

**Appendix B
Field Data**

ATR and Turn Movement Counts

This appendix contains ATR data collected along MD 2/MD 4 listed in table B-1 and the turn movement counts listed in Table B-2.

Table B- 1 – Traffic Data (ATR counts)

ID	Location	Month/Year	Source
1	MD 2/MD 4 SB, north of Calvert Cliffs Parkway	8/2006	Field Counts
2	MD 2/MD 4 NB, south of Calvert Cliffs Parkway	8/2006	Field Counts
3	Calvert Cliffs Parkway, east of MD 2/MD 4	8/2006	Field Counts

Table B- 2 – Traffic Data (Turn Movement Counts)

ID	Intersection	Month/Year	Source
1	MD 2/MD 4 diverge	3/2010	SHA
2	MD 231 & MD 2/MD 4	3/2009	SHA
3	Calvert Beach/Ball Road & MD 2/MD 4	9/2006	Field Counts
4	Calvert Cliffs Parkway & MD 2/MD 4	10/2006	Field Counts
5	White Sands Drive & MD 2/MD 4	2/2010	SHA
6	Nursery Road & MD 2/MD 4	4/2008	Field Counts
7	Pardoe Road & MD 2/MD 4	4/2008	Field Counts
8	Cove Point Road & MD 2/MD 4	4/2008	Field Counts

Site Code: CALVERT000EB
Station ID: ATR2000000EB

Calvert Cliffs Pkwy.
East of MD.2 & 4
Calvert County

Latitude: 0' 0.000 Undefined

Start Time	28-Aug-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	6	7	7	7	6	6	8	10	0	1	6	6	6	6
01:00	*	*	7	7	4	1	3	3	6	8	0	0	4	9	4	5
02:00	*	*	13	3	15	7	15	6	10	4	4	1	2	4	10	4
03:00	*	*	76	5	74	7	71	9	61	12	27	2	32	10	57	8
04:00	*	*	286	40	295	34	266	38	171	30	33	38	22	34	179	36
05:00	*	*	204	21	186	19	194	17	147	20	12	17	14	18	126	19
06:00	*	*	131	18	121	9	143	6	119	7	6	3	9	1	88	7
07:00	*	*	72	16	91	12	77	12	62	17	6	9	10	5	53	12
08:00	*	*	34	15	29	23	36	16	36	21	11	7	7	5	26	14
09:00	*	*	17	15	20	22	18	22	15	40	9	7	6	11	14	20
10:00	*	*	30	23	15	21	24	40	14	52	14	11	6	8	17	26
11:00	*	*	22	33	24	30	18	35	13	69	9	14	6	9	15	32
12:00 PM	*	*	14	36	16	36	14	40	14	86	5	11	1	8	11	36
01:00	*	*	7	125	10	109	10	118	7	130	9	19	11	11	9	85
02:00	13	166	8	126	12	150	12	167	7	78	11	16	12	9	11	102
03:00	41	212	28	233	34	222	36	207	29	62	25	8	28	13	32	137
04:00	20	152	26	176	24	179	22	145	22	61	21	39	19	34	22	112
05:00	5	57	7	83	7	78	7	64	3	35	6	13	6	22	6	50
06:00	2	17	6	27	8	16	4	16	3	10	3	6	2	2	4	13
07:00	5	9	6	13	3	20	5	11	6	12	5	4	5	5	5	11
08:00	4	6	8	8	7	10	6	13	3	5	7	9	4	4	6	8
09:00	6	10	6	8	5	8	6	9	2	2	7	7	5	5	5	7
10:00	5	13	6	8	2	3	6	8	7	4	2	2	6	6	5	6
11:00	6	13	5	12	4	9	6	15	0	0	5	5	2	2	4	8
Lane Day	107	655	1025	1058	1013	1032	1005	1023	765	775	237	249	225	241	715	764
AM Peak Vol.	762		2083		2045		2028		1540		486		466		1479	
PM Peak Vol.	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	13:00	15:00	16:00	15:00	16:00	15:00	15:00
AM Peak			04:00	04:00	04:00	04:00	04:00	10:00	04:00	11:00	04:00	04:00	03:00	04:00	04:00	04:00
PM Peak	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	15:00	13:00	15:00	16:00	15:00	16:00	15:00	15:00
AM Peak Vol.			286	40	295	34	266	40	171	69	33	38	32	34	179	36
PM Peak Vol.	41	212	28	233	34	222	36	207	29	130	25	39	28	34	32	137

KLD Engineering, P.C.

B-3

TR-427

Site Code: CALVERT000EB
 Station ID: ATR2000000EB

Calvert Cliffs Pkwy.
 East of MD.2 & 4
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	04-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	3	3	3	2	*	*	*	*	*	*	*	*	*	*	3	2
01:00	5	5	7	6	*	*	*	*	*	*	*	*	*	*	6	6
02:00	6	3	10	5	*	*	*	*	*	*	*	*	*	*	8	4
03:00	29	7	78	6	*	*	*	*	*	*	*	*	*	*	54	6
04:00	23	31	241	40	*	*	*	*	*	*	*	*	*	*	132	36
05:00	13	19	185	27	*	*	*	*	*	*	*	*	*	*	99	23
06:00	8	6	126	12	*	*	*	*	*	*	*	*	*	*	67	9
07:00	9	6	81	15	*	*	*	*	*	*	*	*	*	*	45	10
08:00	4	1	39	11	*	*	*	*	*	*	*	*	*	*	22	6
09:00	7	8	18	17	*	*	*	*	*	*	*	*	*	*	12	12
10:00	8	8	14	22	*	*	*	*	*	*	*	*	*	*	11	15
11:00	8	12	29	38	*	*	*	*	*	*	*	*	*	*	18	25
12:00 PM	11	8	13	41	*	*	*	*	*	*	*	*	*	*	12	24
01:00	11	12	11	97	*	*	*	*	*	*	*	*	*	*	11	54
02:00	6	5	*	*	*	*	*	*	*	*	*	*	*	*	6	5
03:00	32	12	*	*	*	*	*	*	*	*	*	*	*	*	32	12
04:00	17	26	*	*	*	*	*	*	*	*	*	*	*	*	17	26
05:00	7	30	*	*	*	*	*	*	*	*	*	*	*	*	7	30
06:00	4	8	*	*	*	*	*	*	*	*	*	*	*	*	4	8
07:00	4	4	*	*	*	*	*	*	*	*	*	*	*	*	4	4
08:00	6	4	*	*	*	*	*	*	*	*	*	*	*	*	6	4
09:00	4	5	*	*	*	*	*	*	*	*	*	*	*	*	4	5
10:00	3	6	*	*	*	*	*	*	*	*	*	*	*	*	3	6
11:00	5	5	*	*	*	*	*	*	*	*	*	*	*	*	5	5
Lane Day	233	234	855	339	0	0	0	0	0	0	0	0	0	0	588	337
AM Peak	03:00	04:00	04:00	04:00											04:00	04:00
Vol.	29	31	241	40											132	36
PM Peak	15:00	17:00	12:00	13:00											15:00	13:00
Vol.	32	30	13	97											32	54

Comb. Total	1229	3277	2045	2028	1540	486	466	2404
ADT	Not Calculated							

KLD Engineering, P.C.

B-4

TR-427

Site Code: CALVERT000NB
 Station ID: ATR400000NB

MD.2 & 4 Northbound
 South of Calvert Cliffs Pkwy.
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	Mon 28-Aug-06	Tue 29-Aug-06	Wed 30-Aug-06	Thu 31-Aug-06	Fri 01-Sep-06	Average Day	Sat 02-Sep-06	Sun 03-Sep-06	Week Average
12:00 AM	*	57	37	48	53	49	95	129	70
01:00	*	49	46	35	45	44	75	98	58
02:00	*	35	45	47	51	44	75	88	57
03:00	*	123	102	125	108	114	75	53	98
04:00	*	529	483	482	447	485	169	85	366
05:00	*	972	996	1000	754	930	231	116	678
06:00	*	1251	1265	1275	1091	1220	375	162	903
07:00	*	1253	1252	1286	1109	1225	525	254	946
08:00	*	1084	1094	1073	997	1062	773	363	897
09:00	*	771	771	801	738	770	901	643	771
10:00	*	639	631	685	620	644	1019	738	722
11:00	*	663	679	669	691	676	1003	738	740
12:00 PM	*	630	678	726	718	688	963	769	747
01:00	*	696	746	783	814	760	935	811	798
02:00	736	756	773	792	803	772	888	800	793
03:00	924	957	991	1026	851	950	869	795	916
04:00	965	1070	1085	1133	699	990	827	803	940
05:00	972	962	979	1005	586	901	713	791	858
06:00	703	790	857	841	557	750	623	687	723
07:00	475	430	505	554	499	493	664	708	548
08:00	422	338	373	425	479	407	696	682	488
09:00	262	252	261	314	285	275	410	456	320
10:00	149	151	168	165	244	175	312	340	218
11:00	70	92	83	100	132	95	225	219	132
Day Total	5678	14550	14900	15390	13371	14519	13441	11328	13787
% Avg. WkDay	39.1%	100.2%	102.6%	106.0%	92.1%				
% Avg. Week	41.2%	105.5%	108.1%	111.6%	97.0%	105.3%	97.5%	82.2%	
AM Peak		07:00	06:00	07:00	07:00	07:00	10:00	10:00	07:00
Vol.		1253	1265	1286	1109	1225	1019	738	946
PM Peak	17:00	16:00	16:00	16:00	15:00	16:00	12:00	13:00	16:00
Vol.	972	1070	1085	1133	851	990	963	811	940

Site Code: CALVERT000NB
 Station ID: ATR400000NB

MD.2 & 4 Northbound
 South of Calvert Cliffs Pkwy.
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	Mon 04-Sep-06	Tue 05-Sep-06	Wed 06-Sep-06	Thu 07-Sep-06	Fri 08-Sep-06	Average Day	Sat 09-Sep-06	Sun 10-Sep-06	Week Average
12:00 AM	131	49	*	*	*	90	*	*	90
01:00	83	59	*	*	*	71	*	*	71
02:00	49	38	*	*	*	44	*	*	44
03:00	54	118	*	*	*	86	*	*	86
04:00	129	522	*	*	*	326	*	*	326
05:00	155	977	*	*	*	566	*	*	566
06:00	207	1346	*	*	*	776	*	*	776
07:00	288	1462	*	*	*	875	*	*	875
08:00	396	1320	*	*	*	858	*	*	858
09:00	549	878	*	*	*	714	*	*	714
10:00	672	25	*	*	*	348	*	*	348
11:00	846	9	*	*	*	428	*	*	428
12:00 PM	845	1	*	*	*	423	*	*	423
01:00	872	0	*	*	*	436	*	*	436
02:00	973	0	*	*	*	486	*	*	486
03:00	934	*	*	*	*	934	*	*	934
04:00	961	*	*	*	*	961	*	*	961
05:00	839	*	*	*	*	839	*	*	839
06:00	775	*	*	*	*	775	*	*	775
07:00	678	*	*	*	*	678	*	*	678
08:00	511	*	*	*	*	511	*	*	511
09:00	281	*	*	*	*	281	*	*	281
10:00	186	*	*	*	*	186	*	*	186
11:00	88	*	*	*	*	88	*	*	88
Day Total	11502	6804	0	0	0	11780	0	0	11780
% Avg. WkDay	97.6%	57.8%	0.0%	0.0%	0.0%				
% Avg. Week	97.6%	57.8%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	07:00				07:00			07:00
Vol.	846	1462				875			875
PM Peak	14:00	12:00				16:00			16:00
Vol.	973	1				961			961
Grand Total	17180	21354	14900	15390	13371	26299	13441	11328	25567

ADT Not Calculated

Site Code: CALVERT000SB
 Station ID: ATR1000000SB

MD.2 & 4 Southbound
 North of Calvert Cliffs Pkwy.
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	Mon 28-Aug-06	Tue 29-Aug-06	Wed 30-Aug-06	Thu 31-Aug-06	Fri 01-Sep-06	Average Day	Sat 02-Sep-06	Sun 03-Sep-06	Week Average
12:00 AM	*	106	102	88	183	120	142	182	134
01:00	*	49	48	60	76	58	93	107	72
02:00	*	53	56	47	58	54	58	86	60
03:00	*	29	41	37	51	40	42	56	43
04:00	*	96	84	98	82	90	45	41	74
05:00	*	392	446	407	320	391	95	71	288
06:00	*	780	829	814	611	758	129	131	549
07:00	*	1002	1093	1173	936	1051	284	226	786
08:00	*	806	851	877	773	827	402	280	665
09:00	*	609	735	676	637	664	675	471	634
10:00	*	575	633	654	614	619	803	602	647
11:00	*	590	668	711	680	662	902	696	708
12:00 PM	*	668	699	723	752	710	909	946	783
01:00	*	679	713	746	974	778	871	916	816
02:00	*	805	927	900	1038	918	876	928	912
03:00	1094	1211	1228	1194	1158	1177	884	880	1093
04:00	1366	1614	1549	1512	1356	1479	805	863	1295
05:00	1426	1622	1580	1481	1191	1460	784	737	1260
06:00	1107	1205	1325	1367	852	1171	704	693	1036
07:00	766	888	888	964	695	840	610	599	773
08:00	563	638	730	742	457	626	565	607	615
09:00	374	479	543	535	387	464	503	478	471
10:00	251	287	345	395	276	311	408	348	330
11:00	124	178	189	280	258	206	309	243	226
Day Total	7071	15361	16302	16481	14415	15474	11898	11187	14270
% Avg. WkDay	45.7%	99.3%	105.4%	106.5%	93.2%				
% Avg. Week	49.6%	107.6%	114.2%	115.5%	101.0%	108.4%	83.4%	78.4%	
AM Peak		07:00	07:00	07:00	07:00	07:00	11:00	11:00	07:00
Vol.		1002	1093	1173	936	1051	902	696	786
PM Peak	17:00	17:00	17:00	16:00	16:00	16:00	12:00	12:00	16:00
Vol.	1426	1622	1580	1512	1356	1479	909	946	1295

Site Code: CALVERT000SB
 Station ID: ATR1000000SB

MD.2 & 4 Southbound
 North of Calvert Cliffs Pkwy.
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	Mon 04-Sep-06	Tue 05-Sep-06	Wed 06-Sep-06	Thu 07-Sep-06	Fri 08-Sep-06	Average Day	Sat 09-Sep-06	Sun 10-Sep-06	Week Average
12:00 AM	172	83	*	*	*	128	*	*	128
01:00	92	48	*	*	*	70	*	*	70
02:00	68	27	*	*	*	48	*	*	48
03:00	42	30	*	*	*	36	*	*	36
04:00	57	80	*	*	*	68	*	*	68
05:00	105	370	*	*	*	238	*	*	238
06:00	165	730	*	*	*	448	*	*	448
07:00	237	920	*	*	*	578	*	*	578
08:00	347	704	*	*	*	526	*	*	526
09:00	431	617	*	*	*	524	*	*	524
10:00	579	594	*	*	*	586	*	*	586
11:00	675	560	*	*	*	618	*	*	618
12:00 PM	770	632	*	*	*	701	*	*	701
01:00	790	658	*	*	*	724	*	*	724
02:00	791	508	*	*	*	650	*	*	650
03:00	795	*	*	*	*	795	*	*	795
04:00	835	*	*	*	*	835	*	*	835
05:00	750	*	*	*	*	750	*	*	750
06:00	715	*	*	*	*	715	*	*	715
07:00	609	*	*	*	*	609	*	*	609
08:00	490	*	*	*	*	490	*	*	490
09:00	388	*	*	*	*	388	*	*	388
10:00	274	*	*	*	*	274	*	*	274
11:00	145	*	*	*	*	145	*	*	145
Day Total	10322	6561	0	0	0	10944	0	0	10944
% Avg. WkDay	94.3%	60.0%	0.0%	0.0%	0.0%				
% Avg. Week	94.3%	60.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	11:00	07:00				11:00			11:00
Vol.	675	920				618			618
PM Peak	16:00	13:00				16:00			16:00
Vol.	835	658				835			835
Grand Total	17393	21922	16302	16481	14415	26418	11898	11187	25214

ADT Not Calculated

Site Code: IN0100000IN1
Station ID: CALVERT EB

Calvert Cliffs Parkway
East of MD 2/4
Calvert County

Latitude: 0' 0.000 Undefined

Start Time	18-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	*	*	4	4	3	6	3	6	2	5	4	4	3	5
01:00	*	*	*	*	8	6	8	12	5	4	2	3	4	3	5	6
02:00	*	*	*	*	8	10	6	3	7	6	5	5	4	6	6	6
03:00	*	*	*	*	9	3	14	9	9	10	9	11	7	4	10	7
04:00	*	*	*	*	70	9	64	4	61	10	26	10	24	7	49	8
05:00	*	*	*	*	308	42	274	30	194	35	41	34	24	29	168	34
06:00	*	*	*	*	202	19	177	30	140	18	15	8	10	13	109	18
07:00	*	*	*	*	69	8	133	18	110	12	9	6	6	4	65	10
08:00	*	*	*	*	45	23	71	19	67	9	9	8	12	4	41	13
09:00	*	*	*	*	32	15	30	15	33	18	10	13	10	8	23	14
10:00	*	*	*	*	18	13	21	19	19	37	11	6	11	10	16	17
11:00	*	*	*	*	21	29	19	26	10	53	9	12	2	7	12	25
12:00 PM	*	*	15	28	22	34	26	44	14	66	10	12	1	6	15	32
01:00	*	*	16	37	7	38	16	45	17	73	5	9	6	9	11	35
02:00	*	*	9	128	14	142	12	151	10	126	5	12	9	8	10	94
03:00	*	*	21	172	17	140	16	154	11	93	9	17	9	11	14	98
04:00	*	*	34	211	43	202	33	199	43	78	30	12	27	8	35	118
05:00	*	*	31	141	22	119	26	123	14	94	19	36	19	35	22	91
06:00	*	*	3	40	1	55	10	39	5	34	2	12	5	16	4	33
07:00	*	*	5	32	4	20	6	22	11	16	2	6	4	4	5	17
08:00	*	*	6	22	4	12	3	16	5	6	6	6	3	4	4	11
09:00	*	*	3	3	7	10	6	6	4	6	4	4	6	8	5	6
10:00	*	*	5	9	4	6	3	5	5	8	1	3	4	5	4	6
11:00	*	*	3	7	3	3	5	6	4	3	7	6	3	4	4	5
Lane Day	0	0	151	830	942	962	982	1001	801	821	248	256	214	217	640	709
AM Peak Vol.	0		981		1904		1983		1622		504		431		1349	
PM Peak Vol.																
Peak Time			16:00	16:00	16:00	16:00	16:00	16:00	16:00	14:00	16:00	17:00	16:00	17:00	16:00	16:00
Peak Vol.			34	211	43	202	33	199	43	126	30	36	27	35	35	118

KLD Engineering, P.C.

B-9

TR-427

Site Code: IN010000IN1
 Station ID: CALVERT EB

Calvert Cliffs Parkway
 East of MD 2/4
 Calvert County

Latitude: 0' 0.000 Undefined

Start Time	25-Sep-06		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	4	3	3	3	3	4	*	*	*	*	*	*	*	*	3	3
01:00	5	6	4	10	6	6	*	*	*	*	*	*	*	*	5	7
02:00	4	5	6	4	4	5	*	*	*	*	*	*	*	*	5	5
03:00	12	4	11	5	8	6	*	*	*	*	*	*	*	*	10	5
04:00	70	10	75	5	80	16	*	*	*	*	*	*	*	*	75	10
05:00	275	44	289	38	282	35	*	*	*	*	*	*	*	*	282	39
06:00	174	12	199	14	198	17	*	*	*	*	*	*	*	*	190	14
07:00	115	10	107	11	132	9	*	*	*	*	*	*	*	*	118	10
08:00	73	14	69	44	81	14	*	*	*	*	*	*	*	*	74	24
09:00	37	17	26	22	43	16	*	*	*	*	*	*	*	*	35	18
10:00	24	22	18	15	17	29	*	*	*	*	*	*	*	*	20	22
11:00	21	22	20	21	15	22	*	*	*	*	*	*	*	*	19	22
12:00 PM	15	38	20	35	12	21	*	*	*	*	*	*	*	*	16	31
01:00	16	42	12	38	*	*	*	*	*	*	*	*	*	*	14	40
02:00	10	137	17	126	*	*	*	*	*	*	*	*	*	*	14	132
03:00	12	123	37	166	*	*	*	*	*	*	*	*	*	*	24	144
04:00	23	209	31	206	*	*	*	*	*	*	*	*	*	*	27	208
05:00	28	144	20	131	*	*	*	*	*	*	*	*	*	*	24	138
06:00	7	62	6	69	*	*	*	*	*	*	*	*	*	*	6	66
07:00	6	17	8	18	*	*	*	*	*	*	*	*	*	*	7	18
08:00	5	9	4	12	*	*	*	*	*	*	*	*	*	*	4	10
09:00	5	4	8	11	*	*	*	*	*	*	*	*	*	*	6	8
10:00	3	7	8	7	*	*	*	*	*	*	*	*	*	*	6	7
11:00	4	4	11	13	*	*	*	*	*	*	*	*	*	*	8	8
Lane Day	948	965	1009	1024	881	200	0	0	0	0	0	0	0	0	992	989
Day	1913		2033		1081		0	0	0	0	0	0	0	0	1981	
AM Peak	05:00	05:00	05:00	08:00	05:00	05:00									05:00	05:00
Vol.	275	44	289	44	282	35									282	39
PM Peak	17:00	16:00	15:00	16:00	12:00	12:00									16:00	16:00
Vol.	28	209	37	206	12	21									27	208

Comb. Total	1913		3014		2985		1983		1622		504		431		3330	
ADT	Not Calculated															

KLD Engineering, P.C.

B-10

TR-427

MD 2/4 Southbound
North of Calvert Cliffs Parkway
Calvert County

Latitude: 0' 0.000 Undefined

KLD Engineering, P.C.

B-11

TR-427

Start Time	Mon 18-Sep-06	Tue 19-Sep-06	Wed 20-Sep-06	Thu 21-Sep-06	Fri 22-Sep-06	Average Day	Sat 23-Sep-06	Sun 24-Sep-06	Week Average
12:00 AM	*	*	73	102	114	96	186	217	138
01:00	*	*	52	56	53	54	102	128	78
02:00	*	*	52	46	46	48	76	76	59
03:00	*	*	24	29	44	32	63	41	40
04:00	*	*	84	93	82	86	74	46	76
05:00	*	*	408	382	288	359	121	80	256
06:00	*	*	727	761	588	692	217	108	480
07:00	*	*	992	1020	860	957	360	219	690
08:00	*	*	812	797	796	802	540	334	656
09:00	*	*	652	689	655	665	661	462	624
10:00	*	*	632	638	639	636	799	588	659
11:00	*	*	648	657	692	666	827	743	713
12:00 PM	*	669	681	685	759	698	1004	848	774
01:00	*	632	669	689	819	702	995	813	770
02:00	*	734	774	779	938	806	1066	758	842
03:00	*	1093	1147	1112	1210	1140	1028	695	1048
04:00	*	1352	1419	1451	1410	1408	998	717	1224
05:00	*	1365	1405	1475	1385	1408	969	746	1224
06:00	*	1189	1209	1269	1452	1280	836	695	1108
07:00	*	770	917	856	997	885	740	610	815
08:00	*	561	673	652	743	657	636	536	634
09:00	*	461	503	556	494	504	495	416	488
10:00	*	305	290	362	458	354	414	282	352
11:00	*	182	160	202	335	220	331	138	225
Day Total	0	9313	15003	15358	15857	15155	13538	10296	13973
% Avg. WkDay	0.0%	61.5%	99.0%	101.3%	104.6%				
% Avg. Week	0.0%	66.6%	107.4%	109.9%	113.5%	108.5%	96.9%	73.7%	
AM Peak			07:00	07:00	07:00	07:00	11:00	11:00	11:00
Vol.			992	1020	860	957	827	743	713
PM Peak		17:00	16:00	17:00	18:00	16:00	14:00	12:00	16:00
Vol.		1365	1419	1475	1452	1408	1066	848	1224

MD 2/4 Southbound
North of Calvert Cliffs Parkway
Calvert County

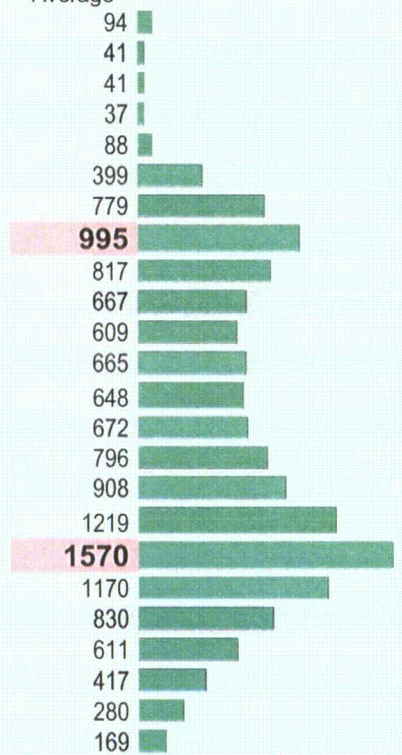
Latitude: 0' 0.000 Undefined

KLD Engineering, P.C.

B-12

TR-427

Start Time	Mon 25-Sep-06	Tue 26-Sep-06	Wed 27-Sep-06	Thu 28-Sep-06	Fri 29-Sep-06	Average Day	Sat 30-Sep-06	Sun 01-Oct-06	Week Average
12:00 AM	103	90	90	*	*	94	*	*	94
01:00	40	38	44	*	*	41	*	*	41
02:00	26	50	48	*	*	41	*	*	41
03:00	42	39	30	*	*	37	*	*	37
04:00	95	86	84	*	*	88	*	*	88
05:00	405	394	399	*	*	399	*	*	399
06:00	777	807	754	*	*	779	*	*	779
07:00	952	1017	1017	*	*	995	*	*	995
08:00	782	803	865	*	*	817	*	*	817
09:00	662	652	686	*	*	667	*	*	667
10:00	615	588	625	*	*	609	*	*	609
11:00	639	723	632	*	*	665	*	*	665
12:00 PM	686	716	542	*	*	648	*	*	648
01:00	703	642	*	*	*	672	*	*	672
02:00	790	802	*	*	*	796	*	*	796
03:00	667	1148	*	*	*	908	*	*	908
04:00	1033	1405	*	*	*	1219	*	*	1219
05:00	1735	1404	*	*	*	1570	*	*	1570
06:00	1230	1111	*	*	*	1170	*	*	1170
07:00	827	833	*	*	*	830	*	*	830
08:00	590	632	*	*	*	611	*	*	611
09:00	392	442	*	*	*	417	*	*	417
10:00	273	286	*	*	*	280	*	*	280
11:00	157	181	*	*	*	169	*	*	169
Day Total	14221	14889	5816	0	0	14522	0	0	14522
% Avg. WkDay	97.9%	102.5%	40.0%	0.0%	0.0%				
% Avg. Week	97.9%	102.5%	40.0%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	07:00	07:00			07:00			07:00
Vol.	952	1017	1017			995			995
PM Peak	17:00	16:00	12:00			17:00			17:00
Vol.	1735	1405	542			1570			1570
Grand Total	14221	24202	20819	15358	15857	29677	13538	10296	28495
ADT	Not Calculated								



MD 2/4 Northbound
South of Calvert Cliffs Parkway
Calvert County

Latitude: 0' 0.000 Undefined

Start Time	Mon 18-Sep-06	Tue 19-Sep-06	Wed 20-Sep-06	Thu 21-Sep-06	Fri 22-Sep-06	Average Day	Sat 23-Sep-06	Sun 24-Sep-06	Week Average
12:00 AM	*	*	52	64	65	60	107	150	88
01:00	*	*	38	40	42	40	86	90	59
02:00	*	*	39	49	63	50	62	71	57
03:00	*	*	125	101	118	115	65	70	96
04:00	*	*	481	492	460	478	150	93	335
05:00	*	*	1019	955	862	945	230	135	640
06:00	*	*	1238	1282	1217	1246	380	227	869
07:00	*	*	1229	1282	1198	1236	705	265	936
08:00	*	*	1070	1122	1104	1099	798	426	904
09:00	*	*	764	731	781	759	814	752	768
10:00	*	*	631	672	767	690	992	827	778
11:00	*	*	697	687	757	714	888	787	763
12:00 PM	*	563	670	707	760	675	883	817	733
01:00	*	681	739	766	830	754	865	834	786
02:00	*	757	827	810	950	836	912	832	848
03:00	*	978	944	998	1028	987	905	779	939
04:00	*	1063	1050	1111	1171	1099	878	848	1020
05:00	*	978	1074	1064	986	1026	846	809	960
06:00	*	713	847	842	742	786	714	615	746
07:00	*	508	607	632	604	588	617	553	587
08:00	*	441	496	484	453	468	541	386	467
09:00	*	266	283	309	401	315	456	237	325
10:00	*	135	178	241	270	206	273	133	205
11:00	*	85	80	125	198	122	235	96	136
Day Total	0	7168	15178	15566	15827	15294	13402	10832	14045
% Avg. WkDay	0.0%	46.9%	99.2%	101.8%	103.5%				
% Avg. Week	0.0%	51.0%	108.1%	110.8%	112.7%	108.9%	95.4%	77.1%	
AM Peak			06:00	06:00	06:00	06:00	10:00	10:00	07:00
Vol.			1238	1282	1217	1246	992	827	936
PM Peak		16:00	17:00	16:00	16:00	16:00	14:00	16:00	16:00
Vol.		1063	1074	1111	1171	1099	912	848	1020

KLD Engineering, P.C.

