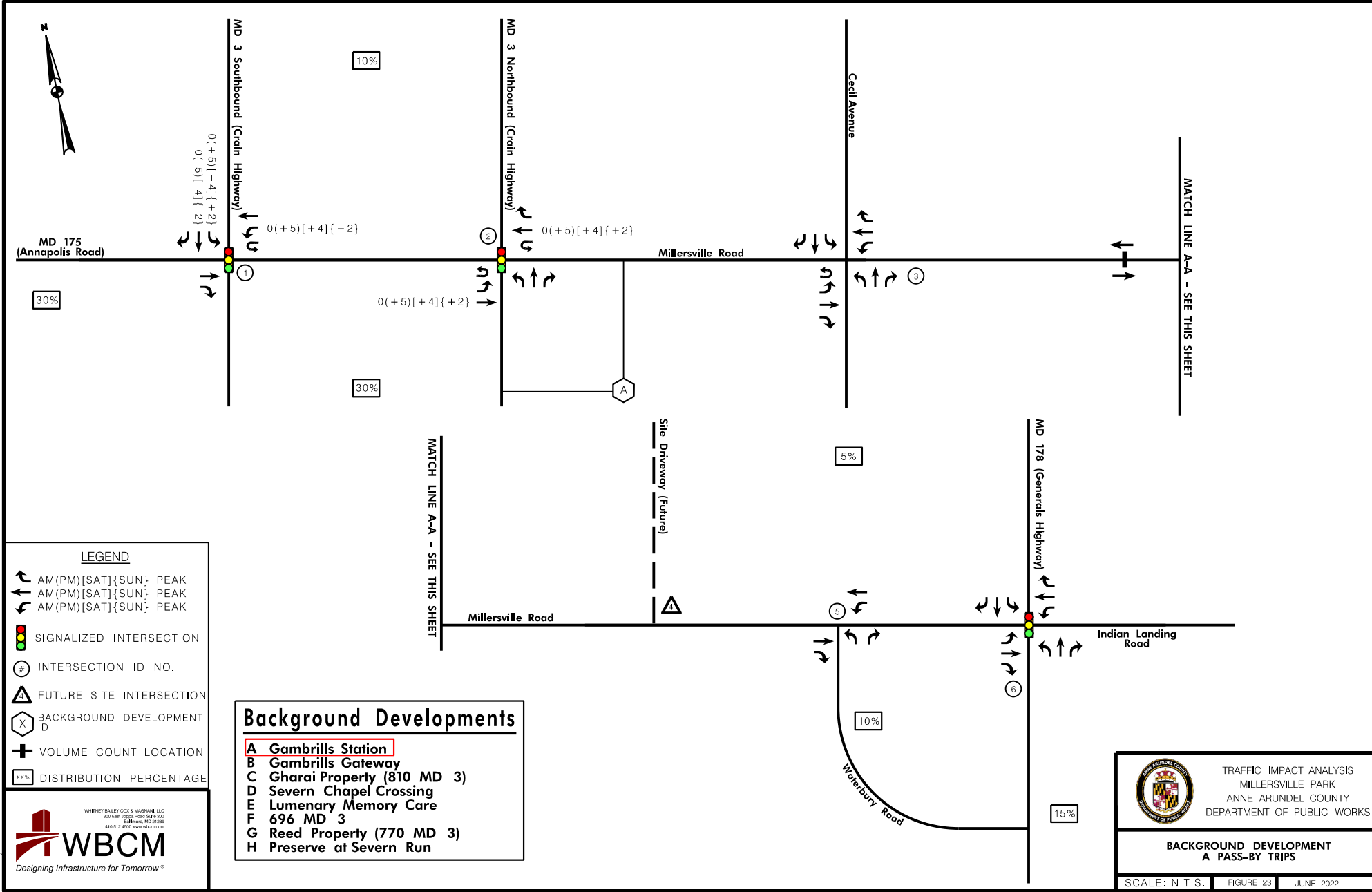
WHITNEY BAILEY COOK & MADRONE LLC
 300 East College Road, Suite 100
 Baltimore, MD 21286
 410.512.8502 www.wbcm.com

Designing Infrastructure for Tomorrow®

TRAFFIC IMPACT ANALYSIS
 MILLERSVILLE PARK
 ANNE ARUNDEL COUNTY
 DEPARTMENT OF PUBLIC WORKS

**BACKGROUND DEVELOPMENT
 A TRIPS**

SCALE: N.T.S. FIGURE 22 JUNE 2022



LEGEND

- AM(PM){SAT}{SUN} PEAK
- AM(PM){SAT}{SUN} PEAK
- AM(PM){SAT}{SUN} PEAK
- SIGNALIZED INTERSECTION
- INTERSECTION ID NO.
- FUTURE SITE INTERSECTION
- BACKGROUND DEVELOPMENT ID
- VOLUME COUNT LOCATION
- DISTRIBUTION PERCENTAGE

Background Developments

- A** Gambrills Station
- B** Gambrills Gateway
- C** Gharai Property (810 MD 3)
- D** Severn Chapel Crossing
- E** Lumenary Memory Care
- F** 696 MD 3
- G** Reed Property (770 MD 3)
- H** Preserve at Severn Run

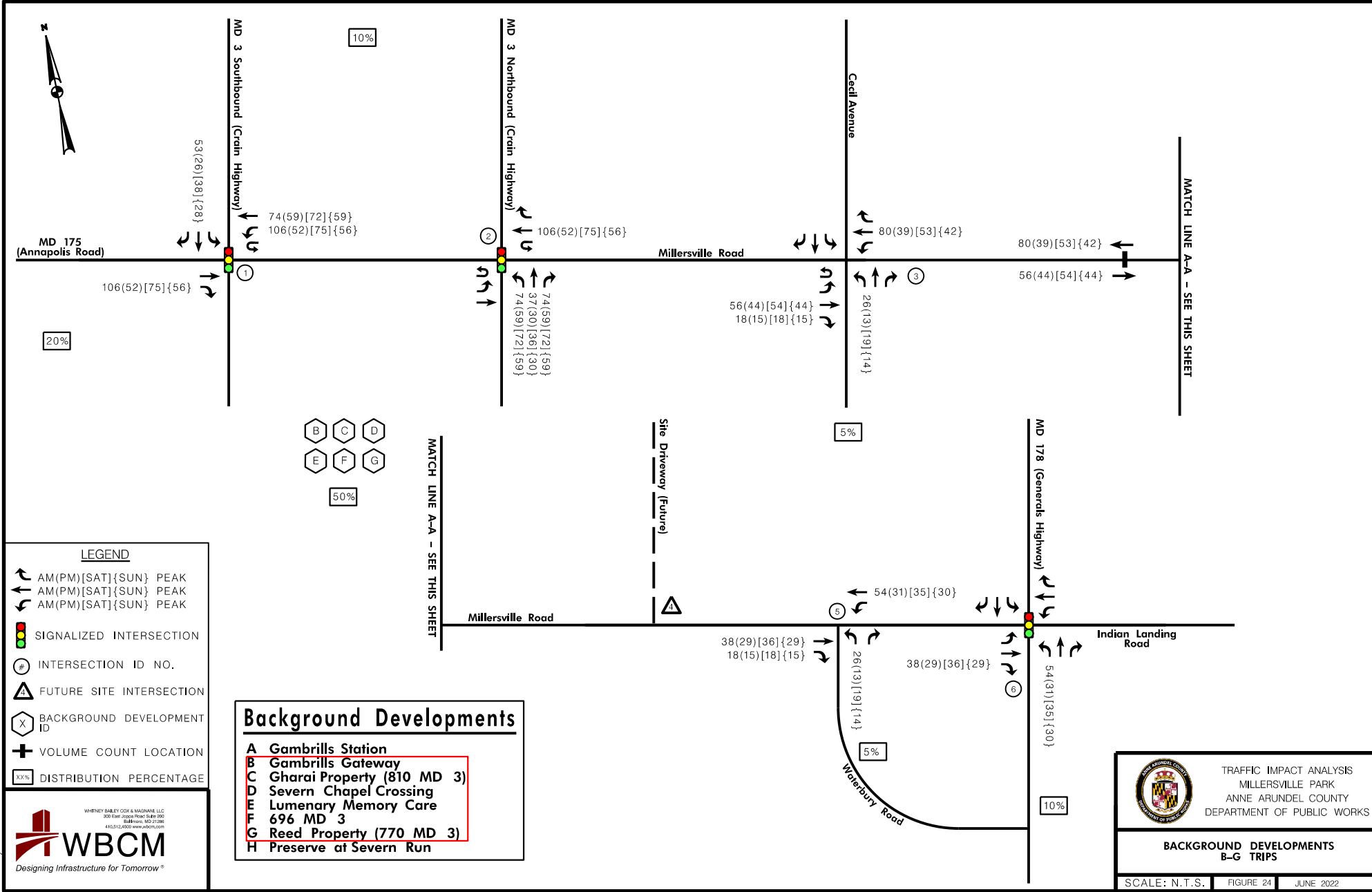
TRAFFIC IMPACT ANALYSIS
MILLERSVILLE PARK
ANNE ARUNDEL COUNTY
DEPARTMENT OF PUBLIC WORKS

**BACKGROUND DEVELOPMENT
A PASS-BY TRIPS**

SCALE: N.T.S. FIGURE 23 JUNE 2022

entry -





LEGEND

- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- SIGNALIZED INTERSECTION
- INTERSECTION ID NO.
- FUTURE SITE INTERSECTION
- BACKGROUND DEVELOPMENT ID
- VOLUME COUNT LOCATION
- DISTRIBUTION PERCENTAGE

Background Developments

- A Gambrills Station
- B Gambrills Gateway
- C Gharai Property (810 MD 3)
- D Severn Chapel Crossing
- E Lumenary Memory Care
- F 696 MD 3
- G Reed Property (770 MD 3)
- H Preserve at Severn Run

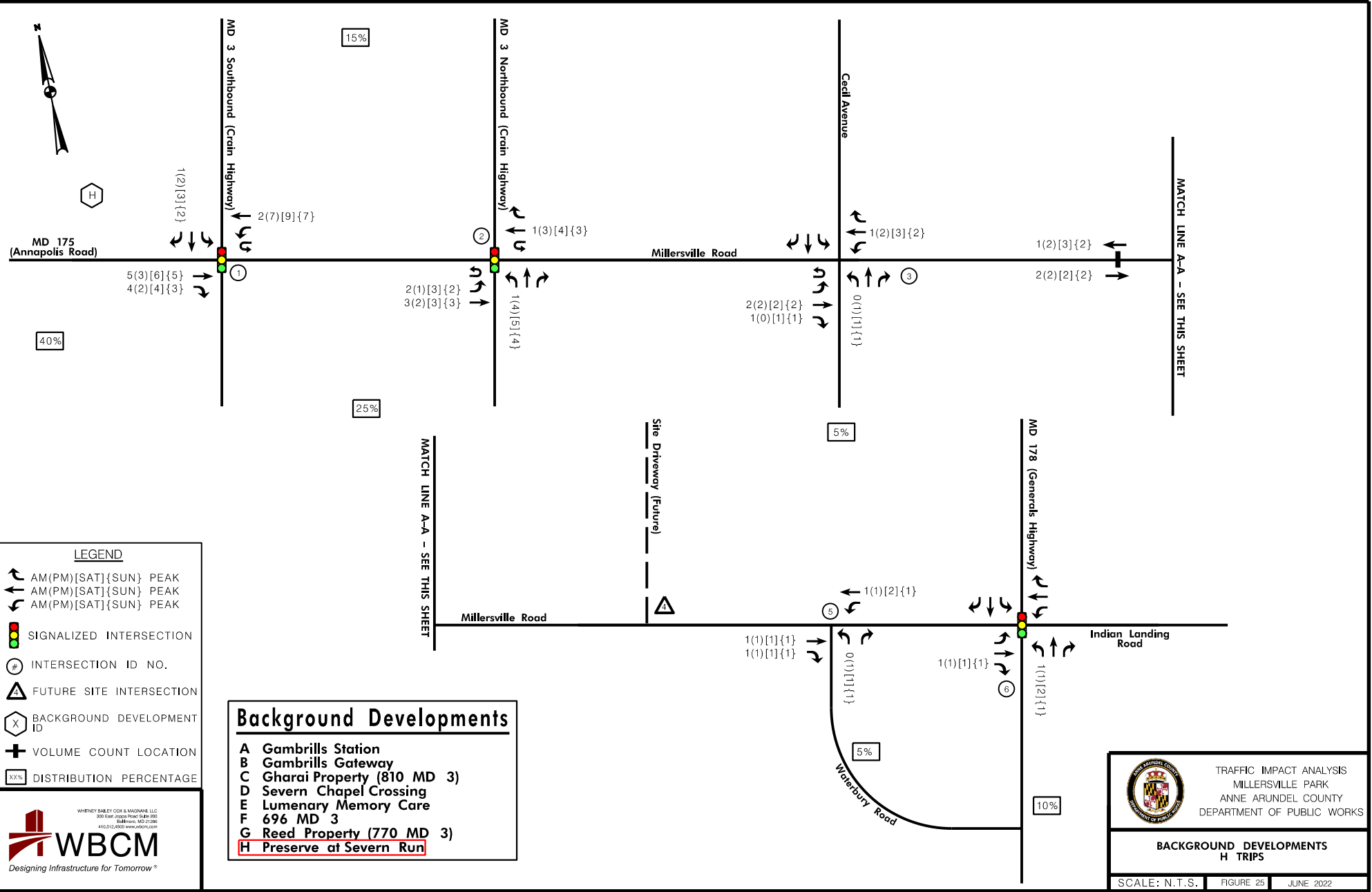
TRAFFIC IMPACT ANALYSIS
MILLERSVILLE PARK
ANNE ARUNDEL COUNTY
DEPARTMENT OF PUBLIC WORKS

**BACKGROUND DEVELOPMENTS
B-G TRIPS**

SCALE: N.T.S. FIGURE 24 JUNE 2022

WHITNEY BAILEY COOK & MADRONE LLC
300 East...
WBCM
Designing Infrastructure for Tomorrow®

entry -




LEGEND

- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- AM(PM)[SAT]{SUN} PEAK
- SIGNALIZED INTERSECTION
- INTERSECTION ID NO.
- FUTURE SITE INTERSECTION
- BACKGROUND DEVELOPMENT ID
- VOLUME COUNT LOCATION
- DISTRIBUTION PERCENTAGE

Background Developments

- A Gambrills Station
- B Gambrills Gateway
- C Gharai Property (810 MD 3)
- D Severn Chapel Crossing
- E Lumenary Memory Care
- F 696 MD 3
- G Reed Property (770 MD 3)
- H Preserve at Severn Run



TRAFFIC IMPACT ANALYSIS
MILLERSVILLE PARK
ANNE ARUNDEL COUNTY
DEPARTMENT OF PUBLIC WORKS

**BACKGROUND DEVELOPMENTS
H TRIPS**

SCALE: N.T.S. FIGURE 25 JUNE 2022



WHITNEY BAILEY COOK & MADRONE LLC
300 East Joppa Road, Suite 100
Baltimore, MD 21286
410.512.8502 www.wbcm.com

entry -
Designing Infrastructure for Tomorrow®



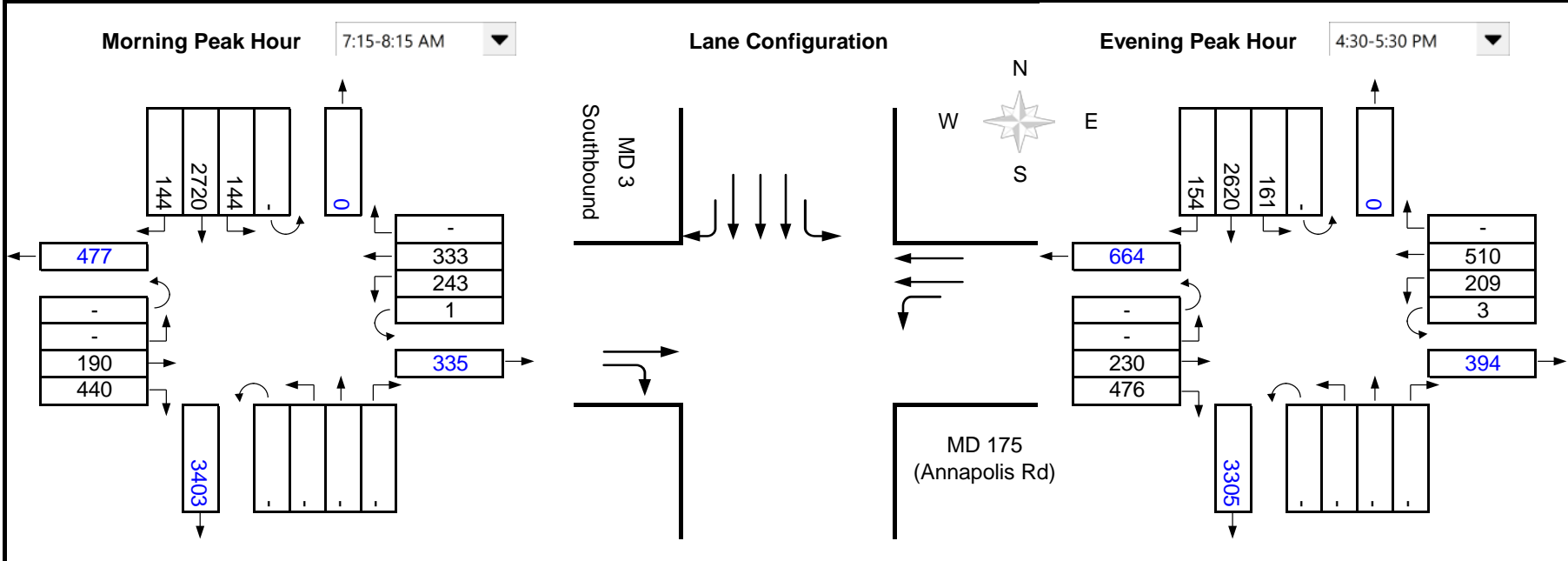
APPENDIX I

2024 Total Background Analysis Computation Forms



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	D	1,301 to 1,450
					WB	4	0.30	<	999	4.0	E	1,451 to 1,600
						Dble. L.T.	0.60	>	1000	5.0	F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2720	0.45	1224	-	1224	*		SB*	2620	0.45	1179	-	1179	*
	EB	440	1.00	440	244	684	*		EB	476	1.00	476	212	688	*
	WB**	333	0.75	250	-	250			WB**	510	0.75	383	-	383	

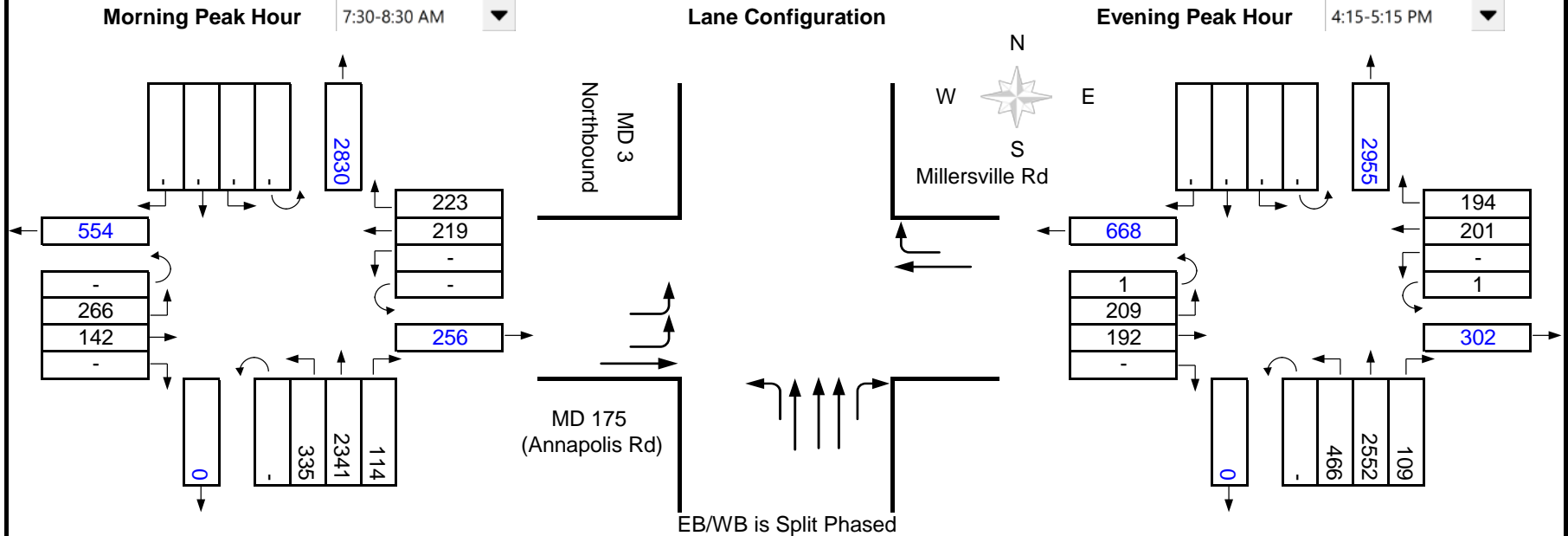
Remarks: v/c = 1.19	Total	1908	Remarks: v/c = 1.17	Total	1867
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2341	0.50	1171	-	1171	*		NB*	2552	0.50	1276	-	1276	*
1)	EB	266	0.60	160	-	160	*	2)	EB	192	1.00	192	-	192	*
	WB	223	1.00	223	-	223	*		WB	201	1.00	201	-	201	*

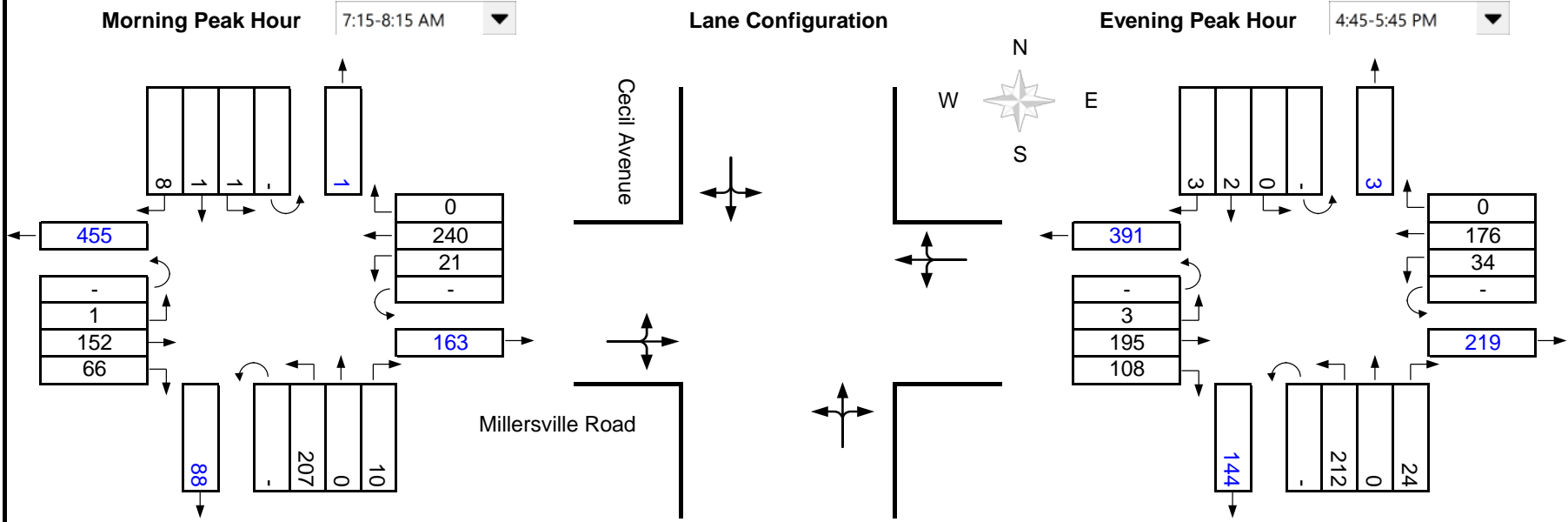
Remarks: v/c = 0.97	Total	1554	Remarks: v/c = 1.04	Total	1669
1) (266+0)*0.6 > 142	Level of Service	E	2) (209+1)*0.6 < 192	Level of Service	F

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	N/A	1	1.00	< 199	1.1	0 to 1,000	
				2	N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	4	0.30	< 999	4.0	1,301 to 1,450	
					N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

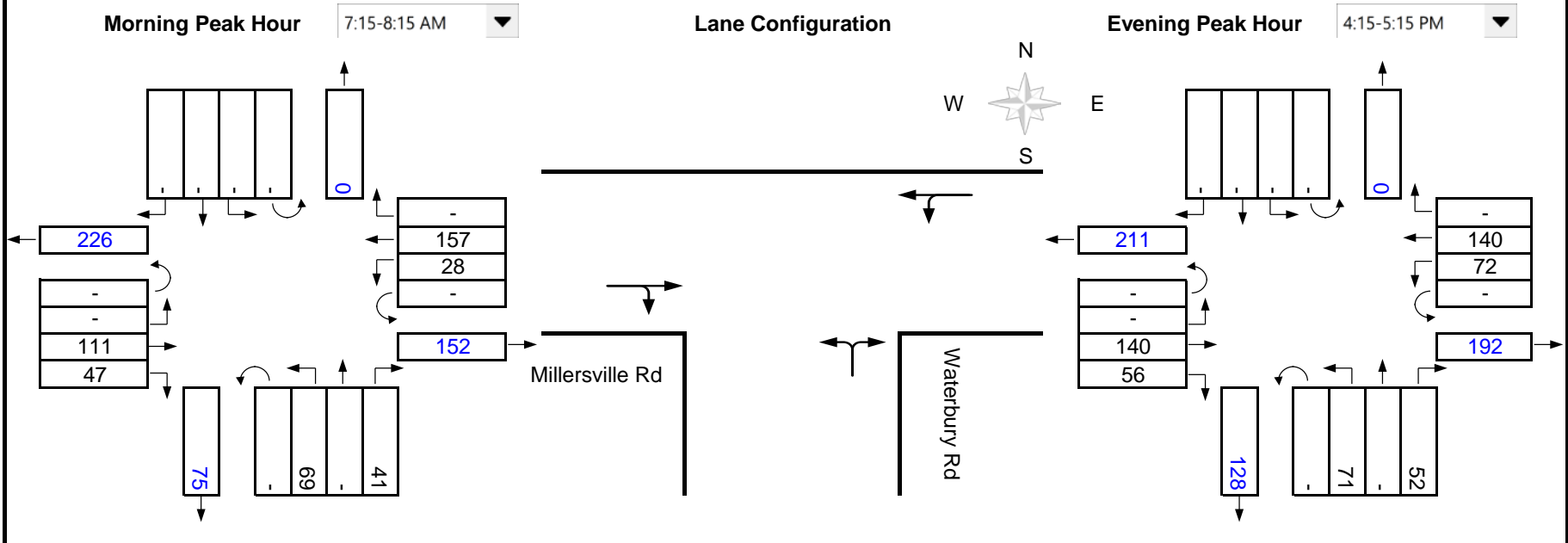
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	238	1.00	238	1	239	*		NB	257	1.00	257	0	257	*
	SB	10	1.00	10	207	217			SB	5	1.00	5	212	217	
	EB	220	1.00	220	21	241			EB	306	1.00	306	34	340	*
	WB	282	1.00	282	1	283	*		WB	244	1.00	244	3	247	

Remarks: v/c = 0.33 Total Level of Service: A Remarks: v/c = 0.37 Total Level of Service: A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 2024 (Summer)
 Conditions: Total Background



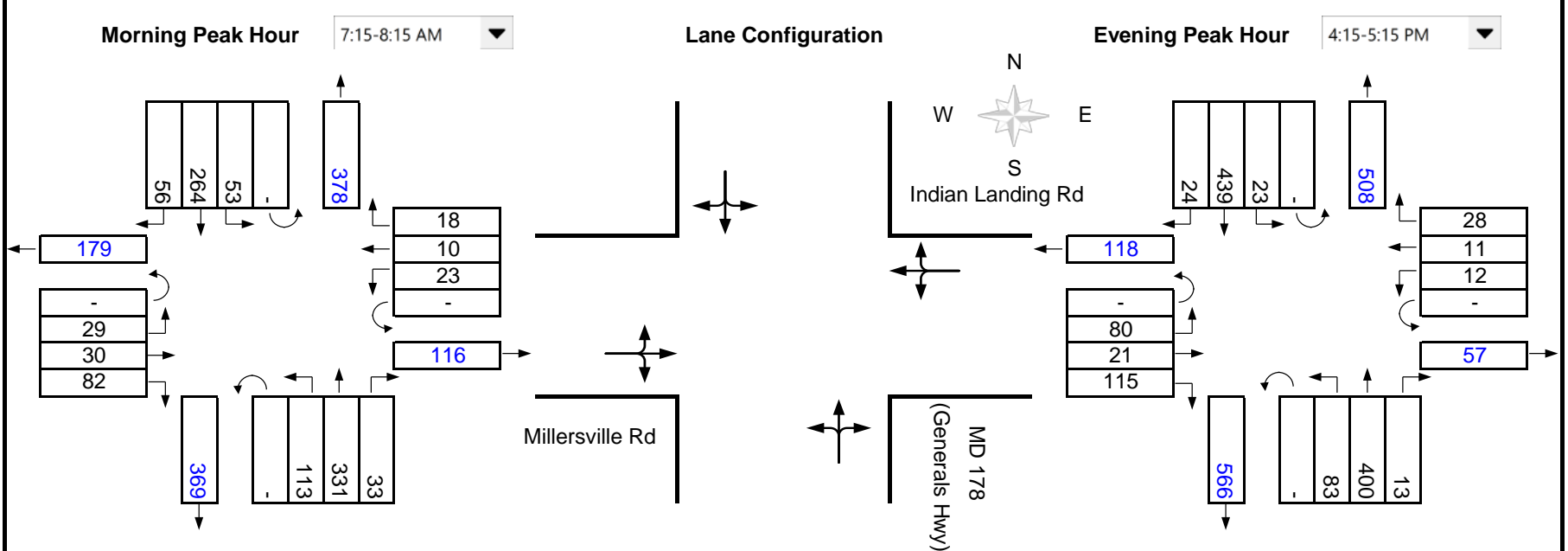
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	Stop					NB	SB
				X		N/A	1	1.00	< 199	1.1	0 to 1,000	
						N/A	2	0.55	< 599	2.0	1,001 to 1,150	
				1		N/A	3	0.40	< 799	3.0	1,151 to 1,300	
						N/A	4	0.30	< 999	4.0	1,301 to 1,450	
						N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	110	1.00	110	-	110	*		NB	123	1.00	123	-	123	*
	EB	158	1.00	158	28	186	*		EB	196	1.00	196	72	268	*
	WB	188	1.00	188	-	188	*		WB	219	1.00	219	-	219	*
Remarks:		v/c = 0.19		Total		298		Remarks:		v/c = 0.24		Total		391	
				Level of Service		A						Level of Service		A	