B-13

TR-427

MD 2/4 Northbound
South of Calvert Cliffs Parkway
Calvert County

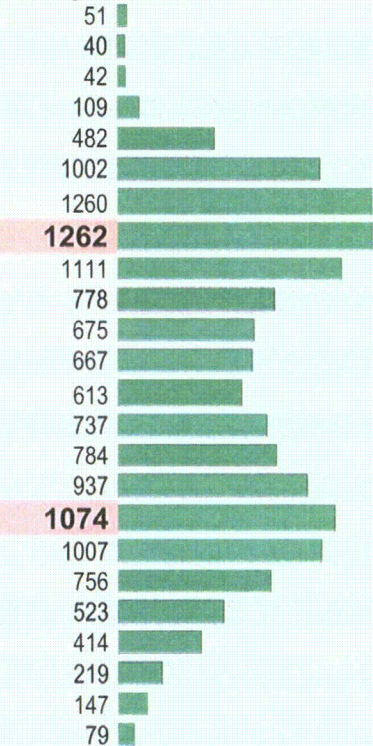
Latitude: 0' 0.000 Undefined

KLD Engineering, P.C.

B-14

TR-427

Start Time	Mon 25-Sep-06	Tue 26-Sep-06	Wed 27-Sep-06	Thu 28-Sep-06	Fri 29-Sep-06	Average Day	Sat 30-Sep-06	Sun 01-Oct-06	Week Average
12:00 AM	70	40	42	*	*	51	*	*	51
01:00	51	34	36	*	*	40	*	*	40
02:00	43	38	44	*	*	42	*	*	42
03:00	112	106	109	*	*	109	*	*	109
04:00	494	472	479	*	*	482	*	*	482
05:00	1004	1010	993	*	*	1002	*	*	1002
06:00	1238	1254	1289	*	*	1260	*	*	1260
07:00	1250	1240	1295	*	*	1262	*	*	1262
08:00	1128	1117	1088	*	*	1111	*	*	1111
09:00	778	782	775	*	*	778	*	*	778
10:00	703	656	666	*	*	675	*	*	675
11:00	681	629	691	*	*	667	*	*	667
12:00 PM	663	653	522	*	*	613	*	*	613
01:00	732	742	*	*	*	737	*	*	737
02:00	777	791	*	*	*	784	*	*	784
03:00	893	981	*	*	*	937	*	*	937
04:00	989	1158	*	*	*	1074	*	*	1074
05:00	989	1025	*	*	*	1007	*	*	1007
06:00	749	762	*	*	*	756	*	*	756
07:00	522	524	*	*	*	523	*	*	523
08:00	379	448	*	*	*	414	*	*	414
09:00	183	255	*	*	*	219	*	*	219
10:00	138	156	*	*	*	147	*	*	147
11:00	73	85	*	*	*	79	*	*	79
Day Total	14639	14958	8029	0	0	14769	0	0	14769
% Avg. WkDay	99.1%	101.3%	54.4%	0.0%	0.0%				
% Avg. Week	99.1%	101.3%	54.4%	0.0%	0.0%	100.0%	0.0%	0.0%	
AM Peak	07:00	06:00	07:00			07:00			07:00
Vol.	1250	1254	1295			1262			1262
PM Peak	16:00	16:00	12:00			16:00			16:00
Vol.	989	1158	522			1074			1074
Grand Total	14639	22126	23207	15566	15827	30063	13402	10832	28814
ADT	Not Calculated								



Weekday Morning Peak Hour (6:00 am - 9:00 am)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Pardoe Rd Eastbound			MD 765 (HG Trueman) Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	2	240	0	1	122	0	0	0	1	0	0	16	382
6:15-6:30	3	270	0	6	181	0	0	0	8	0	1	20	489
6:30-6:45	2	299	3	13	177	1	0	0	8	3	2	19	527
6:45-7:00	4	249	0	22	218	0	1	0	6	0	0	24	524
7:00-7:15	3	281	1	13	221	0	0	1	3	0	1	38	562
7:15-7:30	4	269	0	11	232	0	0	0	1	1	0	23	541
7:30-7:45	2	315	2	28	228	0	0	0	1	0	1	30	607
7:45-8:00	4	267	1	49	244	0	0	1	2	0	0	31	599
8:00-8:15	3	220	1	22	198	0	1	5	2	0	0	34	486
8:15-8:30	3	248	0	19	184	1	1	1	0	0	2	25	484
8:30-8:45	4	245	1	16	185	0	1	2	3	0	1	22	480
8:45-9:00	10	200	1	12	186	0	0	0	8	1	0	25	443

Hourly Totals													
6:00-7:00	11	1058	3	42	698	1	1	0	23	3	3	79	1922
6:15-7:15	12	1099	4	54	797	1	1	1	25	3	4	101	2102
6:30-7:30	13	1098	4	59	848	1	1	1	18	4	3	104	2154
6:45-7:45	13	1114	3	74	899	0	1	1	11	1	2	115	2234
7:00-8:00	13	1132	4	101	925	0	0	2	7	1	2	122	2309
7:15-8:15	13	1071	4	110	902	0	1	6	6	1	1	118	2233
7:30-8:30	12	1050	4	118	854	1	2	7	5	0	3	120	2176
7:45-8:45	14	980	3	106	811	1	3	9	7	0	3	112	2049
8:00-9:00	20	913	3	69	753	1	3	8	13	1	3	106	1893

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:00-8:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2309
	13	1132	4	101	925	0	0	2	7	1	2	122	

AM PHF = 0.95

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Pardoe Rd Eastbound			MD 765 (HG Trueman) Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	5	255	1	24	273	0	0	1	6	0	0	27	592
4:15-4:30	7	259	2	35	312	0	0	0	4	0	0	26	645
4:30-4:45	4	247	1	38	321	1	0	0	4	0	4	22	642
4:45-5:00	5	294	3	48	323	0	0	0	4	3	0	32	712
5:00-5:15	3	251	2	47	307	0	1	3	2	0	0	42	658
5:15-5:30	3	249	2	36	336	0	0	0	3	0	0	44	673
5:30-5:45	1	222	3	42	333	0	1	1	5	0	0	41	649
5:45-6:00	3	212	7	49	297	0	0	2	3	0	2	22	597
6:00-6:15	6	235	4	44	296	0	0	1	5	1	2	27	621
6:15-6:30	7	197	3	35	334	0	0	4	5	0	1	24	610
6:30-6:45	2	180	3	30	301	1	0	2	2	1	0	19	541
6:45-7:00	4	147	0	33	273	0	0	2	2	1	1	24	487

Hourly Totals													
4:00-5:00	21	1055	7	145	1229	1	0	1	18	3	4	107	2591
4:15-5:15	19	1051	8	168	1263	1	1	3	14	3	4	122	2657
4:30-5:30	15	1041	8	169	1287	1	1	3	13	3	4	140	2685
4:45-5:45	12	1016	10	173	1299	0	2	4	14	3	0	159	2692
5:00-6:00	10	934	14	174	1273	0	2	6	13	0	2	149	2577
5:15-6:15	13	918	16	171	1262	0	1	4	16	1	4	134	2540
5:30-6:30	17	866	17	170	1260	0	1	8	18	1	5	114	2477
5:45-6:45	18	824	17	158	1228	1	0	9	15	2	5	92	2369
6:00-7:00	19	759	10	142	1204	1	0	9	14	3	4	94	2259

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
4:45-5:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2692
	12	1016	10	173	1299	0	2	4	14	3	0	159	

PM PHF = 0.95

Peak Hour
Turning Movement Count

Intersection: MD 2/4 & Pardoe / MD 765 (HG Trueman)

Weather: Sunny

Count by: FSK

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Count Day/Date: Tuesday October 10, 2006

County: Calvert

Weekday Morning Peak Hour (6:00 am - 9:00 am)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Pardoe Rd Eastbound			MD 765 (HG Trueman) Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	3	241	0	1	148	1	1	0	3	0	0	18	416
6:15-6:30	3	293	2	3	180	0	0	0	6	0	0	21	508
6:30-6:45	3	255	0	9	176	0	0	2	9	2	0	14	470
6:45-7:00	4	259	0	2	197	0	2	0	2	1	3	19	489
7:00-7:15	6	264	0	10	212	0	0	0	5	0	2	22	521
7:15-7:30	4	253	4	14	229	0	0	1	2	0	0	28	535
7:30-7:45	2	300	0	34	281	0	0	0	3	0	1	26	647
7:45-8:00	1	272	0	42	221	0	0	1	4	0	2	35	578
8:00-8:15	2	229	0	22	169	1	0	1	2	1	1	35	463
8:15-8:30	1	230	0	17	191	0	0	0	3	1	1	18	462
8:30-8:45	2	242	0	16	182	0	0	1	2	1	0	20	466
8:45-9:00	8	201	1	14	178	1	0	1	5	0	0	17	426

Hourly Totals													
6:00-7:00	13	1048	2	15	701	1	3	2	20	3	3	72	1883
6:15-7:15	16	1071	2	24	765	0	2	2	22	3	5	76	1988
6:30-7:30	17	1031	4	35	814	0	2	3	18	3	5	83	2015
6:45-7:45	16	1076	4	60	919	0	2	1	12	1	6	95	2192
7:00-8:00	13	1089	4	100	943	0	0	2	14	0	5	111	2281
7:15-8:15	9	1054	4	112	900	1	0	3	11	1	4	124	2223
7:30-8:30	6	1031	0	115	862	1	0	2	12	2	5	114	2150
7:45-8:45	6	973	0	97	763	1	0	3	11	3	4	108	1969
8:00-9:00	13	902	1	69	720	2	0	3	12	3	2	90	1817

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:00-8:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00-8:00	13	1089	4	100	943	0	0	2	14	0	5	111	2281

AM PHF = 0.88

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Pardoe Rd Eastbound			MD 765 (HG Trueman) Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	2	219	3	25	285	1	0	0	7	0	0	18	560
4:15-4:30	4	263	0	26	279	1	0	2	1	0	3	21	600
4:30-4:45	7	259	3	41	355	0	1	1	8	0	3	34	712
4:45-5:00	4	280	1	30	298	1	0	2	2	1	2	33	654
5:00-5:15	9	248	3	43	363	0	0	0	5	0	1	20	692
5:15-5:30	3	256	4	54	368	0	1	1	5	0	0	20	712
5:30-5:45	2	214	6	29	326	1	0	0	4	1	0	20	603
5:45-6:00	3	179	0	47	346	0	0	2	1	0	0	19	597
6:00-6:15	8	178	2	29	312	0	0	1	2	0	2	18	552
6:15-6:30	2	184	2	33	319	1	0	0	2	0	1	19	563
6:30-6:45	3	184	2	27	261	0	0	2	6	0	2	28	515
6:45-7:00	2	165	1	17	205	0	1	2	3	0	0	31	427

Hourly Totals													
4:00-5:00	17	1021	7	122	1217	3	1	5	18	1	8	106	2526
4:15-5:15	24	1050	7	140	1295	2	1	5	16	1	9	108	2658
4:30-5:30	23	1043	11	168	1384	1	2	4	20	1	6	107	2770
4:45-5:45	18	998	14	156	1355	2	1	3	16	2	3	93	2661
5:00-6:00	17	897	13	173	1403	1	1	3	15	1	1	79	2604
5:15-6:15	16	827	12	159	1352	1	1	4	12	1	2	77	2464
5:30-6:30	15	755	10	138	1303	2	0	3	9	1	3	76	2315
5:45-6:45	16	725	6	136	1238	1	0	5	11	0	5	84	2227
6:00-7:00	15	711	7	106	1097	1	1	5	13	0	5	96	2057

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
4:30-5:30	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30-5:30	23	1043	11	168	1384	1	2	4	20	1	6	107	2770

PM PHF = 0.97

Peak Hour Turning Movement Count	Intersection: MD 2/4 and MD 765 Weather: AM Foggy-PM Drizzle Count by: FSK Count Day/Date: Wednesday October 11, 2006 County: Calvert
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	

Weekday Morning Peak Hour (6:00 am - 9:00 am)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Ball Rd Eastbound			Calvert Beach Rd Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	9	292	9	9	144	3	8	6	11	18	6	24	539
6:15-6:30	12	300	11	7	159	2	5	9	25	41	6	32	609
6:30-6:45	11	308	7	6	151	2	4	6	39	16	5	35	590
6:45-7:00	13	298	15	4	155	2	12	7	23	37	5	67	638
7:00-7:15	8	270	22	6	205	3	10	8	26	21	8	68	655
7:15-7:30	10	270	12	3	257	2	7	8	18	29	8	50	674
7:30-7:45	11	277	11	10	286	2	10	4	28	25	7	35	706
7:45-8:00	8	300	15	14	262	3	8	5	21	23	7	47	713
8:00-8:15	23	268	10	8	133	4	4	4	21	10	8	29	522
8:15-8:30	4	247	22	7	155	3	6	15	29	19	2	24	533
8:30-8:45	7	261	9	14	138	3	9	11	11	21	16	32	532
8:45-9:00	13	243	11	12	158	2	10	13	10	18	6	53	549

Hourly Totals													
6:00-7:00	45	1198	42	26	609	9	29	28	98	112	22	158	2376
6:15-7:15	44	1176	55	23	670	9	31	30	113	115	24	202	2492
6:30-7:30	42	1146	56	19	768	9	33	29	106	103	26	220	2557
6:45-7:45	42	1115	60	23	903	9	39	27	95	112	28	220	2673
7:00-8:00	37	1117	60	33	1010	10	35	25	93	98	30	200	2748
7:15-8:15	52	1115	48	35	938	11	29	21	88	87	30	161	2615
7:30-8:30	46	1092	58	39	836	12	28	28	99	77	24	135	2474
7:45-8:45	42	1076	56	43	688	13	27	35	82	73	33	132	2300
8:00-9:00	47	1019	52	41	584	12	29	43	71	68	32	138	2136

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
7:00-8:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2748
	37	1117	60	33	1010	10	35	25	93	98	30	200	

AM PHF = 0.96

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Ball Rd Eastbound			Calvert Beach Rd Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	17	277	23	16	300	5	4	14	18	24	9	17	724
4:15-4:30	20	219	19	19	322	7	6	12	20	22	13	16	695
4:30-4:45	27	252	23	17	339	9	4	14	27	30	20	18	780
4:45-5:00	27	193	18	19	321	6	3	16	20	30	20	18	691
5:00-5:15	21	229	18	19	335	11	5	10	15	21	17	23	724
5:15-5:30	14	216	16	16	329	8	10	14	31	26	22	17	719
5:30-5:45	12	217	14	15	310	9	2	11	19	17	14	22	662
5:45-6:00	23	174	12	24	258	6	3	18	31	23	18	15	605
6:00-6:15	18	166	16	14	283	4	5	18	11	31	21	11	598
6:15-6:30	17	154	19	24	245	8	2	11	16	14	7	19	536
6:30-6:45	20	142	11	22	278	9	3	6	16	19	9	12	547
6:45-7:00	23	131	13	18	219	7	4	6	26	8	22	6	483

Hourly Totals													
4:00-5:00	91	941	83	71	1282	27	17	56	85	106	62	69	2890
4:15-5:15	95	893	78	74	1317	33	18	52	82	103	70	75	2890
4:30-5:30	89	890	75	71	1324	34	22	54	93	107	79	76	2914
4:45-5:45	74	855	66	69	1295	34	20	51	85	94	73	80	2796
5:00-6:00	70	836	60	74	1232	34	20	53	96	87	71	77	2710
5:15-6:15	67	773	58	69	1180	27	20	61	92	97	75	65	2584
5:30-6:30	70	711	61	77	1096	27	12	58	77	85	60	67	2401
5:45-6:45	78	636	58	84	1064	27	13	53	74	87	55	57	2286
6:00-7:00	78	593	59	78	1025	28	14	41	69	72	59	48	2164

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
4:30-5:30	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2914
	89	890	75	71	1324	34	22	54	93	107	79	76	

PM PHF = 0.93

Peak Hour Turning Movement Count	Intersection: MD 2/4 at Ball Rd/Calvert Beach Rd Weather: Sunny Count by: FSK/ML Count Day/Date: Tuesday September 26, 2006 County: Calvert
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	

Weekday Morning Peak Hour (6:00 am - 9:00 am)

Time:	MD 2/4 Northbound			MD 2/4 Southbound			Ball Rd Eastbound			Calvert Beach Rd Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	9	243	9	12	86	1	2	3	16	16	5	31	433
6:15-6:30	18	260	8	4	134	2	2	5	18	18	2	41	512
6:30-6:45	11	306	20	4	140	6	6	4	19	21	3	53	593
6:45-7:00	11	313	15	4	234	0	13	15	33	27	6	59	730
7:00-7:15	10	246	15	4	225	1	7	10	28	29	7	65	647
7:15-7:30	8	284	14	8	272	3	8	12	8	35	15	38	705
7:30-7:45	10	325	9	11	312	2	5	3	25	23	7	34	766
7:45-8:00	7	305	9	15	184	3	7	4	21	20	9	48	632
8:00-8:15	17	266	16	8	156	3	9	5	22	20	2	32	556
8:15-8:30	8	233	7	12	161	8	11	22	23	17	7	31	307
8:30-8:45	7	232	7	13	150	2	8	9	12	20	8	34	502
8:45-9:00	9	218	11	9	140	4	11	4	8	21	12	28	475

Hourly Totals													
6:00-7:00	49	1122	52	24	594	9	23	27	86	82	16	184	2268
6:15-7:15	50	1125	58	16	733	9	28	34	98	95	18	218	2482
6:30-7:30	40	1149	64	20	871	10	34	41	88	112	31	215	2675
6:45-7:45	39	1168	53	27	1043	6	33	40	94	114	35	196	2848
7:00-8:00	35	1160	47	38	993	9	27	29	82	107	38	185	2750
7:15-8:15	42	1180	48	42	924	11	29	24	76	98	33	152	2659
7:30-8:30	42	896	41	46	813	16	32	34	91	80	25	145	2261
7:45-8:45	39	803	39	48	651	16	35	40	78	77	26	145	1997
8:00-9:00	41	716	41	42	607	17	39	40	65	78	29	125	1840

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
6:45-7:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2848
	39	1168	53	27	1043	6	33	40	94	114	35	196	

AM PHF = 0.93

Weekday Evening Peak Hour (4 pm - 7 pm)

Time:	MD 2/4 Northbound			MD 2/4 Southbound			Ball Rd Eastbound			Calvert Beach Rd Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	14	155	19	13	215	10	10	61	16	19	111	15	658
4:15-4:30	20	212	22	5	283	3	5	8	16	27	12	22	635
4:30-4:45	23	228	22	10	302	11	4	20	11	19	19	27	696
4:45-5:00	34	223	29	15	316	9	7	8	28	25	17	18	729
5:00-5:15	19	262	16	22	285	7	2	13	17	28	13	15	699
5:15-5:30	22	214	11	14	288	15	7	8	31	31	20	14	675
5:30-5:45	25	218	20	11	291	6	4	21	20	28	8	13	665
5:45-6:00	19	188	15	18	289	5	5	12	21	23	13	11	619
6:00-6:15	33	163	14	21	247	10	2	17	32	28	23	22	612
6:15-6:30	15	128	11	21	293	13	6	13	20	16	15	14	565
6:30-6:45	14	133	9	16	286	14	8	14	21	12	10	18	555
6:45-7:00	18	147	15	19	221	9	8	10	26	11	13	17	514

Hourly Totals													
4:00-5:00	91	818	92	43	1116	33	26	97	71	90	159	82	2718
4:15-5:15	96	925	89	52	1186	30	18	49	72	99	61	82	2759
4:30-5:30	98	927	78	61	1191	42	20	49	87	103	69	74	2799
4:45-5:45	100	917	76	62	1180	37	20	50	96	112	58	60	2768
5:00-6:00	85	882	62	65	1153	33	18	54	89	110	54	53	2658
5:15-6:15	99	783	60	64	1115	36	18	58	104	110	64	60	2571
5:30-6:30	92	697	60	71	1120	34	17	63	93	95	59	60	2461
5:45-6:45	81	612	49	76	1115	42	21	56	94	79	61	65	2351
6:00-7:00	80	571	49	77	1047	46	24	54	99	67	61	71	2246

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
4:30-5:30	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2799
	98	927	78	61	1191	42	20	49	87	103	69	74	

PM PHF = 0.96

Peak Hour
Turning Movement Count

Intersection: MD 2/4 at Ball Rd/Calvert Beach Rd

Weather: Sunny

Count by: FSK/MML

Count Day/Date: Wednesday September 27, 2006

County: Calvert

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

PASSENGER CAR TURNING MOVEMENT COUNT - SUMMARY

Counted by: RB/JK
 Date: October 4, 2006 Day: Wednesday
 Intersection of: MD 2 & 4
 and: Calvert Cliffs Pkwy/MD 765
 Location: Calvert County, MD
 Weather: Fair
 Entered by: KL

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
06:0-15	0	89	9	0	98	9	199	0	0	208	6	0	6	0	12	1	0	0	0	1	319	
15-30	0	110	12	0	122	6	217	0	0	223	8	0	9	0	17	0	0	0	0	0	362	
30-45	1	125	5	0	131	11	203	0	0	214	8	0	7	0	15	2	0	0	0	2	362	
45-00	2	113	5	0	120	19	172	0	0	191	6	0	7	0	13	3	0	0	0	3	327	
07:0-15	0	151	15	0	166	17	236	0	0	253	5	0	4	0	9	1	0	0	0	1	429	
15-30	0	191	21	0	212	18	245	0	0	263	7	0	6	0	13	3	0	0	0	3	491	
30-45	1	229	10	0	240	10	194	0	0	204	5	0	2	0	7	2	0	0	0	2	453	
45-00	0	233	11	0	244	14	149	0	0	163	4	0	5	0	9	1	0	0	0	1	417	
08:0-15	1	158	7	0	166	5	167	0	0	172	4	0	4	0	8	5	0	0	0	5	351	
15-30	1	145	5	0	151	7	151	0	0	158	6	0	4	0	10	1	0	0	0	1	320	
30-45	0	126	9	0	135	8	179	0	0	187	5	0	5	0	10	2	0	0	0	2	334	
45-00	2	167	4	0	173	12	188	0	0	200	8	0	7	0	15	1	0	0	0	1	389	
3 Hr Totals	8	1837	113	0	1958	136	2300	0	0	2436	72	0	66	0	138	22	0	0	0	22	4554	
1 Hr Totals																						
06-07	3	437	31	0	471	45	791	0	0	836	28	0	29	0	57	6	0	0	0	6	1370	
615-715	3	499	37	0	539	53	828	0	0	881	27	0	27	0	54	6	0	0	0	6	1480	
630-730	3	580	46	0	629	65	856	0	0	921	26	0	24	0	50	9	0	0	0	9	1609	
645-745	3	684	51	0	738	64	847	0	0	911	23	0	19	0	42	9	0	0	0	9	1700	
07-08	1	804	57	0	862	59	824	0	0	883	21	0	17	0	38	7	0	0	0	7	1790	
715-815	2	811	49	0	862	47	755	0	0	802	20	0	17	0	37	11	0	0	0	11	1712	
730-830	3	765	33	0	801	36	661	0	0	697	19	0	15	0	34	9	0	0	0	9	1541	
745-845	2	662	32	0	696	34	646	0	0	680	19	0	18	0	37	9	0	0	0	9	1422	
08-09	4	596	25	0	625	32	685	0	0	717	23	0	20	0	43	9	0	0	0	9	1394	
PEAK HOUR	07-08	1	804	57	0	862	59	824	0	0	883	21	0	17	0	38	7	0	0	0	7	1790
PM																						
04:0-15	0	289	0	0	289	4	183	0	0	187	7	0	6	0	13	1	0	0	0	1	490	
15-30	1	345	2	0	348	7	202	0	0	209	9	0	13	0	22	2	0	0	0	2	581	
30-45	0	388	0	0	388	7	212	0	0	219	11	0	7	0	18	2	0	0	0	2	627	
45-00	1	420	1	0	422	5	222	0	0	227	11	0	12	0	23	3	0	0	0	3	675	
05:0-15	0	367	0	0	367	6	233	0	0	239	8	0	11	0	19	4	0	0	0	4	629	
15-30	1	352	2	0	355	7	253	0	0	260	5	0	18	0	23	3	0	0	0	3	641	
30-45	1	355	2	0	358	5	237	0	0	242	13	0	10	0	23	6	0	0	0	6	629	
45-00	1	270	2	0	273	7	198	0	0	205	7	0	12	0	19	3	0	0	0	3	500	
06:0-15	0	348	1	0	349	4	200	0	0	204	9	0	15	0	24	8	0	0	0	8	585	
15-30	1	278	0	0	279	6	202	0	0	208	11	0	8	0	19	2	0	0	0	2	508	
30-45	2	289	1	0	292	3	194	0	0	197	14	0	9	0	23	2	0	0	0	2	514	
45-00	3	251	0	0	254	8	179	0	0	187	10	0	11	0	21	1	0	0	0	1	463	
3 Hr Totals	11	3952	11	0	3974	69	2515	0	0	2584	115	0	132	0	247	37	0	0	0	37	6842	
1 Hr Totals																						
04-05	2	1442	3	0	1447	23	819	0	0	842	38	0	38	0	76	8	0	0	0	8	2373	
415-515	2	1520	3	0	1525	25	869	0	0	894	39	0	43	0	82	11	0	0	0	11	2512	
430-530	2	1527	3	0	1532	25	920	0	0	945	35	0	48	0	83	12	0	0	0	12	2572	
445-545	3	1494	5	0	1502	23	945	0	0	968	37	0	51	0	88	16	0	0	0	16	2574	
05-06	3	1344	6	0	1353	25	921	0	0	946	33	0	51	0	84	16	0	0	0	16	2399	
515-615	3	1325	7	0	1335	23	888	0	0	911	34	0	55	0	89	20	0	0	0	20	2355	
530-630	3	1251	5	0	1259	22	837	0	0	859	40	0	45	0	85	19	0	0	0	19	2222	
545-645	4	1185	4	0	1193	20	794	0	0	814	41	0	44	0	85	15	0	0	0	15	2107	
06-07	6	1166	2	0	1174	21	775	0	0	796	44	0	43	0	87	13	0	0	0	13	2070	
PEAK HOUR	430-530	2	1527	3	0	1532	25	920	0	0	945	35	0	48	0	83	12	0	0	0	12	2572

TRUCK TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 2 & 4
 and: Calvert Cliffs Pkwy/MD 765
 Location: Calvert County,MD

Counted by: RB/JK
 Date: October 4, 2006
 Weather: Fair
 Entered by: KL

Day: Wednesday

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
06:0-15	0	3	0	0	3	0	12	0	0	12	0	0	0	0	0	1	0	0	0	1	16
15-30	0	6	0	0	6	0	15	0	0	15	0	0	0	0	0	0	0	0	0	0	21
30-45	0	8	0	0	8	2	19	0	0	21	1	0	0	0	1	2	0	0	0	2	32
45-00	0	5	0	0	5	0	14	0	0	14	0	0	0	0	0	3	0	0	0	3	22
07:0-15	0	3	0	0	3	0	9	0	0	9	0	0	1	0	1	1	0	0	0	1	14
15-30	0	5	0	0	5	0	11	0	0	11	0	0	0	0	0	3	0	0	0	3	19
30-45	0	12	0	0	12	0	14	0	0	14	0	0	0	0	0	2	0	0	0	2	28
45-00	0	16	0	0	16	0	8	0	0	8	0	0	0	0	0	1	0	0	0	1	25
08:0-15	0	23	0	0	23	0	21	0	0	21	2	0	0	0	2	5	0	0	0	5	51
15-30	0	14	0	0	14	1	17	0	0	18	0	0	0	0	0	1	0	0	0	1	33
30-45	0	8	0	0	8	0	9	0	0	9	0	0	0	0	0	2	0	0	0	2	19
45-00	0	8	0	0	8	1	14	0	0	15	0	0	0	0	0	1	0	0	0	1	24
3 Hr Totals	0	111	0	0	111	4	163	0	0	167	3	0	1	0	4	22	0	0	0	22	304
1 Hr Totals																					
06-07	0	22	0	0	22	2	60	0	0	62	1	0	0	0	1	6	0	0	0	6	91
615-715	0	22	0	0	22	2	57	0	0	59	1	0	1	0	2	6	0	0	0	6	89
630-730	0	21	0	0	21	2	53	0	0	55	1	0	1	0	2	9	0	0	0	9	87
645-745	0	25	0	0	25	0	48	0	0	48	0	0	1	0	1	9	0	0	0	9	83
07-08	0	36	0	0	36	0	42	0	0	42	0	0	1	0	1	7	0	0	0	7	86
715-815	0	56	0	0	56	0	54	0	0	54	2	0	0	0	2	11	0	0	0	11	123
730-830	0	65	0	0	65	1	60	0	0	61	2	0	0	0	2	9	0	0	0	9	137
745-845	0	61	0	0	61	1	55	0	0	56	2	0	0	0	2	9	0	0	0	9	128
08-09	0	53	0	0	53	2	61	0	0	63	2	0	0	0	2	9	0	0	0	9	127
PEAK HOUR																					
07-08	0	36	0	0	36	0	42	0	0	42	0	0	1	0	1	7	0	0	0	7	86
PM																					
04:0-15	0	5	0	0	5	0	15	0	0	15	3	0	0	0	3	1	0	0	0	1	24
15-30	0	4	0	0	4	0	9	0	0	9	0	0	3	0	3	2	0	0	0	2	18
30-45	0	7	0	0	7	0	18	0	0	18	0	0	0	0	0	2	0	0	0	2	27
45-00	0	2	0	0	2	0	12	0	0	12	0	0	2	0	2	3	0	0	0	3	19
05:0-15	0	1	0	0	1	2	12	0	0	14	2	0	2	0	4	4	0	0	0	4	23
15-30	0	5	0	0	5	0	16	0	0	16	2	0	0	0	2	3	0	0	0	3	26
30-45	0	1	0	0	1	0	10	0	0	10	0	0	1	0	1	6	0	0	0	6	18
45-00	0	6	0	0	6	0	10	0	0	10	1	0	0	0	1	3	0	0	0	3	20
06:0-15	0	2	0	0	2	1	7	0	0	8	1	0	0	0	1	8	0	0	0	8	19
15-30	0	4	0	0	4	0	15	0	0	15	0	0	0	0	0	2	0	0	0	2	21
30-45	0	2	0	0	2	1	17	0	0	18	1	0	1	0	2	2	0	0	0	2	24
45-00	0	2	0	0	2	0	11	0	0	11	1	0	1	0	2	1	0	0	0	1	16
3 Hr Totals	0	41	0	0	41	4	152	0	0	156	11	0	10	0	21	37	0	0	0	37	255
1 Hr Totals																					
04-05	0	18	0	0	18	0	54	0	0	54	3	0	5	0	8	8	0	0	0	8	88
415-515	0	14	0	0	14	2	51	0	0	53	2	0	7	0	9	11	0	0	0	11	87
430-530	0	15	0	0	15	2	58	0	0	60	4	0	4	0	8	12	0	0	0	12	95
445-545	0	9	0	0	9	2	50	0	0	52	4	0	5	0	9	16	0	0	0	16	86
05-06	0	13	0	0	13	2	48	0	0	50	5	0	3	0	8	16	0	0	0	16	87
515-615	0	14	0	0	14	1	43	0	0	44	4	0	1	0	5	20	0	0	0	20	83
530-630	0	13	0	0	13	1	42	0	0	43	2	0	1	0	3	19	0	0	0	19	78
545-645	0	14	0	0	14	2	49	0	0	51	3	0	1	0	4	15	0	0	0	15	84
06-07	0	10	0	0	10	2	50	0	0	52	3	0	2	0	5	13	0	0	0	13	80
PEAK HOUR																					
430-530	0	15	0	0	15	2	58	0	0	60	4	0	4	0	8	12	0	0	0	12	95

TOTAL TURNING MOVEMENT COUNT - SUMMARY (CARS & TRUCKS COMBINED)

Counted by: RB/JK
 Intersection of: MD 2 & 4 Date: October 4, 2006 Day: Wednesday
 and: Calvert Cliffs Pkwy/MD 765 Weather: Fair
 Location: Calvert County,MD Entered by: KL

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
06:0-15	0	92	9	0	101	9	211	0	0	220	6	0	6	0	12	2	0	0	0	2	335	
15-30	0	116	12	0	128	6	232	0	0	238	8	0	9	0	17	0	0	0	0	0	383	
30-45	1	133	5	0	139	13	222	0	0	235	9	0	7	0	16	4	0	0	0	4	394	
45-00	2	118	5	0	125	19	186	0	0	205	6	0	7	0	13	6	0	0	0	6	349	
07:0-15	0	154	15	0	169	17	245	0	0	262	5	0	5	0	10	2	0	0	0	2	443	
15-30	0	196	21	0	217	18	256	0	0	274	7	0	6	0	13	6	0	0	0	6	510	
30-45	1	241	10	0	252	10	208	0	0	218	5	0	2	0	7	4	0	0	0	4	481	
45-00	0	249	11	0	260	14	157	0	0	171	4	0	5	0	9	2	0	0	0	2	442	
08:0-15	1	181	7	0	189	5	188	0	0	193	6	0	4	0	10	10	0	0	0	10	402	
15-30	1	159	5	0	165	8	168	0	0	176	6	0	4	0	10	2	0	0	0	2	353	
30-45	0	134	9	0	143	8	188	0	0	196	5	0	5	0	10	4	0	0	0	4	353	
45-00	2	175	4	0	181	13	202	0	0	215	8	0	7	0	15	2	0	0	0	2	413	
3 Hr Totals	8	1948	113	0	2069	140	2463	0	0	2603	75	0	67	0	142	44	0	0	0	44	4858	
1 Hr Totals																						
06-07	3	459	31	0	493	47	851	0	0	898	29	0	29	0	58	12	0	0	0	12	1461	
615-715	3	521	37	0	561	55	885	0	0	940	28	0	28	0	56	12	0	0	0	12	1569	
630-730	3	601	46	0	650	67	909	0	0	976	27	0	25	0	52	18	0	0	0	18	1696	
645-745	3	709	51	0	763	64	895	0	0	959	23	0	20	0	43	18	0	0	0	18	1783	
07-08	1	840	57	0	898	59	866	0	0	925	21	0	18	0	39	14	0	0	0	14	1876	
715-815	2	867	49	0	918	47	809	0	0	856	22	0	17	0	39	22	0	0	0	22	1835	
730-830	3	830	33	0	866	37	721	0	0	758	21	0	15	0	36	18	0	0	0	18	1678	
745-845	2	723	32	0	757	35	701	0	0	736	21	0	18	0	39	18	0	0	0	18	1550	
08-09	4	649	25	0	678	34	746	0	0	780	25	0	20	0	45	18	0	0	0	18	1521	
PEAK HOUR																						
07-08	1	840	57	0	898	59	866	0	0	925	21	0	18	0	39	14	0	0	0	14	1876	
PM																						
04:0-15	0	294	0	0	294	4	198	0	0	202	10	0	6	0	16	2	0	0	0	2	514	
15-30	1	349	2	0	352	7	211	0	0	218	9	0	16	0	25	4	0	0	0	4	599	
30-45	0	395	0	0	395	7	230	0	0	237	11	0	7	0	18	4	0	0	0	4	654	
45-00	1	422	1	0	424	5	234	0	0	239	11	0	14	0	25	6	0	0	0	6	694	
05:0-15	0	368	0	0	368	8	245	0	0	253	10	0	13	0	23	8	0	0	0	8	652	
15-30	1	357	2	0	360	7	269	0	0	276	7	0	18	0	25	6	0	0	0	6	667	
30-45	1	356	2	0	359	5	247	0	0	252	13	0	11	0	24	12	0	0	0	12	647	
45-00	1	276	2	0	279	7	208	0	0	215	8	0	12	0	20	6	0	0	0	6	520	
06:0-15	0	350	1	0	351	5	207	0	0	212	10	0	15	0	25	16	0	0	0	16	604	
15-30	1	282	0	0	283	6	217	0	0	223	11	0	8	0	19	4	0	0	0	4	529	
30-45	2	291	1	0	294	4	211	0	0	215	15	0	10	0	25	4	0	0	0	4	538	
45-00	3	253	0	0	256	8	190	0	0	198	11	0	12	0	23	2	0	0	0	2	479	
3 Hr Totals	11	3993	11	0	4015	73	2667	0	0	2740	126	0	142	0	268	74	0	0	0	74	7097	
1 Hr Totals																						
04-05	2	1460	3	0	1465	23	873	0	0	896	41	0	43	0	84	16	0	0	0	16	2461	
415-515	2	1534	3	0	1539	27	920	0	0	947	41	0	50	0	91	22	0	0	0	22	2599	
430-530	2	1542	3	0	1547	27	978	0	0	1005	39	0	52	0	91	24	0	0	0	24	2667	
445-545	3	1503	5	0	1511	25	995	0	0	1020	41	0	56	0	97	32	0	0	0	32	2660	
05-06	3	1357	6	0	1366	27	969	0	0	996	38	0	54	0	92	32	0	0	0	32	2486	
515-615	3	1339	7	0	1349	24	931	0	0	955	38	0	56	0	94	40	0	0	0	40	2438	
530-630	3	1264	5	0	1272	23	879	0	0	902	42	0	46	0	88	38	0	0	0	38	2300	
545-645	4	1199	4	0	1207	22	843	0	0	865	44	0	45	0	89	30	0	0	0	30	2191	
06-07	6	1176	2	0	1184	23	825	0	0	848	47	0	45	0	92	26	0	0	0	26	2150	
PEAK HOUR																						
430-530	2	1542	3	0	1547	27	978	0	0	1005	39	0	52	0	91	24	0	0	0	24	2667	

PASSENGER CAR TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 2 & 4
 and: Calvert Cliffs Parkway
 Location: Calvert County, MD

Counted by: RB/JK
 Date: October 5, 2006
 Day: Thursday

Weather: Fair
 Entered by: KL

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
06:0-15	0	101	12	0	113	6	163	0	0	169	6	0	13	0	19	2	0	0	0	2	303	
15-30	0	112	19	0	131	8	158	0	0	166	7	0	10	0	17	2	0	0	0	2	316	
30-45	0	160	20	0	180	9	186	0	0	195	7	0	12	0	19	4	0	0	0	4	398	
45-00	0	206	16	0	222	5	177	0	0	182	11	0	7	0	18	3	0	0	0	3	425	
07:0-15	0	222	13	0	235	7	179	0	0	186	8	0	9	0	17	0	0	0	0	0	438	
15-30	0	217	18	0	235	7	180	0	0	187	5	0	12	0	17	1	0	0	0	1	440	
30-45	0	198	11	0	209	9	188	0	0	197	9	0	11	0	20	2	0	0	0	2	428	
45-00	0	167	12	0	179	11	191	0	0	202	13	0	5	0	18	1	0	0	0	1	400	
08:0-15	0	188	21	0	209	6	209	0	0	215	8	0	5	0	13	1	0	0	0	1	438	
15-30	0	186	11	0	197	8	222	0	0	230	4	0	7	0	11	2	0	0	0	2	440	
30-45	0	174	12	0	186	4	179	0	0	183	5	0	9	0	14	3	0	0	0	3	386	
45-00	0	145	7	0	152	10	206	0	0	216	6	0	4	0	10	3	0	0	0	3	381	
3 Hr Totals	0	2076	172	0	2248	90	2238	0	0	2328	89	0	104	0	193	24	0	0	0	24	4793	
1 Hr Totals																						
06-07	0	579	67	0	646	28	684	0	0	712	31	0	42	0	73	11	0	0	0	11	1442	
615-715	0	700	68	0	768	29	700	0	0	729	33	0	38	0	71	9	0	0	0	9	1577	
630-730	0	805	67	0	872	28	722	0	0	750	31	0	40	0	71	8	0	0	0	8	1701	
645-745	0	843	58	0	901	28	724	0	0	752	33	0	39	0	72	6	0	0	0	6	1731	
07-08	0	804	54	0	858	34	738	0	0	772	35	0	37	0	72	4	0	0	0	4	1706	
715-815	0	770	62	0	832	33	768	0	0	801	35	0	33	0	68	5	0	0	0	5	1706	
730-830	0	739	55	0	794	34	810	0	0	844	34	0	28	0	62	6	0	0	0	6	1706	
745-845	0	715	56	0	771	29	801	0	0	830	30	0	26	0	56	7	0	0	0	7	1664	
08-09	0	693	51	0	744	28	816	0	0	844	23	0	25	0	48	9	0	0	0	9	1645	
PEAK HOUR																						
645-745	0	843	58	0	901	28	724	0	0	752	33	0	39	0	72	6	0	0	0	6	1731	
PM																						
04:0-15	1	277	0	0	278	10	237	0	0	247	14	0	8	0	22	1	0	0	0	1	548	
15-30	0	334	0	0	334	6	199	0	0	205	12	0	8	0	20	2	0	0	0	2	561	
30-45	0	345	3	0	348	11	202	0	0	213	10	0	6	0	16	3	0	0	0	3	580	
45-00	1	353	0	0	354	16	222	0	0	238	9	0	6	0	15	4	0	0	0	4	611	
05:0-15	0	388	0	0	388	13	238	0	0	251	16	0	13	0	29	2	0	0	0	2	670	
15-30	0	383	2	0	385	7	259	0	0	266	13	0	18	0	31	1	0	0	0	1	683	
30-45	0	332	0	0	332	6	207	0	0	213	10	0	12	0	22	4	0	0	0	4	571	
45-00	0	299	0	0	299	8	193	0	0	201	7	0	7	0	14	7	0	0	0	7	521	
06:0-15	0	289	0	0	289	5	186	0	0	191	6	0	16	0	22	2	0	0	0	2	504	
15-30	0	274	1	0	275	7	214	0	0	221	10	0	10	0	20	3	0	0	0	3	519	
30-45	0	276	2	0	278	6	237	0	0	243	11	0	9	0	20	1	0	0	0	1	542	
45-00	0	209	1	0	210	11	192	0	0	203	14	0	9	0	23	2	0	0	0	2	438	
3 Hr Totals	2	3759	9	0	3770	106	2586	0	0	2692	132	0	122	0	254	32	0	0	0	32	6748	
1 Hr Totals																						
04-05	2	1309	3	0	1314	43	860	0	0	903	45	0	28	0	73	10	0	0	0	10	2300	
415-515	1	1420	3	0	1424	46	861	0	0	907	47	0	33	0	80	11	0	0	0	11	2422	
430-530	1	1469	5	0	1475	47	921	0	0	968	48	0	43	0	91	10	0	0	0	10	2544	
445-545	1	1456	2	0	1459	42	926	0	0	968	48	0	49	0	97	11	0	0	0	11	2535	
05-06	0	1402	2	0	1404	34	897	0	0	931	46	0	50	0	96	14	0	0	0	14	2445	
515-615	0	1303	2	0	1305	26	845	0	0	871	36	0	53	0	89	14	0	0	0	14	2279	
530-630	0	1194	1	0	1195	26	800	0	0	826	33	0	45	0	78	16	0	0	0	16	2115	
545-645	0	1138	3	0	1141	26	830	0	0	856	34	0	42	0	76	13	0	0	0	13	2086	
06-07	0	1048	4	0	1052	29	829	0	0	858	41	0	44	0	85	8	0	0	0	8	2003	
PEAK HOUR																						
430-530	1	1469	5	0	1475	47	921	0	0	968	48	0	43	0	91	10	0	0	0	10	2544	

TRUCK TURNING MOVEMENT COUNT - SUMMARY

Intersection of: MD 2 & 4
 and: Calvert Cliffs Parkway
 Location: Calvert County, MD

Counted by: RB/JK
 Date: October 5, 2006
 Day: Thursday

Weather: Fair
 Entered by: KL

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S +
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E + W
AM																					
06:0-15	0	2	0	0	2	2	13	0	0	15	1	0	1	0	2	0	0	0	0	0	19
15-30	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	9
30-45	0	8	0	0	8	2	8	0	0	10	0	0	2	0	2	1	0	0	0	1	21
45-00	0	11	0	0	11	2	6	0	0	8	2	0	0	0	2	0	0	0	0	0	21
07:0-15	0	12	0	0	12	0	12	0	0	12	0	0	2	0	2	0	0	0	0	0	26
15-30	0	15	0	0	15	1	14	0	0	15	0	0	1	0	1	0	0	0	0	0	31
30-45	0	15	1	0	16	0	13	0	0	13	2	0	0	0	2	0	0	0	0	0	31
45-00	0	11	0	0	11	3	9	0	0	12	0	0	0	0	0	1	0	0	0	1	24
08:0-15	0	15	0	0	15	0	12	0	0	12	1	0	0	0	1	1	0	0	0	1	29
15-30	0	12	0	0	12	0	10	0	0	10	0	0	3	0	3	0	0	0	0	0	25
30-45	0	21	1	0	22	1	9	0	0	10	0	0	0	0	0	0	0	0	0	0	32
45-00	0	9	0	0	9	0	11	0	0	11	1	0	1	0	2	2	0	0	0	2	24
3 Hr Totals	0	134	2	0	136	11	123	0	0	134	7	0	10	0	17	5	0	0	0	5	292
1 Hr Totals																					
06-07	0	24	0	0	24	6	33	0	0	39	3	0	3	0	6	1	0	0	0	1	70
615-715	0	34	0	0	34	4	32	0	0	36	2	0	4	0	6	1	0	0	0	1	77
630-730	0	46	0	0	46	5	40	0	0	45	2	0	5	0	7	1	0	0	0	1	99
645-745	0	53	1	0	54	3	45	0	0	48	4	0	3	0	7	0	0	0	0	0	109
07-08	0	53	1	0	54	4	48	0	0	52	2	0	3	0	5	1	0	0	0	1	112
715-815	0	56	1	0	57	4	48	0	0	52	3	0	1	0	4	2	0	0	0	2	115
730-830	0	53	1	0	54	3	44	0	0	47	3	0	3	0	6	2	0	0	0	2	109
745-845	0	59	1	0	60	4	40	0	0	44	1	0	3	0	4	2	0	0	0	2	110
08-09	0	57	1	0	58	1	42	0	0	43	2	0	4	0	6	3	0	0	0	3	110
PEAK HOUR																					
645-745	0	53	1	0	54	3	45	0	0	48	4	0	3	0	7	0	0	0	0	0	109
PM																					
04:0-15	0	4	0	0	4	2	13	0	0	15	0	0	1	0	1	0	0	0	0	0	20
15-30	0	2	0	0	2	2	17	0	0	19	0	0	1	0	1	0	0	0	0	0	22
30-45	0	3	0	0	3	0	15	0	0	15	1	0	0	0	1	1	0	0	0	1	20
45-00	1	8	0	0	9	0	20	0	0	20	0	0	0	0	0	1	0	0	0	1	30
05:0-15	0	5	0	0	5	1	11	0	0	12	0	0	1	0	1	0	0	0	0	0	18
15-30	0	2	0	0	2	0	11	0	0	11	2	0	0	0	2	0	0	0	0	0	15
30-45	0	3	0	0	3	3	13	0	0	16	0	0	0	0	0	1	0	0	0	1	20
45-00	0	3	0	0	3	0	16	0	0	16	1	0	0	0	1	0	0	0	0	0	20
06:0-15	0	6	0	0	6	0	10	0	0	10	0	0	1	0	1	2	0	0	0	2	19
15-30	0	4	0	0	4	3	15	0	0	18	2	0	0	0	2	0	0	0	0	0	24
30-45	0	6	0	0	6	0	21	0	0	21	0	0	1	0	1	1	0	0	0	1	29
45-00	0	4	0	0	4	3	15	0	0	18	1	0	0	0	1	1	0	0	0	1	24
3 Hr Totals	1	50	0	0	51	14	177	0	0	191	7	0	5	0	12	7	0	0	0	7	261
1 Hr Totals																					
04-05	1	17	0	0	18	4	65	0	0	69	1	0	2	0	3	2	0	0	0	2	92
415-515	1	18	0	0	19	3	63	0	0	66	1	0	2	0	3	2	0	0	0	2	90
430-530	1	18	0	0	19	1	57	0	0	58	3	0	1	0	4	2	0	0	0	2	83
445-545	1	18	0	0	19	4	55	0	0	59	2	0	1	0	3	2	0	0	0	2	83
05-06	0	13	0	0	13	4	51	0	0	55	3	0	1	0	4	1	0	0	0	1	73
515-615	0	14	0	0	14	3	50	0	0	53	3	0	1	0	4	3	0	0	0	3	74
530-630	0	16	0	0	16	6	54	0	0	60	3	0	1	0	4	3	0	0	0	3	83
545-645	0	19	0	0	19	3	62	0	0	65	3	0	2	0	5	3	0	0	0	3	92
06-07	0	20	0	0	20	6	61	0	0	67	3	0	2	0	5	4	0	0	0	4	96
PEAK HOUR																					
430-530	1	18	0	0	19	1	57	0	0	58	3	0	1	0	4	2	0	0	0	2	83

TOTAL TURNING MOVEMENT COUNT - SUMMARY (CARS & TRUCKS COMBINED)

Counted by: RB/JK
 Intersection of: MD 2 & 4 Date: October 5, 2006 Day: Thursday
 and: Calvert Cliffs Parkway Weather: Fair
 Location: Calvert County, MD Entered by: KL

TIME	TRAFFIC FROM NORTH on: MD 2 & 4					TRAFFIC FROM SOUTH on: MD 2 & 4					TRAFFIC FROM EAST on: Calvert Cliffs Pkwy					TRAFFIC FROM WEST on: MD 765					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
06:0-15	0	103	12	0	115	8	176	0	0	184	7	0	14	0	21	2	0	0	0	2	322	
15-30	0	115	19	0	134	8	164	0	0	172	7	0	10	0	17	2	0	0	0	2	325	
30-45	0	168	20	0	188	11	194	0	0	205	7	0	14	0	21	5	0	0	0	5	419	
45-00	0	217	16	0	233	7	183	0	0	190	13	0	7	0	20	3	0	0	0	3	446	
07:0-15	0	234	13	0	247	7	191	0	0	198	8	0	11	0	19	0	0	0	0	0	464	
15-30	0	232	18	0	250	8	194	0	0	202	5	0	13	0	18	1	0	0	0	1	471	
30-45	0	213	12	0	225	9	201	0	0	210	11	0	11	0	22	2	0	0	0	2	459	
45-00	0	178	12	0	190	14	200	0	0	214	13	0	5	0	18	2	0	0	0	2	424	
08:0-15	0	203	21	0	224	6	221	0	0	227	9	0	5	0	14	2	0	0	0	2	467	
15-30	0	198	11	0	209	8	232	0	0	240	4	0	10	0	14	2	0	0	0	2	465	
30-45	0	195	13	0	208	5	188	0	0	193	5	0	9	0	14	3	0	0	0	3	418	
45-00	0	154	7	0	161	10	217	0	0	227	7	0	5	0	12	5	0	0	0	5	405	
3 Hr Totals	0	2210	174	0	2384	101	2361	0	0	2462	96	0	114	0	210	29	0	0	0	29	5085	
1 Hr Totals																						
06-07	0	603	67	0	670	34	717	0	0	751	34	0	45	0	79	12	0	0	0	12	1512	
615-715	0	734	68	0	802	33	732	0	0	765	35	0	42	0	77	10	0	0	0	10	1654	
630-730	0	851	67	0	918	33	762	0	0	795	33	0	45	0	78	9	0	0	0	9	1800	
645-745	0	896	59	0	955	31	769	0	0	800	37	0	42	0	79	6	0	0	0	6	1840	
07-08	0	857	55	0	912	38	786	0	0	824	37	0	40	0	77	5	0	0	0	5	1818	
715-815	0	826	63	0	889	37	816	0	0	853	38	0	34	0	72	7	0	0	0	7	1821	
730-830	0	792	56	0	848	37	854	0	0	891	37	0	31	0	68	8	0	0	0	8	1815	
745-845	0	774	57	0	831	33	841	0	0	874	31	0	29	0	60	9	0	0	0	9	1774	
08-09	0	750	52	0	802	29	858	0	0	887	25	0	29	0	54	12	0	0	0	12	1755	
PEAK HOUR																						
645-745	0	896	59	0	955	31	769	0	0	800	37	0	42	0	79	6	0	0	0	6	1840	
PM																						
04:0-15	1	281	0	0	282	12	250	0	0	262	14	0	9	0	23	1	0	0	0	1	568	
15-30	0	336	0	0	336	8	216	0	0	224	12	0	9	0	21	2	0	0	0	2	583	
30-45	0	348	3	0	351	11	217	0	0	228	11	0	6	0	17	4	0	0	0	4	600	
45-00	2	361	0	0	363	16	242	0	0	258	9	0	6	0	15	5	0	0	0	5	641	
05:0-15	0	393	0	0	393	14	249	0	0	263	16	0	14	0	30	2	0	0	0	2	688	
15-30	0	385	2	0	387	7	270	0	0	277	15	0	18	0	33	1	0	0	0	1	698	
30-45	0	335	0	0	335	9	220	0	0	229	10	0	12	0	22	5	0	0	0	5	591	
45-00	0	302	0	0	302	8	209	0	0	217	8	0	7	0	15	7	0	0	0	7	541	
06:0-15	0	295	0	0	295	5	196	0	0	201	6	0	17	0	23	4	0	0	0	4	523	
15-30	0	278	1	0	279	10	229	0	0	239	12	0	10	0	22	3	0	0	0	3	543	
30-45	0	282	2	0	284	6	258	0	0	264	11	0	10	0	21	2	0	0	0	2	571	
45-00	0	213	1	0	214	14	207	0	0	221	15	0	9	0	24	3	0	0	0	3	462	
3 Hr Totals	3	3809	9	0	3821	120	2763	0	0	2883	139	0	127	0	266	39	0	0	0	39	7009	
1 Hr Totals																						
04-05	3	1326	3	0	1332	47	925	0	0	972	46	0	30	0	76	12	0	0	0	12	2392	
415-515	2	1438	3	0	1443	49	924	0	0	973	48	0	35	0	83	13	0	0	0	13	2512	
430-530	2	1487	5	0	1494	48	978	0	0	1026	51	0	44	0	95	12	0	0	0	12	2627	
445-545	2	1474	2	0	1478	46	981	0	0	1027	50	0	50	0	100	13	0	0	0	13	2618	
05-06	0	1415	2	0	1417	38	948	0	0	986	49	0	51	0	100	15	0	0	0	15	2518	
515-615	0	1317	2	0	1319	29	895	0	0	924	39	0	54	0	93	17	0	0	0	17	2353	
530-630	0	1210	1	0	1211	32	854	0	0	886	36	0	46	0	82	19	0	0	0	19	2198	
545-645	0	1157	3	0	1160	29	892	0	0	921	37	0	44	0	81	16	0	0	0	16	2178	
06-07	0	1068	4	0	1072	35	890	0	0	925	44	0	46	0	90	12	0	0	0	12	2099	
PEAK HOUR																						
430-530	2	1487	5	0	1494	48	978	0	0	1026	51	0	44	0	95	12	0	0	0	12	2627	