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	C	1,151 to 1,300
					WB	4	0.30	<	999	4.0	E	1,451 to 1,600
						Dble. L.T.	0.60	>	1000	5.0	F	> 1,600

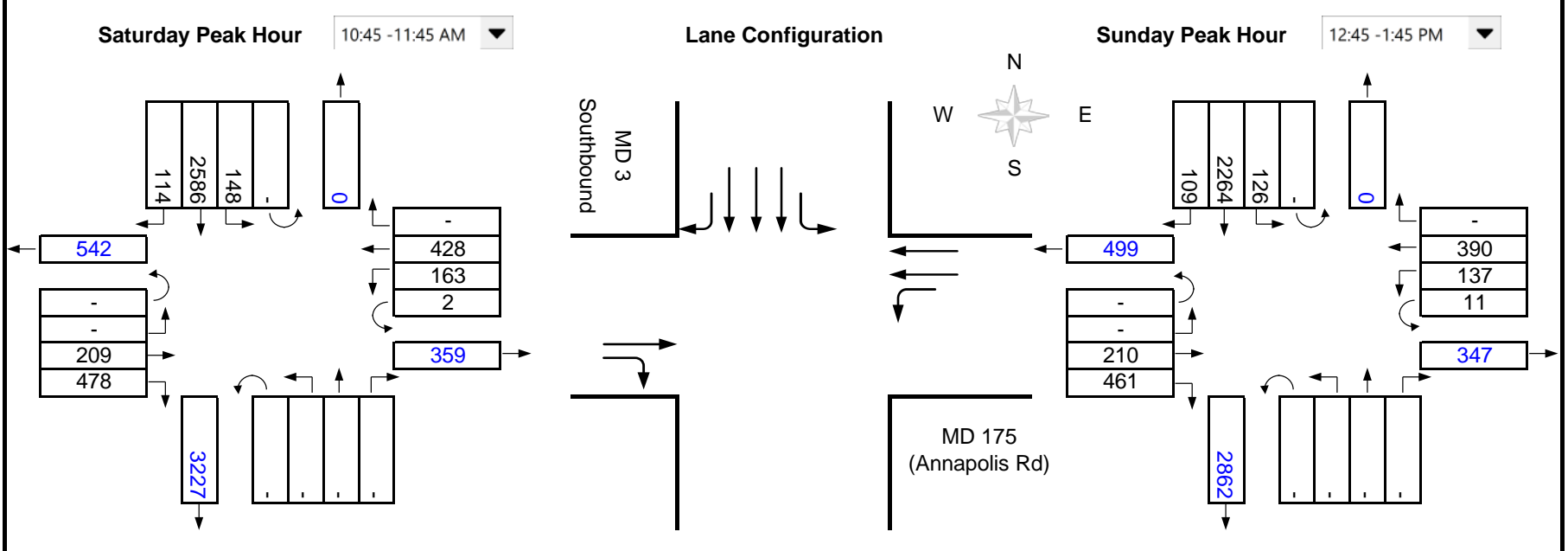
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	590	1.00	590	53	643	*		NB	579	1.00	579	23	602	*
	SB	426	1.00	426	113	539	*		SB	509	1.00	509	83	592	*
	EB	144	1.00	144	23	167	*		EB	224	1.00	224	12	236	*
	WB	53	1.00	53	29	82	*		WB	52	1.00	52	80	132	*

Remarks: v/c = 0.51	Total	810	Remarks: v/c = 0.52	Total	838
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	N/A	1	1.00	< 199	1.1	0 to 1,000		
				Stop	YES	2	0.55	< 599	2.0	1,001 to 1,150		
				Ways	YES	3	0.40	< 799	3.0	1,151 to 1,300		
					N/A	4	0.30	< 999	4.0	1,301 to 1,450		
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2586	0.45	1164	-	1164	*		SB*	2264	0.45	1019	-	1019	*
	EB	478	1.00	478	165	643	*		EB	461	1.00	461	148	609	*
	WB**	428	0.75	321	-	321			WB**	390	0.75	293	-	293	

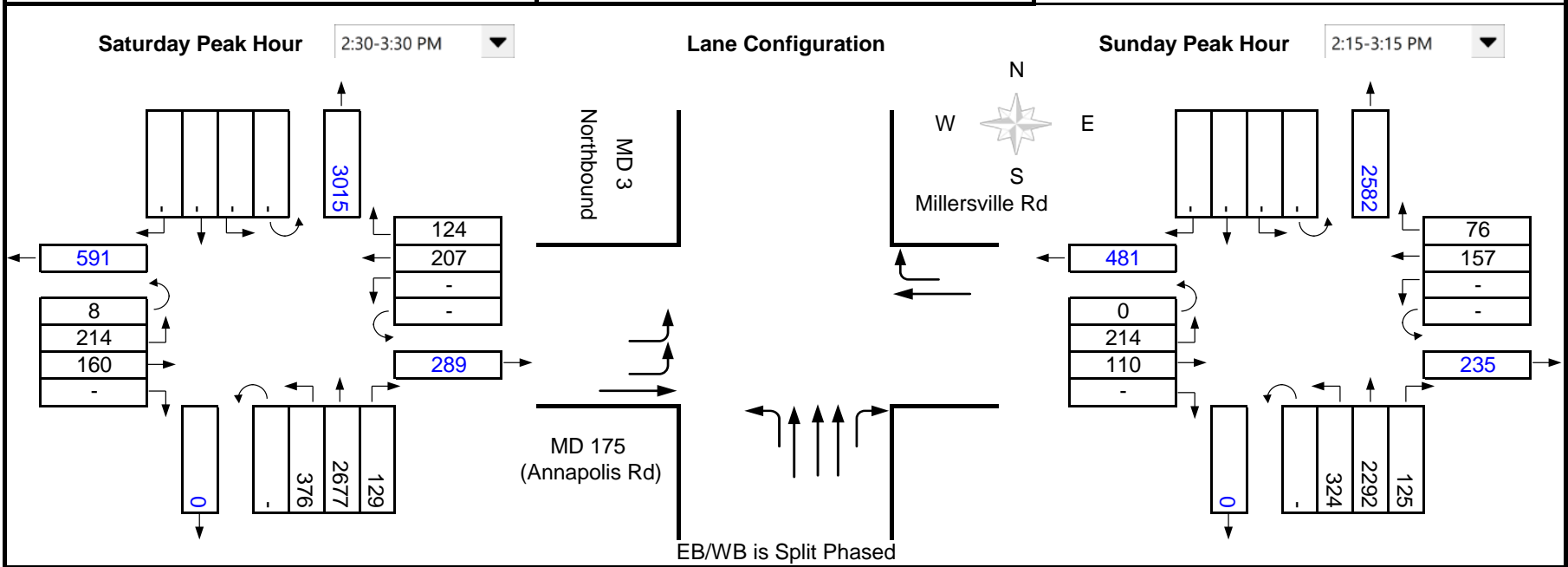
Remarks: v/c = 1.13	Total	1807	Remarks: v/c = 1.02	Total	1628
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

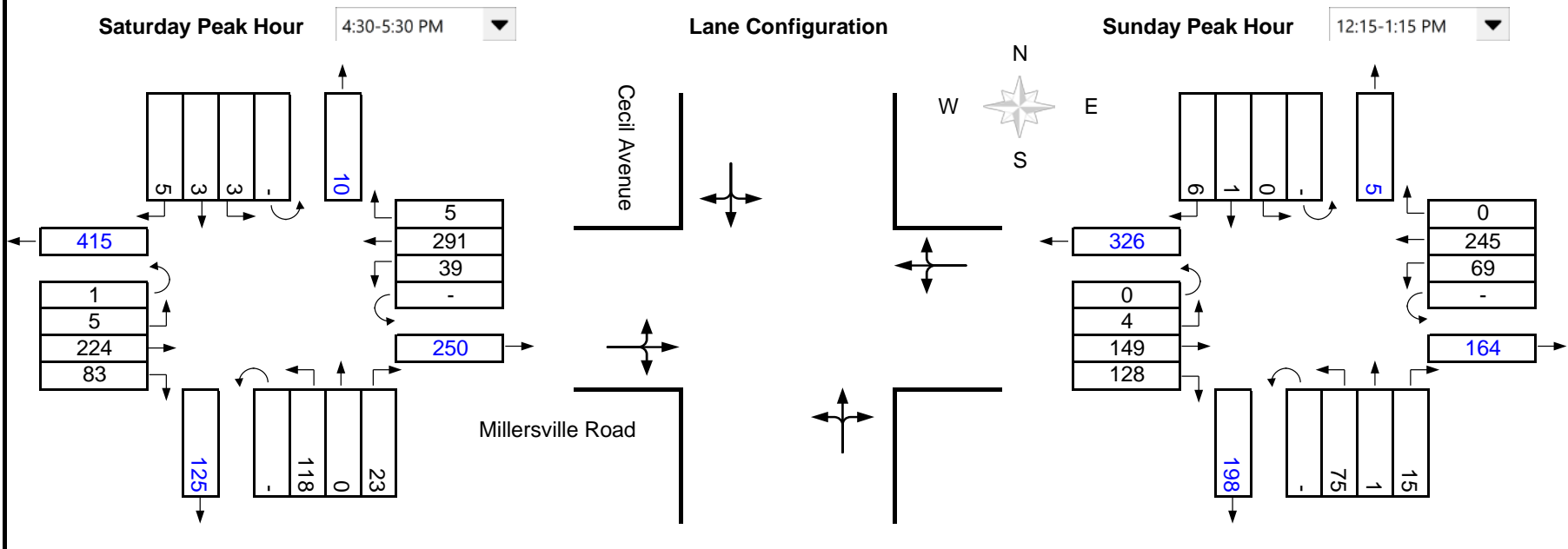
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2677	0.50	1339	-	1339	*		NB*	2292	0.50	1146	-	1146	*
1)	EB	160	1.00	160	-	160	*	2)	EB	214	0.60	128	-	128	*
	WB	207	1.00	207	-	207	*		WB	157	1.00	157	-	157	*
Remarks:		v/c = 1.07		Total		1706		Remarks:		v/c = 0.89		Total		1431	
1) (214+8)*0.6 < 160		Level of Service		F		2) (214+0)*0.6 > 110		Level of Service		D					

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	0 to 1,000
				Signal	N/A	1	1.00	< 199	1.1	B	1,001 to 1,150	
				Stop	N/A	2	0.55	< 599	2.0	C	1,151 to 1,300	
				Ways	N/A	3	0.40	< 799	3.0	D	1,301 to 1,450	
					N/A	4	0.30	< 999	4.0	E	1,451 to 1,600	
					N/A	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600	

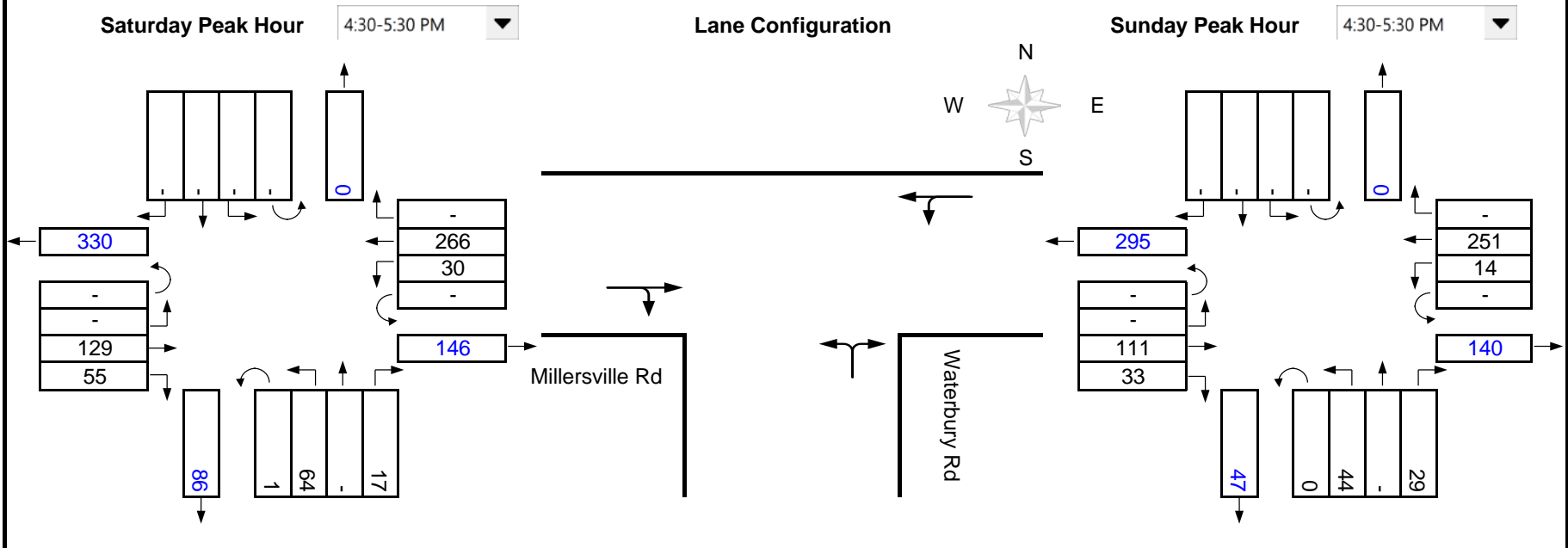
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	153	1.00	153	3	156	*		NB	99	1.00	99	0	99	*
	SB	11	1.00	11	118	129			SB	7	1.00	7	75	82	
	EB	319	1.00	319	39	358			EB	285	1.00	285	69	354	
	WB	374	1.00	374	6	380	*		WB	383	1.00	383	4	387	*

Remarks: v/c = 0.34	Total	536	Remarks: v/c = 0.30	Total	486
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 2024 (Summer)
 Conditions: Total Background



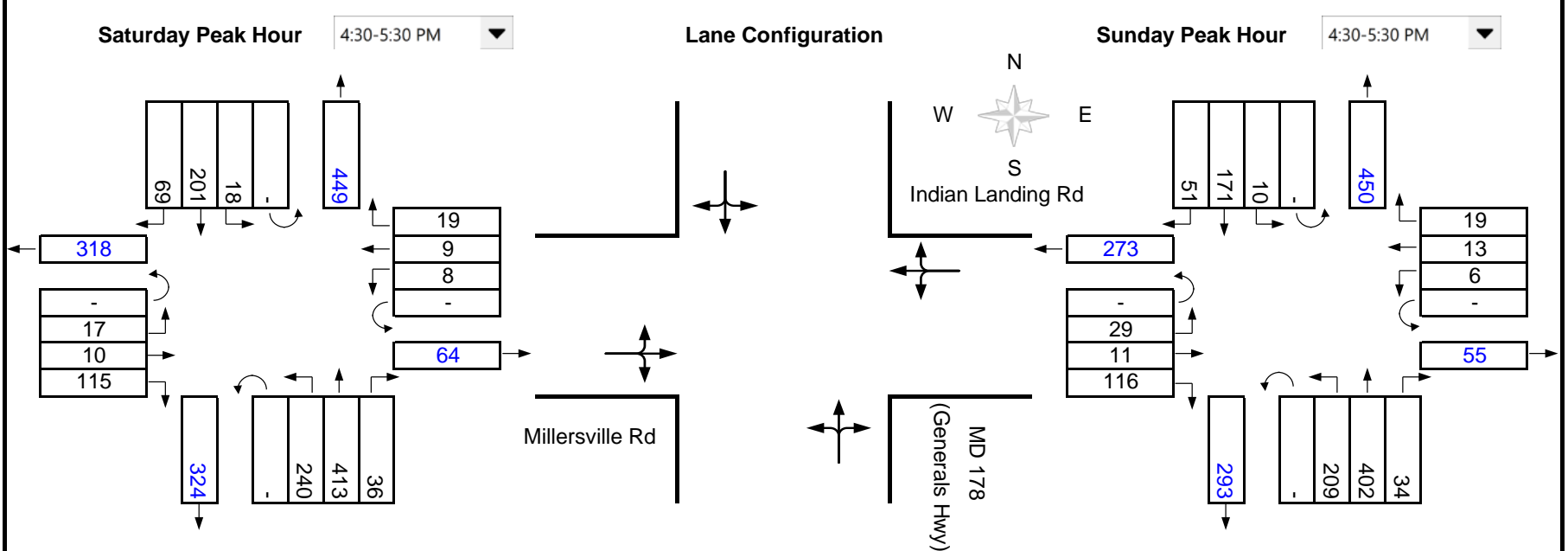
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	<
				Stop	SB	2 <td>0.55 <td><</td> <td>599</td> <td>2.0 <td>B</td> <td>1,001 to 1,150</td> </td></td>	0.55 <td><</td> <td>599</td> <td>2.0 <td>B</td> <td>1,001 to 1,150</td> </td>	<	599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150
				Ways	EB	3 <td>0.40 <td><</td> <td>799 <td>3.0 <td>C</td> <td>1,151 to 1,300</td> </td></td></td>	0.40 <td><</td> <td>799 <td>3.0 <td>C</td> <td>1,151 to 1,300</td> </td></td>	<	799 <td>3.0 <td>C</td> <td>1,151 to 1,300</td> </td>	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300
					WB	4 <td>0.30 <td><</td> <td>999 <td>4.0 <td>D</td> <td>1,301 to 1,450</td> </td></td></td>	0.30 <td><</td> <td>999 <td>4.0 <td>D</td> <td>1,301 to 1,450</td> </td></td>	<	999 <td>4.0 <td>D</td> <td>1,301 to 1,450</td> </td>	4.0 <td>D</td> <td>1,301 to 1,450</td>	D	1,301 to 1,450
						Dble. L.T.	0.60 <td>></td> <td>1000 <td>5.0 <td>E</td> <td>1,451 to 1,600</td> </td></td>	>	1000 <td>5.0 <td>E</td> <td>1,451 to 1,600</td> </td>	5.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600
											F	> 1,600

Morning Peak Hour							Evening Peak Hour										
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*		
	NB	82	1.00	82	-	82	*		NB	73	1.00	73	-	73	*		
	EB	184	1.00	184	30	214			EB	144	1.00	144	14	158			
	WB	299	1.00	299	-	299	*		WB	266	1.00	266	-	266	*		
Remarks: v/c = 0.24							Total	381	Remarks: v/c = 0.21							Total	339
							Level of Service	A								Level of Service	A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Summer)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	
				Signal	NB	1	1.00	< 199	1.1	A	0 to 1,000
				Stop	SB	2	0.55	< 599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	< 799	3.0	C	1,151 to 1,300
					WB	4	0.30	< 999	4.0	D	1,301 to 1,450
						Dble. L.T.	0.60	> 1000	5.0	E	1,451 to 1,600
										F	> 1,600

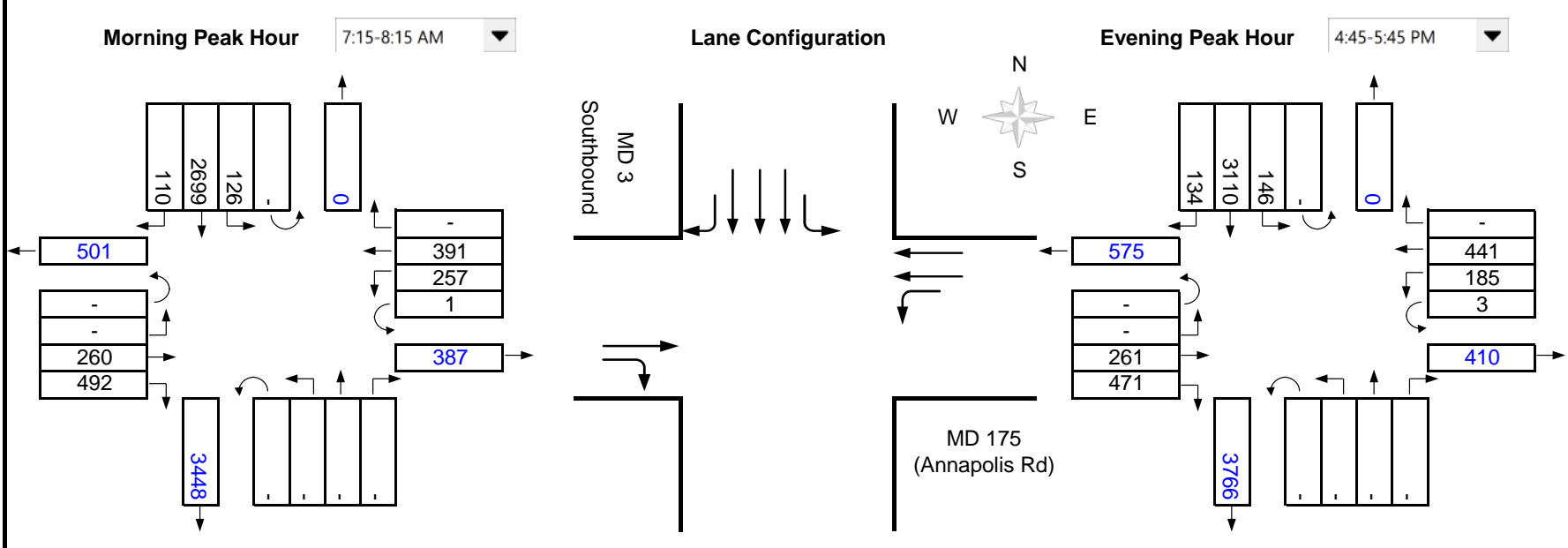
Morning Peak Hour							Evening Peak Hour						
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol. *	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol. *
	NB	929	1.00	929	18	947		NB	854	1.00	854	10	864
	SB	306	1.00	306	240	546		SB	242	1.00	242	209	451
	EB	144	1.00	144	8	152		EB	159	1.00	159	6	165
	WB	37	1.00	37	17	54		WB	39	1.00	39	29	68

Remarks: v/c = 0.69 Total 1099 Remarks: v/c = 0.64 Total 1029
 Level of Service B Level of Service B



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal X	N/A	1	1.00	< 199	1.1	0 to 1,000		
				Stop	YES	2	0.55	< 599	2.0	1,001 to 1,150		
				Ways	YES	3	0.40	< 799	3.0	1,151 to 1,300		
					N/A	4	0.30	< 999	4.0	1,301 to 1,450		
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2699	0.45	1215	-	1215	*		SB*	3110	0.45	1400	-	1400	*
	EB	492	1.00	492	258	750	*		EB	471	1.00	471	188	659	*
	WB**	391	0.75	293	-	293			WB**	441	0.75	331	-	331	

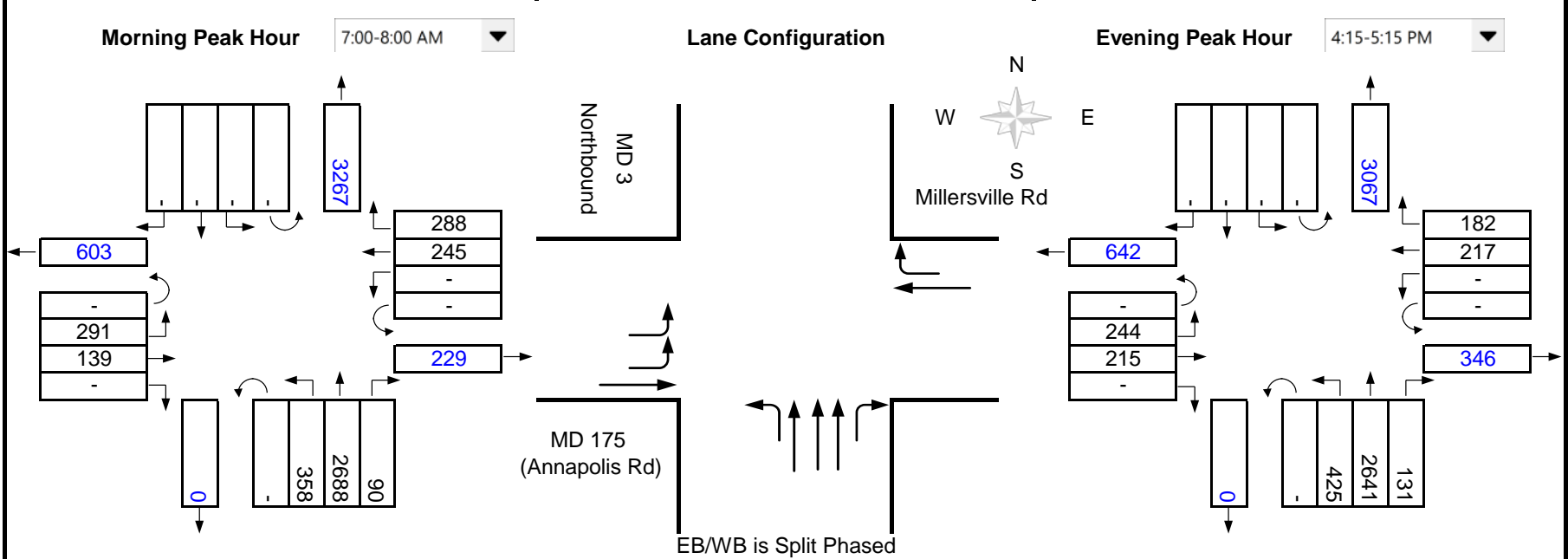
Remarks: v/c = 1.23	Total	1965	Remarks: v/c = 1.29	Total	2059
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop
 ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

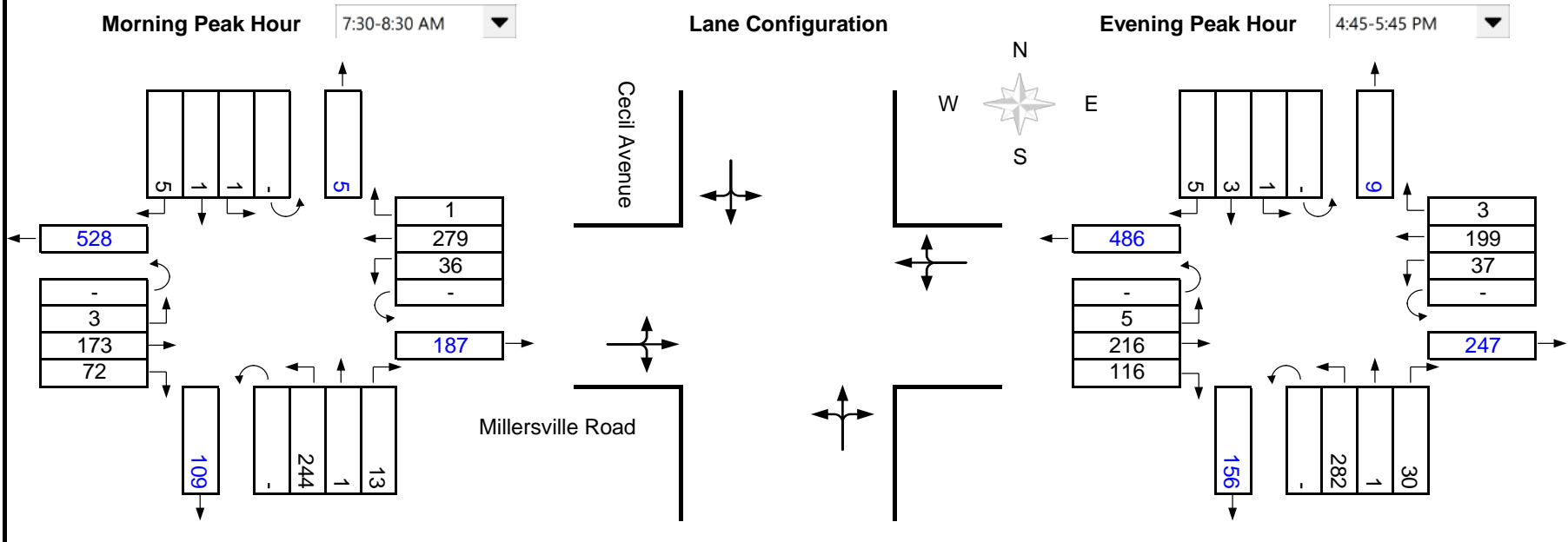
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2688	0.50	1344	-	1344	*		NB*	2641	0.50	1321	-	1321	*
1)	EB	291	0.60	175	-	175	*	2)	EB	215	1.00	215	-	215	*
	WB	288	1.00	288	-	288	*		WB	217	1.00	217	-	217	*
Remarks: v/c = 1.13								Remarks: v/c = 1.10							
1) 291*0.6 > 139								2) 244*0.6 < 215							
Total				1807				Total				1753			
Level of Service				F				Level of Service				F			