Weekday Morning Peak Hour (6:00 am - 9:00 am)													
Time:	MD 2-4 Northbound			MD 2-4 Southbound			-- Eastbound			MD 497 Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	0	138	3	11	101	0	0	0	0	20	0	83	356
6:15-6:30	0	157	17	26	143	0	0	0	0	30	0	82	455
6:30-6:45	0	166	16	35	167	0	0	0	0	43	0	82	509
6:45-7:00	0	178	27	17	194	0	0	0	0	46	0	62	524
7:00-7:15	0	162	8	24	181	0	0	0	0	36	0	76	487
7:15-7:30	0	155	5	22	195	0	0	1	1	48	1	68	496
7:30-7:45	0	198	9	24	226	0	0	0	0	38	0	100	595
7:45-8:00	0	165	16	28	200	1	0	0	1	41	0	72	524
8:00-8:15	0	195	10	34	157	0	0	0	0	22	0	60	478
8:15-8:30	0	151	10	40	163	0	0	0	1	29	0	71	465
8:30-8:45	0	152	11	24	146	0	0	0	1	27	1	59	421
8:45-9:00	0	141	3	27	165	0	0	0	0	19	0	58	413

Hourly Totals													
6:00-7:00	0	639	63	89	605	0	0	0	0	139	0	309	1844
6:15-7:15	0	663	68	102	685	0	0	0	0	155	0	302	1975
6:30-7:30	0	661	56	98	737	0	0	1	1	173	1	288	2016
6:45-7:45	0	693	49	87	796	0	0	1	1	168	1	306	2102
7:00-8:00	0	680	38	98	802	1	0	1	2	163	1	316	2102
7:15-8:15	0	713	40	108	778	1	0	1	2	149	1	300	2093
7:30-8:30	0	709	45	126	746	1	0	0	2	130	0	303	2062
7:45-8:45	0	663	47	126	666	1	0	0	3	119	1	262	1888
8:00-9:00	0	639	34	125	631	0	0	0	2	97	1	248	1777

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
6:45-7:45	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2102
	0	693	49	87	796	0	0	1	1	168	1	306	

AM PHF = 0.88

Weekday Evening Peak Hour (4 pm - 7 pm)													
Time:	MD 2-4 Northbound			MD 2-4 Southbound			-- Eastbound			MD 497 Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00-4:15	0	90	16	81	195	0	0	0	0	16	0	33	431
4:15-4:30	0	99	10	87	237	0	0	0	0	8	0	51	492
4:30-4:45	0	115	16	98	253	0	0	0	0	34	0	52	568
4:45-5:00	0	140	13	93	220	0	0	0	0	14	0	48	528
5:00-5:15	0	156	38	90	236	0	0	0	0	19	0	55	594
5:15-5:30	0	217	57	106	225	0	0	0	0	14	0	41	660
5:30-5:45	0	206	41	102	217	0	0	0	0	21	0	53	640
5:45-6:00	0	190	35	112	214	0	0	0	0	11	0	44	606
6:00-6:15	0	219	42	90	191	0	0	0	0	16	0	61	619
6:15-6:30	0	169	49	95	185	0	0	0	0	10	0	44	552
6:30-6:45	0	195	32	95	167	0	0	0	0	28	0	45	562
6:45-7:00	0	158	41	70	147	0	0	0	0	31	0	61	508

Hourly Totals													
4:00-5:00	0	444	55	359	905	0	0	0	0	72	0	184	2019
4:15-5:15	0	510	77	368	946	0	0	0	0	75	0	206	2182
4:30-5:30	0	628	124	387	934	0	0	0	0	81	0	196	2350
4:45-5:45	0	719	149	391	898	0	0	0	0	68	0	197	2422
5:00-6:00	0	769	171	410	892	0	0	0	0	65	0	193	2500
5:15-6:15	0	832	175	410	847	0	0	0	0	62	0	199	2525
5:30-6:30	0	784	167	399	807	0	0	0	0	58	0	202	2417
5:45-6:45	0	773	158	392	757	0	0	0	0	65	0	194	2339
6:00-7:00	0	741	164	350	690	0	0	0	0	85	0	211	2241

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
5:15-6:15	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	2525
	0	832	175	410	847	0	0	0	0	62	0	199	

PM PHF = 0.96

Peak Hour Turning Movement Count	Intersection: MD 2/4 at Cove Point Rd Weather: Sunny Count by: FSK/MML
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Count Day/Date: Thursday September 28, 2006 County: Calvert

Weekday Morning Peak Hour (6:00 am - 9:00 am)

Time:	MD 2-4 Northbound			MD 2-4 Southbound			-- Eastbound			MD 497 Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	6:00-6:15	0	140	0	18	112	0	0	0	0	26	0	
6:15-6:30	0	148	15	21	141	0	0	0	0	25	0	85	435
6:30-6:45	0	170	28	34	172	0	0	0	0	54	1	92	551
6:45-7:00	0	145	20	18	233	0	0	0	0	51	0	81	548
7:00-7:15	0	179	10	22	177	0	0	0	0	35	0	78	501
7:15-7:30	0	182	8	16	203	0	0	0	0	47	0	64	520
7:30-7:45	0	168	10	36	210	0	0	0	0	51	0	91	566
7:45-8:00	0	166	9	31	215	0	0	0	0	29	0	64	514
8:00-8:15	0	172	12	30	152	0	0	0	0	21	0	70	457
8:15-8:30	0	155	9	45	155	0	0	0	0	20	0	54	438
8:30-8:45	0	142	12	33	152	0	0	0	0	26	0	66	431
8:45-9:00	0	129	4	34	160	0	0	0	0	22	0	57	406

Hourly Totals													
6:30-7:30	0	603	63	91	658	0	0	0	0	156	1	339	1911
6:45-7:45	0	642	73	95	723	0	0	0	0	165	1	336	2035
7:00-8:00	0	676	66	90	785	0	0	0	0	187	1	315	2120
7:15-8:15	0	674	48	92	823	0	0	0	0	184	0	314	2135
7:30-8:30	0	695	37	105	805	0	0	0	0	162	0	297	2101
7:45-8:45	0	688	39	113	780	0	0	0	0	148	0	289	2057
8:00-9:00	0	661	40	142	732	0	0	0	0	121	0	279	1975
8:15-9:15	0	635	42	139	674	0	0	0	0	96	0	254	1840
8:30-9:30	0	598	37	142	619	0	0	0	0	89	0	247	1732

AM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:15-8:15	0	674	48	92	823	0	0	0	0	184	0	314	2135

AM PHF = 0.94

Weekday Evening Peak Hour (4 pm - 7 pm)

Time:	MD 2-4 Northbound			MD 2-4 Southbound			-- Eastbound			MD 497 Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
	4:00-4:15	0	177	19	79	205	0	0	0	0	21	0	
4:15-4:30	0	196	46	80	200	0	0	0	0	9	0	38	569
4:30-4:45	0	214	33	87	222	0	0	0	0	29	0	63	648
4:45-5:00	0	199	38	97	225	0	0	0	0	16	0	41	616
5:00-5:15	0	176	31	104	224	0	0	0	0	19	0	51	605
5:15-5:30	0	193	40	113	246	0	0	0	0	10	0	36	638
5:30-5:45	0	212	47	96	196	0	0	0	0	31	0	49	631
5:45-6:00	0	172	43	109	192	0	0	0	0	19	0	36	571
6:00-6:15	0	172	43	83	185	0	0	0	0	20	0	22	525
6:15-6:30	0	183	30	93	179	0	0	0	0	16	0	36	537
6:30-6:45	0	137	28	70	182	0	0	0	0	18	0	39	474
6:45-7:00	0	110	27	64	153	0	0	0	0	14	0	31	399

Hourly Totals													
4:00-5:00	0	786	136	343	852	0	0	0	0	75	0	189	2381
4:15-5:15	0	785	148	368	871	0	0	0	0	73	0	193	2438
4:30-5:30	0	782	142	401	917	0	0	0	0	74	0	191	2507
4:45-5:45	0	780	156	410	891	0	0	0	0	76	0	177	2490
5:00-6:00	0	753	161	422	858	0	0	0	0	79	0	172	2445
5:15-6:15	0	749	173	401	819	0	0	0	0	80	0	143	2365
5:30-6:30	0	739	163	381	752	0	0	0	0	86	0	143	2264
5:45-6:45	0	664	144	355	738	0	0	0	0	73	0	133	2107
6:00-7:00	0	602	128	310	699	0	0	0	0	68	0	128	1935

PM Peak Hour	Northbound			Southbound			Eastbound			Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:30-5:30	0	782	142	401	917	0	0	0	0	74	0	191	2507

PM PHF = 0.97

Peak Hour
Turning Movement Count

Intersection: MD 2/4 at Cove Point Rd

Weather: Clear

Count by: FSK/MML

Count Day/Date: Tuesday October 3, 2006

County: Calvert

Lenhart Traffic Consulting, Inc.
Traffic Engineering & Transportation Planning

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Eastbound			COVE POINT RD Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	0	145	62	19	97	0	0	0	0	18	0	92	433
6:15-6:30	0	154	34	33	159	0	0	0	0	21	0	92	493
6:30-6:45	0	185	22	32	166	0	0	0	0	34	0	97	536
6:45-7:00	0	150	31	24	179	0	0	0	0	42	0	98	524
7:00-7:15	0	166	14	17	178	0	0	0	0	30	0	76	481
7:15-7:30	0	168	9	20	222	0	0	0	0	42	0	76	537
7:30-7:45	0	181	7	21	216	0	0	0	0	43	0	81	549
7:45-8:00	0	178	5	17	210	0	0	0	0	56	0	67	533
8:00-8:15	0	180	8	19	198	0	0	0	0	25	0	63	493
8:15-8:30	0	154	13	34	161	0	0	0	0	23	0	64	449
8:30-8:45	0	143	8	27	136	0	0	0	0	22	0	69	405
8:45-9:00	0	132	14	25	127	0	0	0	0	23	0	57	378
9:00-9:15	0	129	9	36	121	0	0	0	0	24	0	49	368
9:15-9:30	0	104	9	23	119	0	0	0	0	12	0	31	298
9:30-9:45	0	94	9	19	146	0	0	0	0	15	0	42	325
9:45-10:00	0	108	10	19	106	0	0	0	0	15	0	44	302
10:00-10:15	0	103	8	20	117	0	0	0	0	14	0	34	296
10:15-10:30	0	67	7	20	112	0	0	0	0	15	0	25	246
10:30-10:45	0	92	5	17	122	0	0	0	0	4	0	26	266
10:45-11:00	0	98	6	21	128	0	0	0	0	12	0	23	288
11:00-11:15	0	99	6	19	102	0	0	0	0	9	0	25	260
11:15-11:30	0	121	14	29	120	0	0	0	0	16	0	34	334
11:30-11:45	0	107	16	22	118	0	0	0	0	19	0	38	320
11:45-12:00	0	125	22	24	136	0	0	0	0	9	0	28	344
12:00-12:15	0	120	17	22	125	0	0	0	0	14	0	29	327
12:15-12:30	0	129	14	24	126	0	0	0	0	17	0	29	339
12:30-12:45	0	111	13	22	112	0	0	0	0	8	0	37	303
12:45-1:00	0	115	11	20	113	0	0	0	0	19	0	29	307
1:00-1:15	0	137	10	25	127	0	0	0	0	20	0	29	348
1:15-1:30	0	118	17	28	116	0	0	0	0	13	0	28	320
1:30-1:45	0	128	15	33	121	0	0	0	0	13	0	35	345
1:45-2:00	0	118	16	28	111	0	0	0	0	10	0	28	311
2:00-2:15	0	145	14	23	135	0	0	0	0	13	0	30	360
2:15-2:30	0	122	11	38	139	0	0	0	0	10	0	30	350
2:30-2:45	0	150	16	44	143	0	0	0	0	20	0	36	409
2:45-3:00	0	110	11	44	136	0	0	0	0	13	0	36	350
3:00-3:15	0	156	24	64	178	0	0	0	0	12	0	35	469
3:15-3:30	0	192	36	48	179	0	0	0	0	12	0	32	499
3:30-3:45	0	197	17	96	223	0	0	0	0	27	0	39	599
3:45-4:00	0	202	37	84	220	0	0	0	0	11	0	34	588
4:00-4:15	0	226	29	68	189	0	0	0	0	14	0	50	576
4:15-4:30	0	237	40	111	213	0	0	0	0	14	0	57	672
4:30-4:45	0	247	40	84	241	0	0	0	0	12	0	51	675
4:45-5:00	0	304	22	108	244	0	0	0	0	17	0	37	732
5:00-5:15	0	245	36	87	247	0	0	0	0	65	0	58	738
5:15-5:30	0	222	39	108	252	0	0	0	0	46	0	45	712
5:30-5:45	0	206	51	109	235	0	0	0	0	21	0	38	660
5:45-6:00	0	173	28	106	188	0	0	0	0	17	0	44	556
6:00-6:15	0	125	25	105	201	0	0	0	0	15	0	24	495
6:15-6:30	0	144	26	86	175	0	0	0	0	11	0	41	483
6:30-6:45	0	138	22	66	130	0	0	0	0	15	0	41	412
6:45-7:00	0	98	13	54	105	0	0	0	0	13	0	17	300
Hourly Totals													
6:00-7:00	0	634	149	108	601	0	0	0	0	115	0	379	1986
7:00-8:00	0	693	35	75	826	0	0	0	0	171	0	300	2100
8:00-9:00	0	609	43	105	622	0	0	0	0	93	0	253	1725
9:00-10:00	0	435	37	97	492	0	0	0	0	66	0	166	1293
10:00-11:00	0	360	26	78	479	0	0	0	0	45	0	108	1096
11:00-12:00	0	452	58	94	476	0	0	0	0	53	0	125	1258
12:00-1:00	0	475	55	88	476	0	0	0	0	58	0	124	1276
1:00-2:00	0	501	58	114	475	0	0	0	0	56	0	120	1324
2:00-3:00	0	527	52	149	553	0	0	0	0	56	0	132	1469
3:00-4:00	0	747	114	292	800	0	0	0	0	62	0	140	2155
4:00-5:00	0	1014	131	371	887	0	0	0	0	57	0	195	2655
5:00-6:00	0	846	154	410	922	0	0	0	0	149	0	185	2666
6:00-7:00	0	505	86	311	611	0	0	0	0	54	0	123	1690
13 Hour Turning Movement Count				Intersection: MD 2/4 AT COVE POINT RD									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning				Weather: CLEAR									
				Count by: FSK									
				Count Day/Date: TUESDAY, APRIL 22, 2008									
				County: CALVERT									

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			PARDOE RD Eastbound			HG TRUMAN Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	4	244	1	6	123	0	1	0	1	0	0	12	392
6:15-6:30	2	269	0	3	196	0	1	0	3	0	1	20	495
6:30-6:45	7	322	0	6	189	0	1	0	7	1	0	23	556
6:45-7:00	1	309	1	6	210	0	2	0	6	0	3	20	558
7:00-7:15	0	278	0	13	198	0	0	1	4	0	1	27	522
7:15-7:30	5	269	1	13	260	0	0	0	6	0	0	19	573
7:30-7:45	5	260	1	28	258	1	0	0	2	0	0	26	581
7:45-8:00	1	248	3	51	224	1	0	1	4	0	0	30	563
8:00-8:15	2	250	2	36	201	0	0	3	3	1	1	43	542
8:15-8:30	1	240	0	10	201	0	0	0	1	1	0	21	475
8:30-8:45	3	218	0	11	178	0	1	0	5	0	0	17	433
8:45-9:00	11	226	0	13	169	0	0	0	7	0	0	30	456
9:00-9:15	3	170	1	13	147	0	1	1	5	0	2	26	369
9:15-9:30	1	178	2	8	171	0	0	0	3	0	1	19	383
9:30-9:45	3	168	0	20	142	1	0	1	2	0	0	19	356
9:45-10:00	0	108	1	7	108	0	0	0	1	0	1	17	243
10:00-10:15	1	115	1	14	117	0	1	1	4	0	1	19	274
10:15-10:30	2	148	1	14	125	0	0	0	2	1	0	18	311
10:30-10:45	0	143	0	15	163	0	0	2	0	0	0	17	340
10:45-11:00	2	121	0	20	125	0	1	1	6	0	1	20	297
11:00-11:15	1	116	1	14	161	0	2	0	1	0	0	23	319
11:15-11:30	6	160	0	17	139	1	0	1	1	1	2	15	343
11:30-11:45	3	144	0	12	118	0	0	2	3	0	1	25	308
11:45-12:00	4	127	1	19	135	2	1	1	3	0	1	20	314
12:00-12:15	5	139	1	17	151	1	1	1	3	1	1	24	345
12:15-12:30	4	145	1	16	149	1	2	1	3	1	2	20	345
12:30-12:45	7	159	1	20	159	20	2	2	2	0	1	31	404
12:45-1:00	6	151	1	15	167	0	0	0	3	1	1	27	372
1:00-1:15	2	151	0	15	147	0	2	1	2	1	2	15	338
1:15-1:30	4	144	0	16	139	1	0	1	7	1	1	17	331
1:30-1:45	4	159	2	14	161	0	2	1	4	0	1	24	372
1:45-2:00	3	162	0	10	168	0	4	2	7	0	0	26	382
2:00-2:15	5	169	2	17	180	1	0	1	5	0	0	21	401
2:15-2:30	5	213	1	10	153	0	0	0	5	0	1	26	414
2:30-2:45	0	186	0	17	184	0	0	1	1	0	0	13	402
2:45-3:00	2	177	1	18	213	0	0	2	2	0	2	20	437
3:00-3:15	1	179	1	27	221	3	1	2	3	0	1	31	470
3:15-3:30	3	228	0	23	240	1	0	0	2	2	1	32	532
3:30-3:45	2	240	1	17	301	2	0	1	3	0	0	38	605
3:45-4:00	6	212	0	26	270	0	0	0	3	0	1	29	547
4:00-4:15	5	237	1	26	307	0	0	0	6	1	3	33	619
4:15-4:30	7	238	0	41	340	3	1	0	6	0	1	26	663
4:30-4:45	4	250	0	40	338	0	0	1	5	0	1	21	660
4:45-5:00	0	263	1	38	400	0	0	1	4	1	0	36	744
5:00-5:15	0	255	1	41	348	1	0	1	5	0	0	29	681
5:15-5:30	6	274	2	47	358	0	0	0	4	0	1	29	721
5:30-5:45	1	257	0	47	311	0	0	1	5	0	0	25	647
5:45-6:00	3	217	0	47	289	0	0	0	2	1	1	18	578
6:00-6:15	3	183	2	41	321	0	0	1	2	0	2	23	578
6:15-6:30	1	227	1	35	269	0	0	1	1	2	4	22	563
6:30-6:45	1	184	0	33	242	0	0	2	3	0	1	24	490
6:45-7:00	1	146	1	19	195	0	0	1	1	2	0	15	381
Hourly Totals													
6:00-7:00	14	1144	2	21	718	0	5	0	17	1	4	75	2001
7:00-8:00	11	1055	5	105	940	2	0	2	16	0	1	102	2239
8:00-9:00	17	934	2	70	749	0	1	3	16	2	1	111	1906
9:00-10:00	7	624	4	48	568	1	1	2	11	0	4	81	1351
10:00-11:00	5	527	2	63	530	0	2	4	12	1	2	74	1222
11:00-12:00	14	547	2	62	553	3	3	4	8	1	4	83	1284
12:00-1:00	22	594	4	68	626	22	5	4	11	3	5	102	1466
1:00-2:00	13	616	2	55	615	1	8	5	20	2	4	82	1423
2:00-3:00	12	745	4	62	730	1	0	4	13	0	3	80	1654
3:00-4:00	12	859	2	93	1032	6	1	3	11	2	3	130	2154
4:00-5:00	16	988	2	145	1385	3	1	2	21	2	5	116	2686
5:00-6:00	10	1003	3	182	1306	1	0	2	16	1	2	101	2627
6:00-7:00	6	740	4	128	1027	0	0	5	7	4	7	84	2012
13 Hour Turning Movement Count				Intersection: MD 2/4 AT PARDOE/HG TRUMAN RDS Weather: CLEAR Count by: FSK Count Day/Date: WEDNESDAYS APRIL 23,2008 County: CALVERT									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning													

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Eastbound			NURSERY RD Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	0	250	0	0	120	0	0	0	0	0	0	0	370
6:15-6:30	0	290	0	1	179	0	0	0	0	0	0	1	471
6:30-6:45	0	349	0	1	217	0	0	0	0	0	0	1	568
6:45-7:00	0	333	2	2	198	0	0	0	0	1	0	0	536
7:00-7:15	0	318	0	0	213	0	0	0	0	1	0	1	533
7:15-7:30	0	295	0	2	228	0	0	0	0	0	0	0	525
7:30-7:45	0	316	0	1	273	0	0	0	0	1	0	0	591
7:45-8:00	0	285	2	4	264	0	0	0	0	3	0	0	558
8:00-8:15	0	296	2	1	204	0	0	0	0	3	0	1	507
8:15-8:30	0	282	2	1	226	0	0	0	0	2	0	0	513
8:30-8:45	0	256	1	1	188	0	0	0	0	1	0	1	448
8:45-9:00	0	221	0	0	165	0	0	0	0	2	0	0	388
9:00-9:15	0	188	2	1	163	0	0	0	0	1	0	0	355
9:15-9:30	0	179	1	1	158	0	0	0	0	2	0	0	341
9:30-9:45	0	207	0	1	163	0	0	0	0	0	0	0	371
9:45-10:00	0	183	0	2	182	0	0	0	0	2	0	1	370
10:00-10:15	0	173	1	2	178	0	0	0	0	2	0	1	357
10:15-10:30	0	175	0	3	169	0	0	0	0	0	0	0	347
10:30-10:45	0	182	4	0	171	0	0	0	0	2	0	1	360
10:45-11:00	0	162	1	1	174	0	0	0	0	1	0	0	339
11:00-11:15	0	147	0	2	214	0	0	0	0	1	0	0	364
11:15-11:30	0	182	3	1	169	0	0	0	0	0	0	1	356
11:30-11:45	0	174	1	0	194	0	0	0	0	0	0	0	369
11:45-12:00	0	184	1	3	195	0	0	0	0	0	0	0	383
12:00-12:15	0	174	1	3	188	0	0	0	0	1	0	0	367
12:15-12:30	0	178	1	2	189	0	0	0	0	1	0	0	371
12:30-12:45	0	226	4	0	194	0	0	0	0	3	0	1	428
12:45-1:00	0	163	1	2	180	0	0	0	0	2	0	0	348
1:00-1:15	0	181	1	0	190	0	0	0	0	1	0	0	373
1:15-1:30	0	203	3	2	165	0	0	0	0	1	0	0	374
1:30-1:45	0	207	3	1	191	0	0	0	0	0	0	0	402
1:45-2:00	0	199	1	2	207	0	0	0	0	0	0	0	409
2:00-2:15	0	205	1	0	187	0	0	0	0	1	0	0	394
2:15-2:30	0	229	1	1	197	0	0	0	0	2	0	0	430
2:30-2:45	0	240	3	1	221	0	0	0	0	0	0	0	465
2:45-3:00	0	234	3	2	251	0	0	0	0	2	0	1	493
3:00-3:15	0	254	1	0	261	0	0	0	0	4	0	1	521
3:15-3:30	0	291	1	3	301	0	0	0	0	1	0	1	598
3:30-3:45	0	276	1	4	304	0	0	0	0	3	0	0	588
3:45-4:00	0	313	0	3	364	0	0	0	0	5	0	1	686
4:00-4:15	0	312	1	0	305	0	0	0	0	0	0	0	618
4:15-4:30	0	304	1	1	371	0	0	0	0	0	0	0	677
4:30-4:45	0	270	0	1	384	0	0	0	0	2	0	0	657
4:45-5:00	0	302	1	1	412	0	0	0	0	0	0	0	716
5:00-5:15	0	285	2	0	410	0	0	0	0	1	0	1	699
5:15-5:30	0	319	1	1	409	0	0	0	0	1	0	0	731
5:30-5:45	0	324	2	3	391	0	0	0	0	1	0	0	721
5:45-6:00	0	260	5	3	373	0	0	0	0	2	0	0	643
6:00-6:15	0	207	2	1	364	0	0	0	0	1	0	0	575
6:15-6:30	0	233	2	1	321	0	0	0	0	0	0	0	557
6:30-6:45	0	200	1	1	290	0	0	0	0	2	0	0	494
6:45-7:00	0	185	0	0	226	0	0	0	0	1	0	0	412
Hourly Totals													
6:00-7:00	0	1222	2	4	714	0	0	0	0	1	0	2	1945
7:00-8:00	0	1214	2	7	978	0	0	0	0	5	0	1	2207
8:00-9:00	0	1055	5	3	783	0	0	0	0	8	0	2	1856
9:00-10:00	0	757	3	5	666	0	0	0	0	5	0	1	1437
10:00-11:00	0	692	6	6	692	0	0	0	0	5	0	2	1403
11:00-12:00	0	687	5	6	772	0	0	0	0	1	0	1	1472
12:00-1:00	0	741	7	7	751	0	0	0	0	7	0	1	1514
1:00-2:00	0	790	8	5	753	0	0	0	0	2	0	0	1558
2:00-3:00	0	908	8	4	856	0	0	0	0	5	0	1	1782
3:00-4:00	0	1134	3	10	1230	0	0	0	0	13	0	3	2393
4:00-5:00	0	1188	3	3	1472	0	0	0	0	2	0	0	2668
5:00-6:00	0	1188	10	7	1583	0	0	0	0	5	0	1	2794
6:00-7:00	0	825	5	3	1201	0	0	0	0	4	0	0	2038
13 Hour Turning Movement Count				Intersection: MD 2/4 AT NURSERY RD Weather: CLEAR Count by: FSK Count Day/Date: THURSDAY APRIL 17,2008 County: CALVERT									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning													

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			PARDOE RD Eastbound			HG TRUMAN Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	4	235	1	6	130	0	0	0	2	0	0	12	390
6:15-6:30	3	284	0	6	165	0	0	0	6	0	0	28	492
6:30-6:45	3	229	1	6	141	0	0	1	2	0	0	18	401
6:45-7:00	0	313	0	8	217	0	1	0	9	0	1	19	568
7:00-7:15	1	292	1	10	188	0	0	0	5	0	0	17	514
7:15-7:30	1	271	2	16	210	0	1	0	1	1	0	26	529
7:30-7:45	3	276	0	30	263	0	0	0	1	0	0	32	605
7:45-8:00	2	268	2	62	222	0	0	3	3	1	1	32	596
8:00-8:15	4	266	1	37	211	1	0	0	3	2	0	43	568
8:15-8:30	2	208	2	19	168	0	1	1	2	2	0	32	437
8:30-8:45	1	230	2	14	195	0	0	0	0	1	0	19	462
8:45-9:00	8	197	0	9	219	1	0	0	5	1	0	25	465
9:00-9:15	4	191	0	13	147	0	0	5	2	0	0	20	382
9:15-9:30	3	186	0	13	163	0	0	0	7	0	1	20	393
9:30-9:45	1	141	0	17	163	1	1	3	2	0	1	14	344
9:45-10:00	2	156	0	9	155	1	0	0	3	1	1	15	343
10:00-10:15	3	150	0	15	145	1	0	1	3	1	1	20	340
10:15-10:30	2	121	1	10	119	0	2	1	2	0	1	18	277
10:30-10:45	1	127	1	17	139	0	0	1	2	0	1	13	302
10:45-11:00	3	144	0	21	134	0	0	2	2	0	1	24	331
11:00-11:15	3	158	0	13	143	0	0	3	4	0	2	19	345
11:15-11:30	6	124	2	15	150	0	0	0	4	1	2	14	318
11:30-11:45	4	147	0	11	145	0	2	1	2	1	0	22	335
11:45-12:00	4	144	1	16	151	0	0	2	4	0	1	24	347
12:00-12:15	4	145	2	18	153	0	0	1	4	1	2	22	352
12:15-12:30	2	154	2	18	157	0	0	1	5	2	2	21	364
12:30-12:45	3	169	0	22	142	0	0	0	5	2	0	26	369
12:45-1:00	3	145	2	19	154	0	0	0	4	1	2	19	349
1:00-1:15	0	162	1	18	161	0	0	1	5	2	1	19	370
1:15-1:30	6	138	2	10	153	0	1	0	1	0	1	20	332
1:30-1:45	4	147	2	18	186	0	0	2	4	0	0	20	383
1:45-2:00	2	159	2	17	174	0	2	1	6	0	3	25	391
2:00-2:15	1	163	1	16	167	0	0	1	7	0	0	19	375
2:15-2:30	3	191	2	19	189	0	2	0	2	0	0	26	434
2:30-2:45	0	192	2	14	201	0	1	0	5	0	1	23	439
2:45-3:00	2	197	0	25	198	1	0	1	2	0	0	24	450
3:00-3:15	1	185	2	28	219	0	0	1	5	1	0	25	467
3:15-3:30	4	226	2	19	232	0	0	0	0	2	2	19	506
3:30-3:45	2	250	0	23	288	0	0	0	3	0	1	25	592
3:45-4:00	1	255	1	15	327	0	0	1	4	0	1	31	636
4:00-4:15	3	245	1	24	264	0	0	1	4	0	0	23	565
4:15-4:30	10	262	0	41	318	0	0	0	5	0	0	27	663
4:30-4:45	6	260	1	43	333	1	0	1	9	0	1	25	680
4:45-5:00	2	280	0	45	385	0	0	0	3	1	0	32	748
5:00-5:15	7	280	1	29	346	0	0	0	1	0	1	27	692
5:15-5:30	3	266	1	50	338	0	1	1	3	1	0	25	689
5:30-5:45	3	262	3	42	306	0	0	0	7	0	0	29	652
5:45-6:00	2	197	0	50	302	0	0	1	6	0	0	18	576
6:00-6:15	2	195	1	35	340	0	0	1	0	0	0	21	595
6:15-6:30	3	164	2	30	263	0	0	1	2	1	0	23	489
6:30-6:45	4	172	2	14	239	0	0	0	9	0	1	22	463
6:45-7:00	5	141	0	22	188	0	0	1	2	0	0	19	378
Hourly Totals													
6:00-7:00	10	1061	2	26	653	0	1	1	19	0	1	77	1851
7:00-8:00	7	1107	5	118	883	0	1	3	10	2	1	107	2244
8:00-9:00	15	901	5	79	793	2	1	1	10	6	0	119	1932
9:00-10:00	10	674	0	52	628	2	1	8	14	1	3	69	1462
10:00-11:00	9	542	2	63	537	1	2	5	9	1	4	75	1250
11:00-12:00	17	573	3	55	589	0	2	6	14	2	5	79	1345
12:00-1:00	12	613	6	77	606	0	0	2	18	6	6	88	1434
1:00-2:00	12	606	7	63	674	0	3	4	16	2	5	84	1476
2:00-3:00	6	743	5	74	755	1	3	2	16	0	1	92	1698
3:00-4:00	8	916	5	85	1066	0	0	2	12	3	4	100	2201
4:00-5:00	21	1047	2	153	1300	1	0	2	21	1	1	107	2656
5:00-6:00	15	1005	5	171	1292	0	1	2	17	1	1	99	2609
6:00-7:00	14	672	5	101	1030	0	0	3	13	1	1	85	1925
13 Hour Turning Movement Count				Intersection: MD 2/4 AT PARDOE/HG TRUMAN RDS									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning				Weather: CLEAR									
				Count by: FSK									
				Count Day/Date: WEDNESDAY APRIL 16, 2008									
				County: CALVERT									

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Eastbound			COVE POINT RD Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	0	135	60	22	110	0	0	0	0	27	0	93	447
6:15-6:30	0	181	34	25	141	0	0	0	0	22	0	84	487
6:30-6:45	0	204	24	36	163	0	0	0	0	35	0	98	560
6:45-7:00	0	169	26	28	190	0	0	0	0	55	0	96	564
7:00-7:15	0	173	8	20	185	0	0	0	0	37	0	109	532
7:15-7:30	0	169	13	22	214	0	0	0	0	37	0	83	538
7:30-7:45	0	198	8	24	213	0	0	0	0	48	0	84	575
7:45-8:00	0	158	8	30	240	0	0	0	0	48	0	71	555
8:00-8:15	0	166	9	24	160	0	0	0	0	21	0	83	463
8:15-8:30	0	147	9	40	157	0	0	0	0	7	0	60	420
8:30-8:45	0	133	10	35	156	0	0	0	0	26	0	57	417
8:45-9:00	0	138	9	31	135	0	0	0	0	16	0	46	375
9:00-9:15	0	146	6	25	134	0	0	0	0	21	0	53	385
9:15-9:30	0	121	6	22	155	0	0	0	0	17	0	38	359
9:30-9:45	0	116	5	14	129	0	0	0	0	12	0	37	313
9:45-10:00	0	113	5	20	126	0	0	0	0	10	0	32	306
10:00-10:15	0	118	8	14	109	0	0	0	0	23	0	25	297
10:15-10:30	0	194	8	13	105	0	0	0	0	14	0	23	357
10:30-10:45	0	109	5	25	123	0	0	0	0	8	0	27	297
10:45-11:00	0	106	11	19	125	0	0	0	0	11	0	34	306
11:00-11:15	0	113	8	17	108	0	0	0	0	10	0	30	286
11:15-11:30	0	99	13	14	137	0	0	0	0	10	0	20	293
11:30-11:45	0	106	10	22	120	0	0	0	0	26	0	30	314
11:45-12:00	0	84	13	29	132	0	0	0	0	19	0	30	307
12:00-12:15	0	109	18	28	116	0	0	0	0	13	0	30	314
12:15-12:30	0	112	18	36	122	0	0	0	0	17	0	32	337
12:30-12:45	0	121	11	24	116	0	0	0	0	9	0	24	305
12:45-1:00	0	134	11	26	108	0	0	0	0	7	0	26	312
1:00-1:15	0	136	10	28	112	0	0	0	0	6	0	33	325
1:15-1:30	0	98	7	25	102	0	0	0	0	11	0	33	276
1:30-1:45	0	146	10	28	100	0	0	0	0	4	0	27	315
1:45-2:00	0	138	9	29	116	0	0	0	0	5	0	40	337
2:00-2:15	0	117	13	29	145	0	0	0	0	15	0	33	352
2:15-2:30	0	141	18	33	138	0	0	0	0	14	0	22	366
2:30-2:45	0	138	12	32	153	0	0	0	0	9	0	37	381
2:45-3:00	0	160	6	52	144	0	0	0	0	18	0	26	406
3:00-3:15	0	190	15	67	173	0	0	0	0	12	0	38	495
3:15-3:30	0	194	29	61	178	0	0	0	0	14	0	27	503
3:30-3:45	0	195	23	95	205	0	0	0	0	23	0	43	584
3:45-4:00	0	220	24	82	202	0	0	0	0	6	0	49	583
4:00-4:15	0	217	28	104	189	0	0	0	0	11	0	59	608
4:15-4:30	0	187	38	107	220	0	0	0	0	24	0	54	630
4:30-4:45	0	237	38	82	212	0	0	0	0	17	0	50	636
4:45-5:00	0	208	45	89	231	0	0	0	0	22	0	41	636
5:00-5:15	0	203	46	78	186	0	0	0	0	72	0	52	637
5:15-5:30	0	230	34	72	183	0	0	0	0	52	0	52	623
5:30-5:45	0	167	37	70	183	0	0	0	0	29	0	49	535
5:45-6:00	0	185	41	79	211	0	0	0	0	13	0	36	565
6:00-6:15	0	150	33	115	185	0	0	0	0	15	0	30	528
6:15-6:30	0	131	31	90	206	0	0	0	0	9	0	34	501
6:30-6:45	0	128	23	102	188	0	0	0	0	24	0	40	505
6:45-7:00	0	104	20	98	153	0	0	0	0	15	0	22	412
Hourly Totals													
6:00-7:00	0	689	144	111	604	0	0	0	0	139	0	371	2058
7:00-8:00	0	698	37	96	852	0	0	0	0	170	0	347	2200
8:00-9:00	0	584	37	130	608	0	0	0	0	70	0	246	1675
9:00-10:00	0	496	22	81	544	0	0	0	0	60	0	160	1363
10:00-11:00	0	527	32	71	462	0	0	0	0	56	0	109	1257
11:00-12:00	0	402	44	82	497	0	0	0	0	65	0	110	1200
12:00-1:00	0	476	58	114	462	0	0	0	0	46	0	112	1268
1:00-2:00	0	518	36	110	430	0	0	0	0	26	0	133	1253
2:00-3:00	0	556	49	146	580	0	0	0	0	56	0	118	1505
3:00-4:00	0	799	91	305	758	0	0	0	0	55	0	157	2165
4:00-5:00	0	849	149	382	852	0	0	0	0	74	0	204	2510
5:00-6:00	0	785	158	299	763	0	0	0	0	166	0	189	2360
6:00-7:00	0	513	107	405	732	0	0	0	0	63	0	126	1946
13 Hour Turning Movement Count				Intersection: MD 2/4 AT COVE POINT RD Weather: CLEAR Count by: FSK Count Day/Date: TUESDAY APRIL 15,2008 County: CALVERT									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning													

Turning Movement Count													
Time:	MD 2/4 Northbound			MD 2/4 Southbound			Eastbound			NURSERY RD Westbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00-6:15	0	261	0	0	155	0	0	0	0	0	0	0	416
6:15-6:30	0	303	0	0	207	0	0	0	0	0	0	0	510
6:30-6:45	0	360	2	1	224	0	0	0	0	1	0	0	588
6:45-7:00	0	323	0	2	207	0	0	0	0	0	0	0	532
7:00-7:15	0	321	2	1	221	0	0	0	0	4	0	0	549
7:15-7:30	0	333	1	1	263	0	0	0	0	0	0	0	598
7:30-7:45	0	299	0	1	273	0	0	0	0	1	0	0	574
7:45-8:00	0	270	2	0	264	0	0	0	0	2	0	0	538
8:00-8:15	0	276	0	3	206	0	0	0	0	1	0	0	486
8:15-8:30	0	222	0	2	194	0	0	0	0	1	0	0	419
8:30-8:45	0	241	1	3	189	0	0	0	0	1	0	0	435
8:45-9:00	0	242	3	0	202	0	0	0	0	3	0	0	450
9:00-9:15	0	177	2	1	154	0	0	0	0	2	0	0	336
9:15-9:30	0	186	1	0	183	0	0	0	0	2	0	0	372
9:30-9:45	0	181	0	0	194	0	0	0	0	0	0	0	375
9:45-10:00	0	164	0	0	158	0	0	0	0	0	0	0	322
10:00-10:15	0	158	1	1	153	0	0	0	0	3	0	0	316
10:15-10:30	0	150	0	1	146	0	0	0	0	1	0	0	298
10:30-10:45	0	166	3	1	170	0	0	0	0	2	0	1	343
10:45-11:00	0	151	1	1	148	0	0	0	0	5	0	0	306
11:00-11:15	0	173	1	0	143	0	0	0	0	0	0	0	317
11:15-11:30	0	165	2	0	154	0	0	0	0	2	0	0	323
11:30-11:45	0	157	1	0	139	0	0	0	0	0	0	0	297
11:45-12:00	0	144	0	3	166	0	0	0	0	1	0	1	315
12:00-12:15	0	160	0	2	166	0	0	0	0	1	0	1	330
12:15-12:30	0	165	1	1	154	0	0	0	0	1	0	1	323
12:30-12:45	0	163	4	2	156	0	0	0	0	0	0	0	325
12:45-1:00	0	175	0	1	166	0	0	0	0	0	0	1	343
1:00-1:15	0	169	1	0	142	0	0	0	0	1	0	0	313
1:15-1:30	0	160	1	2	141	0	0	0	0	2	0	0	306
1:30-1:45	0	170	0	1	175	0	0	0	0	1	0	0	347
1:45-2:00	0	188	2	0	144	0	0	0	0	0	0	0	334
2:00-2:15	0	202	4	0	180	0	0	0	0	2	0	2	390
2:15-2:30	0	195	0	1	193	0	0	0	0	0	0	0	389
2:30-2:45	0	198	0	2	209	0	0	0	0	1	0	0	410
2:45-3:00	0	217	0	0	246	0	0	0	0	2	0	0	465
3:00-3:15	0	222	2	3	226	0	0	0	0	2	0	0	455
3:15-3:30	0	253	2	3	249	0	0	0	0	2	0	2	511
3:30-3:45	0	273	1	2	315	0	0	0	0	3	0	1	595
3:45-4:00	0	286	1	0	334	0	0	0	0	0	0	1	622
4:00-4:15	0	262	2	0	342	0	0	0	0	3	0	0	609
4:15-4:30	0	297	1	2	357	0	0	0	0	3	0	0	660
4:30-4:45	0	293	0	0	385	0	0	0	0	1	0	0	679
4:45-5:00	0	278	0	3	404	0	0	0	0	0	0	0	685
5:00-5:15	0	294	1	1	388	0	0	0	0	4	0	0	688
5:15-5:30	0	302	0	1	395	0	0	0	0	0	0	0	698
5:30-5:45	0	257	0	3	362	0	0	0	0	0	0	0	622
5:45-6:00	0	216	0	3	366	0	0	0	0	0	0	0	585
6:00-6:15	0	210	1	2	343	0	0	0	0	1	0	0	557
6:15-6:30	0	175	1	0	317	0	0	0	0	1	0	0	494
6:30-6:45	0	174	0	0	257	0	0	0	0	1	0	0	432
6:45-7:00	0	55	0	0	101	0	0	0	0	0	0	0	156
Hourly Totals													
6:00-7:00	0	1247	2	3	793	0	0	0	0	1	0	0	2046
7:00-8:00	0	1223	5	3	1021	0	0	0	0	7	0	0	2259
8:00-9:00	0	981	4	8	791	0	0	0	0	6	0	0	1790
9:00-10:00	0	708	3	1	689	0	0	0	0	4	0	0	1405
10:00-11:00	0	625	5	4	617	0	0	0	0	11	0	1	1263
11:00-12:00	0	639	4	3	602	0	0	0	0	3	0	1	1252
12:00-1:00	0	663	5	6	642	0	0	0	0	2	0	3	1321
1:00-2:00	0	687	4	3	602	0	0	0	0	4	0	0	1300
2:00-3:00	0	812	4	3	828	0	0	0	0	5	0	2	1654
3:00-4:00	0	1034	6	8	1124	0	0	0	0	7	0	4	2183
4:00-5:00	0	1130	3	5	1488	0	0	0	0	7	0	0	2633
5:00-6:00	0	1069	1	8	1511	0	0	0	0	4	0	0	2593
6:00-7:00	0	614	2	2	1018	0	0	0	0	3	0	0	1639
13 Hour Turning Movement Count				Intersection: MD 2/4 AT NURSERY RD Weather: CLEAR Count by: FSK Count Day/Date: TUESDAY APRIL 29,2008 County: CALVERT									
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning													

Highway Information Services Division Turning Movement Count Study - Field Sheet

Station ID: S1994040002
Date: Thursday 03/25/2010
Location: MD 2 at MD 4 (Sunderland)

County: Calvert
Town: none
Weather:
Recorder:

Comments: LOS AM:D PM:F (no pedestrians)

1 (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3294		17:00	18:00	4114

Hour	MD 4 From North				MD 4 From South				MD 2 From East				Church Driveway From West				Grand Total
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	
6:00	10	65	0	75	0	426	70	496	58	0	8	66	0	0	0	0	637
6:15	9	78	0	87	0	466	95	561	48	0	9	57	0	0	0	0	705
6:30	10	88	0	98	0	426	91	517	73	0	17	90	0	0	0	0	705
6:45	14	118	0	132	0	469	89	558	98	0	12	110	0	0	0	0	800
7:00	16	137	0	153	0	374	115	489	101	0	20	121	0	0	0	0	763
7:15	24	143	0	167	0	415	114	529	96	0	16	112	0	0	0	0	808
7:30	10	186	0	196	0	409	144	553	76	0	12	88	0	0	1	1	838
7:45	16	177	0	193	0	401	116	517	132	0	20	152	0	0	1	1	863
8:00	20	166	0	186	0	343	133	476	108	0	15	123	0	0	0	0	785
8:15	21	159	0	180	0	327	82	409	92	0	16	108	0	0	0	0	697
8:30	22	170	0	192	0	253	104	357	105	0	12	117	0	0	0	0	666
8:45	47	162	0	209	0	299	101	400	112	0	26	138	0	0	0	0	747
9:00	21	177	0	198	0	238	94	332	98	0	38	136	0	0	0	0	666
9:15	21	175	0	196	0	222	93	315	58	0	22	80	0	0	0	0	591
9:30	12	168	0	180	0	224	90	314	100	0	12	112	0	0	2	2	608
9:45	16	139	0	155	0	201	81	282	83	0	10	93	0	0	1	1	531
10:00	13	152	0	165	0	189	79	268	81	0	16	97	0	0	0	0	530
10:15	15	134	0	149	0	152	104	256	58	0	10	68	0	0	1	1	474
10:30	18	164	0	182	0	176	103	279	78	0	8	86	0	0	1	1	548
10:45	19	146	0	165	0	160	86	246	80	0	10	90	0	0	0	0	501
11:00	16	149	0	165	0	195	67	262	75	0	13	88	0	0	0	0	515
11:15	13	146	0	159	0	144	91	235	79	0	10	89	0	0	0	0	483
11:30	15	132	0	147	0	172	85	257	85	0	15	100	0	0	0	0	504
11:45	20	163	0	183	0	170	86	256	68	0	13	81	0	0	0	0	520
12:00	15	162	0	177	0	165	98	263	93	0	17	110	0	0	0	0	550
12:15	24	160	0	184	0	156	94	250	79	0	13	92	0	0	0	0	526
12:30	20	177	0	197	0	172	82	254	84	0	11	95	0	0	0	0	546
12:45	20	181	0	201	0	162	97	259	82	0	18	100	0	0	0	0	560
13:00	15	215	0	230	0	156	101	257	83	0	20	103	0	0	0	0	590
13:15	26	176	0	202	0	187	95	282	67	0	17	84	0	0	3	3	571
13:30	23	190	0	213	0	193	81	274	91	0	22	113	0	0	1	1	601
13:45	21	214	0	235	0	182	80	262	72	0	24	96	0	0	2	2	595
14:00	18	215	0	233	0	161	82	243	74	0	14	88	0	0	0	0	564
14:15	22	253	0	275	0	204	95	299	76	0	22	98	0	0	1	1	673
14:30	25	255	0	280	0	237	106	343	105	0	17	122	0	0	1	1	746
14:45	26	260	0	286	0	156	128	284	109	0	10	119	0	0	0	0	689
15:00	23	294	0	317	0	185	121	306	90	0	21	111	0	0	0	0	734
15:15	19	371	0	390	0	189	115	304	121	0	15	136	0	0	0	0	830
15:30	31	341	0	372	0	180	102	282	118	0	14	132	0	0	0	0	786
15:45	26	419	0	445	0	199	101	300	146	0	41	187	0	0	0	0	932
16:00	21	400	0	421	0	193	128	321	117	0	25	142	0	0	0	0	884
16:15	24	438	0	462	0	214	124	338	130	0	19	149	0	0	1	1	950
16:30	31	440	0	471	0	162	145	307	137	0	22	159	0	0	2	2	939
16:45	34	464	0	498	0	208	137	345	147	0	20	167	0	0	0	0	1010
17:00	41	529	0	570	0	172	132	304	162	0	32	194	0	0	0	0	1068
17:15	31	482	0	513	0	211	156	367	141	0	33	174	0	0	0	0	1054
17:30	41	414	0	455	0	173	152	325	171	0	23	194	0	0	0	0	974
17:45	43	492	0	535	0	177	122	299	143	0	41	184	0	0	0	0	1018
18:00	45	428	0	473	0	145	106	251	130	0	30	160	0	0	1	1	885
18:15	54	327	0	381	0	156	114	270	132	0	37	169	0	0	0	0	820
18:30	36	358	0	394	0	103	116	219	128	0	19	147	0	0	1	1	761
18:45	27	320	0	347	0	118	120	238	118	0	17	135	0	0	1	1	721
TOTAL	1200	12469	0	13669	0	11767	5443	17210	5188	0	974	6162	0	0	21	21	37062
AM Peak	70	672	0	742	0	1568	507	2075	412	0	63	475	0	0	2	2	3294
PM Peak	156	1917	0	2073	0	733	562	1295	617	0	129	746	0	0	0	0	4114

Date: Thursday 03/25/2010
 Location: MD 2 at MD 4 (Sunderland)

Town: none
 Weather:
 Recorder:

Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3294		17:00	18:00	4114

Hour Ending	MD 4 North Leg			MD 4 South Leg			MD 2 East Leg			Church Driveway West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	4	0	0	0	0	0	0	0	0	0
6:15	0	0	2	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	1	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	1	0	0	0	0	0	0	0	0	0
7:45	0	0	3	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	1	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	2	0	0	0	0	0	0	0	0	0
9:15	0	0	8	0	0	0	0	0	0	0	0	0
9:30	0	0	4	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	1	0	0	0	0	0	0	0	0	0
10:30	0	0	1	0	0	0	0	0	0	0	0	0
10:45	0	0	3	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	1	0	0	0	0	0	0	0	0	0
13:00	0	0	3	0	0	0	0	0	0	0	0	0
13:15	0	0	1	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	0	0	0	0	0
14:00	0	0	3	0	0	0	0	0	0	0	0	0
14:15	0	0	3	0	0	0	0	0	0	0	0	0
14:30	0	0	1	0	0	0	0	0	0	0	0	0
14:45	0	0	2	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	2	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	0	0	0	0	0
18:00	0	0	3	0	0	0	0	0	0	0	0	0
18:15	0	0	1	0	0	0	0	0	0	0	0	0
18:30	0	0	1	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	0	0	0	0	0
Total	0	0	66	0	0	0	0	0	0	0	0	0
AM Peak	0	0	4	0	0	0	0	0	0	0	0	0
PM Peak	0	0	3	0	0	0	0	0	0	0	0	0

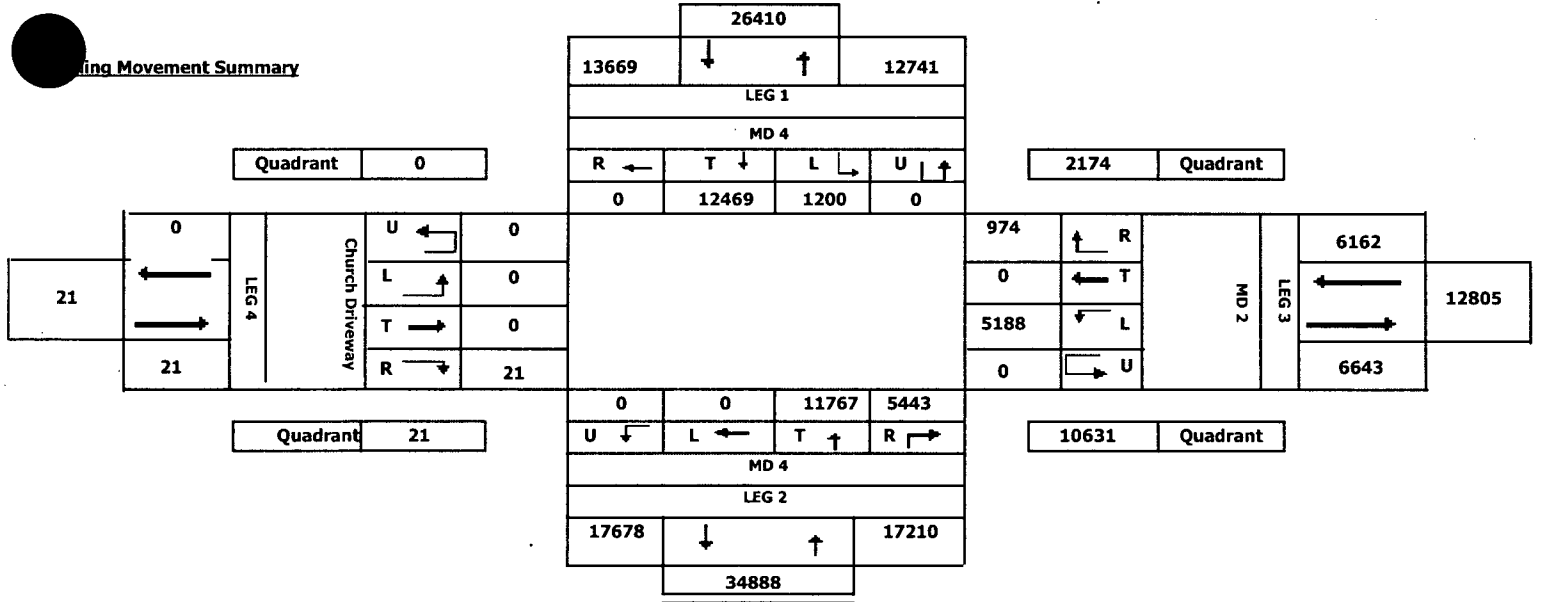
Date: Thursday 03/25/2010
 Location: MD 2 at MD 4 (Sunderland)

Town: none
 Weather:
 Recorder:

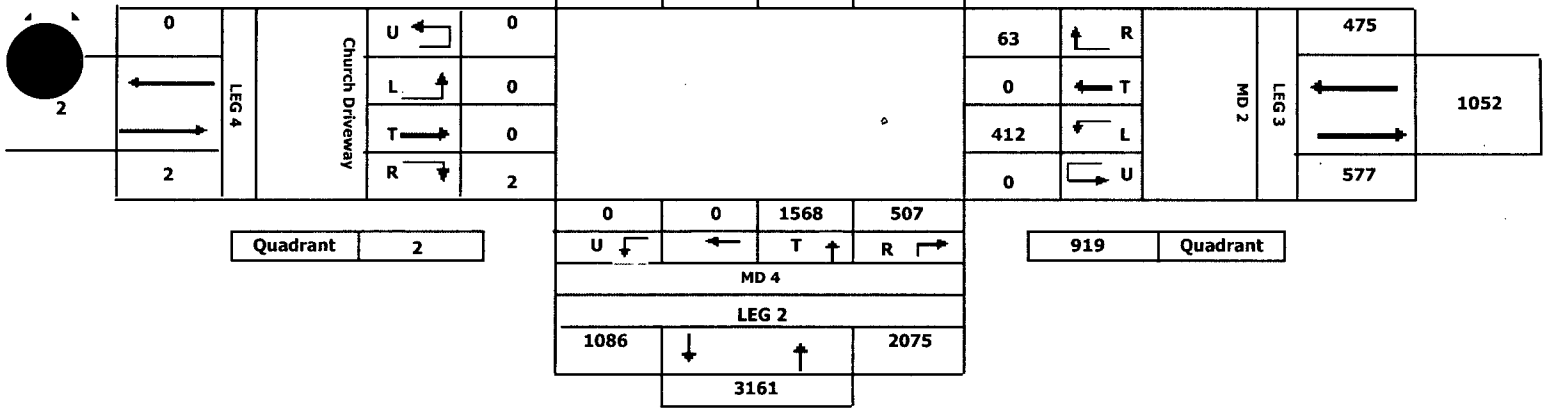
Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3294		17:00	18:00	4114