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	N/A	1	1.00	< 199	1.1		0 to 1,000
				2	N/A	2	0.55	< 599	2.0		1,001 to 1,150
					N/A	3	0.40	< 799	3.0		1,151 to 1,300
					N/A	4	0.30	< 999	4.0		1,301 to 1,450
					N/A		0.60	> 1000	5.0		1,451 to 1,600
											> 1,600

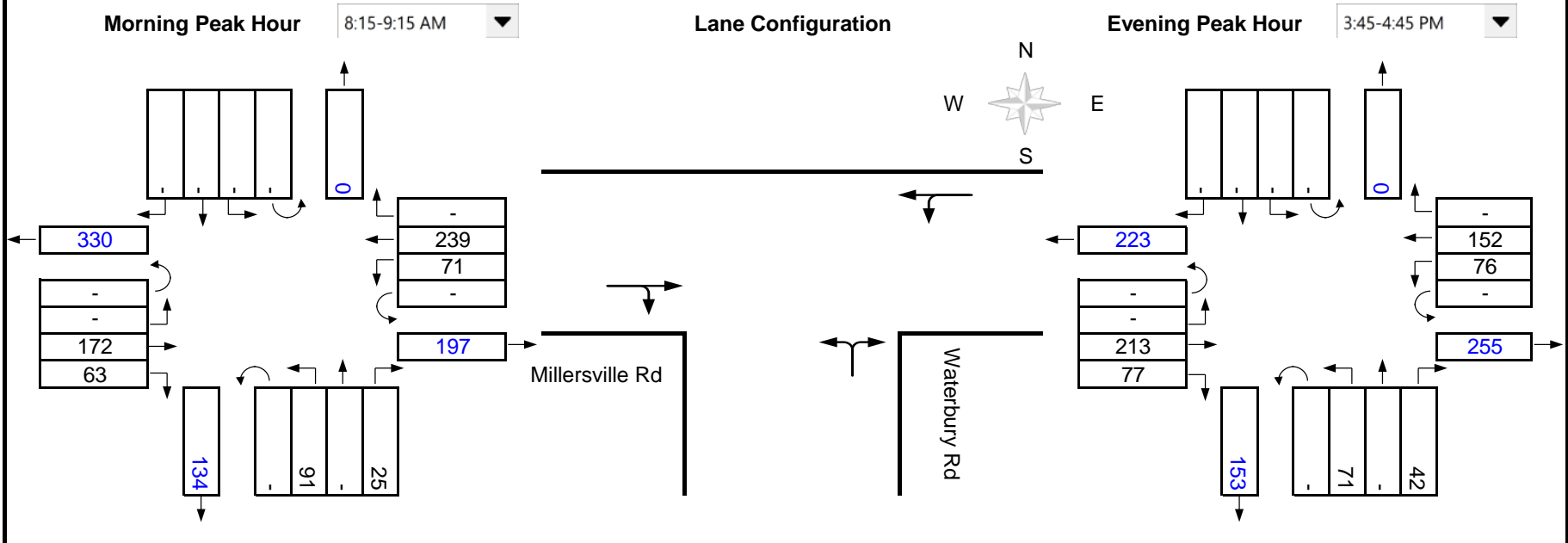
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	282	1.00	282	1	283	*		NB	341	1.00	341	1	342	*
	SB	7	1.00	7	244	251			SB	9	1.00	9	282	291	
	EB	251	1.00	251	36	287			EB	342	1.00	342	37	379	*
	WB	352	1.00	352	3	355	*		WB	276	1.00	276	5	281	

Remarks: v/c = 0.40	Total	638	Remarks: v/c = 0.45	Total	721
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 2024 (Fall)
 Conditions: Total Background



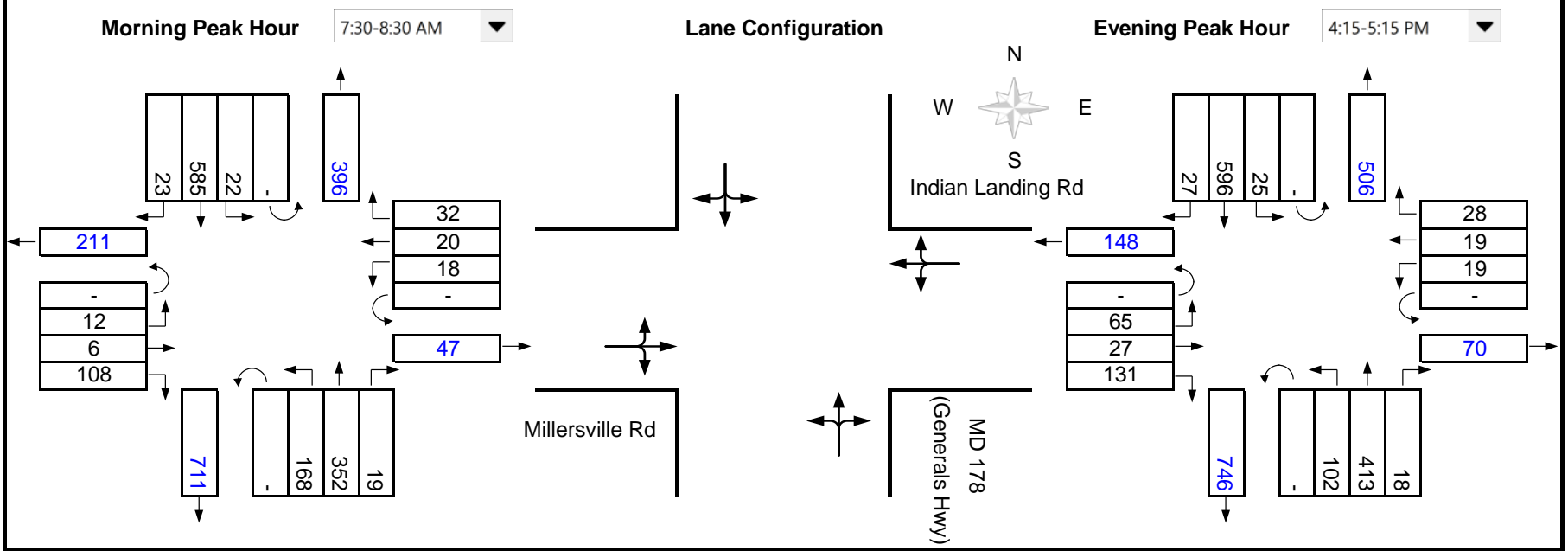
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	0 to 1,000
				Signal	X	N/A	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		N/A	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1	N/A	3	0.40	< 799	3.0	D	1,301 to 1,450
						N/A	4	0.30	< 999	4.0	E	1,451 to 1,600
						N/A	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	116	1.00	116	-	116	*		NB	113	1.00	113	-	113	*
	EB	235	1.00	235	71	306	*		EB	290	1.00	290	76	366	*
	WB	381	1.00	381	-	381	*		WB	304	1.00	304	-	304	*
Remarks: v/c = 0.31					Total		497	Remarks: v/c = 0.30					Total		479
					Level of Service		A						Level of Service		A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										A	B
				Signal X	NB YES	1	1.00	< 199	1.1	0 to 1,000	
				Stop	SB YES	2	0.55	< 599	2.0	1,001 to 1,150	
				Ways	EB YES	3	0.40	< 799	3.0	1,151 to 1,300	
					WB YES	4	0.30	< 999	4.0	1,301 to 1,450	
					Dble. L.T.		0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

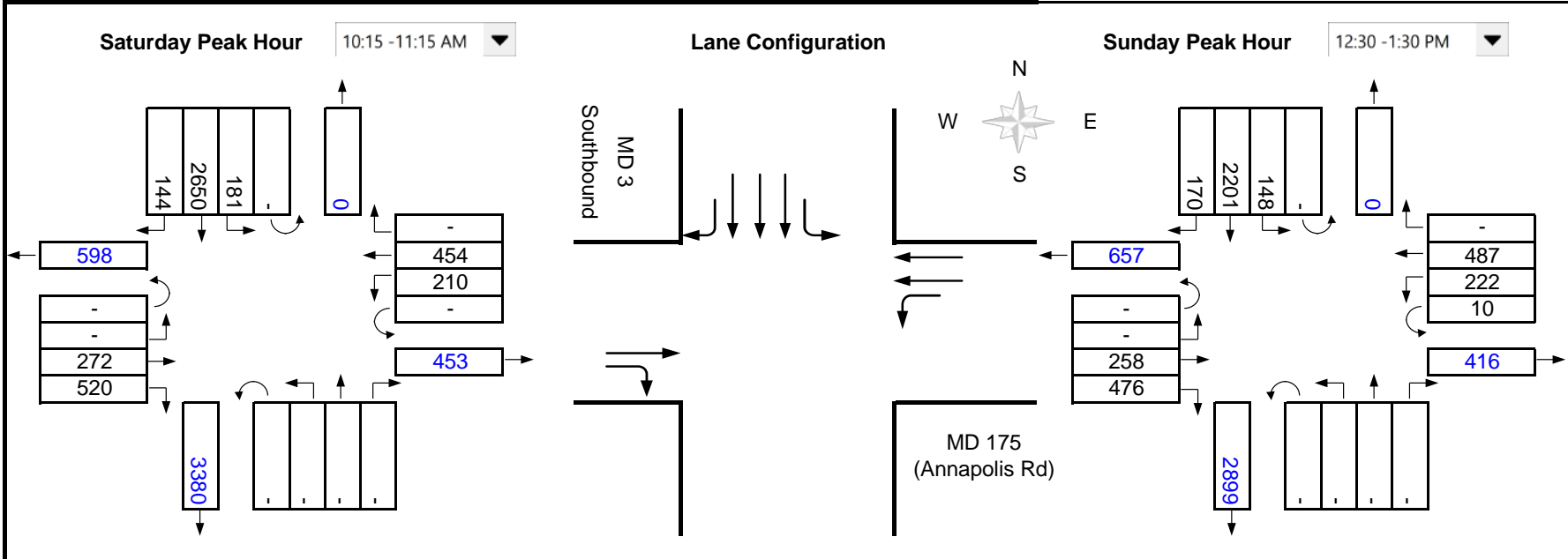
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	875	1.00	875	22	897	*		NB	737	1.00	737	25	762	
	SB	652	1.00	652	168	820	*		SB	673	1.00	673	102	775	*
	EB	127	1.00	127	18	145	*		EB	230	1.00	230	19	249	*
	WB	72	1.00	72	12	84			WB	68	1.00	68	65	133	

Remarks: v/c = 0.65	Total	1042	Remarks: v/c = 0.64	Total	1024
	Level of Service	B		Level of Service	B



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	X	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Stop		YES	2	0.55	< 599	2.0	1,001 to 1,150	
				Ways		YES	3	0.40	< 799	3.0	1,151 to 1,300	
						N/A	4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2650	0.45	1193	-	1193	*		SB*	2201	0.45	990	-	990	*
	EB	520	1.00	520	210	730	*		EB	476	1.00	476	232	708	*
	WB**	454	0.75	341	-	341			WB**	487	0.75	365	-	365	

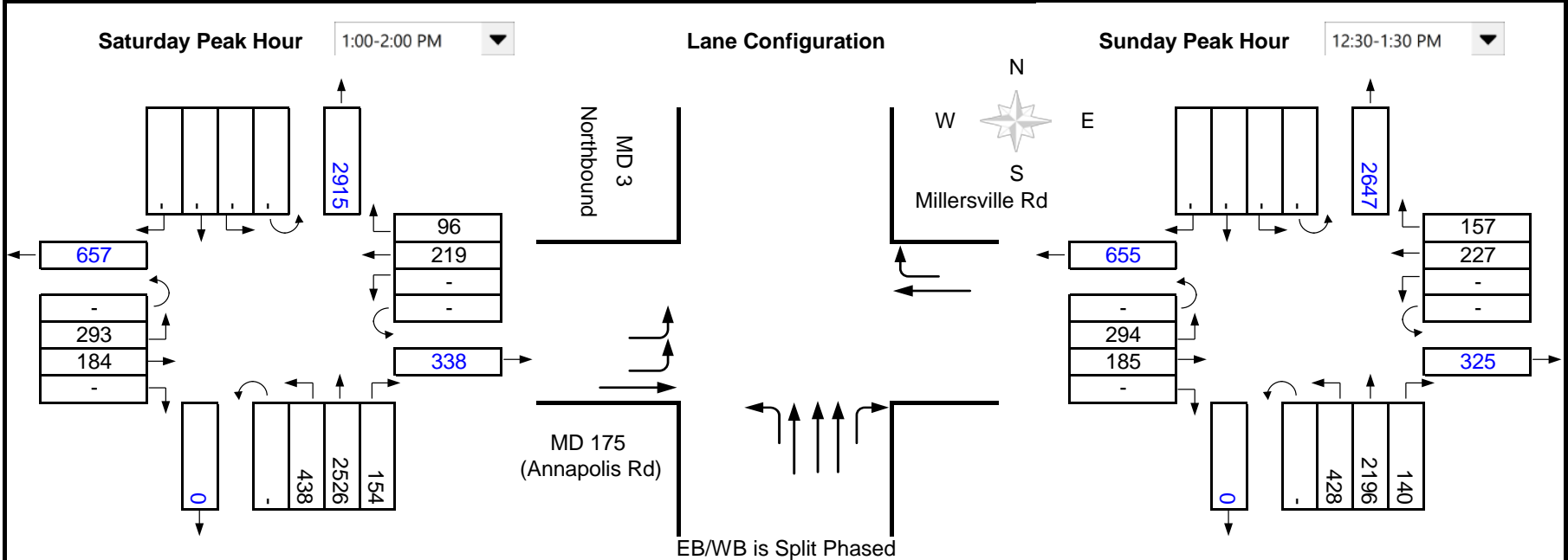
Remarks: v/c = 1.20	Total	1923	Remarks: v/c = 1.06	Total	1698
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop
 ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

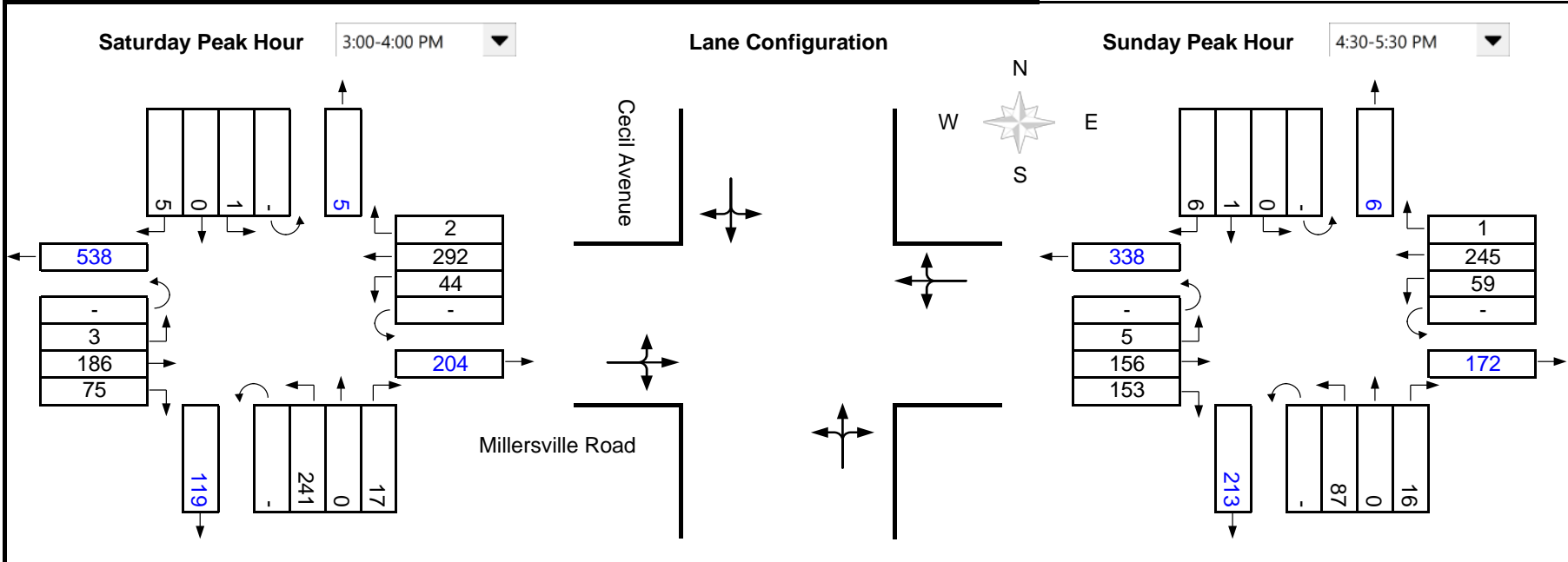
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2526	0.50	1263	-	1263	*		NB*	2196	0.50	1098	-	1098	*
1)	EB	293	0.60	176	-	176	*	2)	EB	185	1.00	185	-	185	*
	WB	219	1.00	219	-	219	*		WB	227	1.00	227	-	227	*
Remarks: v/c = 1.04		Total		1658		Remarks: v/c = 0.94		Total		1510		Level of Service		F	
1) 293*0.6 > 184		Level of Service		F		2) 294*0.6 < 185		Level of Service		E					

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Fall)
 Conditions: Total Background



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	< 199
				Stop	SB	2	0.55	< 599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150	
				Ways	EB	3	0.40	< 799	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300	
					WB	4	0.30	< 999	4.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600	
						Dble. L.T.	0.60	> 1000	5.0 <td>F</td> <td>> 1,600</td>	F	> 1,600	

Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	282	1.00	282	1	283	*		NB	112	1.00	112	0	112	*
	SB	6	1.00	6	241	247			SB	7	1.00	7	87	94	
	EB	267	1.00	267	44	311			EB	319	1.00	319	59	378	*
	WB	382	1.00	382	3	385	*		WB	364	1.00	364	5	369	

Remarks: v/c = 0.42 Total Level of Service: A Remarks: v/c = 0.31 Total Level of Service: A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd

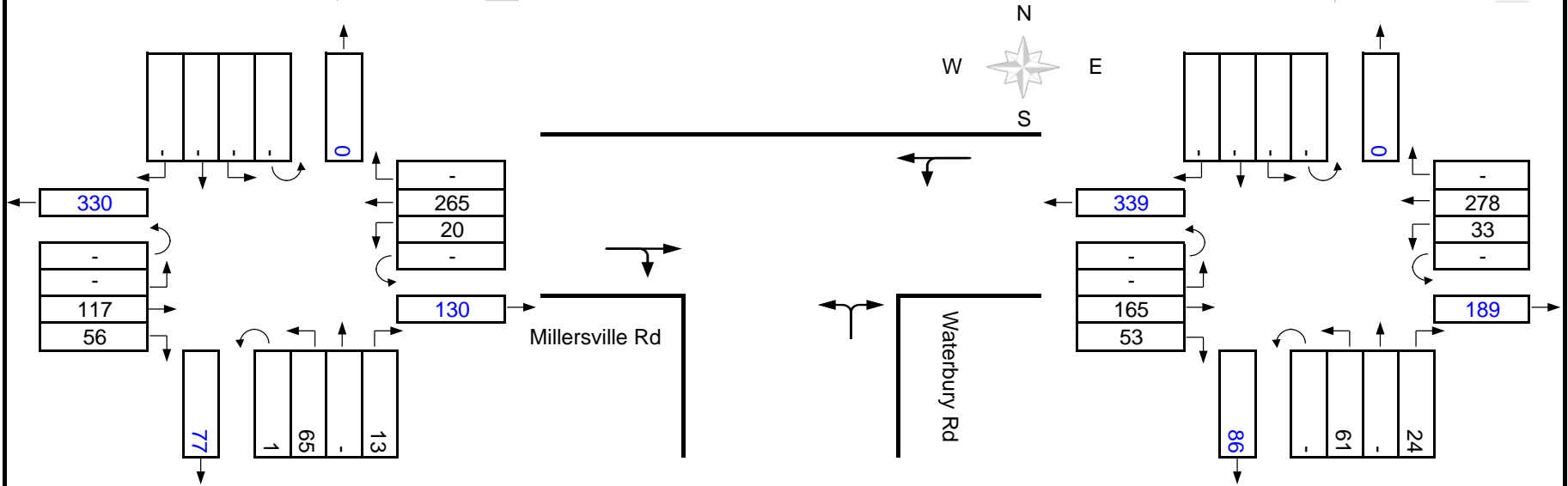
Count Date: 2024 (Fall)

Conditions: Total Background

Saturday Peak Hour 4:30-5:30 PM

Lane Configuration

Sunday Peak Hour 11:30 AM-12:30 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	0 to 1,000
				Signal	X	N/A	1	1.00	< 199	1.1	B	1,001 to 1,150
				Stop		N/A	2	0.55	< 599	2.0	C	1,151 to 1,300
				Ways	1	N/A	3	0.40	< 799	3.0	D	1,301 to 1,450
						N/A	4	0.30	< 999	4.0	E	1,451 to 1,600
						N/A	Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

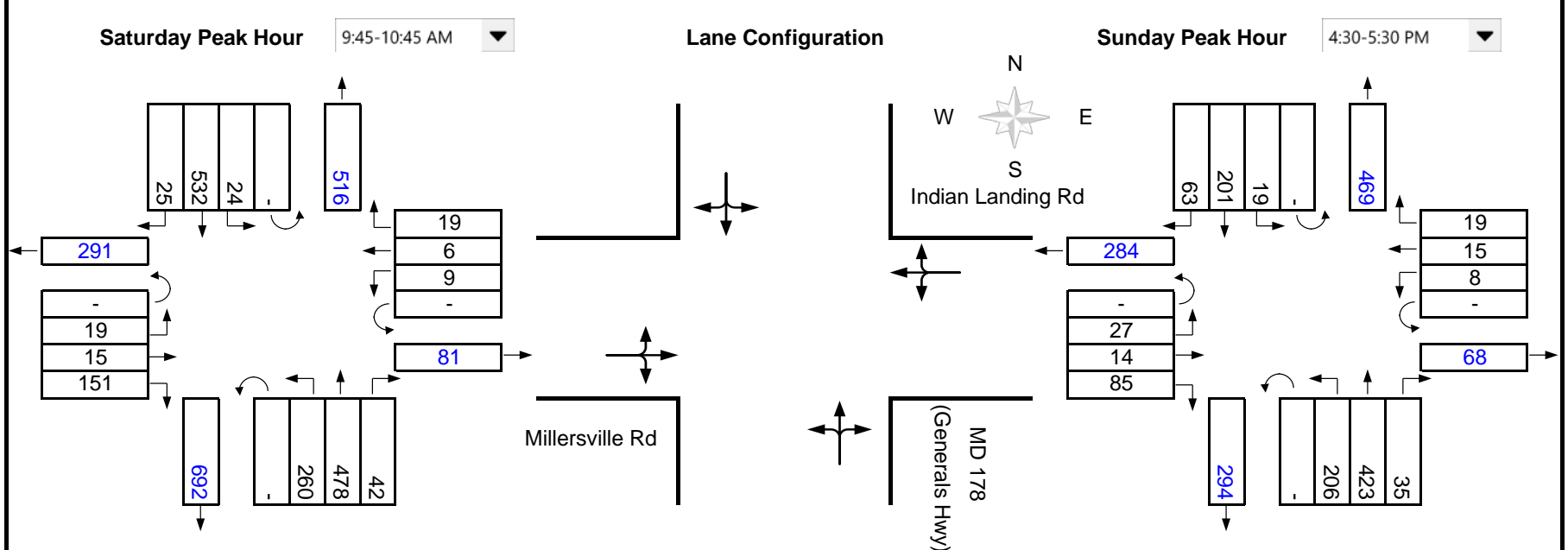
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	79	1.00	79	-	79	*		NB	85	1.00	85	-	85	*
	EB	173	1.00	173	20	193	*		EB	218	1.00	218	33	251	*
	WB	287	1.00	287	-	287	*		WB	344	1.00	344	-	344	*

Remarks: v/c = 0.23	Total	366	Remarks: v/c = 0.27	Total	429
	Level of Service	A		Level of Service	A



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Fall)
 Conditions: Total Background



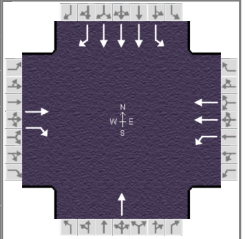
Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	C	1,151 to 1,300
					WB	4	0.30	<	999	4.0	E	1,451 to 1,600
						Dble. L.T.	0.60	>	1000	5.0	F	> 1,600

Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1040	1.00	1040	24	1064	*		NB	870	1.00	870	19	889	*
	SB	605	1.00	605	260	865	*		SB	302	1.00	302	206	508	*
	EB	187	1.00	187	9	196	*		EB	129	1.00	129	8	137	*
	WB	35	1.00	35	19	54			WB	43	1.00	43	27	70	

Remarks: v/c = 0.79 Total Level of Service: C Remarks: v/c = 0.64 Total Level of Service: B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 7:15		
Intersection	MD 175/MD 3	File Name	2024 Background AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		190	440	244	333			0		144	2720	144

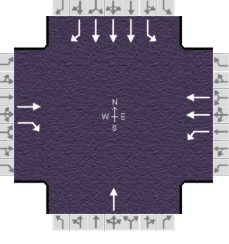
Signal Information				Signal Timing (s)								Signal Phases							
Cycle, s	195.0	Reference Phase	2	Green	113.5	25.2	38.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On																

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		44.8	30.2	75.0		120.0		120.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		40.3	25.0	16.5				
Green Extension Time (g _e), s		0.0	0.2	2.3		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.14	0.00				

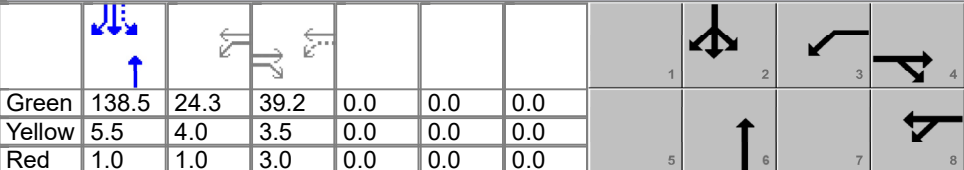
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		207	478	265	362			0		157	2957	157
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		18.7	38.3	23.0	14.5			0.0		7.7	113.5	9.1
Cycle Queue Clearance Time (g _c), s		18.7	38.3	23.0	14.5			0.0		7.7	113.5	9.1
Green Ratio (g/C)		0.20	0.20	0.34	0.35			0.58		0.58	0.58	0.58
Capacity (c), veh/h		381	314	381	1237			1106		1090	2879	909
Volume-to-Capacity Ratio (X)		0.542	1.523	0.696	0.293			0.000		0.144	1.027	0.172
Back of Queue (Q), ft/ln (50 th percentile)		235.8	964.6	271.2	165.7			0		81.8	1327.8	85.5
Back of Queue (Q), veh/ln (50 th percentile)		9.4	37.7	10.6	6.5			0.0		3.3	49.2	3.3
Queue Storage Ratio (RQ) (50 th percentile)		5.24	20.93	1.23	0.79			0.00		0.15	2.51	0.36
Uniform Delay (d ₁), s/veh		70.5	78.3	52.1	45.7			0.0		18.6	40.7	18.9
Incremental Delay (d ₂), s/veh		0.9	250.9	3.3	0.0			0.0		0.3	24.1	0.4
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		71.3	329.3	55.3	45.8			0.0		18.9	64.8	19.3
Level of Service (LOS)		E	F	E	D					B	F	B
Approach Delay, s/veh / LOS		251.5	F	49.8	D			0.0		60.4	E	
Intersection Delay, s/veh / LOS		87.5								F		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.46	B	2.10	B	2.10	B
Bicycle LOS Score / LOS	1.62	B	1.01	A	0.49	A	2.29	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	WBCM			Duration, h	0.25	
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other	
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.96	
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 4:30	
Intersection	MD 175/MD 3	File Name	2024 Background PM Peak_CEO.xus			
Project Description	Millersville Park					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		230	476	212	510			0		161	2620	154

Signal Information																	
Cycle, s	220.0	Reference Phase	2							1		2		3		4	
Offset, s	0	Reference Point	Begin														
Uncoordinated	No	Simult. Gap E/W	On														
Force Mode	Fixed	Simult. Gap N/S	On														
Green	138.5	24.3	39.2	0.0	0.0	0.0	5		6		7		8				
Yellow	5.5	4.0	3.5	0.0	0.0	0.0											
Red	1.0	1.0	3.0	0.0	0.0	0.0											

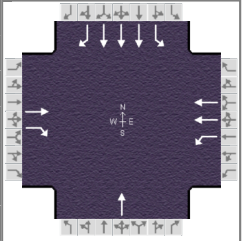
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		45.7	29.3	75.0		145.0		145.0
Change Period, (Y+R c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g s), s		41.1	24.1	28.9				
Green Extension Time (g e), s		0.0	0.2	2.8		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.05	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		240	496	221	531			0		168	2729	160	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g s), s		25.5	39.1	22.1	26.9			0.0		8.3	100.3	9.3	
Cycle Queue Clearance Time (g c), s		25.5	39.1	22.1	26.9			0.0		8.3	100.3	9.3	
Green Ratio (g/C)		0.18	0.18	0.30	0.31			0.63		0.63	0.63	0.63	
Capacity (c), veh/h		345	284	297	1096			1196		1172	3114	983	
Volume-to-Capacity Ratio (X)		0.694	1.743	0.743	0.485			0.000		0.143	0.876	0.163	
Back of Queue (Q), ft/ln (50 th percentile)		334.1	1122.7	269.2	312.7			0		88	1050.5	87.7	
Back of Queue (Q), veh/ln (50 th percentile)		13.4	43.9	10.5	12.2			0.0		3.5	38.9	3.4	
Queue Storage Ratio (RQ) (50 th percentile)		7.42	24.36	1.22	1.49			0.00		0.17	1.98	0.37	
Uniform Delay (d 1), s/veh		84.8	90.4	64.2	61.4			0.0		16.6	33.7	16.8	
Incremental Delay (d 2), s/veh		5.0	348.6	5.8	0.1			0.0		0.3	3.8	0.4	
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		89.8	439.0	69.9	61.6			0.0		16.9	37.5	17.2	
Level of Service (LOS)		F	F	E	E					B	D	B	
Approach Delay, s/veh / LOS	325.2	F		64.0	E		0.0				35.3	D	
Intersection Delay, s/veh / LOS	87.0						F						

Multimodal Results	EB			WB			NB			SB			
Pedestrian LOS Score / LOS	2.16	B		2.47	B		2.09	B			2.10	B	
Bicycle LOS Score / LOS	1.70	B		1.11	A		0.49	A			2.17	B	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 10:45
Intersection	MD 175/MD 3	File Name	2024 Background Saturday Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		209	478	165	428			0		148	2586	114

Signal Information				Signal Phases								
Cycle, s	220.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	138.5	18.5	44.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

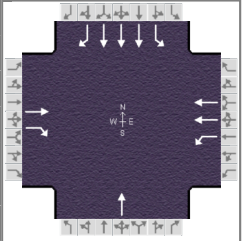
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		51.4	23.5	75.0		145.0		145.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		46.9	18.3	23.5				
Green Extension Time (g _e), s		0.0	0.2	2.5		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		213	488	168	437			0		151	2639	116	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		21.6	44.9	16.3	21.5			0.0		7.4	93.1	6.6	
Cycle Queue Clearance Time (g _c), s		21.6	44.9	16.3	21.5			0.0		7.4	93.1	6.6	
Green Ratio (g/C)		0.20	0.20	0.30	0.31			0.63		0.63	0.63	0.63	
Capacity (c), veh/h		396	326	303	1095			1197		1172	3115	983	
Volume-to-Capacity Ratio (X)		0.539	1.495	0.556	0.399			0.000		0.129	0.847	0.118	
Back of Queue (Q), ft/ln (50 th percentile)		275	1030.8	190.9	249.1			0		78.6	971.8	61.6	
Back of Queue (Q), veh/ln (50 th percentile)		11.0	40.3	7.5	9.7			0.0		3.1	36.0	2.4	
Queue Storage Ratio (RQ) (50 th percentile)		6.11	22.37	0.87	1.19			0.00		0.15	1.83	0.26	
Uniform Delay (d ₁), s/veh		78.3	87.6	61.5	59.6			0.0		16.4	32.3	16.3	
Incremental Delay (d ₂), s/veh		0.8	238.3	0.6	0.1			0.0		0.2	3.1	0.2	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		79.1	325.9	62.1	59.7			0.0		16.7	35.4	16.5	
Level of Service (LOS)		E	F	E	E					B	D	B	
Approach Delay, s/veh / LOS		250.8	F	60.4	E			0.0		33.6	C		
Intersection Delay, s/veh / LOS		73.6						E					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.16	B		2.47	B		2.09	B		2.10	B	
Bicycle LOS Score / LOS	1.64	B		0.99	A		0.49	A		2.09	B	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.98
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 12:45
Intersection	MD 175/MD 3	File Name	2024 Background Sunday Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		210	461	148	390			0		126	2264	109

Signal Information				Signal Timing (s)									
Cycle, s	120.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	54.9	8.8	38.3	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0			
				Red	1.0	1.0	3.0	0.0	0.0	0.0			

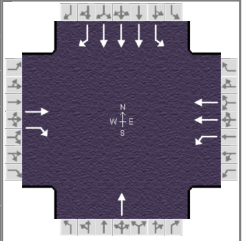
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		44.8	13.8	58.6		61.4		61.4
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		36.0	8.6	10.6				
Green Extension Time (g _e), s		2.3	0.2	2.4		0.0		0.0
Phase Call Probability		1.00	0.99	1.00				
Max Out Probability		0.01	0.00	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		214	470	151	398			0		129	2310	111	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		10.1	34.0	6.6	8.6			0.0		5.0	54.9	5.0	
Cycle Queue Clearance Time (g _c), s		10.1	34.0	6.6	8.6			0.0		5.0	54.9	5.0	
Green Ratio (g/C)		0.32	0.32	0.41	0.43			0.46		0.46	0.46	0.46	
Capacity (c), veh/h		619	511	460	1529			869		888	2262	714	
Volume-to-Capacity Ratio (X)		0.346	0.921	0.328	0.260			0.000		0.145	1.021	0.156	
Back of Queue (Q), ft/ln (50 th percentile)		118.4	373.7	70.4	90.6			0		50.9	667.8	45.5	
Back of Queue (Q), veh/ln (50 th percentile)		4.7	14.6	2.8	3.5			0.0		2.0	24.7	1.8	
Queue Storage Ratio (RQ) (50 th percentile)		2.63	8.11	0.32	0.43			0.00		0.10	1.26	0.19	
Uniform Delay (d ₁), s/veh		31.3	39.4	23.6	21.6			0.0		19.0	32.6	19.0	
Incremental Delay (d ₂), s/veh		0.1	11.0	0.2	0.0			0.0		0.3	24.5	0.5	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		31.4	50.4	23.8	21.7			0.0		19.4	57.0	19.5	
Level of Service (LOS)		C	D	C	C					B	F	B	
Approach Delay, s/veh / LOS		44.4	D	22.3	C			0.0		53.5	D		
Intersection Delay, s/veh / LOS		47.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.43	B	2.10	B	2.10	B
Bicycle LOS Score / LOS	1.62	B	0.94	A	0.49	A	1.89	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.90
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 7:15
Intersection	MD 175/MD 3	File Name	2024 Background AM Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		260	492	258	391			0		126	2699	110

Signal Information														
Cycle, s	180.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	98.5	24.5	39.0	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0				
				Red	1.0	1.0	3.0	0.0	0.0	0.0				

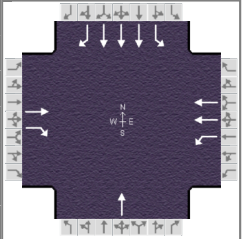
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		45.5	29.5	75.0		105.0		105.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		40.9	24.3	17.7				
Green Extension Time (g _e), s		0.0	0.3	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.08	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		289	547	287	434			0		140	2999	122	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		24.7	38.9	22.3	15.7			0.0		6.8	98.5	6.9	
Cycle Queue Clearance Time (g _c), s		24.7	38.9	22.3	15.7			0.0		6.8	98.5	6.9	
Green Ratio (g/C)		0.22	0.22	0.36	0.38			0.55		0.55	0.55	0.55	
Capacity (c), veh/h		420	346	365	1340			1040		1030	2707	855	
Volume-to-Capacity Ratio (X)		0.688	1.580	0.785	0.324			0.000		0.136	1.108	0.143	
Back of Queue (Q), ft/ln (50 th percentile)		317.6	1083.1	269.4	177.1			0		72.5	1371.5	65.3	
Back of Queue (Q), veh/ln (50 th percentile)		12.7	42.3	10.5	6.9			0.0		2.9	50.8	2.6	
Queue Storage Ratio (RQ) (50 th percentile)		7.06	23.50	1.22	0.84			0.00		0.14	2.59	0.28	
Uniform Delay (d ₁), s/veh		64.9	70.5	46.2	39.4			0.0		20.0	40.7	20.0	
Incremental Delay (d ₂), s/veh		3.9	274.6	7.0	0.1			0.0		0.3	54.5	0.4	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		68.9	345.1	53.3	39.5			0.0		20.3	95.3	20.4	
Level of Service (LOS)		E	F	D	D					C	F	C	
Approach Delay, s/veh / LOS		249.6	F	45.0	D			0.0		89.2	F		
Intersection Delay, s/veh / LOS		110.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.45	B	2.10	B	2.11	B
Bicycle LOS Score / LOS	1.87	B	1.08	A	0.49	A	2.28	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 4:45		
Intersection	MD 175/MD 3	File Name	2024 Background PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		261	471	188	441			0		146	3110	134

Signal Information				Signal Timing (s)								Signal Phases					
Cycle, s	220.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	138.5	21.1	42.4	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0							

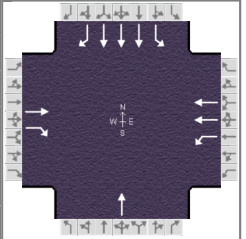
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		48.9	26.1	75.0		145.0		145.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		44.4	20.9	24.2				
Green Extension Time (g _e), s		0.0	0.2	2.6		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		266	481	192	450			0		149	3173	137	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		28.3	42.4	18.9	22.2			0.0		7.3	138.5	7.8	
Cycle Queue Clearance Time (g _c), s		28.3	42.4	18.9	22.2			0.0		7.3	138.5	7.8	
Green Ratio (g/C)		0.19	0.19	0.30	0.31			0.63		0.63	0.63	0.63	
Capacity (c), veh/h		373	308	272	1096			1197		1172	3115	983	
Volume-to-Capacity Ratio (X)		0.713	1.561	0.706	0.411			0.000		0.127	1.019	0.139	
Back of Queue (Q), ft/ln (50 th percentile)		371	1037.8	225.1	257.8			0		77.4	1574.2	73.4	
Back of Queue (Q), veh/ln (50 th percentile)		14.8	40.5	8.8	10.1			0.0		3.1	58.3	2.9	
Queue Storage Ratio (RQ) (50 th percentile)		8.24	22.52	1.02	1.23			0.00		0.15	2.97	0.31	
Uniform Delay (d ₁), s/veh		83.1	88.8	63.5	59.8			0.0		16.4	40.7	16.5	
Incremental Delay (d ₂), s/veh		5.4	267.8	3.0	0.1			0.0		0.2	21.1	0.3	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		88.6	356.6	66.4	59.9			0.0		16.7	61.8	16.8	
Level of Service (LOS)		F	F	E	E					B	F	B	
Approach Delay, s/veh / LOS		261.0	F	61.9	E			0.0		58.1	E		
Intersection Delay, s/veh / LOS		89.8						F					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.16	B		2.47	B		2.09	B		2.10	B	
Bicycle LOS Score / LOS	1.72	B		1.02	A		0.49	A		2.39	B	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 10:15		
Intersection	MD 175/MD 3	File Name	2024 Background Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		272	520	210	454			0		181	2650	144

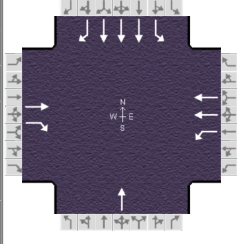
Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	125.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin	Green	51.0	11.6	44.4	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0								

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		50.9	16.6	67.5		57.5		57.5
Change Period, (Y+R c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g s), s		42.1	11.3	11.7				
Green Extension Time (g e), s		2.3	0.3	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		0.15	0.00	0.00				

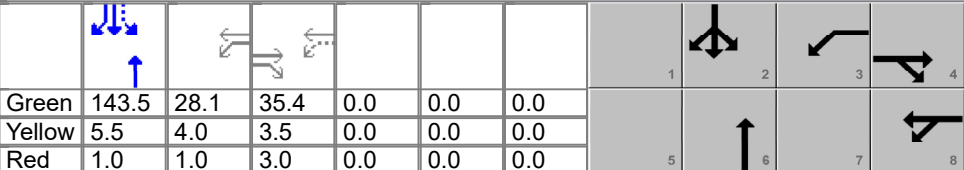
Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		278	531	214	463			0		185	2704	147	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g s), s		13.5	40.1	9.3	9.7			0.0		8.4	51.0	7.7	
Cycle Queue Clearance Time (g c), s		13.5	40.1	9.3	9.7			0.0		8.4	51.0	7.7	
Green Ratio (g/C)		0.35	0.35	0.46	0.49			0.41		0.41	0.41	0.41	
Capacity (c), veh/h		688	567	490	1717			776		797	2020	638	
Volume-to-Capacity Ratio (X)		0.403	0.935	0.437	0.270			0.000		0.232	1.339	0.230	
Back of Queue (Q), ft/ln (50 th percentile)		157	464.5	97.6	100.5			0		88.8	1295.1	72.4	
Back of Queue (Q), veh/ln (50 th percentile)		6.3	18.1	3.8	3.9			0.0		3.6	48.0	2.8	
Queue Storage Ratio (RQ) (50 th percentile)		3.49	10.08	0.44	0.48			0.00		0.17	2.44	0.31	
Uniform Delay (d 1), s/veh		30.4	38.9	21.7	18.9			0.0		24.4	37.0	24.1	
Incremental Delay (d 2), s/veh		0.1	17.9	0.2	0.0			0.0		0.7	155.9	0.8	
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		30.5	56.8	21.9	18.9			0.0		25.0	192.8	25.0	
Level of Service (LOS)		C	E	C	B					C	F	C	
Approach Delay, s/veh / LOS		47.8	D	19.9	B			0.0		174.5	F		
Intersection Delay, s/veh / LOS		128.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.42	B	2.11	B	2.11	B
Bicycle LOS Score / LOS	1.82	B	1.05	A	0.49	A	2.16	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information		
Agency	WBCM			Duration, h	0.25	
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other	
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.94	
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 12:30	
Intersection	MD 175/MD 3	File Name	2024 Background Sunday Peak_CEO.xus			
Project Description	Millersville Park					

Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		258	476	232	487			0		148	2201	170

Signal Information													
Cycle, s	225.0	Reference Phase	2	Green	143.5	28.1	35.4	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On										

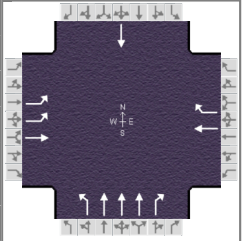
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		41.9	33.1	75.0		150.0		150.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		37.4	28.0	29.0				
Green Extension Time (g _e), s		0.0	0.1	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	1.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		274	506	247	518			0		157	2341	181
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		31.3	35.4	26.0	27.0			0.0		7.8	73.3	10.7
Cycle Queue Clearance Time (g _c), s		31.3	35.4	26.0	27.0			0.0		7.8	73.3	10.7
Green Ratio (g/C)		0.16	0.16	0.29	0.30			0.64		0.64	0.64	0.64
Capacity (c), veh/h		305	252	272	1072			1212		1186	3155	996
Volume-to-Capacity Ratio (X)		0.899	2.012	0.907	0.483			0.000		0.133	0.742	0.182
Back of Queue (Q), ft/ln (50 th percentile)		453.1	1218.7	357.7	314.4			0		82.1	758	100.3
Back of Queue (Q), veh/ln (50 th percentile)		18.1	47.6	14.0	12.3			0.0		3.3	28.1	3.9
Queue Storage Ratio (RQ) (50 th percentile)		10.07	26.45	1.63	1.50			0.00		0.15	1.43	0.43
Uniform Delay (d ₁), s/veh		93.0	94.8	68.7	63.8			0.0		16.2	28.0	16.7
Incremental Delay (d ₂), s/veh		26.9	469.4	28.6	0.1			0.0		0.2	1.6	0.4
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		120.0	564.2	97.3	63.9			0.0		16.4	29.6	17.1
Level of Service (LOS)		F	F	F	E					B	C	B
Approach Delay, s/veh / LOS	408.0		F	74.7		E	0.0			28.0		C
Intersection Delay, s/veh / LOS	106.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.78	B	1.12	A	0.49	A	1.96	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.92		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1> 7:30		
Intersection	Millersville Road/MD 3	File Name	2024 Background AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	266	142			219	223	335	2341	114		0	

Signal Information												
Cycle, s	220.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	143.0	20.8	35.7	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

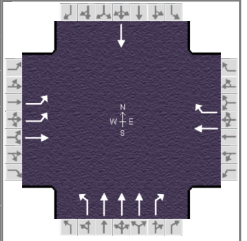
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		27.3		42.2		150.5		150.5
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		19.9		34.8				
Green Extension Time (g _e), s		0.9		0.9		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	289	154			238	242	364	2545	124		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	17.9	17.3			27.2	32.8	19.4	74.5	6.4		0.0	
Cycle Queue Clearance Time (g _c), s	17.9	17.3			27.2	32.8	19.4	74.5	6.4		0.0	
Green Ratio (g/C)	0.09	0.09			0.16	0.16	0.65	0.65	0.65		0.65	
Capacity (c), veh/h	332	183			300	260	1209	3364	1047		1175	
Volume-to-Capacity Ratio (X)	0.872	0.844			0.793	0.931	0.301	0.756	0.118		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	209	224.1			340.2	354.7	214	776.1	63		0	
Back of Queue (Q), veh/ln (50 th percentile)	8.4	9.0			13.3	14.2	8.6	31.0	2.5		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	4.64	4.98			1.62	1.73	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	98.3	98.0			88.6	90.9	16.9	26.5	14.6		0.0	
Incremental Delay (d ₂), s/veh	2.8	4.0			1.8	6.2	0.6	1.6	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	101.1	102.0			90.4	97.2	17.5	28.2	14.8		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	101.4	F		93.8	F		26.3	C		0.0		
Intersection Delay, s/veh / LOS	42.9						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.18	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.22	A	1.28	A	2.16	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 4:15		
Intersection	Millersville Road/MD 3	File Name	2024 Background PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	210	192			202	194	466	2552	109		0	

Signal Information											
Cycle, s	220.0	Reference Phase	2								
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

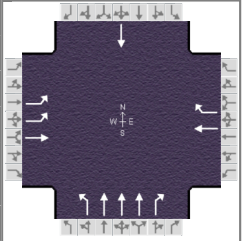
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		31.3		36.0		152.7		152.7
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		24.0		28.8				
Green Extension Time (g _e), s		0.8		0.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	214	196			206	198	476	2604	111		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	12.7	22.0			23.9	26.8	26.7	75.8	5.6		0.0	
Cycle Queue Clearance Time (g _c), s	12.7	22.0			23.9	26.8	26.7	75.8	5.6		0.0	
Green Ratio (g/C)	0.11	0.11			0.13	0.13	0.66	0.66	0.66		0.66	
Capacity (c), veh/h	395	218			248	215	1227	3416	1063		1194	
Volume-to-Capacity Ratio (X)	0.543	0.900			0.831	0.919	0.388	0.762	0.105		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	146.4	286.7			300.5	297.9	293.2	785.9	54.3		0	
Back of Queue (Q), veh/ln (50 th percentile)	5.9	11.5			11.7	11.9	11.7	31.4	2.2		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.25	6.37			1.43	1.45	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	92.2	96.4			92.8	94.1	17.3	25.6	13.7		0.0	
Incremental Delay (d ₂), s/veh	0.4	5.3			2.8	11.2	0.9	1.7	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	92.7	101.7			95.6	105.3	18.2	27.3	13.9		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	97.0	F		100.3	F		25.4	C		0.0		
Intersection Delay, s/veh / LOS	40.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.16	A	1.15	A	2.24	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1> 2:30		
Intersection	Millersville Road/MD 3	File Name	2024 Background Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	222	160			207	124	376	2677	129		0	

Signal Information												
Cycle, s	225.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
	Green	155.0	21.6	28.0	0.0	0.0	0.0					
	Yellow	5.5	3.5	3.5	0.0	0.0	0.0					
	Red	2.0	3.0	3.0	0.0	0.0	0.0					

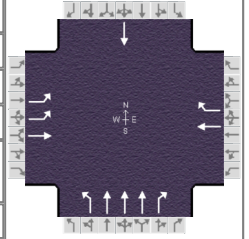
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		28.1		34.5		162.5		162.5
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s		20.8		27.4				
Green Extension Time (g _e), s		0.8		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	227	163			211	127	384	2732	132		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	14.1	18.8			25.4	16.9	18.8	78.3	6.2		0.0	
Cycle Queue Clearance Time (g _c), s	14.1	18.8			25.4	16.9	18.9	78.3	6.2		0.0	
Green Ratio (g/C)	0.10	0.10			0.12	0.12	0.69	0.69	0.69		0.69	
Capacity (c), veh/h	336	185			230	200	1278	3565	1109		1246	
Volume-to-Capacity Ratio (X)	0.675	0.882			0.918	0.634	0.300	0.766	0.119		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	162.7	244.9			325	179	204.4	802	60.3		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.5	9.8			12.7	7.2	8.2	32.1	2.4		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.61	5.44			1.55	0.87	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	98.3	100.5			97.4	93.6	13.8	23.1	11.9		0.0	
Incremental Delay (d ₂), s/veh	0.9	5.3			6.1	1.2	0.6	1.6	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	99.2	105.8			103.4	94.9	14.4	24.7	12.1		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	102.0	F		100.2	F		23.0	C		0.0		
Intersection Delay, s/veh / LOS	37.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.13	A	1.04	A	2.27	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.99		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Summer	Analysis Period	1 > 2:15		
Intersection	Millersville Road/MD 3	File Name	2024 Background Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	214	110			157	76	324	2292	125		0	

Signal Information												
Cycle, s	170.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	119.7	13.0	16.8	0.0	0.0	0.0						
Yellow	5.5	3.5	3.5	0.0	0.0	0.0						
Red	2.0	3.0	3.0	0.0	0.0	0.0						

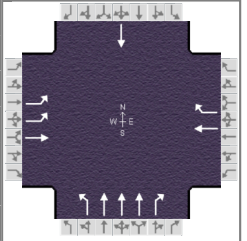
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		19.5		23.3		127.2		127.2
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s		12.3		16.4				
Green Extension Time (g _e), s		0.7		0.4		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	216	111			159	77	327	2315	126		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	10.3	9.6			14.4	7.7	11.1	40.7	4.3		0.0	
Cycle Queue Clearance Time (g _c), s	10.3	9.6			14.4	7.7	11.1	40.7	4.3		0.0	
Green Ratio (g/C)	0.08	0.08			0.10	0.10	0.70	0.70	0.70		0.70	
Capacity (c), veh/h	268	148			182	158	1317	3646	1134		1274	
Volume-to-Capacity Ratio (X)	0.808	0.753			0.869	0.485	0.249	0.635	0.111		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	118.7	122.4			181.6	80.5	112.5	386.1	38.7		0	
Back of Queue (Q), veh/ln (50 th percentile)	4.7	4.9			7.1	3.2	4.5	15.4	1.5		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	2.64	2.72			0.86	0.39	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	77.3	76.9			75.5	72.5	9.1	13.4	8.1		0.0	
Incremental Delay (d ₂), s/veh	2.2	2.9			4.9	0.9	0.5	0.9	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	79.5	79.8			80.4	73.4	9.5	14.3	8.3		0.0	
Level of Service (LOS)	E	E			F	E	A	B	A			
Approach Delay, s/veh / LOS	79.6	E		78.1	E		13.5	B		0.0		
Intersection Delay, s/veh / LOS	24.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.17	B	1.88	B	2.07	B
Bicycle LOS Score / LOS	1.03	A	0.88	A	2.01	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 7:15		
Intersection	Millersville Road/MD 3	File Name	2024 Background AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	291	139			245	288	358	2688	90		0	

Signal Information				Signal Phases								
Cycle, s	200.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	116.6	21.0	41.9	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

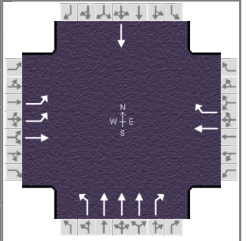
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		27.5		48.4		124.1		124.1
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		20.0		40.8				
Green Extension Time (g _e), s		1.0		1.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	320	153			269	316	393	2954	99		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	18.0	15.4			26.9	38.8	23.2	110.9	5.5		0.0	
Cycle Queue Clearance Time (g _c), s	18.0	15.4			26.9	38.8	23.2	110.9	5.5		0.0	
Green Ratio (g/C)	0.10	0.10			0.21	0.21	0.58	0.58	0.58		0.58	
Capacity (c), veh/h	367	203			388	337	1091	3017	939		1054	
Volume-to-Capacity Ratio (X)	0.871	0.754			0.694	0.940	0.361	0.979	0.105		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	208.3	196.4			331.4	419.6	259.2	1236.4	54.4		0	
Back of Queue (Q), veh/ln (50 th percentile)	8.3	7.9			12.9	16.8	10.4	49.5	2.2		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	4.63	4.36			1.58	2.05	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	88.2	87.0			73.1	77.8	22.2	40.5	18.5		0.0	
Incremental Delay (d ₂), s/veh	2.5	2.1			0.8	7.5	0.9	12.2	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	90.7	89.2			73.9	85.3	23.2	52.7	18.8		0.0	
Level of Service (LOS)	F	F			E	F	C	D	B			
Approach Delay, s/veh / LOS	90.2	F		80.1	F		48.3	D		0.0		
Intersection Delay, s/veh / LOS	56.9						E					

Multimodal Results	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.48	B		2.18	B		1.91	B		2.10	B	
Bicycle LOS Score / LOS	1.27	A		1.45	A		2.38	B		0.49	A	

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.97		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 4:15		
Intersection	Millersville Road/MD 3	File Name	2024 Background PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	244	215			217	182	425	2641	131		0	

Signal Information											
Cycle, s	220.0	Reference Phase	2								
Offset, s	0	Reference Point	Begin								
Uncoordinated	No	Simult. Gap E/W	On								
Force Mode	Fixed	Simult. Gap N/S	On								

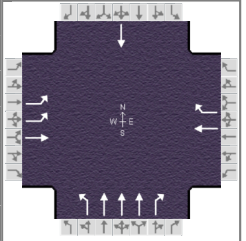
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		34.3		35.5		150.2		150.2
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		26.9		28.3				
Green Extension Time (g _e), s		0.9		0.7		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	252	222			224	188	438	2723	135		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	14.9	24.9			26.3	25.3	24.7	85.9	7.1		0.0	
Cycle Queue Clearance Time (g _c), s	14.9	24.9			26.3	25.3	24.7	85.9	7.1		0.0	
Green Ratio (g/C)	0.13	0.13			0.13	0.13	0.65	0.65	0.65		0.65	
Capacity (c), veh/h	443	244			244	212	1206	3356	1044		1173	
Volume-to-Capacity Ratio (X)	0.568	0.907			0.917	0.886	0.363	0.811	0.129		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	171	323.3			335.2	272.3	272.7	897.3	69.6		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.8	12.9			13.1	10.9	10.9	35.9	2.8		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.80	7.19			1.60	1.33	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	90.4	94.8			94.3	93.9	17.9	28.7	14.8		0.0	
Incremental Delay (d ₂), s/veh	0.4	5.1			5.7	4.8	0.8	2.2	0.3		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	90.9	100.0			100.0	98.7	18.8	30.9	15.1		0.0	
Level of Service (LOS)	F	F			F	F	B	C	B			
Approach Delay, s/veh / LOS	95.1	F			99.4	F	28.7	C			0.0	
Intersection Delay, s/veh / LOS	43.2						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.27	A	1.17	A	2.30	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 1:00		
Intersection	Millersville Road/MD 3	File Name	2024 Background Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	293	184			219	96	438	2526	154		0	

Signal Information												
Cycle, s	175.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	109.8	20.5	24.3	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

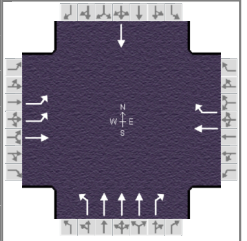
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		27.0		30.8		117.3		117.3
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s		19.4		23.7				
Green Extension Time (g _e), s		1.0		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	312	196			233	102	466	2687	164		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	15.1	17.4			21.7	10.2	22.6	70.5	7.4		0.0	
Cycle Queue Clearance Time (g _c), s	15.1	17.4			21.7	10.2	22.6	70.5	7.4		0.0	
Green Ratio (g/C)	0.12	0.12			0.14	0.14	0.63	0.63	0.63		0.63	
Capacity (c), veh/h	410	226			257	223	1176	3246	1010		1134	
Volume-to-Capacity Ratio (X)	0.761	0.867			0.908	0.458	0.396	0.828	0.162		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	171.9	222.9			273.6	106.5	243.7	719.2	70.9		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.9	8.9			10.7	4.3	9.7	28.8	2.8		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.82	4.95			1.30	0.52	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	74.9	75.9			74.3	69.3	16.4	25.3	13.5		0.0	
Incremental Delay (d ₂), s/veh	1.1	3.9			4.9	0.5	1.0	2.6	0.3		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	76.0	79.8			79.2	69.9	17.4	27.9	13.9		0.0	
Level of Service (LOS)	E	E			E	E	B	C	B			
Approach Delay, s/veh / LOS	77.5	E		76.4	E		25.7	C		0.0		
Intersection Delay, s/veh / LOS	36.1						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.17	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.32	A	1.04	A	2.31	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Background Fall	Analysis Period	1 > 12:30		
Intersection	Millersville Road/MD 3	File Name	2024 Background Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	294	185			227	157	428	2196	140		0	

Signal Information												
Cycle, s	150.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	88.4	18.5	22.6	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		25.0		29.1		95.9		95.9
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		17.5		21.9				
Green Extension Time (g _e), s		1.1		0.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	323	203			249	173	470	2413	154		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	13.4	15.5			19.9	15.3	21.7	53.9	6.5		0.0	
Cycle Queue Clearance Time (g _c), s	13.4	15.5			19.9	15.3	21.7	53.9	6.5		0.0	
Green Ratio (g/C)	0.12	0.12			0.15	0.15	0.59	0.59	0.59		0.59	
Capacity (c), veh/h	433	239			279	242	1114	3049	948		1065	
Volume-to-Capacity Ratio (X)	0.746	0.852			0.895	0.713	0.422	0.792	0.162		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	150.1	195.2			246.3	158.3	231.9	543.9	62		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.0	7.8			9.6	6.3	9.3	21.8	2.5		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.34	4.34			1.17	0.77	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	63.5	64.4			62.5	60.6	17.1	23.7	14.0		0.0	
Incremental Delay (d ₂), s/veh	1.0	3.3			4.1	1.5	1.2	2.2	0.4		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	64.4	67.7			66.6	62.1	18.3	25.9	14.4		0.0	
Level of Service (LOS)	E	E			E	E	B	C	B			
Approach Delay, s/veh / LOS	65.7	E		64.7	E		24.2	C		0.0		
Intersection Delay, s/veh / LOS	33.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.17	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.36	A	1.18	A	2.16	B	0.49	A