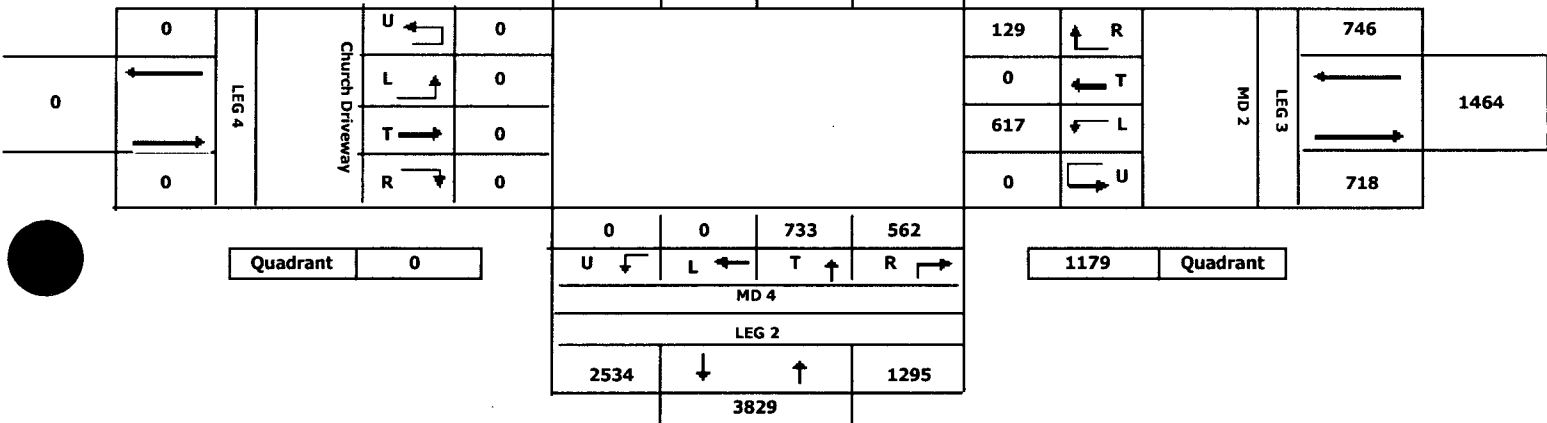
Timing Movement Summary



AM Peak Hour



PM Peak Hour



Highway Information Services Division Turning Movement Count Study - Field Sheet

Station ID: S2000040013
Date: Wednesday 03/11/2009
Location: MD 2 at MD 231

County: Calvert
Town: none
Weather:
Recorder:

Comments: LOS AM:B PM:E (no pedestrians)

1 (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3452		16:15	17:15	4177

Hour	MD 2 From North				MD 2 From South				MD 231 From East				MD 231 From West				Grand Total	
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R		TOT
6:00	1	104	59	164	43	299	16	358	2	9	1	12	42	3	5	50	584	
6:15	3	104	54	161	61	300	35	396	3	11	0	14	41	8	16	65	636	
6:30	4	85	45	134	59	314	48	421	6	18	0	24	85	15	18	118	697	
6:45	5	136	62	203	67	346	17	430	8	8	0	16	92	12	23	127	776	
7:00	3	148	67	218	58	349	23	430	12	14	0	26	92	22	15	129	803	
7:15	14	214	93	321	78	369	28	475	9	25	4	38	92	24	29	145	979	
7:30	14	151	106	271	63	284	14	361	19	15	1	35	86	16	29	131	798	
7:45	12	171	80	263	59	367	14	440	9	18	1	28	74	36	17	127	858	
8:00	22	136	89	247	68	302	19	389	17	13	5	35	81	28	37	146	817	
8:15	13	149	94	256	65	291	24	380	7	25	3	35	60	27	38	125	796	
8:30	16	126	54	196	63	278	20	361	12	12	1	25	63	26	35	124	706	
8:45	14	120	64	198	67	249	20	336	9	21	9	39	70	29	51	150	723	
9:00	9	142	56	207	62	243	15	320	16	19	7	42	71	27	29	127	696	
9:15	21	144	63	228	42	192	20	254	5	22	8	35	70	18	33	121	638	
9:30	15	161	64	240	58	228	14	300	12	17	6	35	43	10	39	92	667	
9:45	21	142	64	227	61	192	5	258	17	12	9	38	79	26	29	134	657	
10:00	15	173	47	235	53	212	16	281	21	25	5	51	51	19	25	95	662	
10:15	22	119	44	185	47	194	4	245	8	15	3	26	53	19	21	93	549	
10:30	6	152	67	225	35	207	13	255	11	20	6	37	53	17	30	100	617	
10:45	18	179	74	271	55	189	8	252	16	16	12	44	56	19	39	114	681	
11:00	13	173	68	254	41	196	13	250	7	17	7	31	64	15	24	103	638	
11:15	5	20	155	82	257	58	185	10	253	16	19	3	38	77	15	34	126	674
11:30	17	152	66	235	32	181	10	223	10	19	6	35	69	17	34	120	613	
11:45	20	160	60	240	40	204	15	259	18	37	8	63	77	17	24	118	680	
12:00	22	184	81	287	41	198	12	251	17	27	10	54	66	17	41	124	716	
12:15	20	156	72	248	38	187	15	240	16	19	7	42	85	22	31	138	668	
12:30	24	171	66	261	54	205	9	268	10	13	6	29	61	19	48	128	686	
12:45	24	147	65	236	44	172	8	224	13	20	8	41	88	21	45	154	655	
13:00	24	225	60	309	41	181	7	229	12	21	8	41	73	16	44	133	712	
13:15	26	161	64	251	30	191	10	231	13	22	10	45	62	22	33	117	644	
13:30	15	200	54	269	43	204	11	258	21	21	7	49	58	18	36	112	688	
13:45	18	185	89	292	40	197	11	248	16	28	4	48	71	21	35	127	715	
14:00	29	220	74	323	49	206	16	271	13	19	9	41	72	21	43	136	771	
14:15	24	217	78	319	54	175	17	246	13	29	3	45	83	27	51	161	771	
14:30	26	259	76	361	55	182	18	255	26	31	4	61	68	22	42	132	809	
14:45	32	212	83	327	38	185	12	235	22	33	5	60	64	29	44	137	759	
15:00	14	274	67	355	37	176	8	221	20	20	3	43	93	25	51	169	788	
15:15	25	261	87	373	44	224	13	281	20	24	6	50	80	20	69	169	873	
15:30	31	316	100	447	57	173	16	246	22	24	7	53	80	20	92	192	938	
15:45	13	367	104	484	51	199	14	264	27	30	2	59	120	25	86	231	1038	
16:00	12	332	102	446	36	153	15	204	26	26	6	58	87	32	96	215	923	
16:15	16	374	73	463	37	268	19	324	32	25	2	59	94	31	93	218	1064	
16:30	8	413	72	493	49	250	15	314	37	26	6	69	91	22	82	195	1071	
16:45	12	377	68	457	55	278	15	348	30	27	6	63	102	20	86	208	1076	
17:00	17	348	72	437	62	203	13	278	28	39	6	73	67	22	89	178	966	
17:15	21	308	72	401	58	231	23	312	26	35	3	64	76	32	79	187	964	
17:30	8	302	49	359	51	206	14	271	38	19	7	64	71	27	78	176	870	
17:45	14	343	53	410	50	205	22	277	23	20	14	57	76	21	65	162	906	
18:00	15	327	100	442	32	223	5	260	25	15	4	44	77	29	68	174	920	
18:15	11	312	66	389	34	197	16	247	16	22	2	40	72	25	60	157	833	
18:30	18	303	84	405	32	182	18	232	17	16	11	44	71	25	54	150	831	
18:45	14	292	66	372	44	180	24	248	38	20	6	64	72	25	51	148	832	
TOTAL	851	11082	3719	15652	2591	11802	817	15210	887	1098	277	2262	3821	1121	2366	7308	40432	
AM Peak	62	672	368	1102	268	1322	75	1665	54	71	11	136	333	104	112	549	3452	
PM Peak	53	1512	285	1850	203	999	62	1264	127	117	20	264	354	95	350	799	4177	

Date: Wednesday 03/11/2009

Town: none

Location: MD 2 at MD 231

Weather:

Interval (dd): 15 min

Recorder:

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3452		16:15	17:15	4177

Hour Ending	MD 2 North Leg			MD 2 South Leg			MD 231 East Leg			MD 231 West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	3	0	0	0	0	0	0	0	0	0
6:15	0	0	1	0	0	0	0	0	0	0	0	0
6:30	0	0	1	0	0	0	0	0	0	0	0	0
6:45	0	0	3	0	0	0	0	0	0	0	0	0
7:00	0	0	3	0	0	0	0	0	0	0	0	0
7:15	0	0	7	0	0	0	0	0	0	0	0	0
7:30	0	0	3	0	0	0	0	0	0	0	0	0
7:45	0	0	1	0	0	0	0	0	0	0	0	0
8:00	0	0	4	0	0	0	0	0	0	0	0	0
8:15	0	0	6	0	0	0	0	0	0	0	0	0
8:30	0	0	6	0	0	0	0	0	0	0	0	0
8:45	0	0	6	0	0	0	0	0	0	0	0	0
9:00	0	0	6	0	0	0	0	0	0	0	0	0
9:15	0	0	18	0	0	0	0	0	0	0	0	0
9:30	0	0	15	0	0	0	0	0	0	0	0	0
9:45	0	0	15	0	0	0	0	0	0	0	0	0
10:00	0	0	17	0	0	3	0	0	0	0	0	0
10:15	0	0	20	0	0	0	0	0	0	0	0	0
10:30	0	0	18	0	0	0	0	0	0	0	0	0
10:45	0	0	28	0	0	0	0	0	0	0	0	0
11:00	0	0	25	0	0	0	0	0	0	0	0	0
11:15	0	0	28	0	0	2	0	0	0	0	0	0
11:30	0	0	30	0	0	0	0	0	0	0	0	0
11:45	0	0	27	0	0	0	0	0	0	0	0	0
12:00	0	0	31	0	0	0	0	0	0	0	0	0
12:15	0	0	25	0	0	1	0	0	0	0	0	0
12:30	0	0	39	0	0	0	0	0	0	0	0	0
12:45	0	0	33	0	0	1	0	0	0	0	0	0
13:00	0	0	20	0	0	0	0	0	0	0	0	0
13:15	0	0	24	0	0	0	0	0	0	0	0	0
13:30	0	0	28	0	0	0	0	0	0	0	0	0
13:45	0	0	31	0	0	0	0	0	0	0	0	0
14:00	0	0	26	0	0	1	0	0	0	0	0	0
14:15	0	0	27	0	0	0	0	0	0	0	0	0
14:30	0	0	34	0	0	0	0	0	0	0	0	0
14:45	0	0	16	0	0	0	0	0	0	0	0	0
15:00	0	0	29	0	0	0	0	0	0	0	0	0
15:15	0	0	20	0	0	1	0	0	0	0	0	0
15:30	0	0	21	0	0	0	0	0	0	0	0	0
15:45	0	0	10	0	0	0	0	0	0	0	0	0
16:00	0	0	18	0	0	0	0	0	0	0	0	0
16:15	0	0	8	0	0	1	0	0	0	0	0	0
16:30	0	0	16	0	0	0	0	0	0	0	0	0
16:45	0	0	20	0	0	0	0	0	0	0	0	0
17:00	0	0	21	0	0	0	0	0	0	0	0	0
17:15	0	0	12	0	0	0	0	0	0	0	0	0
17:30	0	0	10	0	0	0	0	0	0	0	0	0
17:45	0	0	15	0	0	1	0	0	0	0	0	0
18:00	0	0	25	0	0	0	0	0	0	0	0	0
18:15	0	0	14	0	0	0	0	0	0	0	0	0
18:30	0	0	25	0	0	0	0	0	0	0	0	0
18:45	0	0	18	0	0	0	0	0	0	0	0	0
Total	0	0	907	0	0	11	0	0	0	0	0	0
AM Peak	0	0	15	0	0	0	0	0	0	0	0	0
PM Peak	0	0	65	0	0	1	0	0	0	0	0	0

Date: Wednesday 03/11/2009

Town: none

Location: MD 2 at MD 231

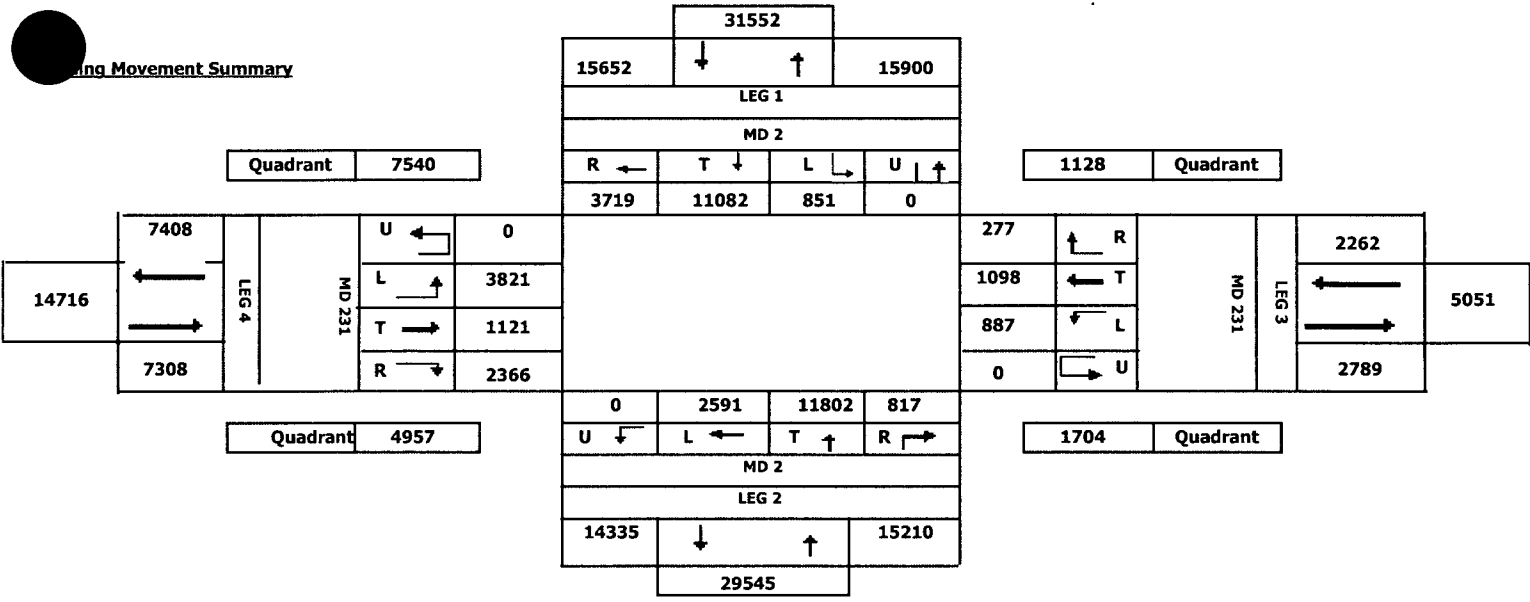
Weather:

Interval (dd): 15 min

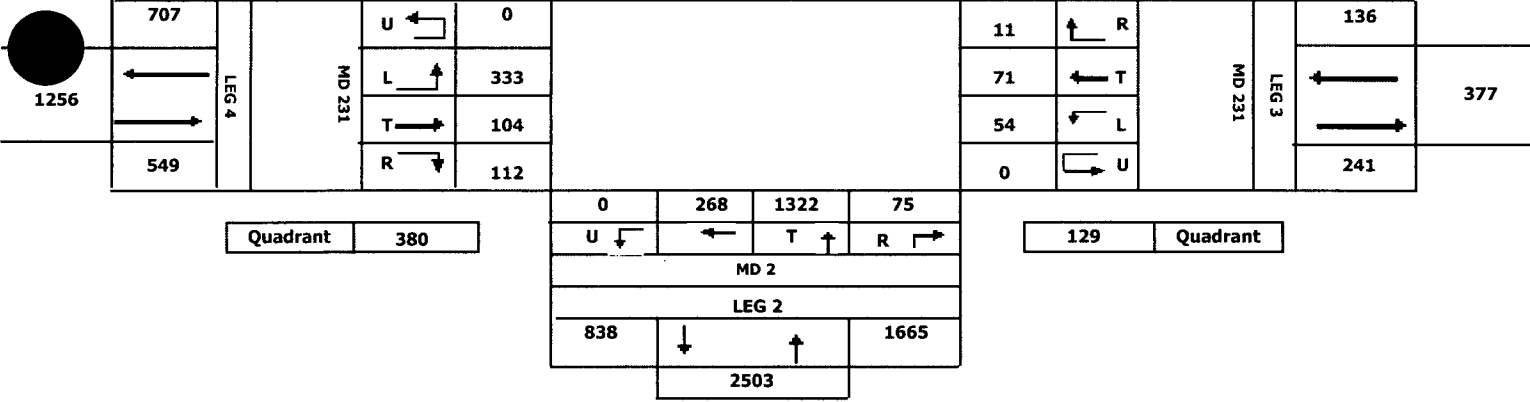
Recorder:

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		07:15	08:15	3452		16:15	17:15	4177

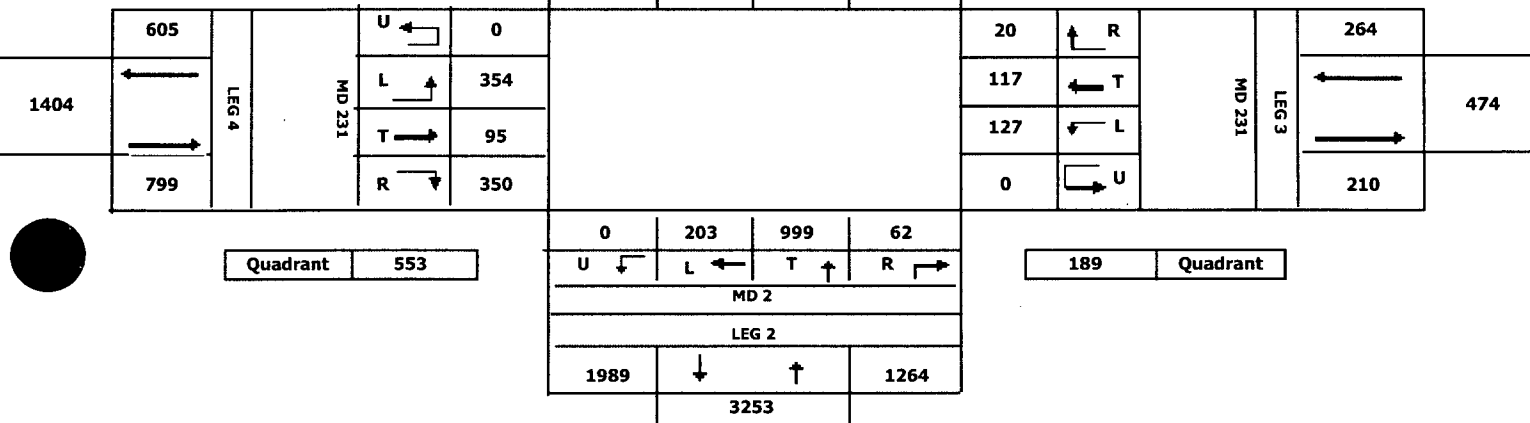
Morning Movement Summary



AM Peak Hour



PM Peak Hour



Highway Information Services Division Turning Movement Count Study - Field Sheet

Station ID: S2010040002
 Date: Thursday 02/18/2010
 Location: MD 2 at MD 2P (White Sands Dr)/MD 2AF (Nur

County: Calvert
 Town: none
 Weather:
 Recorder:

Comments: LOS AM:A PM:A (no pedestrians)

Interval: 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		06:30	07:30	2181		16:15	17:15	2549

Hour	MD 2 From North				MD 2 From South				Nursery Road From East				White Sands Drive From West				Grand Total
	Begin	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	
6:00	0	154	1	155	2	246	0	248	0	0	0	0	24	0	15	39	442
6:15	0	150	4	154	5	299	0	304	0	0	0	0	32	0	6	38	496
6:30	0	178	4	182	2	310	0	312	0	0	1	1	32	0	19	51	546
6:45	0	195	2	197	5	298	0	303	0	0	1	1	46	0	8	54	555
7:00	0	186	5	191	5	286	0	291	0	0	0	0	35	0	18	53	535
7:15	0	220	9	229	5	268	0	273	0	0	2	2	24	0	17	41	545
7:30	0	218	9	227	11	248	0	259	0	0	1	1	18	0	17	35	522
7:45	0	219	8	227	7	247	0	254	0	0	2	2	22	0	23	45	528
8:00	0	184	5	189	11	271	0	282	0	0	1	1	26	0	15	41	513
8:15	0	181	7	188	6	251	0	257	0	0	1	1	29	0	19	48	494
8:30	0	147	6	153	8	242	1	251	0	0	5	5	30	0	21	51	460
8:45	0	151	10	161	4	220	0	224	0	0	1	1	28	0	24	52	438
9:00	0	141	8	149	7	163	0	170	0	0	1	1	13	0	10	23	343
9:15	0	146	12	158	6	146	0	152	0	0	2	2	16	0	9	25	337
9:30	0	132	7	139	12	165	0	177	0	0	2	2	8	0	9	17	335
9:45	0	147	4	151	6	180	0	186	0	0	0	0	6	0	13	19	356
10:00	0	131	11	142	3	151	0	154	0	0	1	1	10	0	13	23	320
10:15	0	128	7	135	12	167	0	179	0	0	0	0	13	0	9	22	336
10:30	0	142	8	150	11	151	0	162	0	0	0	0	11	0	8	19	331
10:45	0	134	6	140	9	153	0	162	0	0	0	0	9	0	14	23	325
11:00	0	144	12	156	10	126	0	136	0	0	3	3	7	0	11	18	313
11:15	0	137	9	146	7	145	0	152	0	0	1	1	8	0	19	27	326
11:30	0	137	17	154	9	175	0	184	0	0	1	1	5	0	6	11	350
11:45	0	154	8	162	12	153	0	165	0	0	2	2	9	0	11	20	349
12:00	0	162	10	172	12	141	1	154	0	0	3	3	11	0	8	19	348
12:15	0	165	11	176	8	152	0	160	0	0	2	2	4	0	10	14	352
12:30	0	138	5	143	21	169	2	192	0	0	0	0	7	0	13	20	355
12:45	0	125	18	143	5	132	3	140	0	0	1	1	10	0	6	16	300
13:00	0	138	10	148	2	128	1	131	0	0	1	1	13	0	11	24	304
13:15	0	145	15	160	10	137	0	147	0	0	0	0	11	0	7	18	325
13:30	0	150	14	164	13	159	0	172	0	0	0	0	12	0	15	27	363
13:45	0	165	17	182	17	168	1	186	0	0	0	0	9	0	10	19	387
14:00	0	177	9	186	17	144	0	161	0	0	1	1	16	0	8	24	372
14:15	0	193	18	211	14	173	0	187	0	0	0	0	7	0	11	18	416
14:30	0	246	17	263	25	179	1	205	0	0	0	0	8	0	9	17	485
14:45	0	239	21	260	15	172	0	187	0	0	1	1	10	0	12	22	470
15:00	0	256	27	283	10	165	1	176	0	0	0	0	9	0	19	28	487
15:15	0	241	22	263	26	178	1	205	0	0	3	3	13	0	12	25	496
15:30	0	257	25	282	18	169	1	188	0	0	0	0	23	0	18	41	511
15:45	0	290	34	324	25	192	0	217	0	0	0	0	10	0	12	22	563
16:00	0	307	20	327	25	202	1	228	0	0	2	2	13	0	5	18	575
16:15	0	328	31	359	24	232	1	257	0	0	1	1	23	0	18	41	658
16:30	0	330	16	346	20	236	0	256	0	0	1	1	20	0	13	33	636
16:45	0	331	19	350	18	255	0	273	0	0	0	0	16	0	17	33	656
17:00	0	290	20	310	24	229	0	253	0	0	2	2	23	0	11	34	599
17:15	0	319	33	352	24	238	0	262	0	0	1	1	12	0	18	30	645
17:30	0	321	30	351	24	222	0	246	0	0	2	2	20	0	21	41	640
17:45	0	298	24	322	27	215	0	242	0	0	2	2	13	0	17	30	596
18:00	0	264	36	300	25	214	1	240	0	0	0	0	19	0	19	38	578
18:15	0	286	35	321	18	220	0	238	0	0	0	0	8	0	13	21	580
18:30	0	281	29	310	15	208	1	224	0	0	1	1	19	0	15	34	569
18:45	0	239	33	272	20	184	0	204	0	0	1	1	8	0	12	20	497
TOTAL	0	10537	778	11315	677	10274	17	10968	0	0	53	53	828	0	694	1522	23858
AM Peak	0	779	20	799	17	1162	0	1179	0	0	4	4	137	0	62	199	2181
PM Peak	0	1279	86	1365	86	952	1	1039	0	0	4	4	82	0	59	141	2549

Date: Thursday 02/18/2010
 Location: MD 2 at MD 2P (White Sands Dr)/MD 2AF (Nur

Town: none
 Weather:
 Recorder:

Interval (dd): 15 min

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		06:30	07:30	2181		16:15	17:15	2549

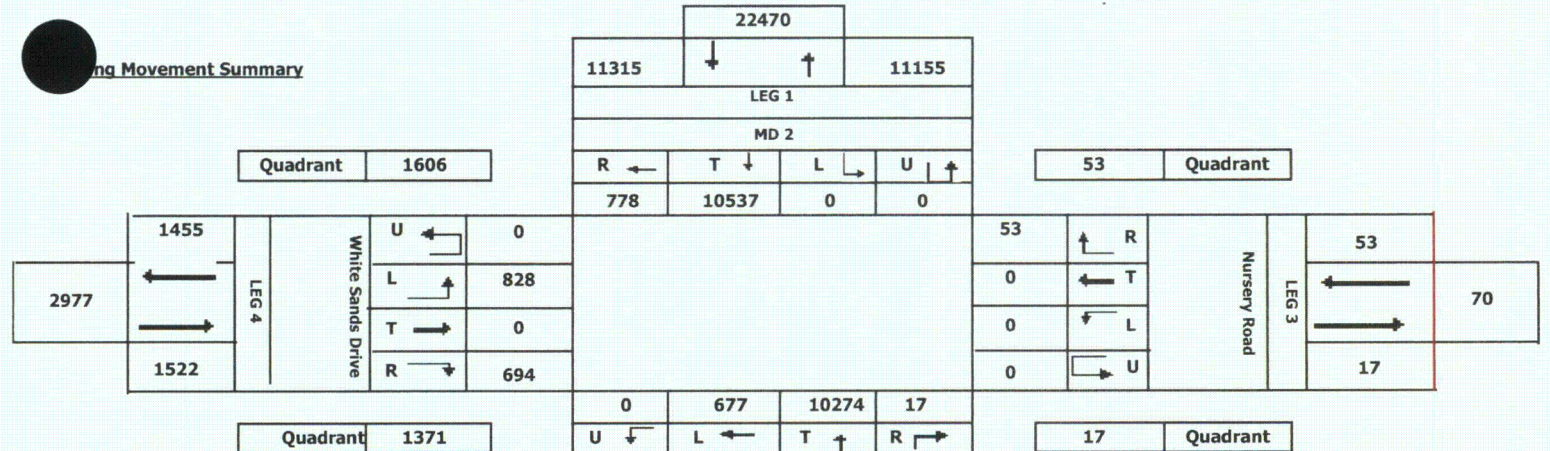
Hour Ending	MD 2 North Leg			MD 2 South Leg			Nursery Road East Leg			White Sands Drive West Leg		
	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.	S.C.	PED.	U.T.
6:00	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
AM Peak	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak	0	0	0	0	0	0	0	0	0	0	0	0