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville Rd
 SEGMENT LIMITS FROM: Crain Hwy SB
 TO: Crain Hwy NB
 CONDITION OF ANALYSIS: Background
 TODAY'S DATE: 4/11/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.12
 SECTION TYPE (open or cbsed): cbsed
 SEGMENT ADT: 12150
 SEGMENT PEAK HOUR VOLUME (two-way): 1200
 SEGMENT PEAK HOUR VOLUME (one-way): 700
 ROADWAY CLASSIFICATION: CLASS 5
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.449	12.3
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	4.5	1	0.145	0.1
MINIMUM PAVEMENT CONDITION	Very Good	10	1.159	11.6
MINIMUM SIGHT DISTANCE (feet)	600	8.5	1.449	12.3
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.304	13.0
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Good	8.5	1.159	9.9
SIDEWALKS	Very Poor	1	1.159	1.2
FREQUENCY OF ACCESS (feet per segment)	60	7	0.870	6.1
ACCESS CONVERSION (feet per mile)	500			
TRAFFIC SERVICE:		10	1.304	13.0
NUMBER OF LANES (one-way)	3			
PEAK HOUR VOLUME (one-way)	700			
COMPUTED "V/C" RATIO	0.19			

***** ROAD RATING = TOTAL: 80

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millerville Rd
 SEGMENT LIMITS FROM: Crain Hwy NB
 TO: Cecil Ave
 CONDITION OF ANALYSIS: Background
 TODAY'S DATE: 4/11/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.32
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 8300
 SEGMENT PEAK HOUR VOLUME (two-way): 825
 SEGMENT PEAK HOUR VOLUME (one-way): 485
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	1	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Good	8.5	1.143	9.7
MINIMUM SIGHT DISTANCE (feet)	800	12	1.429	17.1
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	60	12	0.714	8.6
ACCESS CONVERSION (feet per mile)	150			
TRAFFIC SERVICE:		7	1.143	8.0
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	485			
COMPUTED "V/C" RATIO	0.78			

***** ROAD RATING = TOTAL: 81

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville
 SEGMENT LIMITS FROM: Cecil Avenue TO: Elem. SchoolW Entr
 CONDITION OF ANALYSIS: Background
 TODAY'S DATE: 4/11/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.48
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 5650
 SEGMENT PEAK HOUR VOLUME (two-way): 565
 SEGMENT PEAK HOUR VOLUME (one-way): 330
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Good	8.5	1.143	9.7
MINIMUM SIGHT DISTANCE (feet)	1000	12	1.429	17.1
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	340	4	0.714	2.9
ACCESS CONVERSION (feet per mile)	708			
TRAFFIC SERVICE:		8.5	1.143	9.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	330			
COMPUTED "V/C" RATIO	0.53			

***** ROAD RATING = TOTAL: 77

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville
 SEGMENT LIMITS FROM: Elem .SchoolW Entr
 TO: Coleus Dr
 CONDITION OF ANALYSIS: Background
 TODAY'S DATE: 4/11/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.70
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 5150
 SEGMENT PEAK HOUR VOLUME (two-way): 515
 SEGMENT PEAK HOUR VOLUME (one-way): 310
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Fair	7	1.143	8.0
MINIMUM SIGHT DISTANCE (feet)	100	1	1.429	1.4
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	350	7	0.714	5.0
ACCESS CONVERSION (feet per mile)	500			
TRAFFIC SERVICE:		8.5	1.143	9.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	310			
COMPUTED "V/C" RATIO	0.50			

***** ROAD RATING = TOTAL: 62

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville
 SEGMENT LIMITS FROM: Cobles Dr TO: Generals Hwy
 CONDITION OF ANALYSIS: Background
 TODAY'S DATE: 4/1/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.12
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 3900
 SEGMENT PEAK HOUR VOLUME (two-way): 380
 SEGMENT PEAK HOUR VOLUME (one-way): 235
 ROADWAY CLASSIFICATION: CLASS 3
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	9.5	8.5	1.094	9.3
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	0.938	0.9
MINIMUM PAVEMENT CONDITION	Fair	7	1.094	7.7
MINIMUM SIGHT DISTANCE (feet)	650	12	1.563	18.8
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.406	14.1
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	0.938	6.6
SIDEWALKS	Very Poor	7	1.250	8.8
FREQUENCY OF ACCESS (feet per segment)	128	4	0.625	2.5
ACCESS CONVERSION (feet per mile)	1067			
TRAFFIC SERVICE:		7	1.094	7.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	235			
COMPUTED "V/C" RATIO	0.72			

***** ROAD RATING = TOTAL: 76



APPENDIX J

Site Trip Generation

Soccer Complex (488)

Vehicle Trip Ends vs: Fields
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

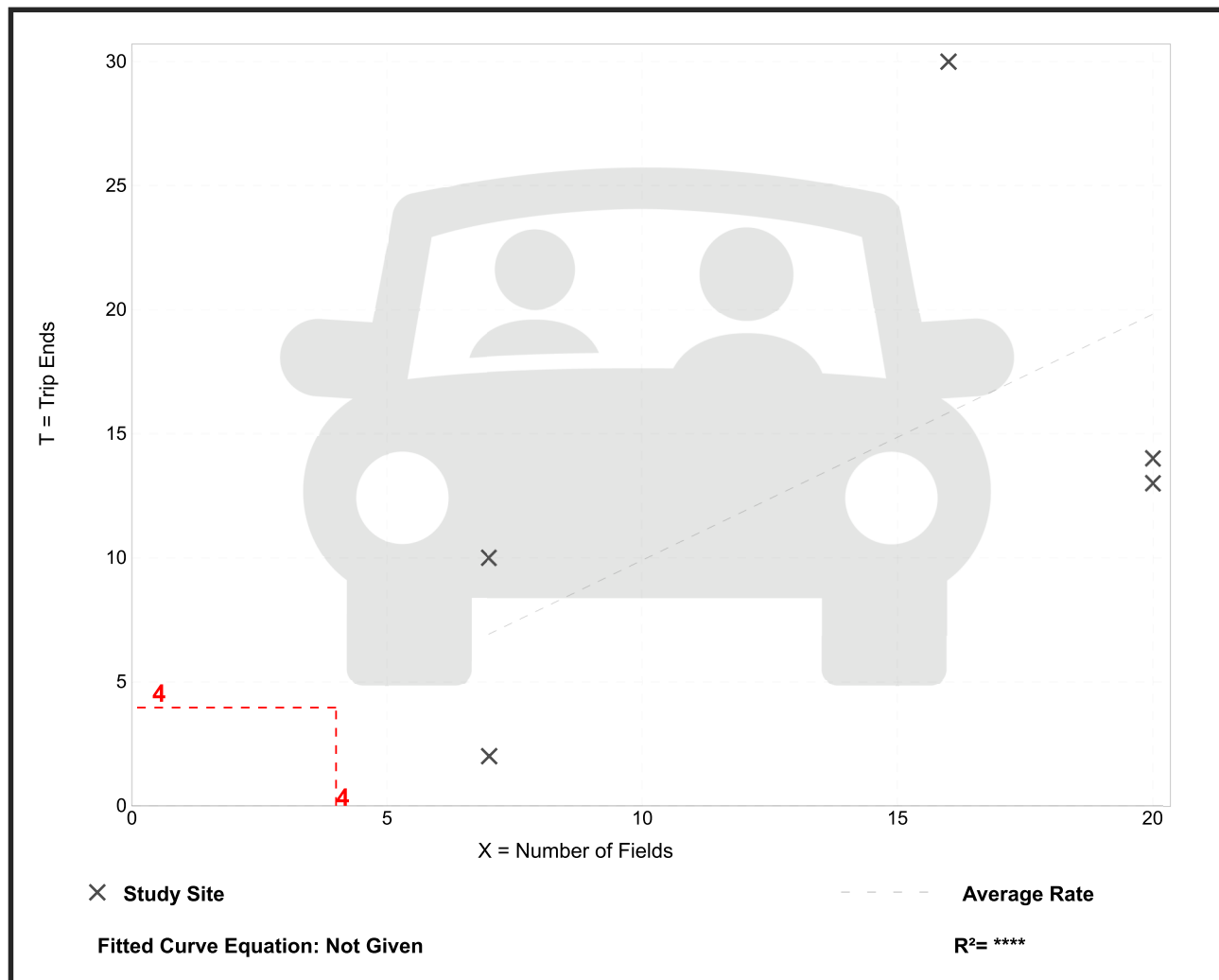
Number of Studies: 5
 Avg. Num. of Fields: 14
 Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Field

Average Rate	Range of Rates	Standard Deviation
0.99	0.29 - 1.88	0.62

Data Plot and Equation

Caution – Small Sample Size



AACO DPW Projected Millersville Park Field Usage

Park Usage:	Notes	Sports	Football	Baseball	Soccer	Lacrosse	Millersville assuming fully permitted for use. Worse case	
Months							4 fields	6 fields
August - November	Fall sports # of participants per team		yes	no	yes	yes		
				25	10 to 15	10 to 15		
November 30th to March 1	No Activities on grass fields		no	no	no	no		
March 15- June 15th	spring sports		no		yes	yes		
June 15th - August 15th	summer baseball		no	yes	no	no		
Spring Sports	Hours - permitted							
Monday to Friday	before 5pm	no use					120	180 trips into the park every hr., assume 5 pm just incoming, 6-9 assume incoming and outgoing, and at 10 just outgoing
	5pm -10pm	practice			30 kids/ field			
Saturday and Sunday	8 am - 10pm	games					120	180 trips into the park every 90 minutes assume incoming only at 8, incoming and outgoing 9am to 9 pm, and just outgoing at 10pm.
Fall Sports	Hours							
Monday to Friday	before 5pm	no use					200	use football as worse case scenario
	5pm -10pm	practice			50kids/field			300 trips into the park every hr.
Saturday and Sunday	8 am - 10pm	games					200	300 trips every 90 minutes
Summer sports	there may not be recreational use but the park could be permitted for usage. Assume Fall schedules							

Notes:

Because these fields are by homes light would be turned out typically around 9pm which would mean the last game would have to start at 6:30-7 to be over by 8-8:30 to allow time for cleanup and the park to be closed by 9.



V. Site Trip Generation/Distribution

Various sources of trip generation data are available to project the potential traffic generated by the facility expansion. Since the park was not in operation at the time of the study, data collected from previous studies were employed. Traffic volume counts were previously conducted for the Cape Horn Park. The Cape Horn Park includes five multi-purpose fields and a walking trail; however, at the time of the weekday data collection only four fields were in use. The Saturday data was based on two fields in use. The weekday data was employed in the study as being more representative of actual operations since more fields were in use. Trips generated by Deer Park were developed assuming a proportional increase in traffic based on a comparison of the Cape Horn Park and the proposed expansion of the Deer Park site. The comparison is provided in Table 1.

Table 1

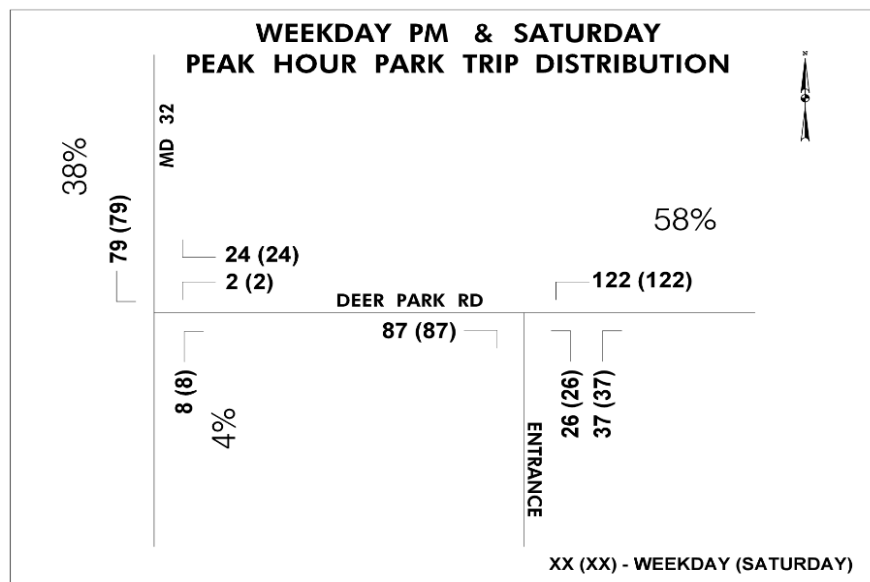
Trip Generation Summary

Traffic	PM Weekday Peak Enter	PM Peak Weekday Exit	Total
Cape Horn Total 4 Fields	139	42	181
Cape Horn Trips Per Field	35	10.5	45
Deer Park Existing 4 Fields	139	42	181
Deer Park 2 New Fields	70	21	91
Deer Park Total 6 Fields	209	63	272

Multiple access points are available to the east along Deer Park Road via MD 140 and to and from the south along MD 32. Given the number of access alternatives, the site generated trips were distributed to the roadway network based on the existing traffic count data as shown in Figure 5.

Figure 5

Site Trip Distribution



Millersville Park
 Anne Arundel County Department of Public Works
 Proposed Development Trip Generation



April 12, 2022

Table 19 - Millersville Park - Proposed Development

Use	ITE Trip Generation Manual Info					AM Peak			PM Peak*			Sat. Peak*			Sun. Peak*		
	Unit	Value	Setting/Location	Edition	Land-Use Code	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Soccer Complex	Fields	4	General Urban/Suburban	10th	488 (Soccer Complex)	2	2	4	150	50	200	150	50	200	150	50	200

*Trip generation data based on discussions with Anne Arundel County DPW regarding fall park usage during the peak hours.

Data based on small ITE Trip Generation sample size



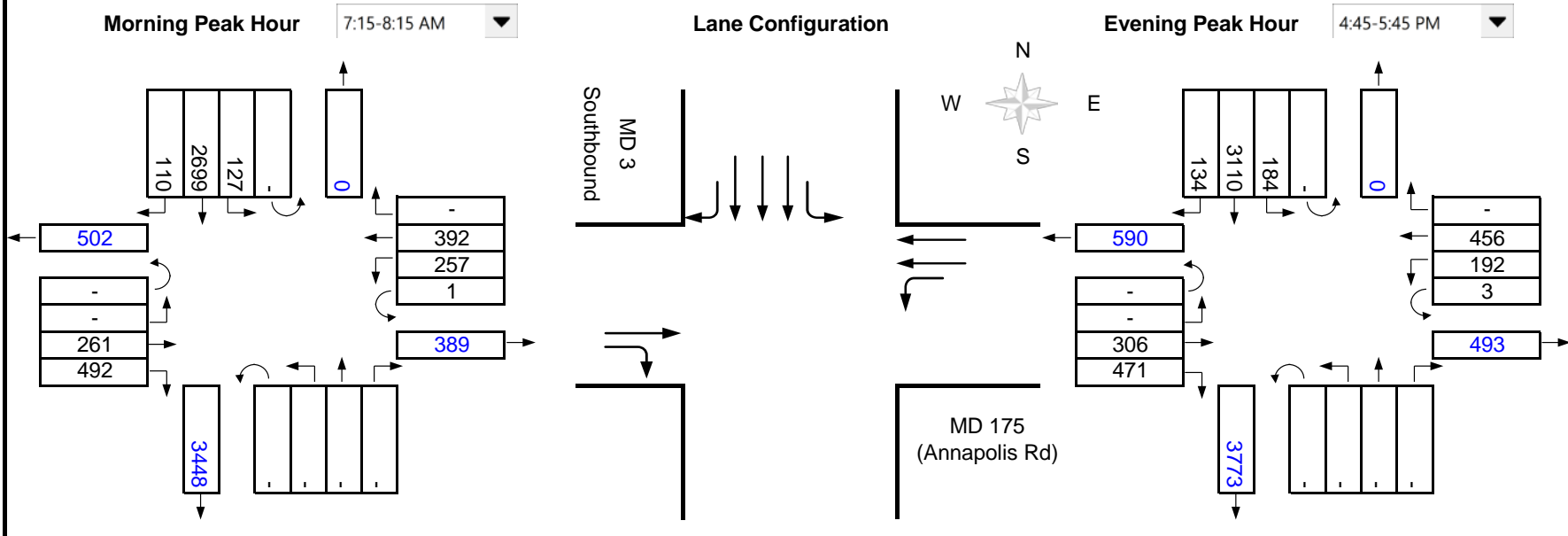
APPENDIX K

2024 Total Traffic Analysis Computation Form



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
Signal	Stop	Ways	NB		SB	EB					WB	A
X			N/A	YES	YES	N/A	1	1.00	< 199	1.1	0 to 1,000	
							2	0.55	< 599	2.0	1,001 to 1,150	
							3	0.40	< 799	3.0	1,151 to 1,300	
							4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

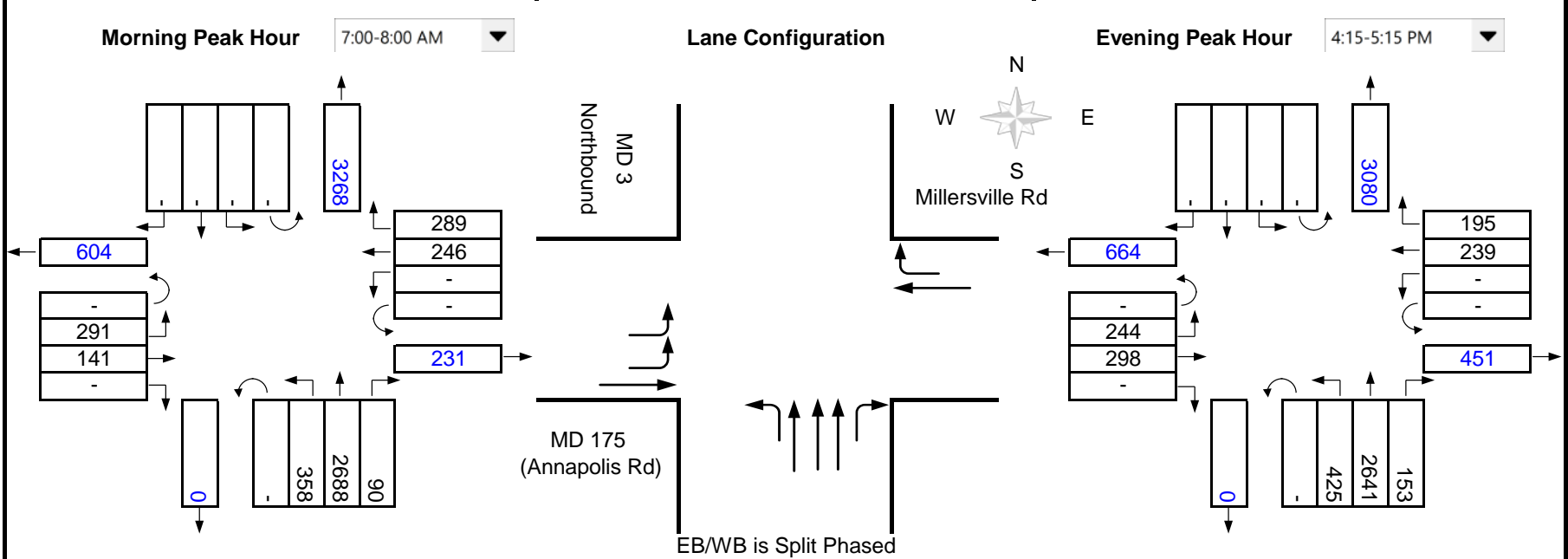
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2699	0.45	1215	-	1215	*		SB*	3110	0.45	1400	-	1400	*
	EB	492	1.00	492	258	750	*		EB	471	1.00	471	195	666	*
	WB**	392	0.75	294	-	294			WB**	456	0.75	342	-	342	
Remarks:		v/c = 1.23		Total		1965		Remarks:		v/c = 1.29		Total		2066	
				Level of Service		F						Level of Service		F	

* 0.45 LUF due to downstream lane drop
 ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal X	YES	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Stop	N/A	N/A	2	0.55	< 599	2.0	1,001 to 1,150	
				Ways	N/A	N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	YES	4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2688	0.50	1344	-	1344	*		NB*	2641	0.50	1321	-	1321	*
1)	EB	291	0.60	175	-	175	*		EB	298	1.00	298	-	298	*
	WB	289	1.00	289	-	289	*		WB	239	1.00	239	-	239	*

Remarks: v/c = 1.13	Total	1808	Remarks: v/c = 1.16	Total	1858
1) 291*0.6 > 141	Level of Service	F		Level of Service	F

* 0.5 LUF due to downstream lane drop



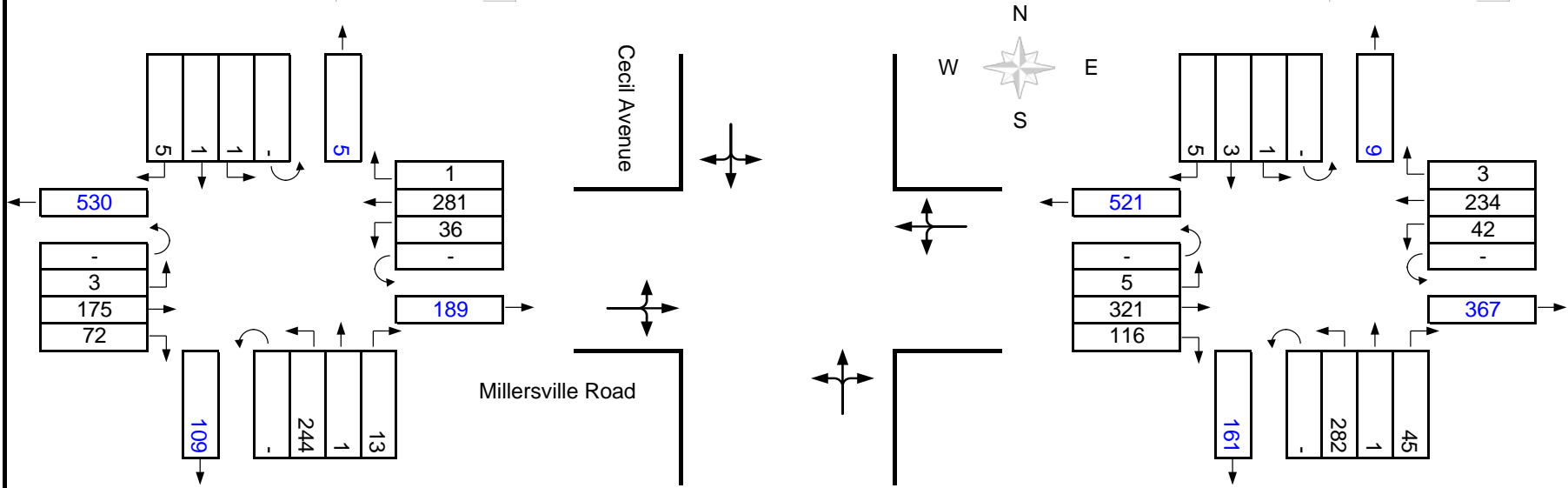
Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Fall)
 Conditions: Total

Morning Peak Hour 7:30-8:30 AM

Lane Configuration

Evening Peak Hour 4:45-5:45 PM



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					SB	EB
				Stop	N/A	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Ways	N/A	N/A	2	0.55	< 599	2.0	1,001 to 1,150	
					N/A	N/A	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	N/A	4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	282	1.00	282	1	283	*		NB	356	1.00	356	1	357	*
	SB	7	1.00	7	244	251			SB	9	1.00	9	282	291	
	EB	253	1.00	253	36	289			EB	447	1.00	447	42	489	*
	WB	354	1.00	354	3	357	*		WB	321	1.00	321	5	326	

Remarks: v/c = 0.40	Total	640	Remarks: v/c = 0.53	Total	846
	Level of Service	A		Level of Service	A

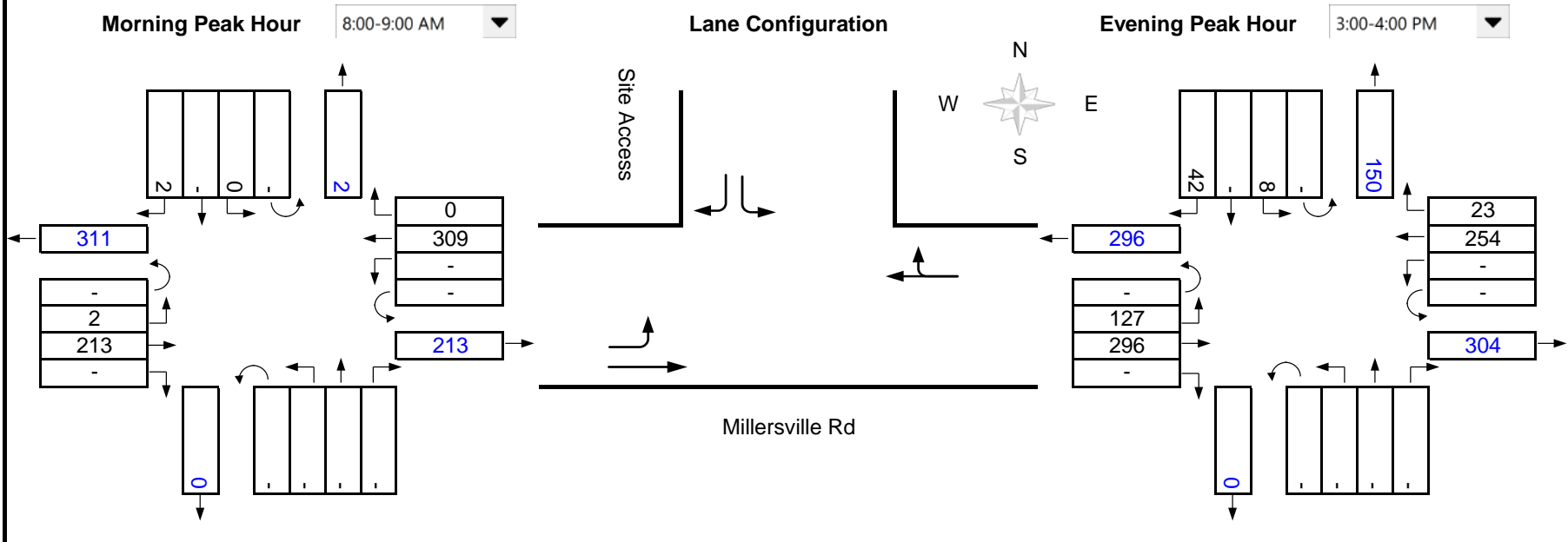


Turning Movement & Level of Service Summary

Location: 4) Millersville Rd at Site Access

Count Date: 2024 (Fall)

Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	N/A	1	1.00	< 199	1.1	0 to 1,000		
				Stop	N/A	2	0.55	< 599	2.0	1,001 to 1,150		
				Ways	N/A	3	0.40	< 799	3.0	1,151 to 1,300		
					N/A	4	0.30	< 999	4.0	1,301 to 1,450		
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

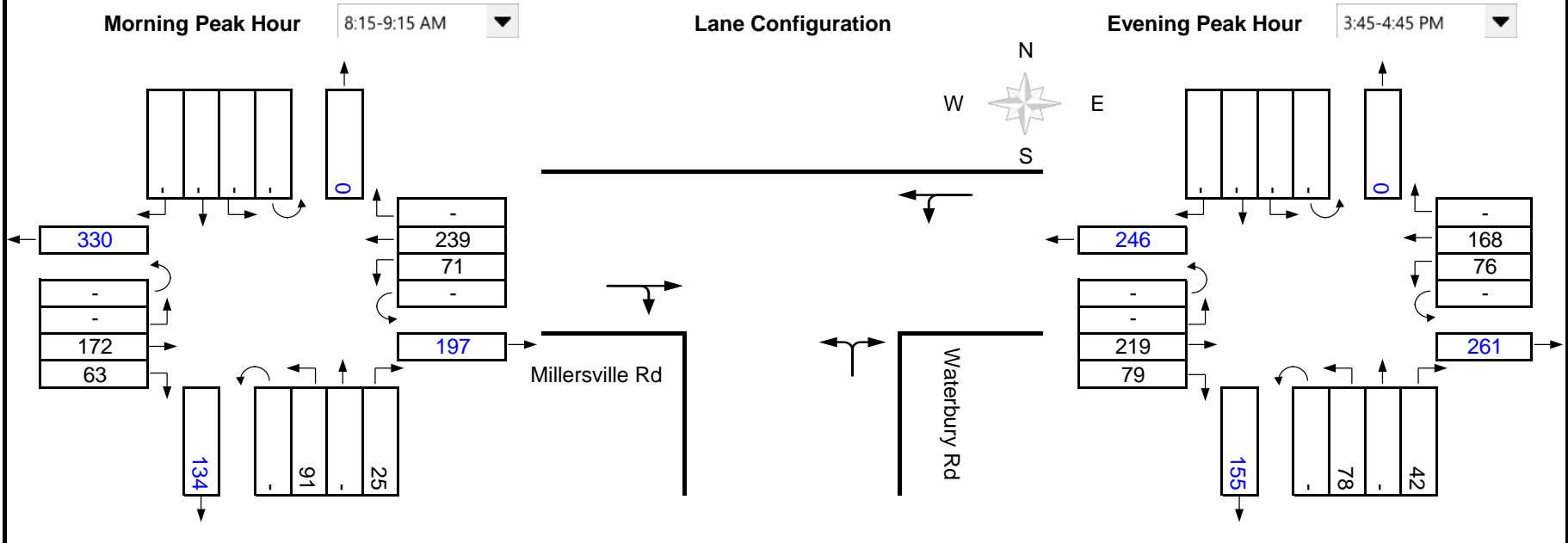
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
1)	SB	0	1.00	0	-	0	*	2)	SB	8	1.00	8	-	8	*
	EB	213	1.00	213	-	213			EB	296	1.00	296	-	296	
	WB	309	1.00	309	2	311	*		WB	277	1.00	277	127	404	*

Remarks: v/c = 0.19	Total	311	Remarks: v/c = 0.26	Total	412
1) 2-2 = 0	Level of Service	A	2) 42-127 < 8	Level of Service	A



Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd
 Count Date: 2024 (Fall)
 Conditions: Total



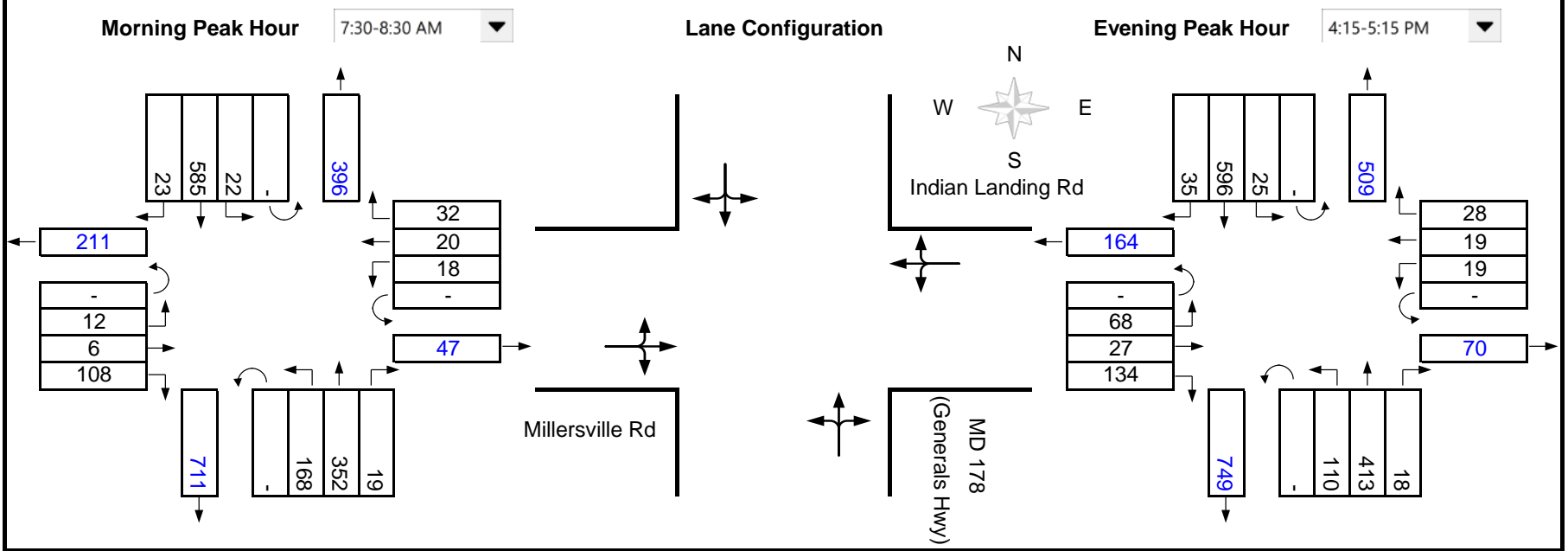
Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300
					WB	4	0.30	<	999	4.0 <td>D</td> <td>1,301 to 1,450</td>	D	1,301 to 1,450
						Dble. L.T.	0.60	>	1000	5.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600
											F	> 1,600

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	116	1.00	116	-	116	*		NB	120	1.00	120	-	120	*
	EB	235	1.00	235	71	306	*		EB	298	1.00	298	76	374	*
	WB	381	1.00	381	-	381	*		WB	320	1.00	320	-	320	*
Remarks:		v/c = 0.31		Total		497		Remarks:		v/c = 0.31		Total		494	
				Level of Service		A						Level of Service		A	



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	YES	1	1.00	< 199	1.1	0 to 1,000	
					YES	2	0.55	< 599	2.0	1,001 to 1,150	
					YES	3	0.40	< 799	3.0	1,151 to 1,300	
					YES	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

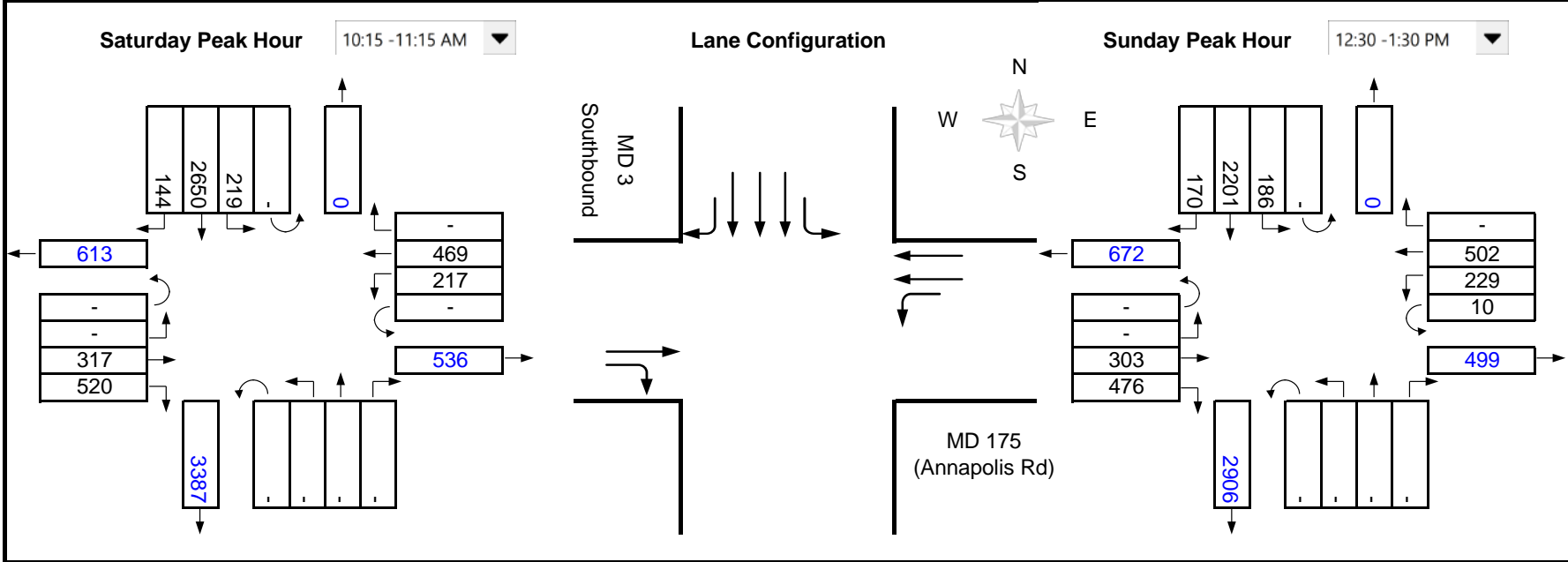
Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	875	1.00	875	22	897	*		NB	761	1.00	761	25	786	
	SB	652	1.00	652	168	820	*		SB	681	1.00	681	110	791	*
	EB	127	1.00	127	18	145	*		EB	236	1.00	236	19	255	*
	WB	72	1.00	72	12	84			WB	68	1.00	68	68	136	

Remarks: v/c = 0.65	Total	1042	Remarks: v/c = 0.65	Total	1046
	Level of Service	B		Level of Service	B



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
Signal	Stop	Ways	NB		SB	A					B	
X			N/A	YES	0 to 1,000	1,001 to 1,150	1	1.00	< 199	1.1	C	1,151 to 1,300
			YES	YES	1,301 to 1,450	1,451 to 1,600	2	0.55	< 599	2.0	D	1,601 to 1,750
			YES	N/A	> 1,750	> 1,750	3	0.40	< 799	3.0	E	> 1,750
			N/A				4	0.30	< 999	4.0	F	
							Dble. L.T.	0.60	> 1000	5.0		

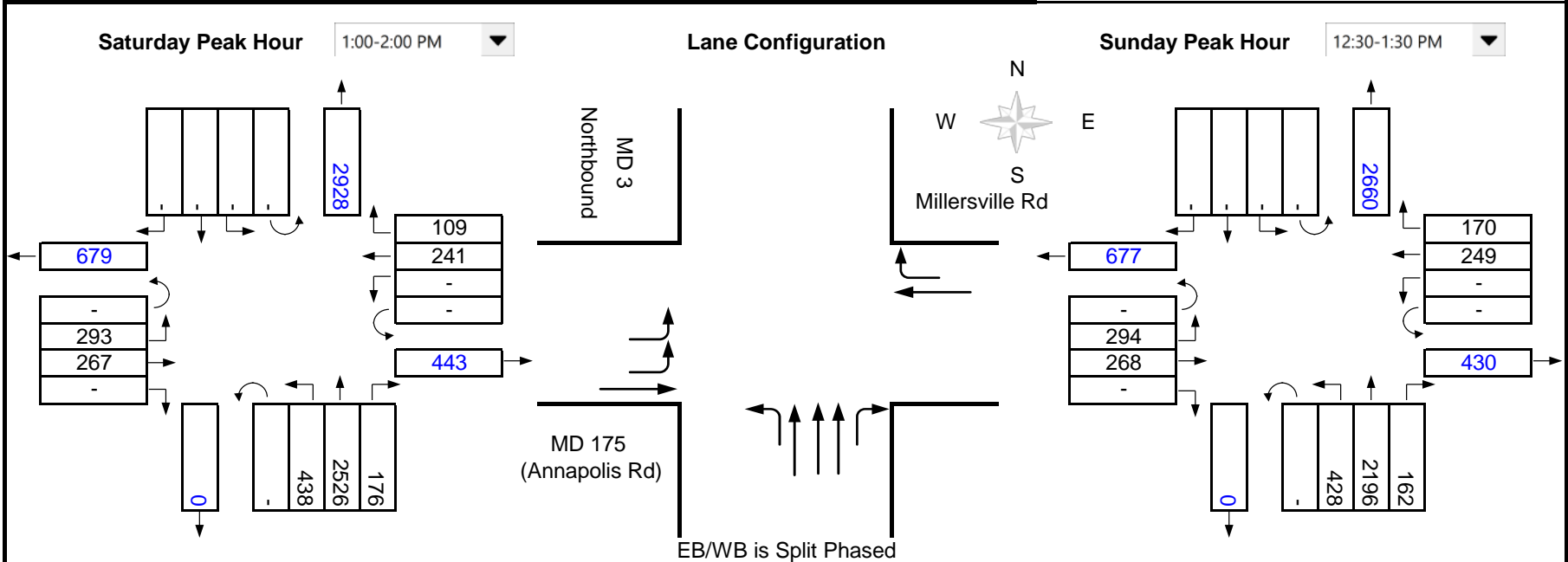
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2650	0.45	1193	-	1193	*		SB*	2201	0.45	990	-	990	*
	EB	520	1.00	520	217	737	*		EB	476	1.00	476	239	715	*
	WB**	469	0.75	352	-	352			WB**	502	0.75	377	-	377	
Remarks: v/c = 1.21				Total 1930				Remarks: v/c = 1.07				Total 1705			
				Level of Service F								Level of Service F			

* 0.45 LUF due to downstream lane drop
 ** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	< 599	2.0		B	1,001 to 1,150
				Ways	EB	3	0.40	< 799	3.0		C	1,151 to 1,300
					WB	4	0.30	< 999	4.0		D	1,301 to 1,450
						Dble. L.T.	0.60	> 1000	5.0		E	1,451 to 1,600
											F	> 1,600

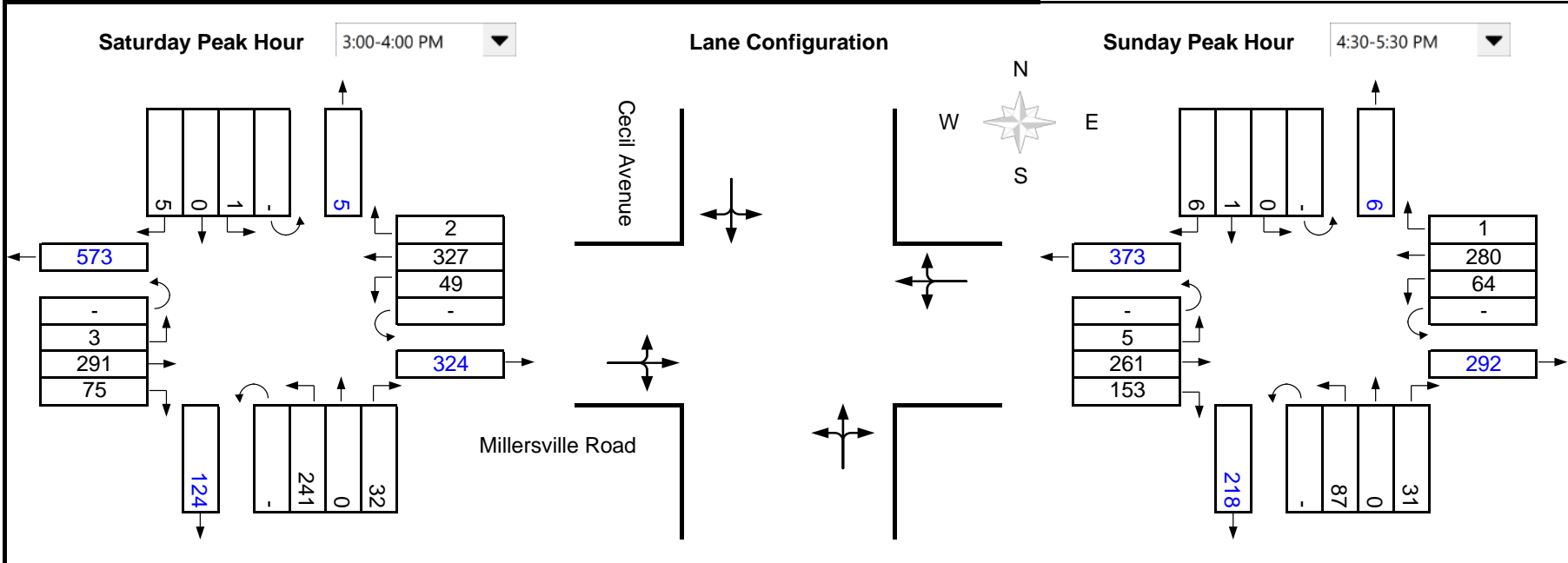
Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2526	0.50	1263	-	1263	*		NB*	2196	0.50	1098	-	1098	*
1)	EB	267	1.00	267	-	267	*	2)	EB	268	1.00	268	-	268	*
	WB	241	1.00	241	-	241	*		WB	249	1.00	249	-	249	*
Remarks:		v/c = 1.11		Total		1771		Remarks:		v/c = 1.01		Total		1615	
1) 293*0.6 < 267		Level of Service		F		2) 294*.6 < 268		Level of Service		F					

* 0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 3) Millersville Rd at Cecil Ave
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	<
				Stop	SB	2	0.55	<	B	1,001 to 1,150		
				Ways	EB	3	0.40	<	C	1,151 to 1,300		
					WB	4	0.30	<	D	1,301 to 1,450		
						Dble. L.T.	0.60	>	E	1,451 to 1,600		
									F	> 1,600		

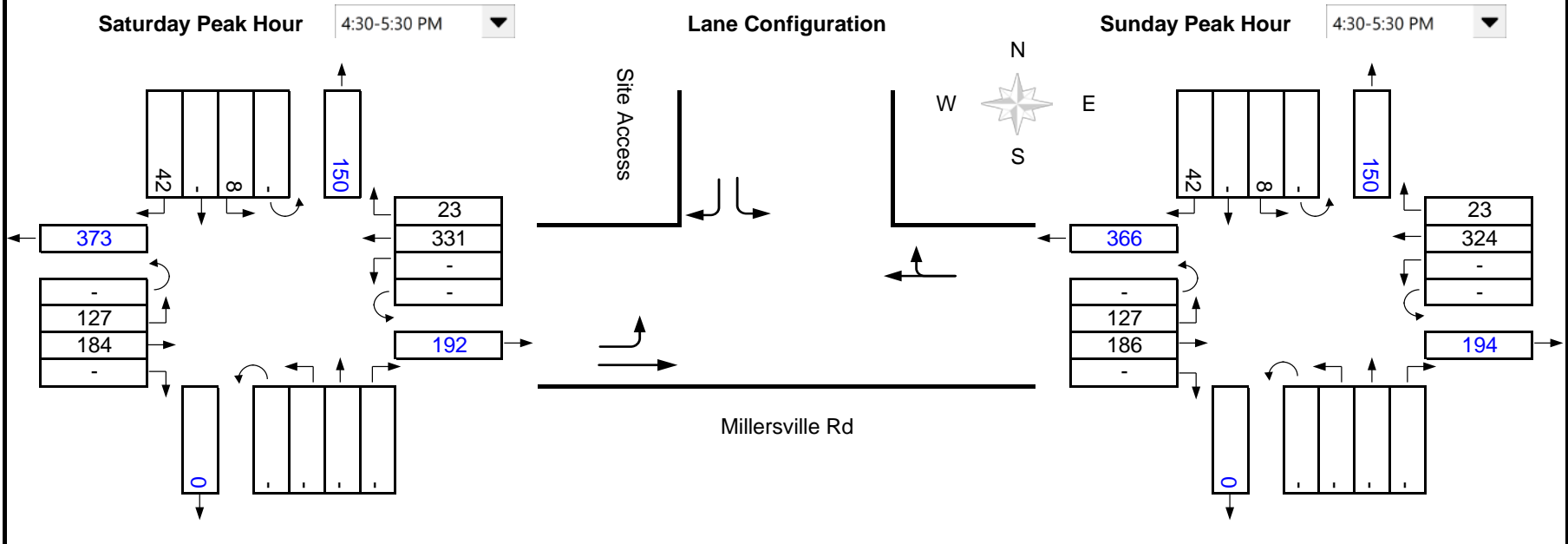
Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	297	1.00	297	1	298	*		NB	127	1.00	127	0	127	*
	SB	6	1.00	6	241	247			SB	7	1.00	7	87	94	
	EB	372	1.00	372	49	421			EB	424	1.00	424	64	488	*
	WB	427	1.00	427	3	430	*		WB	409	1.00	409	5	414	

Remarks: v/c = 0.46 Total Level of Service: A Remarks: v/c = 0.38 Total Level of Service: A



Turning Movement & Level of Service Summary

Location: 4) Millersville Rd at Site Access
 Count Date: 2024 (Fall)
 Conditions: Total



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	N/A	1	1.00	< 199	1.1	0 to 1,000		
				Stop	N/A	2	0.55	< 599	2.0	1,001 to 1,150		
				Ways	N/A	3	0.40	< 799	3.0	1,151 to 1,300		
					N/A	4	0.30	< 999	4.0	1,301 to 1,450		
					N/A	Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600		
										> 1,600		

Morning Peak Hour								Evening Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
1)	SB	8	1.00	8	-	8	*	2)	SB	8	1.00	8	-	8	*
	EB	184	1.00	184	-	184	*		EB	186	1.00	186	-	186	*
	WB	354	1.00	354	127	481	*		WB	347	1.00	347	127	474	*

Remarks: v/c = 0.31	Total	489	Remarks: v/c = 0.30	Total	482
1) 42-127 < 8	Level of Service	A	2) 42-127 < 8	Level of Service	A

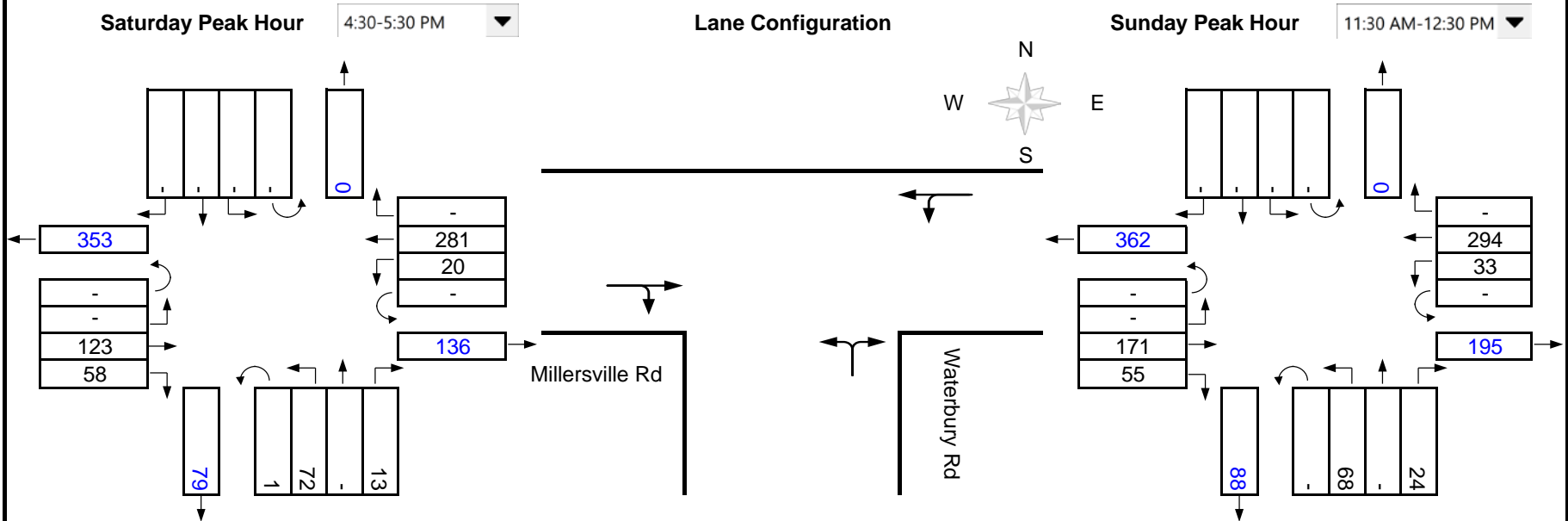


Turning Movement & Level of Service Summary

Location: 5) Millersville Rd at Waterbury Rd

Count Date: 2024 (Fall)

Conditions: Total



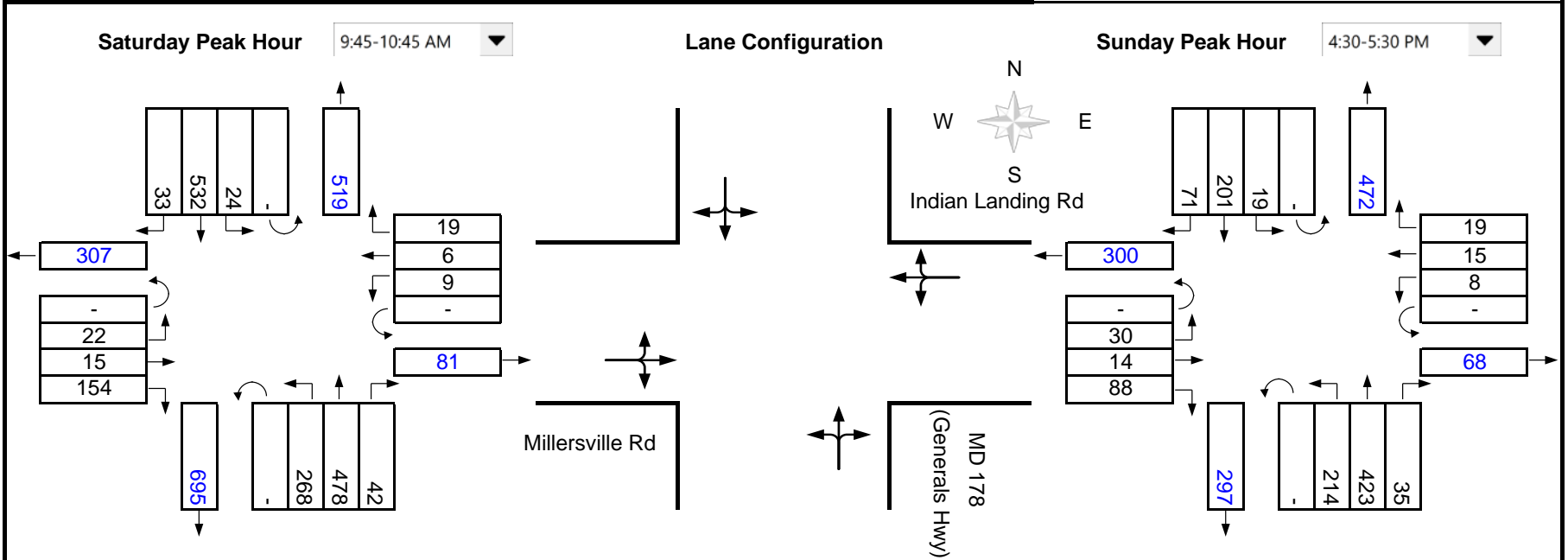
Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					Signal	NB					1	< 199
				Stop	SB	2	0.55	< 599	2.0 <td>B</td> <td>1,001 to 1,150</td>	B	1,001 to 1,150	
				Ways	EB	3	0.40	< 799	3.0 <td>C</td> <td>1,151 to 1,300</td>	C	1,151 to 1,300	
					WB	4	0.30	< 999	4.0 <td>D</td> <td>1,301 to 1,450</td>	D	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0 <td>E</td> <td>1,451 to 1,600</td>	E	1,451 to 1,600	
										F	> 1,600	

Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	86	1.00	86	-	86	*		NB	92	1.00	92	-	92	*
	EB	181	1.00	181	20	201	*		EB	226	1.00	226	33	259	*
	WB	303	1.00	303	-	303	*		WB	360	1.00	360	-	360	*
Remarks:		v/c = 0.24		Total		389		Remarks:		v/c = 0.28		Total		452	
				Level of Service		A						Level of Service		A	



Turning Movement & Level of Service Summary

Location: 6) Millersville Rd/Indian Landing Rd at MD 178 (Generals Hwy)
 Count Date: 2024 (Fall)
 Conditions: Total



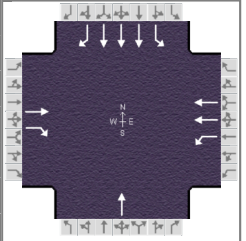
Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	C	1,151 to 1,300
					WB	4	0.30	<	999	4.0	D	1,301 to 1,450
						Dble. L.T.	0.60	>	1000	5.0	E	1,451 to 1,600
											F	> 1,600

Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB	1056	1.00	1056	24	1080	*		NB	886	1.00	886	19	905	*
	SB	613	1.00	613	268	881	*		SB	310	1.00	310	214	524	*
	EB	193	1.00	193	9	202	*		EB	135	1.00	135	8	143	*
	WB	35	1.00	35	22	57			WB	43	1.00	43	30	73	

Remarks: v/c = 0.80 Total 1282 Remarks: v/c = 0.66 Total 1048
 Level of Service C Level of Service B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.90		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 7:15		
Intersection	MD 175/MD 3	File Name	2024 Total AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		261	492	258	392			0		127	2699	110

Signal Information				Signal Phases									
Cycle, s	180.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green		98.5	24.5	39.0	0.0	0.0	0.0				
		Yellow		5.5	4.0	3.5	0.0	0.0	0.0				
		Red		1.0	1.0	3.0	0.0	0.0	0.0				

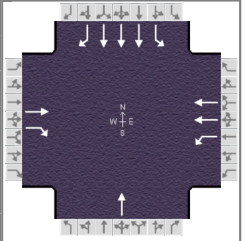
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		45.5	29.5	75.0		105.0		105.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		40.9	24.3	17.7				
Green Extension Time (g _e), s		0.0	0.3	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.08	0.00				

Movement Group Results	EB			WB			NB			SB			
	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		290	547	287	436			0		141	2999	122	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		24.8	38.9	22.3	15.7			0.0		6.9	98.5	6.9	
Cycle Queue Clearance Time (g _c), s		24.8	38.9	22.3	15.7			0.0		6.9	98.5	6.9	
Green Ratio (g/C)		0.22	0.22	0.36	0.38			0.55		0.55	0.55	0.55	
Capacity (c), veh/h		420	346	364	1340			1040		1030	2707	855	
Volume-to-Capacity Ratio (X)		0.691	1.580	0.787	0.325			0.000		0.137	1.108	0.143	
Back of Queue (Q), ft/ln (50 th percentile)		319.2	1083.1	269.7	177.6			0		73.1	1371.5	65.3	
Back of Queue (Q), veh/ln (50 th percentile)		12.8	42.3	10.5	6.9			0.0		2.9	50.8	2.6	
Queue Storage Ratio (RQ) (50 th percentile)		7.09	23.50	1.23	0.85			0.00		0.14	2.59	0.28	
Uniform Delay (d ₁), s/veh		65.0	70.5	46.2	39.4			0.0		20.0	40.7	20.0	
Incremental Delay (d ₂), s/veh		4.0	274.6	7.2	0.1			0.0		0.3	54.5	0.4	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		69.0	345.1	53.4	39.5			0.0		20.3	95.3	20.4	
Level of Service (LOS)		E	F	D	D					C	F	C	
Approach Delay, s/veh / LOS		249.4	F	45.0	D			0.0		89.2	F		
Intersection Delay, s/veh / LOS		110.4						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.45	B	2.10	B	2.11	B
Bicycle LOS Score / LOS	1.87	B	1.08	A	0.49	A	2.28	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1> 4:45		
Intersection	MD 175/MD 3	File Name	2024 Total PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		306	471	195	456			0		184	3110	134

Signal Information				Signal Timing (s)								
Cycle, s	220.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	138.5	21.9	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