Date: Thursday 02/18/2010
 Location: MD 2 at MD 2P (White Sands Dr)/MD 2AF (Nur
 Interval (dd): 15 min

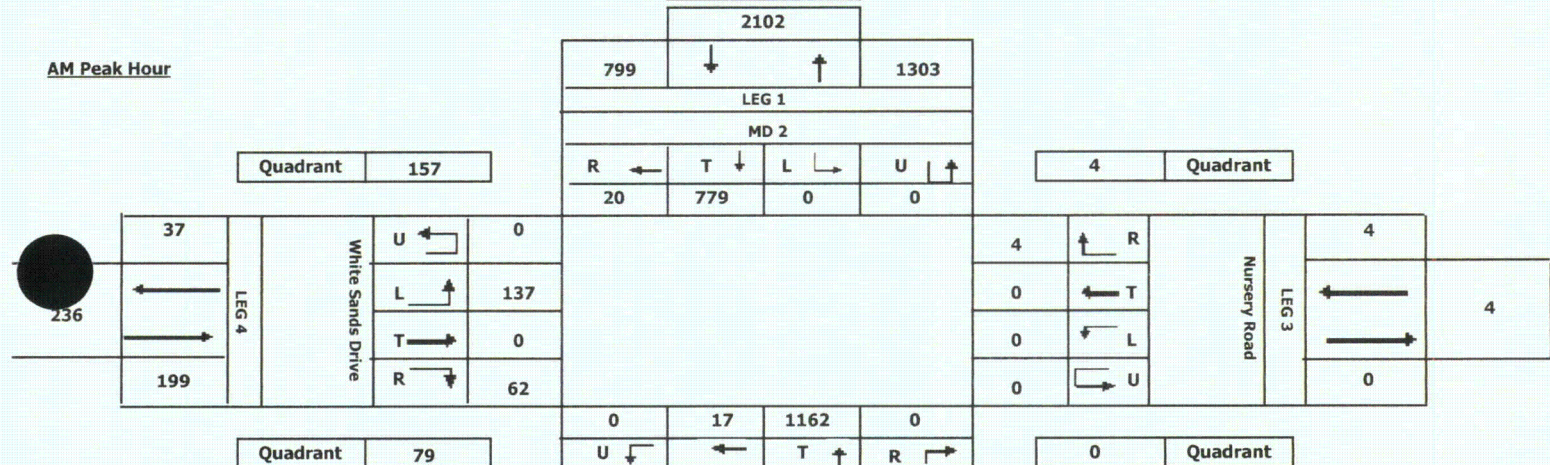
Town: none
 Weather:
 Recorder:

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Begin	End	Volume	PM PERIOD 12:00PM-7:00PM	Begin	End	Volume
		06:30	07:30	2181		16:15	17:15	2549

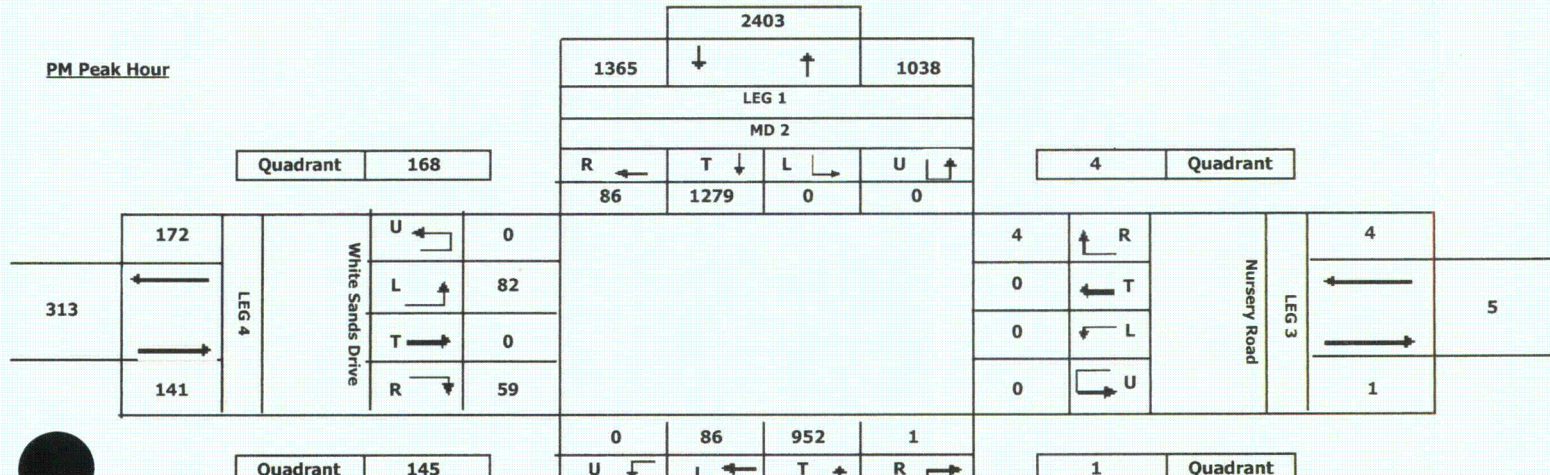
ong Movement Summary



AM Peak Hour



PM Peak Hour



**Appendix C
Existing Conditions**

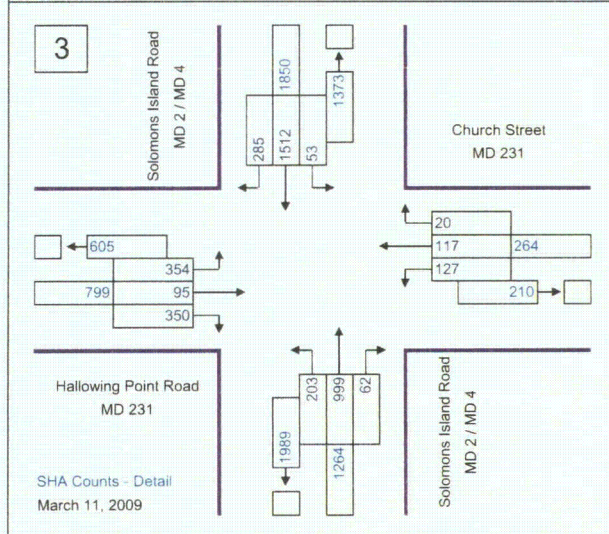
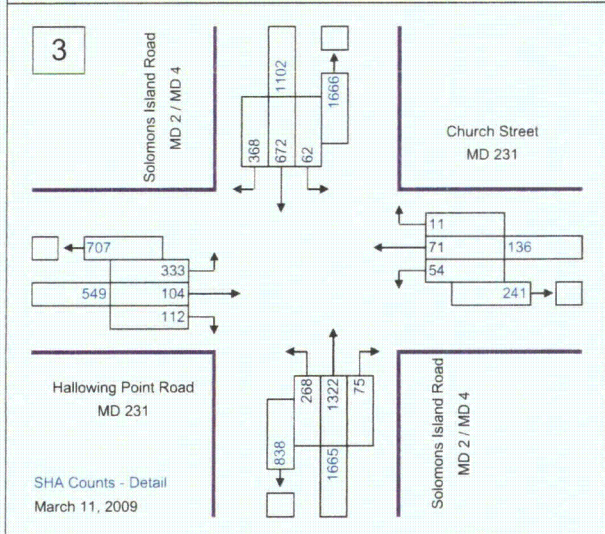
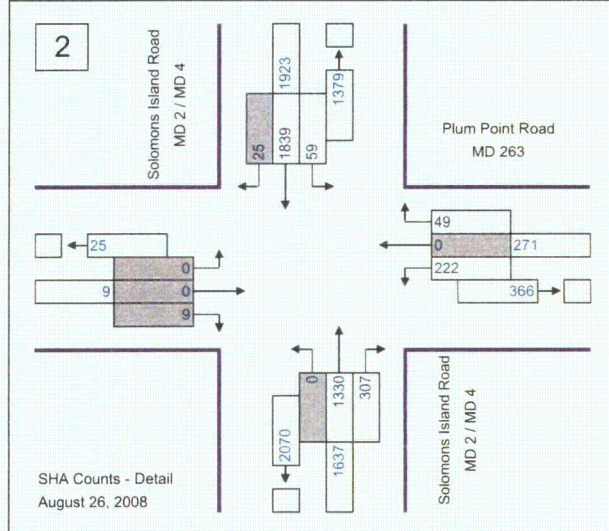
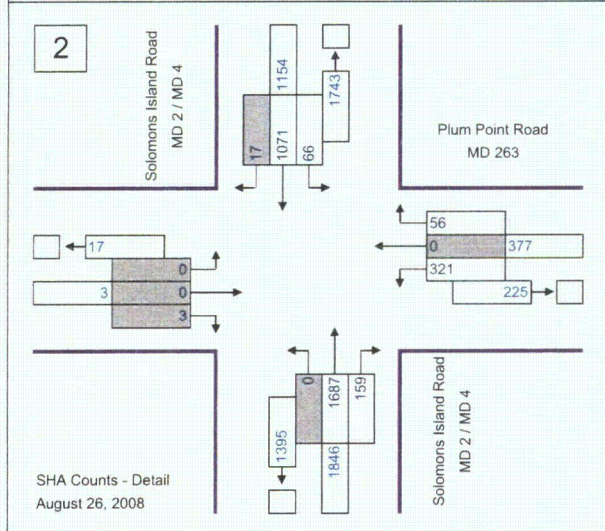
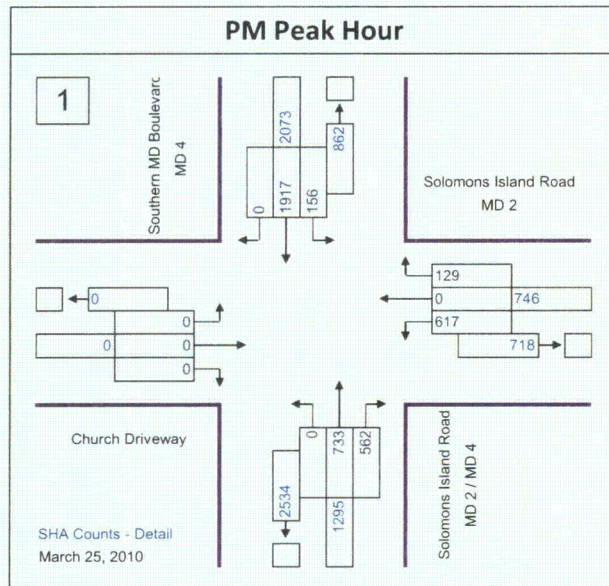
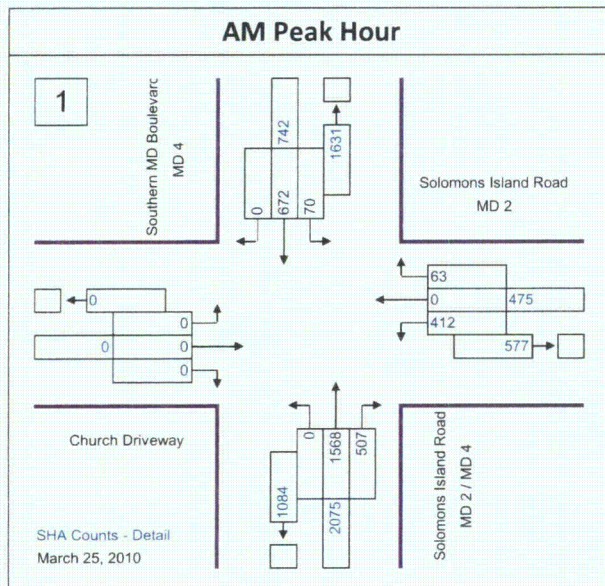
LOS Analysis Worksheets

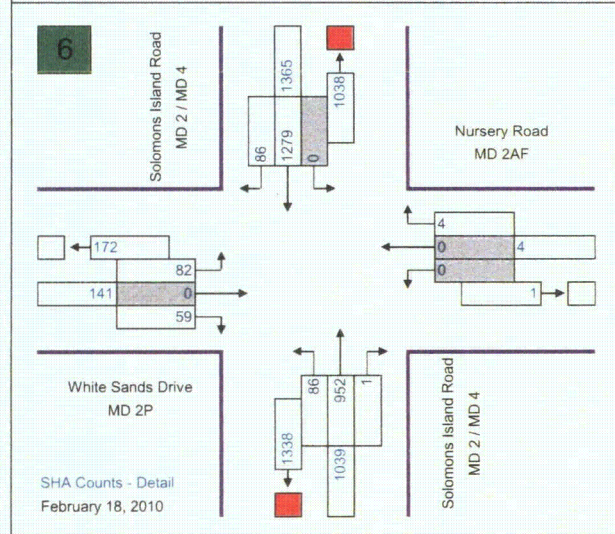
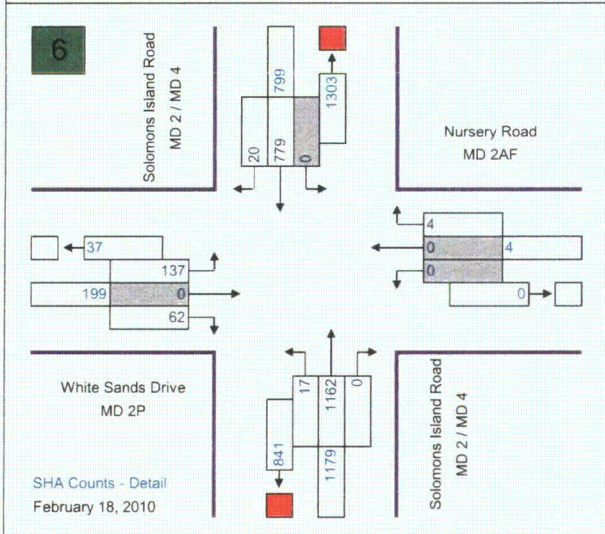
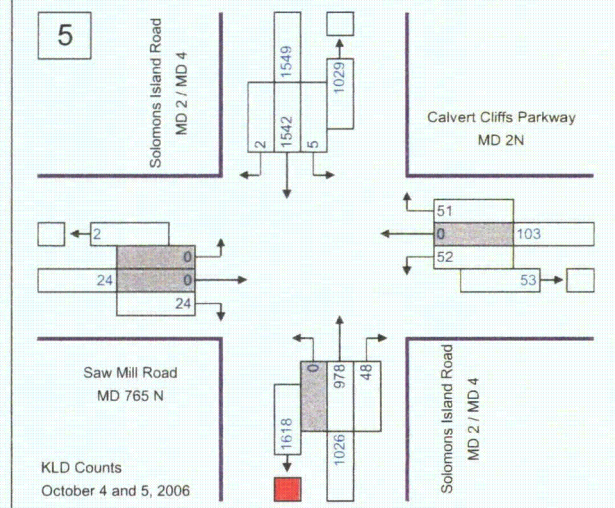
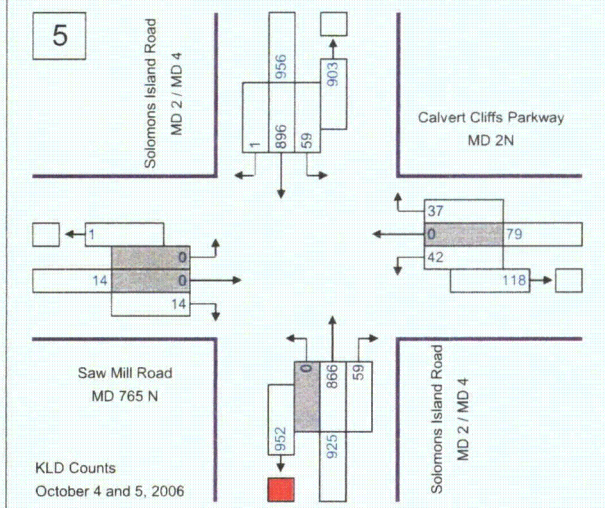
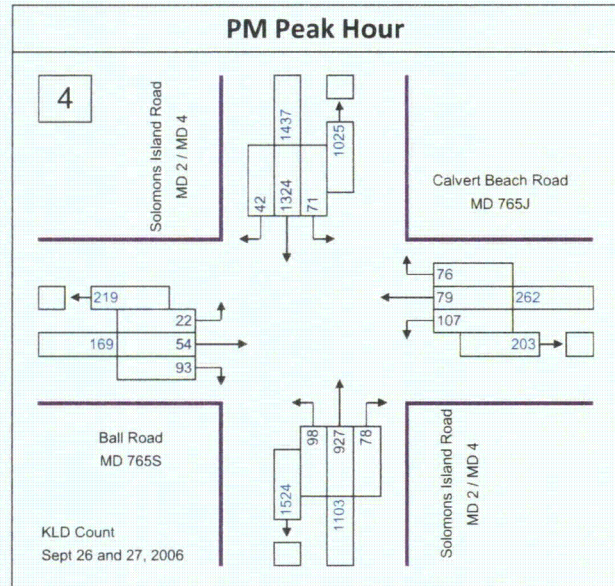
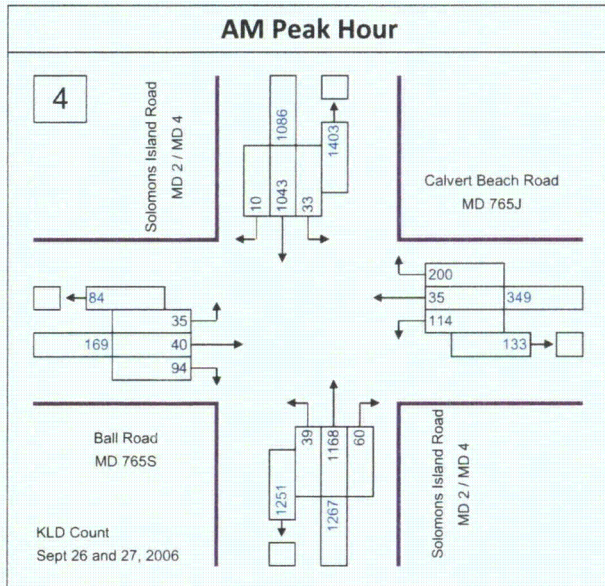
52

This appendix contains CLV worksheets for all calculations shown in Table C-1, as well as queue calculations using SHA methodology. The derivation of the volumes used in the calculations is provided beginning on page C-4. Figure C-1 presents the traffic volumes and turning movements at the study intersections during the AM and PM peak hours.

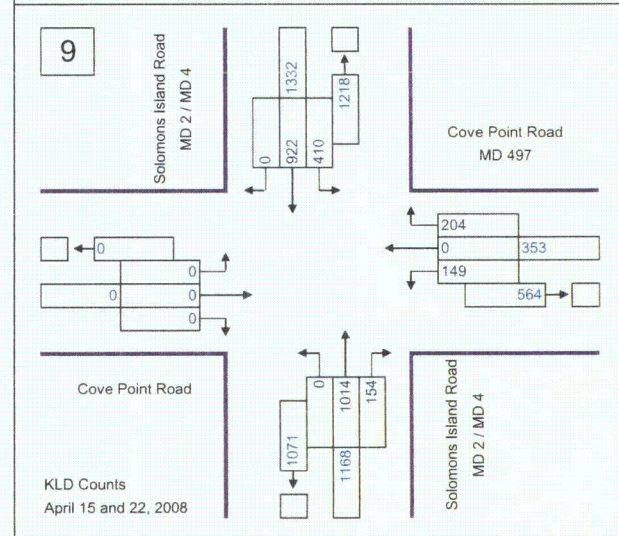
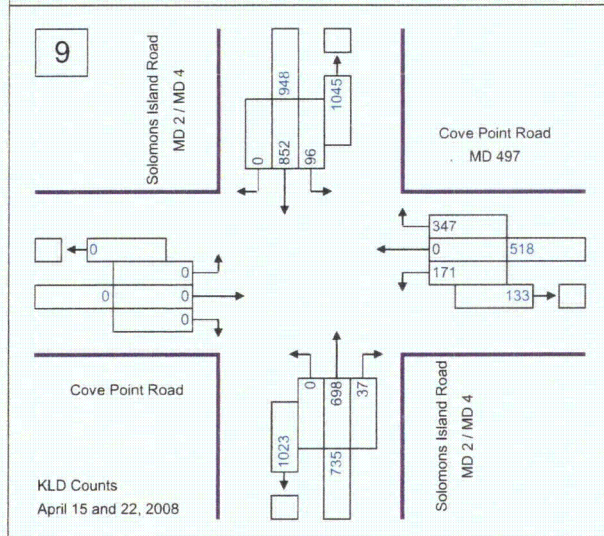
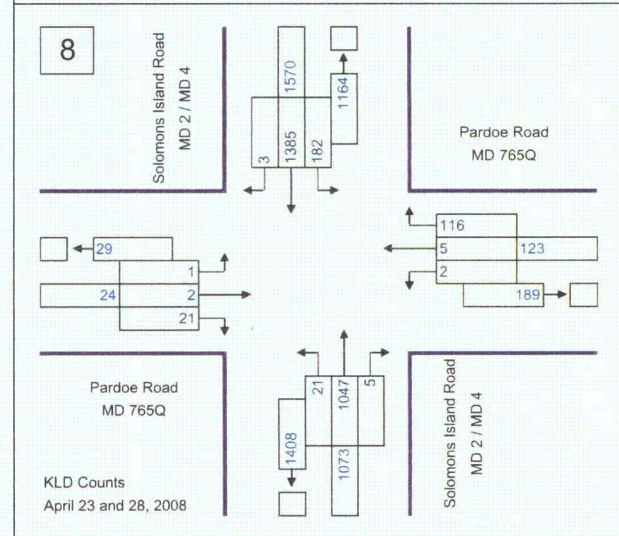
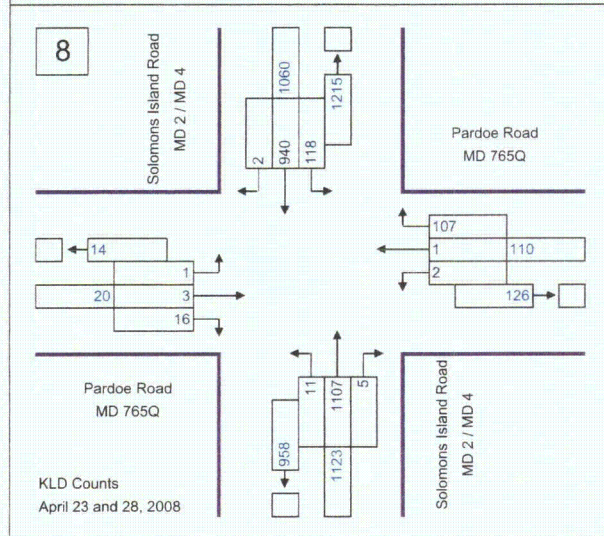
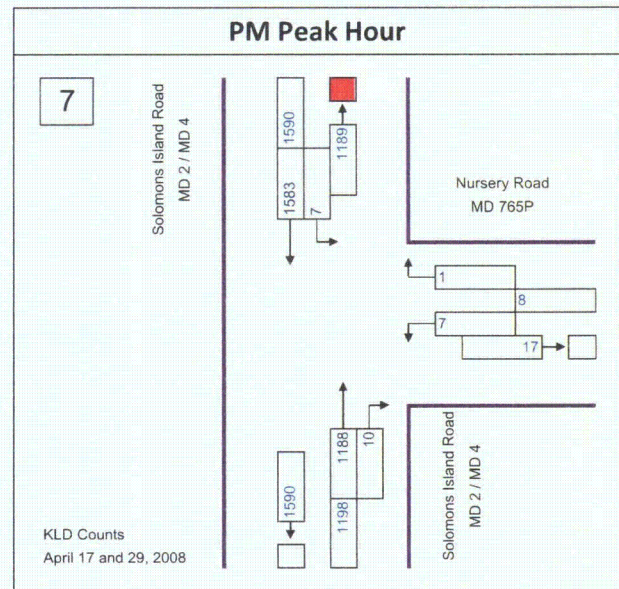
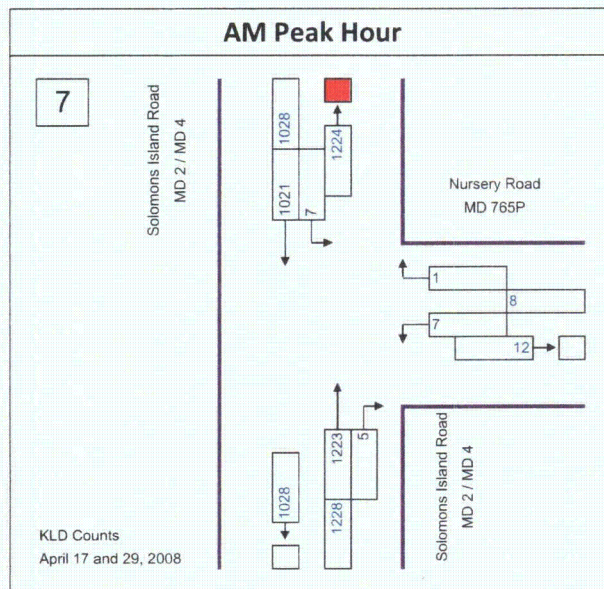
Table C- 1 – Intersection LOS: Existing Conditions