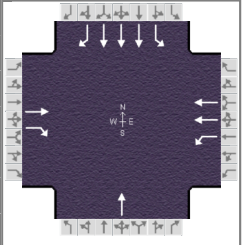
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		48.1	26.9	75.0		145.0		145.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		43.6	21.7	25.1				
Green Extension Time (g _e), s		0.0	0.2	2.8		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8		6		5	2	12	
Adjusted Flow Rate (v), veh/h		312	481	199	465		0		188	3173	137	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761		1900		1810	1649	1561	
Queue Service Time (g _s), s		34.2	41.6	19.7	23.1		0.0		9.4	138.5	7.8	
Cycle Queue Clearance Time (g _c), s		34.2	41.6	19.7	23.1		0.0		9.4	138.5	7.8	
Green Ratio (g/C)		0.19	0.19	0.30	0.31		0.63		0.63	0.63	0.63	
Capacity (c), veh/h		367	302	243	1096		1196		1172	3115	983	
Volume-to-Capacity Ratio (X)		0.852	1.590	0.820	0.425		0.000		0.160	1.019	0.139	
Back of Queue (Q), ft/ln (50 th percentile)		474.3	1046.7	246.5	267.9		0		99.9	1575	73.4	
Back of Queue (Q), veh/ln (50 th percentile)		19.0	40.9	9.6	10.5		0.0		4.0	58.3	2.9	
Queue Storage Ratio (RQ) (50 th percentile)		10.54	22.71	1.12	1.28		0.00		0.19	2.97	0.31	
Uniform Delay (d ₁), s/veh		86.2	89.2	64.9	60.1		0.0		16.8	40.7	16.5	
Incremental Delay (d ₂), s/veh		16.5	280.9	10.4	0.1		0.0		0.3	21.1	0.3	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		102.7	370.1	75.3	60.2		0.0		17.1	61.8	16.8	
Level of Service (LOS)		F	F	E	E				B	F	B	
Approach Delay, s/veh / LOS	264.8	F	64.7	E	0.0		57.7	E				
Intersection Delay, s/veh / LOS	91.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.80	B	1.04	A	0.49	A	2.41	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 10:15		
Intersection	MD 175/MD 3	File Name	2024 Total Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		317	520	217	469			0		219	2650	144

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	125.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin	Green	50.7	11.9	44.4	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0								

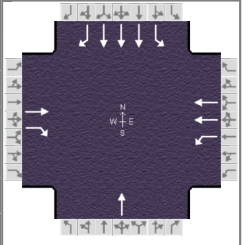
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		50.9	16.9	67.8		57.2		57.2
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g _s), s		42.0	11.6	12.0				
Green Extension Time (g _e), s		2.4	0.3	3.0		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		0.18	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8		6		5	2	12	
Adjusted Flow Rate (v), veh/h		323	531	221	479		0		223	2704	147	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761		1900		1810	1649	1561	
Queue Service Time (g _s), s		16.1	40.0	9.6	10.0		0.0		10.5	50.7	7.7	
Cycle Queue Clearance Time (g _c), s		16.1	40.0	9.6	10.0		0.0		10.5	50.7	7.7	
Green Ratio (g/C)		0.36	0.36	0.47	0.49		0.41		0.41	0.41	0.41	
Capacity (c), veh/h		689	568	462	1728		770		791	2005	633	
Volume-to-Capacity Ratio (X)		0.469	0.934	0.480	0.277		0.000		0.282	1.348	0.232	
Back of Queue (Q), ft/ln (50 th percentile)		187.8	463.9	100.5	103.5		0		111.1	1308.9	72.9	
Back of Queue (Q), veh/ln (50 th percentile)		7.5	18.1	3.9	4.0		0.0		4.4	48.5	2.8	
Queue Storage Ratio (RQ) (50 th percentile)		4.17	10.07	0.46	0.49		0.00		0.21	2.47	0.31	
Uniform Delay (d ₁), s/veh		31.2	38.9	22.0	18.8		0.0		25.2	37.2	24.4	
Incremental Delay (d ₂), s/veh		0.2	17.9	0.3	0.0		0.0		0.9	160.2	0.9	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		31.4	56.8	22.3	18.8		0.0		26.1	197.3	25.2	
Level of Service (LOS)		C	E	C	B				C	F	C	
Approach Delay, s/veh / LOS	47.1		D	19.9		B	0.0		176.6		F	
Intersection Delay, s/veh / LOS			129.0						F			

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.42	B	2.11	B	2.11	B
Bicycle LOS Score / LOS	1.90	B	1.07	A	0.49	A	2.18	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 12:30		
Intersection	MD 175/MD 3	File Name	2024 Total Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		303	476	239	502			0		186	2201	170

Signal Information													
Cycle, s	225.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On	Green	143.5	30.0	33.5	0.0	0.0	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0			
				Red	1.0	1.0	3.0	0.0	0.0	0.0			

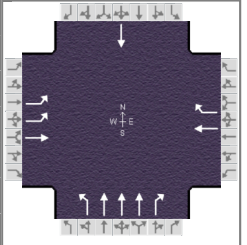
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		40.0	35.0	75.0		150.0		150.0
Change Period, ($Y+R_c$), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.0	2.9	3.0		0.0		0.0
Queue Clearance Time (g_s), s		35.5	30.1	30.0				
Green Extension Time (g_e), s		0.0	0.0	3.0		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	1.00	0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		322	506	254	534			0		198	2341	181
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g_s), s		33.5	33.5	28.1	28.0			0.0		10.0	73.3	10.7
Cycle Queue Clearance Time (g_c), s		33.5	33.5	28.1	28.0			0.0		10.0	73.3	10.7
Green Ratio (g/C)		0.15	0.15	0.29	0.30			0.64		0.64	0.64	0.64
Capacity (c), veh/h		289	238	267	1072			1212		1186	3154	996
Volume-to-Capacity Ratio (X)		1.116	2.126	0.953	0.498			0.000		0.167	0.742	0.182
Back of Queue (Q), ft/ln (50 th percentile)		601	1240.5	407.9	325.6			0		106.1	759.1	100.6
Back of Queue (Q), veh/ln (50 th percentile)		24.0	48.5	15.9	12.7			0.0		4.2	28.1	3.9
Queue Storage Ratio (RQ) (50 th percentile)		13.35	26.92	1.85	1.55			0.00		0.20	1.43	0.43
Uniform Delay (d_1), s/veh		95.7	95.7	74.8	64.1			0.0		16.6	28.0	16.7
Incremental Delay (d_2), s/veh		87.8	520.6	41.8	0.1			0.0		0.3	1.6	0.4
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		183.5	616.4	116.7	64.3			0.0		16.9	29.7	17.1
Level of Service (LOS)		F	F	F	E					B	C	B
Approach Delay, s/veh / LOS		448.0	F	81.2	F			0.0		27.9	C	
Intersection Delay, s/veh / LOS		117.8			F							

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.10	B
Bicycle LOS Score / LOS	1.85	B	1.14	A	0.49	A	1.98	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 7:15		
Intersection	Millersville Road/MD 3	File Name	2024 Total AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	291	141			246	289	358	2688	90		0	

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	200.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	116.4	21.0	42.1	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	3.5	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0	3.0	0.0	0.0	0.0							

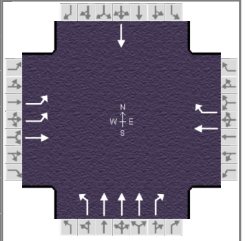
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		27.5		48.6		123.9		123.9
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		20.0		41.0				
Green Extension Time (g _e), s		1.0		1.1		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	320	155			270	318	393	2954	99		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	18.0	15.6			27.0	39.0	23.2	111.1	5.5		0.0	
Cycle Queue Clearance Time (g _c), s	18.0	15.6			27.0	39.0	23.2	111.1	5.5		0.0	
Green Ratio (g/C)	0.10	0.10			0.21	0.21	0.58	0.58	0.58		0.58	
Capacity (c), veh/h	367	203			389	338	1090	3013	937		1053	
Volume-to-Capacity Ratio (X)	0.871	0.765			0.695	0.940	0.361	0.980	0.105		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	208.3	199.6			332.8	421.6	259.8	1239.2	54.4		0	
Back of Queue (Q), veh/ln (50 th percentile)	8.3	8.0			13.0	16.9	10.4	49.6	2.2		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	4.63	4.43			1.58	2.06	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	88.2	87.1			73.0	77.7	22.3	40.7	18.6		0.0	
Incremental Delay (d ₂), s/veh	2.5	2.3			0.8	7.7	0.9	12.4	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	90.7	89.4			73.9	85.4	23.2	53.0	18.8		0.0	
Level of Service (LOS)	F	F			E	F	C	D	B			
Approach Delay, s/veh / LOS	90.3	F		80.1	F		48.7	D		0.0		
Intersection Delay, s/veh / LOS	57.1						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.18	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.27	A	1.46	A	2.38	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.97		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1> 4:15		
Intersection	Millersville Road/MD 3	File Name	2024 Total PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	244	298			239	195	425	2641	153		0	

Signal Information													
Cycle, s	220.0	Reference Phase	2										
Offset, s	0	Reference Point	Begin										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	On										
		Green	130.2	37.6	31.7	0.0	0.0	0.0					
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0					
		Red	2.0	3.0	3.0	0.0	0.0	0.0					

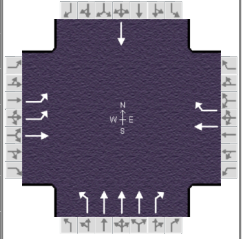
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		44.1		38.2		137.7		137.7
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		36.5		30.9				
Green Extension Time (g _e), s		1.1		0.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	252	307			246	201	438	2723	158		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	14.1	34.5			28.9	27.0	28.7	99.7	9.8		0.0	
Cycle Queue Clearance Time (g _c), s	14.1	34.5			28.9	27.0	28.7	99.7	9.8		0.0	
Green Ratio (g/C)	0.17	0.17			0.14	0.14	0.59	0.59	0.59		0.59	
Capacity (c), veh/h	598	330			267	232	1104	3063	953		1070	
Volume-to-Capacity Ratio (X)	0.421	0.932			0.923	0.868	0.397	0.889	0.166		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	161.5	448.6			368.6	288.8	324	1075.6	97.9		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.5	17.9			14.4	11.6	13.0	43.0	3.9		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.59	9.97			1.76	1.41	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	81.5	90.0			92.9	92.1	24.2	38.7	20.3		0.0	
Incremental Delay (d ₂), s/veh	0.2	6.2			5.6	3.9	1.1	4.3	0.4		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	81.7	96.1			98.5	95.9	25.3	43.0	20.7		0.0	
Level of Service (LOS)	F	F			F	F	C	D	C			
Approach Delay, s/veh / LOS	89.6	F		97.4	F		39.6	D		0.0		
Intersection Delay, s/veh / LOS	52.0						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.49	B	2.18	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.41	A	1.23	A	2.31	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 1:00		
Intersection	Millersville Road/MD 3	File Name	2024 Total Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	293	267			241	109	438	2526	176		0	

Signal Information				Signal Phases								
Cycle, s	175.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
		Green	99.5	28.4	26.5	0.0	0.0	0.0				
		Yellow	5.5	3.5	3.5	0.0	0.0	0.0				
		Red	2.0	3.0	3.0	0.0	0.0	0.0				

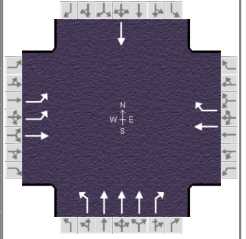
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		34.9		33.0		107.0		107.0
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s		27.3		25.9				
Green Extension Time (g _e), s		1.2		0.6		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	312	284			256	116	466	2687	187		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	14.3	25.3			23.9	11.6	26.2	81.5	9.9		0.0	
Cycle Queue Clearance Time (g _c), s	14.3	25.3			23.9	11.6	26.2	81.5	9.9		0.0	
Green Ratio (g/C)	0.16	0.16			0.15	0.15	0.57	0.57	0.57		0.57	
Capacity (c), veh/h	569	314			280	243	1070	2944	916		1029	
Volume-to-Capacity Ratio (X)	0.547	0.905			0.915	0.477	0.435	0.913	0.204		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	161.4	321.8			300.2	120	289.5	869.9	97.7		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.5	12.9			11.7	4.8	11.6	34.8	3.9		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.59	7.15			1.43	0.59	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	67.4	72.0			73.1	67.9	21.9	33.8	18.4		0.0	
Incremental Delay (d ₂), s/veh	0.3	4.0			4.9	0.5	1.3	5.6	0.5		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	67.7	76.0			78.0	68.4	23.2	39.4	18.9		0.0	
Level of Service (LOS)	E	E			E	E	C	D	B			
Approach Delay, s/veh / LOS	71.6	E		75.0	E		36.0	D		0.0		
Intersection Delay, s/veh / LOS	44.3						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.17	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.47	A	1.10	A	2.32	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Total Fall	Analysis Period	1 > 12:30		
Intersection	Millersville Road/MD 3	File Name	2024 Total Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	294	268			249	170	428	2196	162		0	

Signal Information				Signal Timing (s)									Signal Phases				
Cycle, s	150.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	79.3	25.6	24.6	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	3.5	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0	3.0	0.0	0.0	0.0							

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		10.0		11.0		5.0		8.0
Phase Duration, s		32.1		31.1		86.8		86.8
Change Period, (Y+R _c), s		6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s		3.0		3.1		0.0		0.0
Queue Clearance Time (g _s), s		24.4		23.8				
Green Extension Time (g _e), s		1.2		0.8		0.0		0.0
Phase Call Probability		1.00		1.00				
Max Out Probability		0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	323	295			274	187	470	2413	178		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1752	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	12.6	22.4			21.8	16.5	24.8	61.8	8.8		0.0	
Cycle Queue Clearance Time (g _c), s	12.6	22.4			21.8	16.5	24.8	61.8	8.8		0.0	
Green Ratio (g/C)	0.17	0.17			0.16	0.16	0.53	0.53	0.53		0.53	
Capacity (c), veh/h	598	330			303	263	1005	2736	851		956	
Volume-to-Capacity Ratio (X)	0.540	0.893			0.902	0.710	0.468	0.882	0.209		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	140.6	281.1			269.6	170.2	273.9	651	85.9		0	
Back of Queue (Q), veh/ln (50 th percentile)	5.6	11.2			10.5	6.8	11.0	26.0	3.4		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	3.12	6.25			1.28	0.83	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	56.8	60.9			61.5	59.3	22.5	31.2	18.7		0.0	
Incremental Delay (d ₂), s/veh	0.3	3.4			4.0	1.3	1.6	4.5	0.6		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	57.1	64.3			65.5	60.7	24.1	35.7	19.3		0.0	
Level of Service (LOS)	E	E			E	E	C	D	B			
Approach Delay, s/veh / LOS	60.5	E		63.6	E		33.0	C		0.0		
Intersection Delay, s/veh / LOS	40.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.47	B	2.17	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.51	B	1.25	A	2.17	B	0.49	A

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville Rd
 SEGMENT LIMITS FROM: Crain Hwy SB
 TO: Crain Hwy NB
 CONDITION OF ANALYSIS: Future
 TODAY'S DATE: 5/10/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.12
 SECTION TYPE (open or cbsed): cbsed
 SEGMENT ADT: 14500
 SEGMENT PEAK HOUR VOLUME (two-way): 1300
 SEGMENT PEAK HOUR VOLUME (one-way): 730
 ROADWAY CLASSIFICATION: CLASS 5
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.449	12.3
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	4.5	1	0.145	0.1
MINIMUM PAVEMENT CONDITION	Very Good	10	1.159	11.6
MINIMUM SIGHT DISTANCE (feet)	600	8.5	1.449	12.3
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.304	13.0
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Good	8.5	1.159	9.9
SIDEWALKS	Very Poor	1	1.159	1.2
FREQUENCY OF ACCESS (feet per segment)	60	7	0.870	6.1
ACCESS CONVERSION (feet per mile)	500			
TRAFFIC SERVICE:		10	1.304	13.0
NUMBER OF LANES (one-way)	3			
PEAK HOUR VOLUME (one-way)	730			
COMPUTED "V/C" RATIO	0.19			

***** ROAD RATING = TOTAL: 80

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millerville Rd
 SEGMENT LIMITS FROM: Crain Hwy NB
 TO: Cecil Ave
 CONDITION OF ANALYSIS: Future
 TODAY'S DATE: 5/10/2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.32
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 9600
 SEGMENT PEAK HOUR VOLUME (two-way): 960
 SEGMENT PEAK HOUR VOLUME (one-way): 520
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	1	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Good	8.5	1.143	9.7
MINIMUM SIGHT DISTANCE (feet)	800	12	1.429	17.1
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	60	12	0.714	8.6
ACCESS CONVERSION (feet per mile)	150			
TRAFFIC SERVICE:		7	1.143	8.0
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	520			
COMPUTED "V/C" RATIO	0.83			

***** ROAD RATING = TOTAL: 81

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Cecil Avenue**
 TO: **Elem. SchoolW Entr**
 CONDITION OF ANALYSIS: **Future**
 TODAY'S DATE: **5\10\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (xxx miles): **0.48**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **6600**
 SEGMENT PEAK HOUR VOLUME (two-way): **650**
 SEGMENT PEAK HOUR VOLUME (one-way): **345**
 ROADWAY CLASSIFICATION: **CLASS 4**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Good	8.5	1.143	9.7
MINIMUM SIGHT DISTANCE (feet)	1000	12	1.429	17.1
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	340	4	0.714	2.9
ACCESS CONVERSION (feet per mile)	708			
TRAFFIC SERVICE:		8.5	1.143	9.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	345			
COMPUTED "V/C" RATIO	0.55			

***** ROAD RATING = TOTAL: 77

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: Millersville
 SEGMENT LIMITS FROM: Elem .SchoolW Entr
 TO: Coleus Dr
 CONDITION OF ANALYSIS: Future
 TODAY'S DATE: 5\10\2022
 TECHNICIAN NAME: Chuck
 SEGMENT LENGTH (xxx miles): 0.70
 SECTION TYPE (open or closed): open
 SEGMENT ADT: 5250
 SEGMENT PEAK HOUR VOLUME (two-way): 525
 SEGMENT PEAK HOUR VOLUME (one-way): 325
 ROADWAY CLASSIFICATION: CLASS 4
 POSTED SPEED LIMIT (mph): 35
 TWO-WAY LEFT TURN LANE (yes/no): No

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	10	8.5	1.143	9.7
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	1.143	1.1
MINIMUM PAVEMENT CONDITION	Fair	7	1.143	8.0
MINIMUM SIGHT DISTANCE (feet)	100	1	1.429	1.4
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	1.000	7.0
SIDEWALKS	Very Poor	7	1.000	7.0
FREQUENCY OF ACCESS (feet per segment)	350	7	0.714	5.0
ACCESS CONVERSION (feet per mile)	500			
TRAFFIC SERVICE:		8.5	1.143	9.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	325			
COMPUTED "V/C" RATIO	0.52			

***** ROAD RATING = TOTAL: 62

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Coleus Dr**
 TO: **General Hwy (178)**
 CONDITION OF ANALYSIS: **Future**
 TODAY'S DATE: **5\10\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (xxx miles): **0.12**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **4300**
 SEGMENT PEAK HOUR VOLUME (two-way): **425**
 SEGMENT PEAK HOUR VOLUME (one-way): **241**
 ROADWAY CLASSIFICATION: **CLASS 3**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:

ELEMENT NAME	DATA	RATING	NORMALIZED	ELEMENT
	INPUT	POINTS	WEIGHTING	SCORE
MINIMUM LANE WIDTH (xx feet)	9.5	8.5	1.094	9.3
MIN. OUTSIDE SHOULDER WIDTH (xx feet)	0	1	0.938	0.9
MINIMUM PAVEMENT CONDITION	Fair	7	1.094	7.7
MINIMUM SIGHT DISTANCE (feet)	650	12	1.563	18.8
MIN. INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.406	14.1
INTERSECTING ROAD POSTED SPEED (mph)	N/A			
ROADSIDE FRICTION	Fair	7	0.938	6.6
SIDEWALKS	Very Poor	7	1.250	8.8
FREQUENCY OF ACCESS (feet per segment)	128	4	0.625	2.5
ACCESS CONVERSION (feet per mile)	1067			
TRAFFIC SERVICE:		7	1.094	7.7
NUMBER OF LANES (one-way)	1			
PEAK HOUR VOLUME (one-way)	241			
COMPUTED "V/C" RATIO	0.74			

***** ROAD RATING = TOTAL: 76



APPENDIX L

2024 Mitigation Measures Analysis Computation Forms



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound

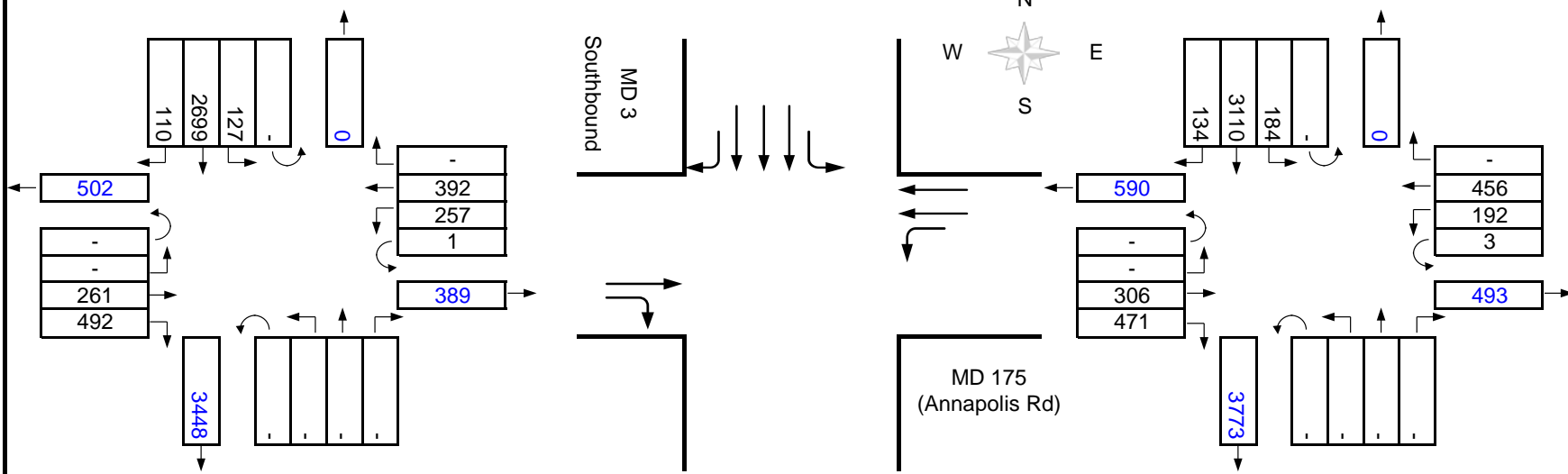
Count Date: 2024 (Fall)

Conditions: Mitigation Measures ▼

Morning Peak Hour 7:15-8:15 AM ▼

Lane Configuration

Evening Peak Hour 4:45-5:45 PM ▼



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
										Signal	NB
				X	N/A	1	1.00	< 199	1.1	0 to 1,000	
					YES	2	0.55	< 599	2.0	1,001 to 1,150	
					YES	3	0.40	< 799	3.0	1,151 to 1,300	
					N/A	4	0.30	< 999	4.0	1,301 to 1,450	
						Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
										> 1,600	

Morning Peak Hour							Evening Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2699	0.45	1215	-	1215	*		SB*	3110	0.45	1400	-	1400	*
	EB**	492	0.95	467	258	725	*		EB**	471	0.95	447	195	642	*
	WB***	392	0.75	294	-	294			WB***	456	0.75	342	-	342	

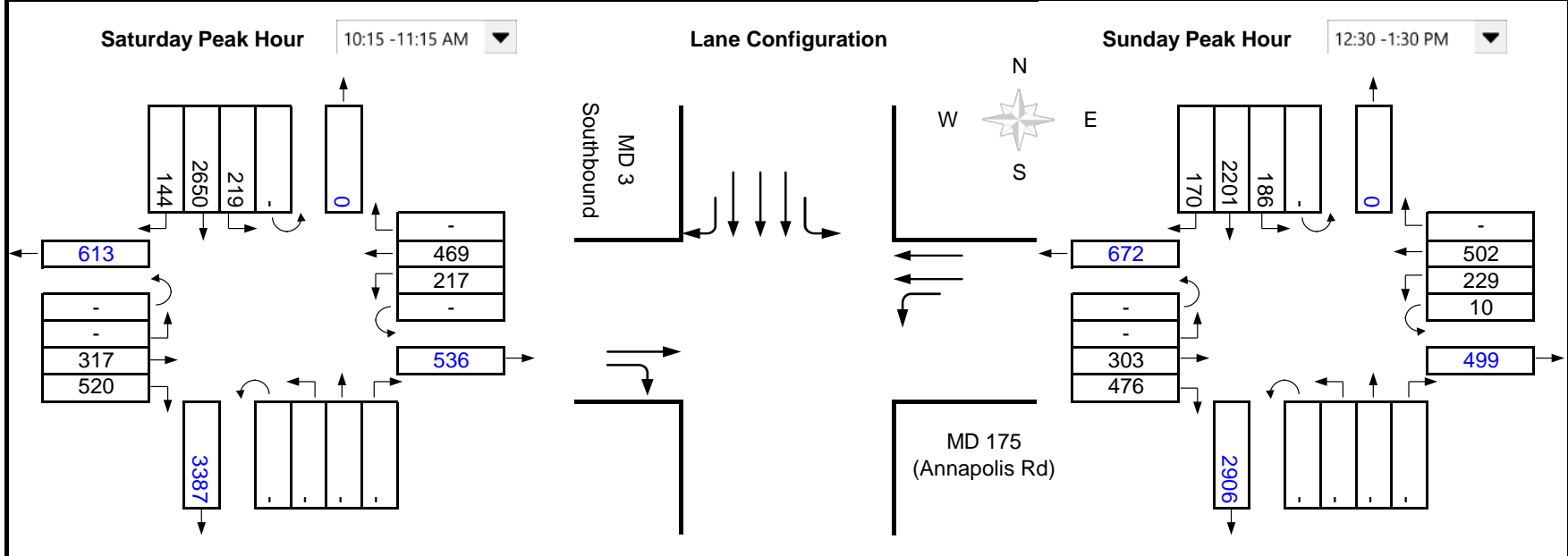
Remarks: v/c = 1.21	Total	1940	Remarks: v/c = 1.28	Total	2042
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop
 ** 0.95 LUF due to improved yield condition
 *** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 1) MD 175 (Annapolis Rd) at MD 3 Southbound
 Count Date: 2024 (Fall)
 Conditions: Mitigation Measures ▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service	
					NB	SB					A	B
				Signal	X	N/A	1	1.00	< 199	1.1	0 to 1,000	
				Stop		YES	2	0.55	< 599	2.0	1,001 to 1,150	
				Ways		YES	3	0.40	< 799	3.0	1,151 to 1,300	
						N/A	4	0.30	< 999	4.0	1,301 to 1,450	
							Dble. L.T.	0.60	> 1000	5.0	1,451 to 1,600	
											> 1,600	

Saturday Peak Hour								Sunday Peak Hour							
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	SB*	2650	0.45	1193	-	1193	*		SB*	2201	0.45	990	-	990	*
	EB**	520	0.95	494	217	711	*		EB**	476	0.95	452	239	691	*
	WB***	469	0.75	352	-	352			WB***	502	0.75	377	-	377	

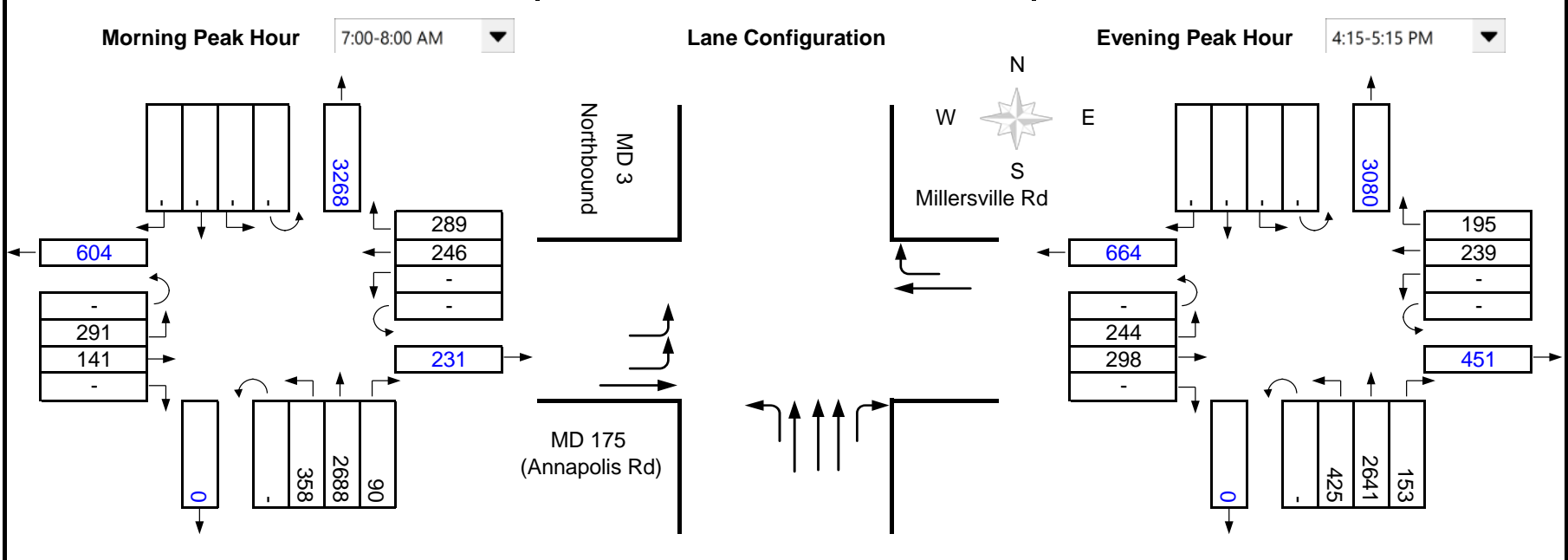
Remarks: v/c = 1.19	Total	1904	Remarks: v/c = 1.05	Total	1681
	Level of Service	F		Level of Service	F

* 0.45 LUF due to downstream lane drop
 ** 0.95 LUF due to improved yield condition
 *** 0.75 LUF due to downstream lane reduction



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Mitigation Measures ▼



Phasing (φ)				Intersection Control	RTOR		No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
					NB	YES					A	0 to 1,000	
				Signal	X	SB	N/A	2	0.55	< 599	2.0	B	1,001 to 1,150
				Stop		EB	N/A	3	0.40	< 799	3.0	C	1,151 to 1,300
				Ways		WB	YES	4	0.30	< 999	4.0	E	1,451 to 1,600
								Dble. L.T.	0.60	> 1000	5.0	F	> 1,600

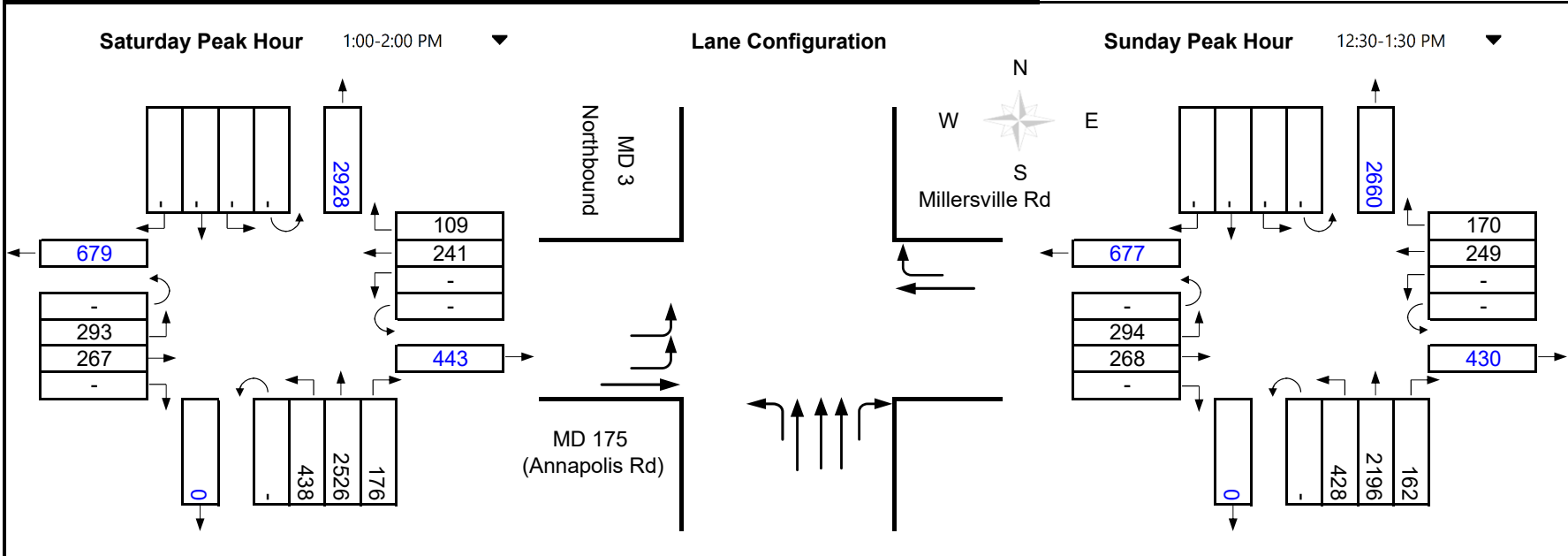
Morning Peak Hour								Evening Peak Hour									
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*		
	NB*	2688	0.50	1344	-	1344	*		NB*	2641	0.50	1321	-	1321	*		
	EB	141	1.00	175	-	175	*		EB	298	1.00	298	-	298	*		
	WB	289	1.00	289	175	464	*		WB	239	1.00	239	146	385	*		
Remarks: v/c = 1.13				Total				1808	Remarks: v/c = 1.07				Total				1706
				Level of Service				F					Level of Service				F

*0.5 LUF due to downstream lane drop



Turning Movement & Level of Service Summary

Location: 2) Millersville Rd at MD 3 Northbound
 Count Date: 2024 (Fall)
 Conditions: Mitigation Measures ▼



Phasing (φ)				Intersection Control	RTOR	No. Lanes	Lane Use Factor	Opposing T+R Vol.	PCE	MD SHA Levels of Service		
										Signal	NB	1
				Stop	SB	2	0.55	<	599	2.0	B	1,001 to 1,150
				Ways	EB	3	0.40	<	799	3.0	D	1,301 to 1,450
					WB	4	0.30	<	999	4.0	E	1,451 to 1,600
						Dble. L.T.	0.60	>	1000	5.0	F	> 1,600

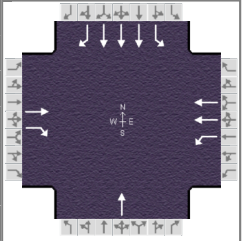
Saturday Peak Hour							Sunday Peak Hour								
φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*	φ	Movement	Volume	Lane Use Factor	Lane Volume	Opposing Lefts	Critical Lane Vol.	*
	NB*	2526	0.50	1263	-	1263	*		NB*	2196	0.50	1098	-	1098	*
	EB	267	1.00	267	-	267	*		EB	268	1.00	268	-	268	*
	WB	241	1.00	241	176	417	*		WB	249	1.00	249	176	425	*

Remarks: v/c = 1.05	Total	1680	Remarks: v/c = 0.95	Total	1523
	Level of Service	F		Level of Service	E

* 0.5 LUF due to downstream lane drop

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.90		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1> 7:15		
Intersection	MD 175/MD 3	File Name	2024 Total AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		261	492	258	392			0		127	2699	110

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	180.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin	Green	98.5	24.5	39.0	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0								

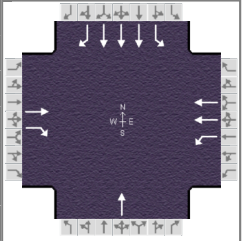
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		45.5	29.5	75.0		105.0		105.0
Change Period, (Y+R c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g s), s		40.9	24.3	17.7				
Green Extension Time (g e), s		0.0	0.3	2.8		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.08	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		290	519	287	436			0		141	2999	122	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g s), s		24.8	38.9	22.3	15.7			0.0		6.9	98.5	6.9	
Cycle Queue Clearance Time (g c), s		24.8	38.9	22.3	15.7			0.0		6.9	98.5	6.9	
Green Ratio (g/C)		0.22	0.22	0.36	0.38			0.55		0.55	0.55	0.55	
Capacity (c), veh/h		420	346	364	1340			1040		1030	2707	855	
Volume-to-Capacity Ratio (X)		0.691	1.500	0.787	0.325			0.000		0.137	1.108	0.143	
Back of Queue (Q), ft/ln (50 th percentile)		319.2	997.1	269.7	177.6			0		73.1	1371.5	65.3	
Back of Queue (Q), veh/ln (50 th percentile)		12.8	38.9	10.5	6.9			0.0		2.9	50.8	2.6	
Queue Storage Ratio (RQ) (50 th percentile)		7.09	21.64	1.23	0.85			0.00		0.14	2.59	0.28	
Uniform Delay (d 1), s/veh		65.0	70.5	46.2	39.4			0.0		20.0	40.7	20.0	
Incremental Delay (d 2), s/veh		4.0	239.6	7.2	0.1			0.0		0.3	54.5	0.4	
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		69.0	310.1	53.4	39.5			0.0		20.3	95.3	20.4	
Level of Service (LOS)		E	F	D	D					C	F	C	
Approach Delay, s/veh / LOS		223.7	F	45.0	D			0.0		89.2	F	F	
Intersection Delay, s/veh / LOS		105.2						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.15	B	2.45	B	2.10	B	2.14	B
Bicycle LOS Score / LOS	1.82	B	1.08	A	0.49	A	2.28	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.98
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 4:45
Intersection	MD 175/MD 3	File Name	2024 Mitigation Measures PM Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		306	471	195	456			0		184	3110	134

Signal Information				Signal Timing (s)								Signal Phases												
Cycle, s	220.0	Reference Phase	2	Green	138.5	21.9	41.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Offset, s	0	Reference Point	Begin	Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Force Mode	Fixed	Simult. Gap N/S	On																					

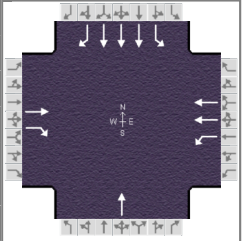
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		48.1	26.9	75.0		145.0		145.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.0	2.9	3.0		0.0		0.0
Queue Clearance Time (g _s), s		43.6	21.7	25.1				
Green Extension Time (g _e), s		0.0	0.2	2.7		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		312	456	199	465			0		188	3173	137
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g _s), s		34.2	41.6	19.7	23.1			0.0		9.4	138.5	7.8
Cycle Queue Clearance Time (g _c), s		34.2	41.6	19.7	23.1			0.0		9.4	138.5	7.8
Green Ratio (g/C)		0.19	0.19	0.30	0.31			0.63		0.63	0.63	0.63
Capacity (c), veh/h		367	302	243	1096			1196		1172	3115	983
Volume-to-Capacity Ratio (X)		0.852	1.509	0.820	0.425			0.000		0.160	1.019	0.139
Back of Queue (Q), ft/ln (50 th percentile)		474.3	971.1	246.5	267.9			0		99.9	1575	73.4
Back of Queue (Q), veh/ln (50 th percentile)		19.0	37.9	9.6	10.5			0.0		4.0	58.3	2.9
Queue Storage Ratio (RQ) (50 th percentile)		10.54	21.07	1.12	1.28			0.00		0.19	2.97	0.31
Uniform Delay (d ₁), s/veh		86.2	89.2	64.9	60.1			0.0		16.8	40.7	16.5
Incremental Delay (d ₂), s/veh		16.5	245.7	10.4	0.1			0.0		0.3	21.1	0.3
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		102.7	334.9	75.3	60.2			0.0		17.1	61.8	16.8
Level of Service (LOS)		F	F	E	E					B	F	B
Approach Delay, s/veh / LOS		240.5	F	64.7	E			0.0		57.7	E	
Intersection Delay, s/veh / LOS		87.1								F		

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.13	B
Bicycle LOS Score / LOS	1.76	B	1.04	A	0.49	A	2.41	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.98
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 10:15
Intersection	MD 175/MD 3	File Name	2024 Mitigation Measures Saturday Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		317	520	217	469			0		219	2650	144

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	125.0	Reference Phase	2	Green	52.4	12.1	42.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	5.5	4.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On															

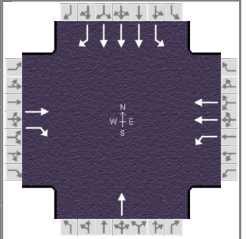
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		49.0	17.1	66.1		58.9		58.9
Change Period, (Y+R c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.1	2.9	3.1		0.0		0.0
Queue Clearance Time (g s), s		40.0	11.8	12.3				
Green Extension Time (g e), s		2.5	0.3	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		0.10	0.00	0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		4	14	3	8			6		5	2	12
Adjusted Flow Rate (v), veh/h		323	504	221	479			0		223	2704	147
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561
Queue Service Time (g s), s		16.5	38.0	9.8	10.3			0.0		10.2	52.4	7.5
Cycle Queue Clearance Time (g c), s		16.5	38.0	9.8	10.3			0.0		10.2	52.4	7.5
Green Ratio (g/C)		0.34	0.34	0.45	0.48			0.42		0.42	0.42	0.42
Capacity (c), veh/h		659	543	446	1680			796		816	2073	654
Volume-to-Capacity Ratio (X)		0.491	0.928	0.497	0.285			0.000		0.274	1.305	0.225
Back of Queue (Q), ft/ln (50 th percentile)		193.3	436.3	103.8	106.9			0		107.9	1248.2	70.8
Back of Queue (Q), veh/ln (50 th percentile)		7.7	17.0	4.1	4.2			0.0		4.3	46.2	2.8
Queue Storage Ratio (RQ) (50 th percentile)		4.29	9.47	0.47	0.51			0.00		0.20	2.36	0.30
Uniform Delay (d 1), s/veh		32.7	39.8	23.1	19.8			0.0		24.1	36.3	23.3
Incremental Delay (d 2), s/veh		0.2	16.3	0.3	0.0			0.0		0.8	140.7	0.8
Initial Queue Delay (d 3), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0
Control Delay (d), s/veh		32.9	56.0	23.5	19.8			0.0		24.9	177.0	24.1
Level of Service (LOS)		C	E	C	B					C	F	C
Approach Delay, s/veh / LOS	47.0		D	21.0		C	0.0			158.6		F
Intersection Delay, s/veh / LOS	117.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.12	B	2.42	B	2.11	B	2.15	B
Bicycle LOS Score / LOS	1.85	B	1.07	A	0.49	A	2.18	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	WBCM			Duration, h	0.25
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.94
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 12:30
Intersection	MD 175/MD 3	File Name	2024 Mitigation Measures Sunday Peak_CEO.xus		
Project Description	Millersville Park				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		303	476	239	502			0		186	2201	170

Signal Information				Signal Timing (s)								Signal Phases					
Cycle, s	225.0	Reference Phase	2														
Offset, s	0	Reference Point	Begin	Green	143.5	30.0	33.5	0.0	0.0	0.0							
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	4.0	3.5	0.0	0.0	0.0							
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	3.0	0.0	0.0	0.0							

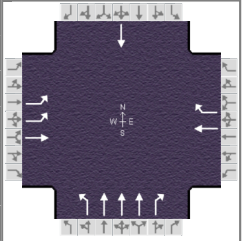
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4	3	8		6		2
Case Number		7.3	1.0	4.0		8.0		5.0
Phase Duration, s		40.0	35.0	75.0		150.0		150.0
Change Period, (Y+R _c), s		6.5	5.0	6.5		6.5		6.5
Max Allow Headway (MAH), s		3.0	2.9	3.0		0.0		0.0
Queue Clearance Time (g _s), s		35.5	30.1	30.0				
Green Extension Time (g _e), s		0.0	0.0	2.9		0.0		0.0
Phase Call Probability		1.00	1.00	1.00				
Max Out Probability		1.00	1.00	0.00				

Movement Group Results	EB			WB			NB			SB			
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R	
Assigned Movement		4	14	3	8			6		5	2	12	
Adjusted Flow Rate (v), veh/h		322	468	254	534			0		198	2341	181	
Adjusted Saturation Flow Rate (s), veh/h/ln		1939	1599	1762	1761			1900		1810	1649	1561	
Queue Service Time (g _s), s		33.5	33.5	28.1	28.0			0.0		10.0	73.3	10.7	
Cycle Queue Clearance Time (g _c), s		33.5	33.5	28.1	28.0			0.0		10.0	73.3	10.7	
Green Ratio (g/C)		0.15	0.15	0.29	0.30			0.64		0.64	0.64	0.64	
Capacity (c), veh/h		289	238	267	1072			1212		1186	3154	996	
Volume-to-Capacity Ratio (X)		1.116	1.965	0.953	0.498			0.000		0.167	0.742	0.182	
Back of Queue (Q), ft/ln (50 th percentile)		601	1119.6	407.9	325.6			0		106.1	759.1	100.6	
Back of Queue (Q), veh/ln (50 th percentile)		24.0	43.7	15.9	12.7			0.0		4.2	28.1	3.9	
Queue Storage Ratio (RQ) (50 th percentile)		13.35	24.30	1.85	1.55			0.00		0.20	1.43	0.43	
Uniform Delay (d ₁), s/veh		95.7	95.7	74.8	64.1			0.0		16.6	28.0	16.7	
Incremental Delay (d ₂), s/veh		87.8	449.2	41.8	0.1			0.0		0.3	1.6	0.4	
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0			0.0		0.0	0.0	0.0	
Control Delay (d), s/veh		183.5	545.0	116.7	64.3			0.0		16.9	29.7	17.1	
Level of Service (LOS)		F	F	F	E					B	C	B	
Approach Delay, s/veh / LOS		397.6	F	81.2	F			0.0		27.9	C		
Intersection Delay, s/veh / LOS		105.6						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.16	B	2.47	B	2.09	B	2.15	B
Bicycle LOS Score / LOS	1.79	B	1.14	A	0.49	A	1.98	B

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	AM Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 7:15		
Intersection	Millersville Road/MD 3	File Name	2024 Mitigation Measures AM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	291	141			246	289	358	2688	90		0	

Signal Information				Signal Phases								
Cycle, s	200.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	121.3	16.4	41.8	0.0	0.0	0.0						
Yellow	5.5	3.5	3.5	0.0	0.0	0.0						
Red	2.0	3.0	3.0	0.0	0.0	0.0						

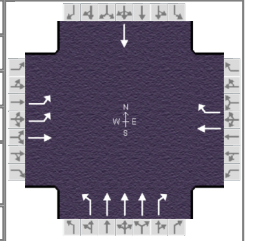
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8		2		6
Case Number	1.0	4.0		7.3		5.0		8.0
Phase Duration, s	22.9	71.2		48.3		128.8		128.8
Change Period, (Y+R _c), s	6.5	6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s	3.1	3.1		3.1		0.0		0.0
Queue Clearance Time (g _s), s	15.7	13.8		41.0				
Green Extension Time (g _e), s	0.7	1.4		0.8		0.0		0.0
Phase Call Probability	1.00	1.00		1.00				
Max Out Probability	0.00	0.00		0.50				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	320	155			270	318	393	2954	99		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	13.7	11.8			27.1	39.0	21.9	104.6	5.1		0.0	
Cycle Queue Clearance Time (g _c), s	13.7	11.8			27.1	39.0	21.9	104.6	5.1		0.0	
Green Ratio (g/C)	0.30	0.32			0.21	0.21	0.61	0.61	0.61		0.61	
Capacity (c), veh/h	533	625			386	335	1134	3139	977		1097	
Volume-to-Capacity Ratio (X)	0.600	0.248			0.699	0.947	0.347	0.941	0.101		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	157.4	145.6			340.9	477.3	242.1	1127.1	50.8		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.3	5.8			13.3	19.1	9.7	45.1	2.0		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	0.00	3.24			1.62	2.33	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	56.1	49.8			73.3	78.0	19.8	36.1	16.5		0.0	
Incremental Delay (d ₂), s/veh	0.4	0.1			3.6	31.3	0.8	7.2	0.2		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	56.5	49.8			76.9	109.4	20.6	43.2	16.7		0.0	
Level of Service (LOS)	E	D			E	F	C	D	B			
Approach Delay, s/veh / LOS	54.4	D			94.4	F	39.9	D	0.0			
Intersection Delay, s/veh / LOS	48.5						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.15	B	1.91	B	2.10	B
Bicycle LOS Score / LOS	1.27	A	1.46	A	2.38	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	PM Peak Hour	PHF	0.97		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 4:15		
Intersection	Millersville Road/MD 3	File Name	2024 Mitigation Measures PM Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	244	298			239	195	425	2641	153		0	

Signal Information				Signal Timing (s)								Signal Phases						
Cycle, s	220.0	Reference Phase	2															
Offset, s	0	Reference Point	Begin	Green	152.0	15.4	32.2	0.0	0.0	0.0								
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.5	3.5	3.5	0.0	0.0	0.0								
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	3.0	3.0	0.0	0.0	0.0								

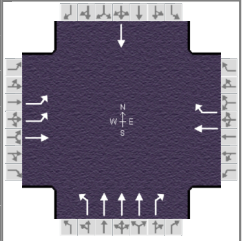
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8		2		6
Case Number	1.0	4.0		7.3		5.0		8.0
Phase Duration, s	21.9	60.5		38.7		159.5		159.5
Change Period, (Y+R _c), s	6.5	6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s	3.1	3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s	14.9	33.4		30.9				
Green Extension Time (g _e), s	0.5	1.3		1.3		0.0		0.0
Phase Call Probability	1.00	1.00		1.00				
Max Out Probability	0.00	0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	252	307			246	201	438	2723	158		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	12.9	31.4			28.9	26.9	21.7	75.5	7.4		0.0	
Cycle Queue Clearance Time (g _c), s	12.9	31.4			28.9	26.9	21.7	75.5	7.4		0.0	
Green Ratio (g/C)	0.23	0.25			0.15	0.15	0.69	0.69	0.69		0.69	
Capacity (c), veh/h	351	474			270	235	1283	3575	1112		1249	
Volume-to-Capacity Ratio (X)	0.716	0.647			0.911	0.857	0.342	0.762	0.142		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	150.8	394.4			369.8	287.6	234.7	769.4	71.1		0	
Back of Queue (Q), veh/ln (50 th percentile)	6.0	15.8			14.4	11.5	9.4	30.8	2.8		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	0.00	8.76			1.76	1.40	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	73.4	74.4			92.5	91.7	13.9	22.2	11.7		0.0	
Incremental Delay (d ₂), s/veh	1.0	0.6			6.6	3.5	0.7	1.6	0.3		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	74.5	75.0			99.1	95.2	14.6	23.8	11.9		0.0	
Level of Service (LOS)	E	E			F	F	B	C	B			
Approach Delay, s/veh / LOS	74.8	E			97.4	F	22.0	C			0.0	
Intersection Delay, s/veh / LOS	36.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.48	B	2.16	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.41	A	1.23	A	2.31	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sat Peak Hour	PHF	0.94		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 1:00		
Intersection	Millersville Road/MD 3	File Name	2024 Mitigation Measures Saturday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	293	267			241	109	438	2526	176		0	

Signal Information												
Cycle, s	175.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	112.5	15.1	26.9	0.0	0.0	0.0						
Yellow	5.5	3.5	3.5	0.0	0.0	0.0						
Red	2.0	3.0	3.0	0.0	0.0	0.0						

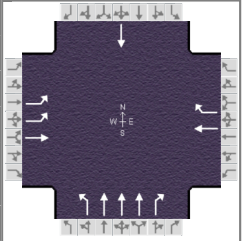
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8		2		6
Case Number	1.0	4.0		7.3		5.0		8.0
Phase Duration, s	21.6	55.0		33.4		120.0		120.0
Change Period, ($Y+R_c$), s	6.5	6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s	3.1	2.9		2.9		0.0		0.0
Queue Clearance Time (g_s), s	14.5	23.8		25.8				
Green Extension Time (g_e), s	0.7	1.1		1.1		0.0		0.0
Phase Call Probability	1.00	1.00		1.00				
Max Out Probability	0.00	0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	312	284			256	116	466	2687	187		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g_s), s	12.5	21.8			23.8	11.5	21.7	67.5	8.2		0.0	
Cycle Queue Clearance Time (g_c), s	12.5	21.8			23.8	11.5	21.7	67.5	8.2		0.0	
Green Ratio (g/C)	0.25	0.28			0.15	0.15	0.64	0.64	0.64		0.64	
Capacity (c), veh/h	433	536			284	247	1204	3326	1035		1162	
Volume-to-Capacity Ratio (X)	0.719	0.530			0.902	0.470	0.387	0.808	0.181		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	143.1	267.6			301.7	119.7	231.8	682.1	78.3		0	
Back of Queue (Q), veh/ln (50 th percentile)	5.7	10.7			11.8	4.8	9.3	27.3	3.1		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	0.00	5.95			1.44	0.58	0.00	0.00	0.00		0.00	
Uniform Delay (d_1), s/veh	55.9	53.6			72.8	67.6	15.1	23.2	12.6		0.0	
Incremental Delay (d_2), s/veh	0.8	0.3			5.8	0.5	0.9	2.2	0.4		0.0	
Initial Queue Delay (d_3), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	56.7	53.9			78.6	68.1	16.0	25.5	13.0		0.0	
Level of Service (LOS)	E	D			E	E	B	C	B			
Approach Delay, s/veh / LOS	55.4	E		75.3	E		23.4	C		0.0		
Intersection Delay, s/veh / LOS	32.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.46	B	2.15	B	1.89	B	2.08	B
Bicycle LOS Score / LOS	1.47	A	1.10	A	2.32	B	0.49	A

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	WBCM			Duration, h	0.25		
Analyst	CEO	Analysis Date	3/28/2022	Area Type	Other		
Jurisdiction	Gambrills	Time Period	Sun Peak Hour	PHF	0.91		
Urban Street	MD 3 (Crain Highway)	Analysis Year	2024 Mitigation Measures	Analysis Period	1 > 12:30		
Intersection	Millersville Road/MD 3	File Name	2024 Mitigation Measures Sunday Peak_CEO.xus				
Project Description	Millersville Park						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	294	268			249	170	428	2196	162		0	

Signal Information				Signal Timing (s)								Signal Phases							
Cycle, s	150.0	Reference Phase	2	Green	91.0	13.6	25.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Offset, s	0	Reference Point	Begin	Yellow	5.5	3.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Force Mode	Fixed	Simult. Gap N/S	On																

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	7	4		8		2		6
Case Number	1.0	4.0		7.3		5.0		8.0
Phase Duration, s	20.1	51.5		31.5		98.5		98.5
Change Period, (Y+R _c), s	6.5	6.5		6.5		7.5		7.5
Max Allow Headway (MAH), s	3.1	3.0		3.0		0.0		0.0
Queue Clearance Time (g _s), s	12.8	20.9		23.7				
Green Extension Time (g _e), s	0.7	1.3		1.3		0.0		0.0
Phase Call Probability	1.00	1.00		1.00				
Max Out Probability	0.00	0.00		0.00				

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4			8	18	5	2	12		6	
Adjusted Flow Rate (v), veh/h	323	295			274	187	470	2413	178		0	
Adjusted Saturation Flow Rate (s), veh/h/ln	1793	1932			1850	1605	1810	1725	1610		1808	
Queue Service Time (g _s), s	10.8	18.9			21.7	16.5	20.7	51.6	7.3		0.0	
Cycle Queue Clearance Time (g _c), s	10.8	18.9			21.7	16.5	20.7	51.6	7.3		0.0	
Green Ratio (g/C)	0.27	0.30			0.17	0.17	0.61	0.61	0.61		0.61	
Capacity (c), veh/h	470	580			308	267	1145	3138	976		1097	
Volume-to-Capacity Ratio (X)	0.687	0.508			0.888	0.699	0.411	0.769	0.182		0.000	
Back of Queue (Q), ft/ln (50 th percentile)	122.1	227.2			267.6	169.5	220	514.7	69.3		0	
Back of Queue (Q), veh/ln (50 th percentile)	4.9	9.1			10.5	6.8	8.8	20.6	2.8		0.0	
Queue Storage Ratio (RQ) (50 th percentile)	0.00	5.05			1.27	0.83	0.00	0.00	0.00		0.00	
Uniform Delay (d ₁), s/veh	46.1	43.3			61.1	59.0	15.7	21.8	13.1		0.0	
Incremental Delay (d ₂), s/veh	0.7	0.3			3.5	1.2	1.1	1.9	0.4		0.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0			0.0	0.0	0.0	0.0	0.0		0.0	
Control Delay (d), s/veh	46.7	43.6			64.6	60.2	16.8	23.6	13.5		0.0	
Level of Service (LOS)	D	D			E	E	B	C	B			
Approach Delay, s/veh / LOS	45.2	D		62.8	E		22.0	C		0.0		
Intersection Delay, s/veh / LOS	30.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.45	B	2.15	B	1.90	B	2.09	B
Bicycle LOS Score / LOS	1.51	B	1.25	A	2.17	B	0.49	A

ANNE ARUNDEL COUNTY ROAD RATING SYSTEM

IDENTIFYING INFORMATION:

ROAD NAME: **Millersville**
 SEGMENT LIMITS FROM: **Elem. School W Entr**
 TO: **Coleus Dr**
 CONDITION OF ANALYSIS: **Mitigation Measures**
 TODAY'S DATE: **6\15\2022**
 TECHNICIAN NAME: **Chuck**
 SEGMENT LENGTH (x.xx miles): **0.70**
 SECTION TYPE (open or closed): **open**
 SEGMENT ADT: **5250**
 SEGMENT PEAK HOUR VOLUME (two-way): **525**
 SEGMENT PEAK HOUR VOLUME (one-way): **325**
 ROADWAY CLASSIFICATION: **CLASS 4**
 POSTED SPEED LIMIT (mph): **35**
 TWO-WAY LEFT TURN LANE (yes/no): **No**

ANALYSIS:	ELEMENT NAME	DATA INPUT	RATING POINTS	NORMALIZED WEIGHTING	ELEMENT SCORE
	MINIMUM LANE WIDTH (x.x feet)	10	8.5	1.143	9.7
	MIN. OUTSIDE SHOULDER WIDTH (x.x feet)	0	1	1.143	1.1
	MINIMUM PAVEMENT CONDITION	Fair	7	1.143	8.0
	MINIMUM SIGHT DISTANCE (feet)	300	4	1.429	5.7
	MIN.INTERSECTION SIGHT DISTANCE (feet)	N/A	10	1.286	12.9
	INTERSECTING ROAD POSTED SPEED (mph)	N/A			
	ROADSIDE FRICTION	Fair	7	1.000	7.0
	SIDEWALKS	Very Poor	7	1.000	7.0
	FREQUENCY OF ACCESS (feet per segment)	350	7	0.714	5.0
	ACCESS CONVERSION (feet per mile)	500			
	TRAFFIC SERVICE:		8.5	1.143	9.7
	NUMBER OF LANES (one-way)	1			
	PEAK HOUR VOLUME (one-way)	325			
	COMPUTED "V/C" RATIO	0.52			

***** ROAD RATING = TOTAL: 66