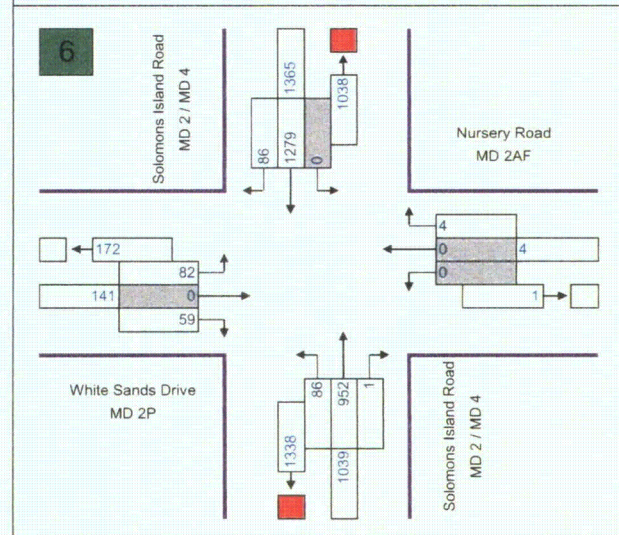
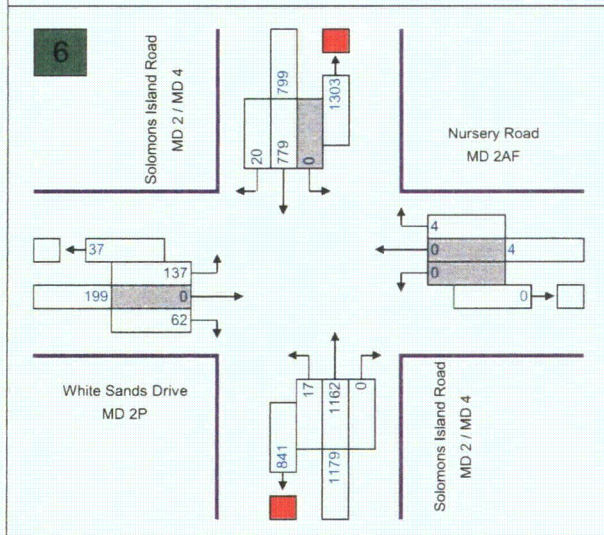
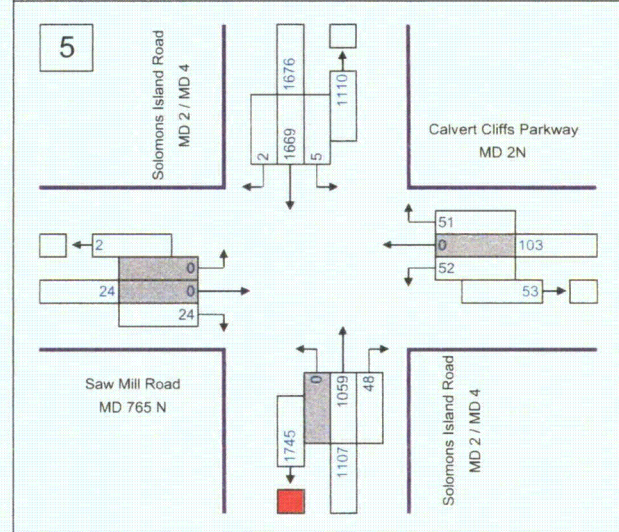
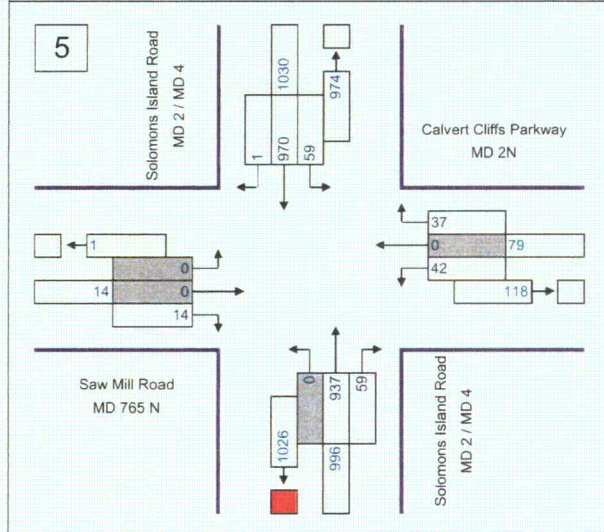
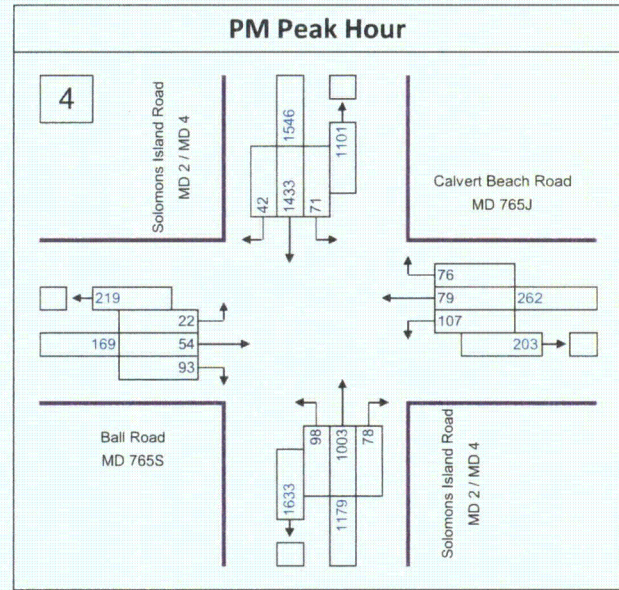
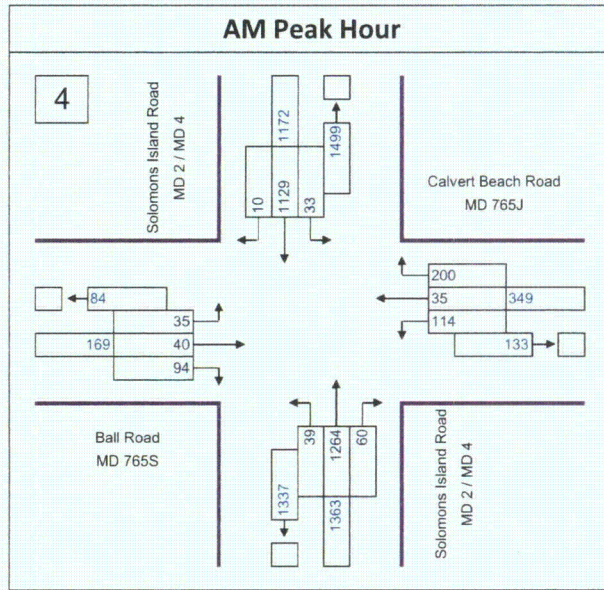
<i>Intersection</i>	<i>CLV</i>		<i>LOS</i>	
	<i>AM</i>	<i>PM</i>	<i>AM</i>	<i>PM</i>
MD 2 /MD 4 diverge	1344	1176	D	C
MD 231 & MD 2/MD 4	865	1098	A	B
Calvert Beach/Ball Road & MD 2/MD 4	952	1148	A	B
Calvert Cliffs Parkway & MD 2/MD 4	837	710	A	A
White Sands Drive & MD 2/MD 4	708	1080	A	B
Nursery Road & MD 2/MD 4	715	949	A	A
Pardoe Road & MD 2/MD 4	881	961	A	A
Cove Point Road & MD 2/MD 4	746	1139	A	B

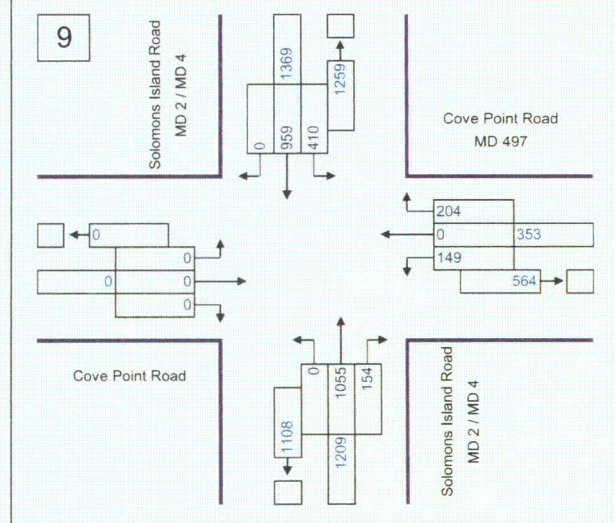
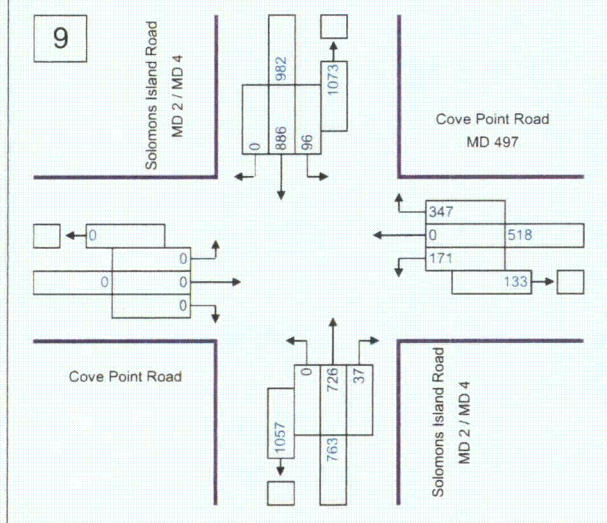
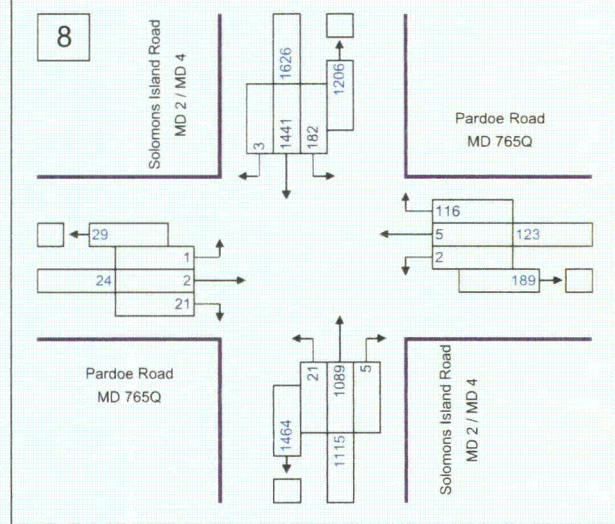
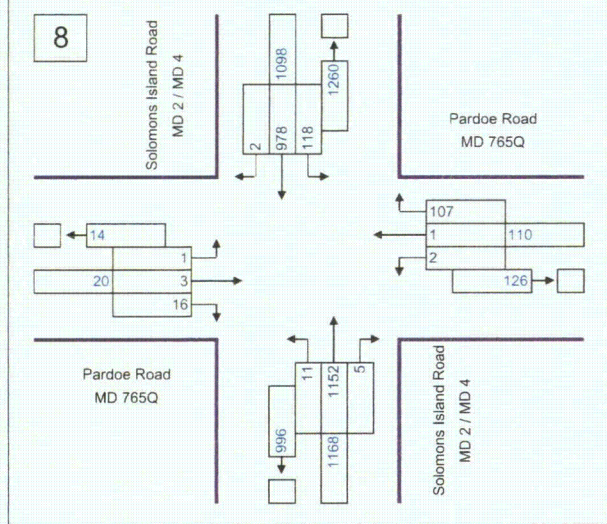
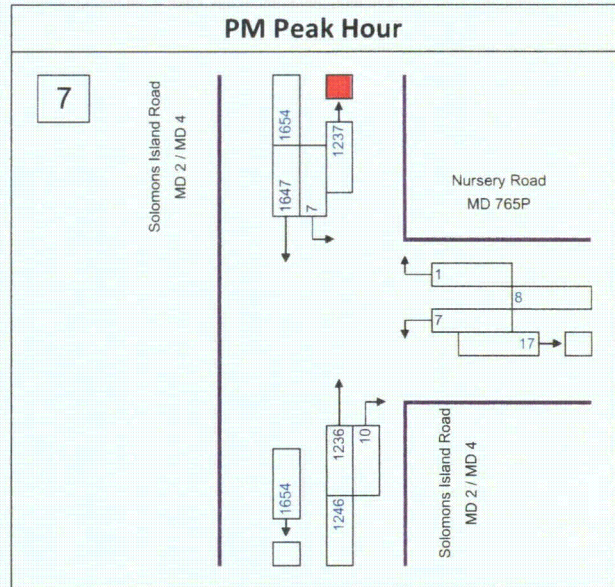
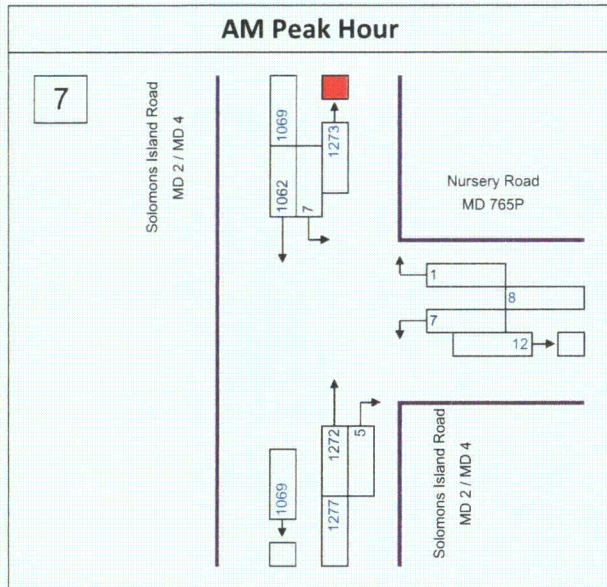




Count Data

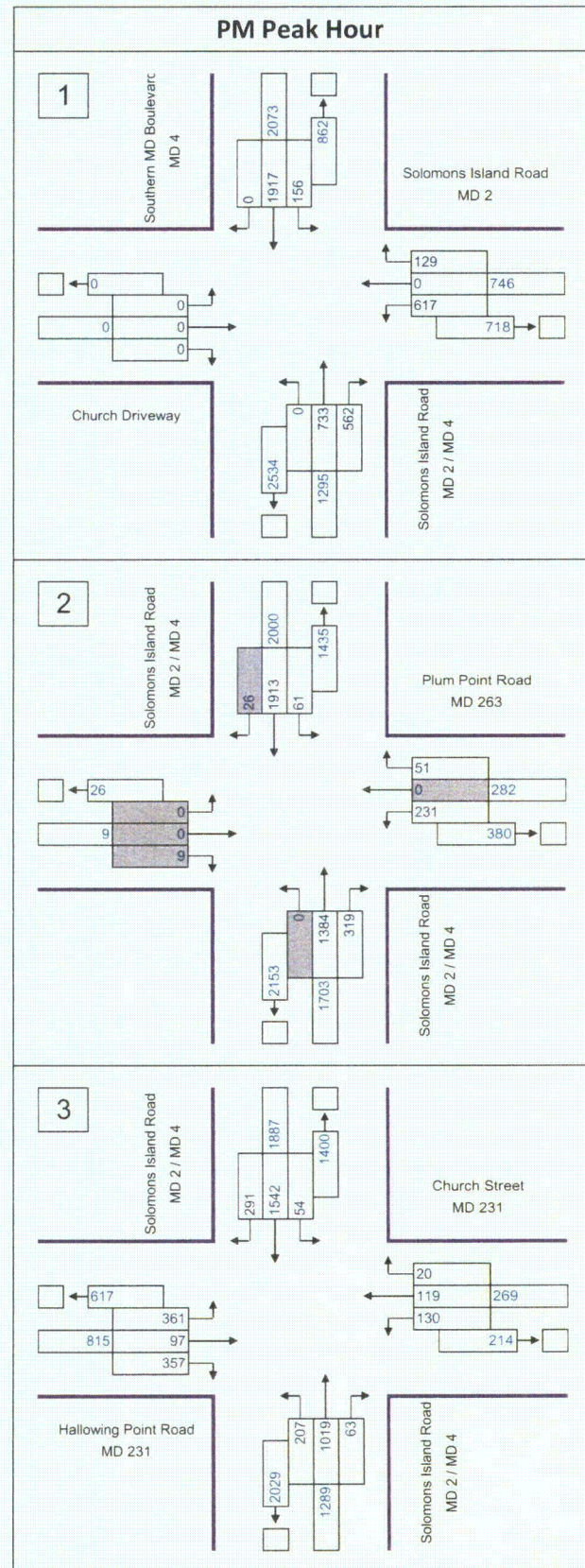
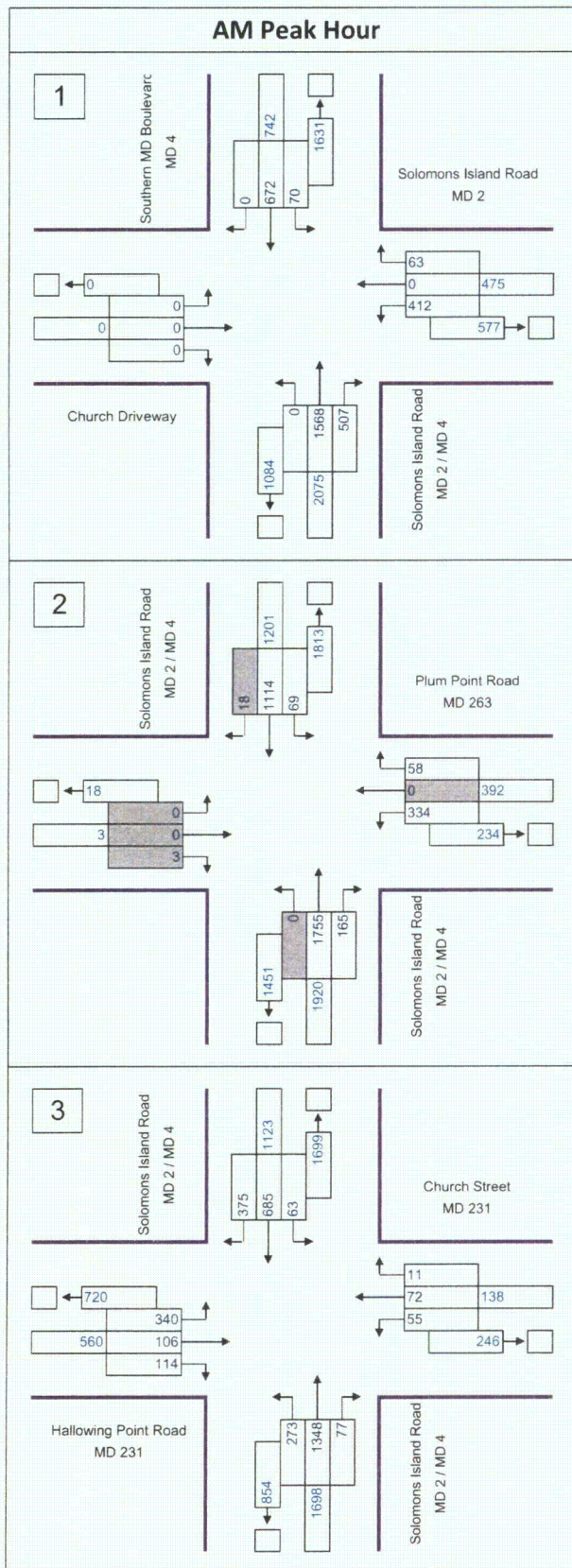


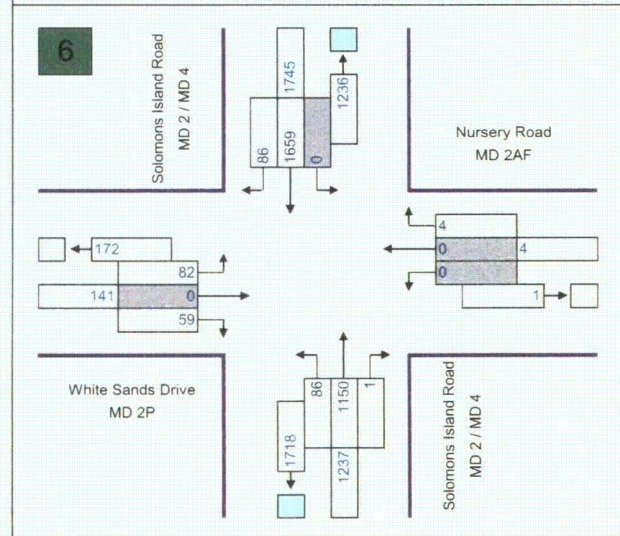
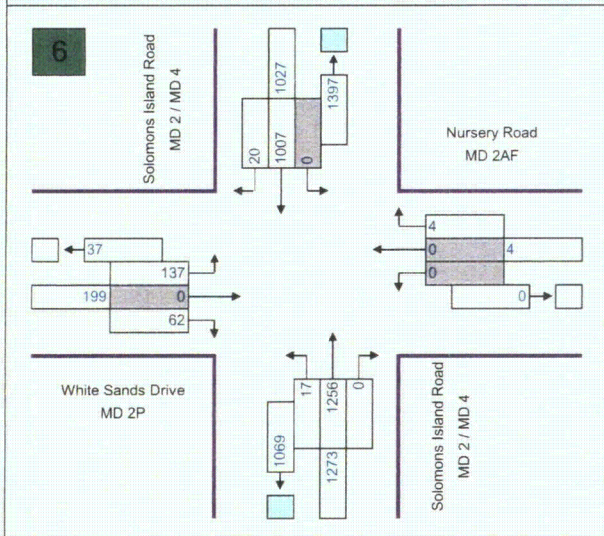
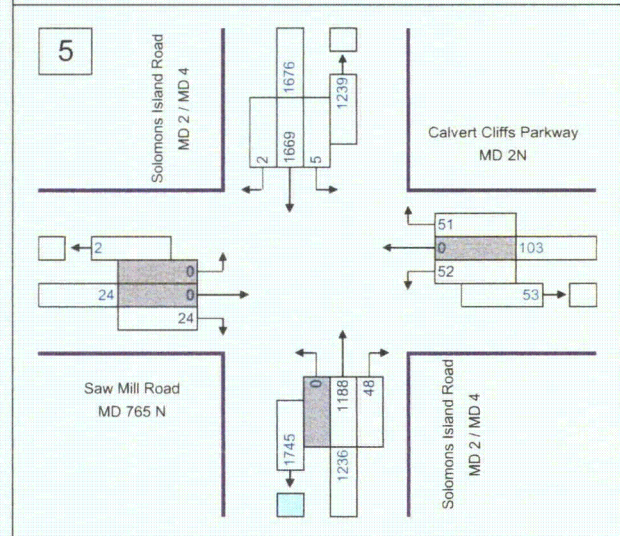
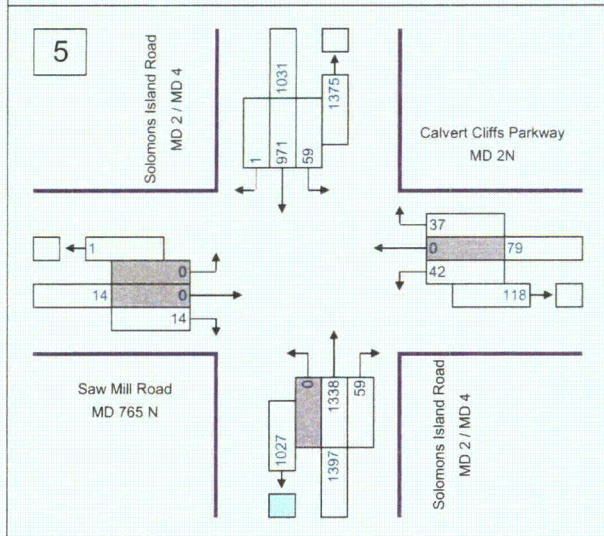
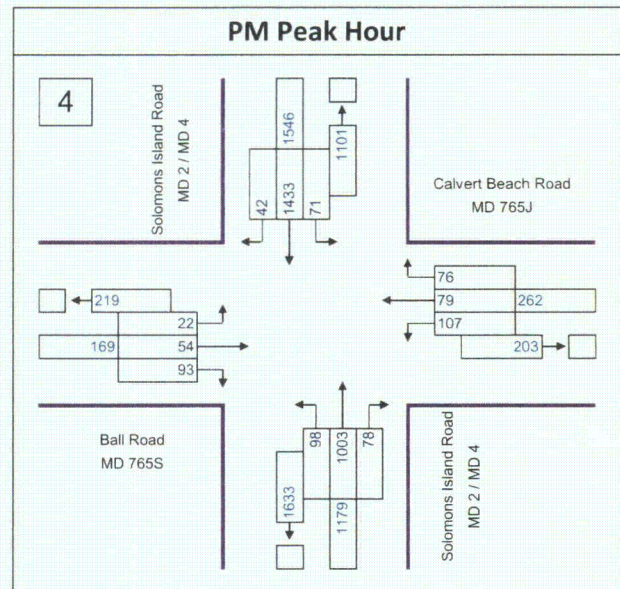
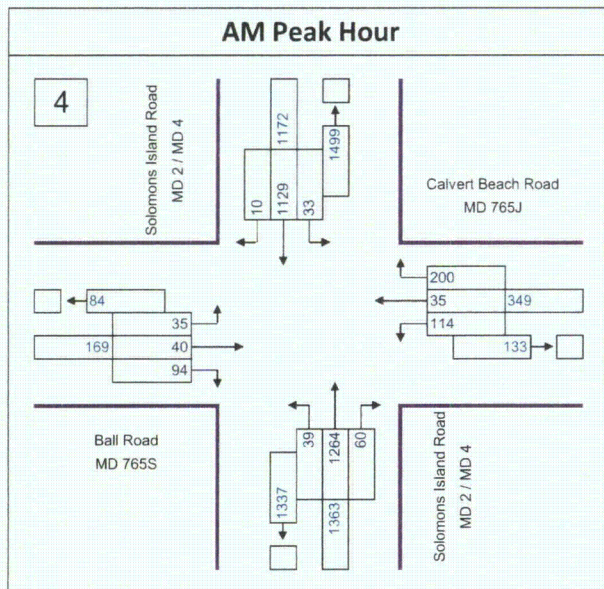


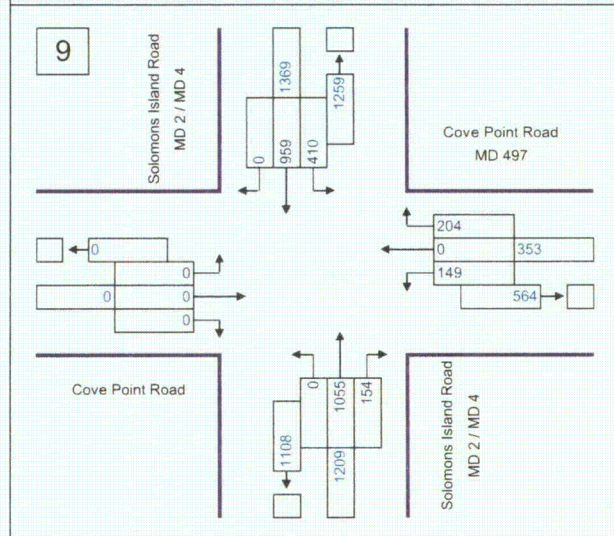
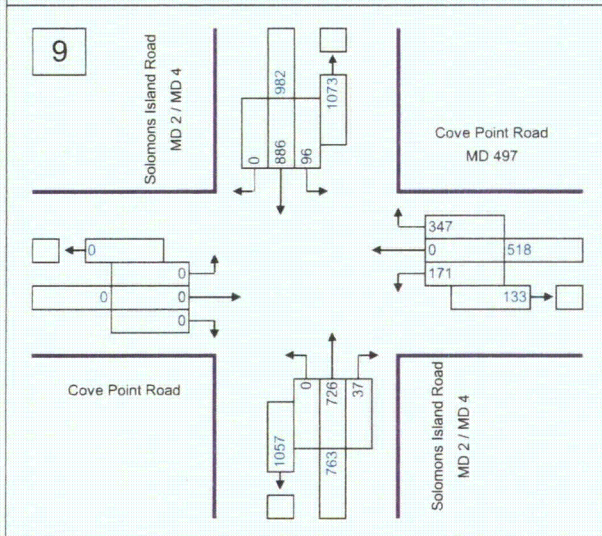
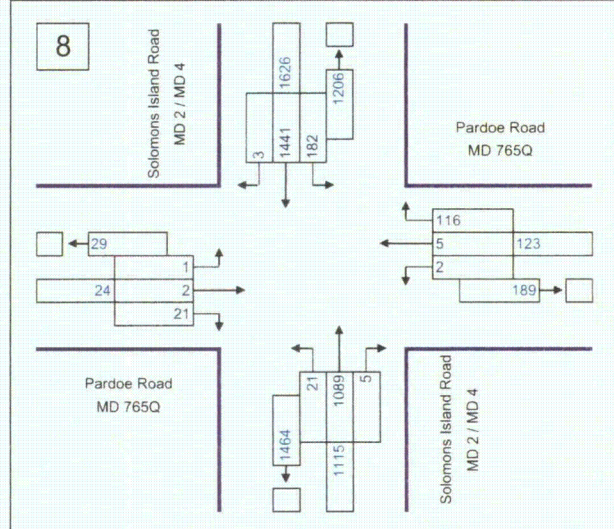
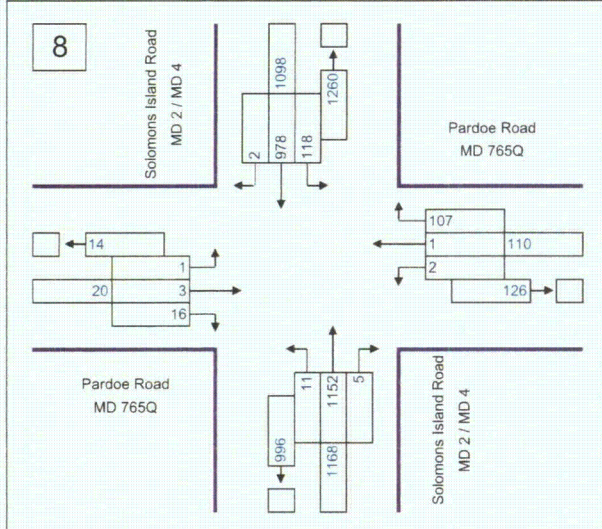
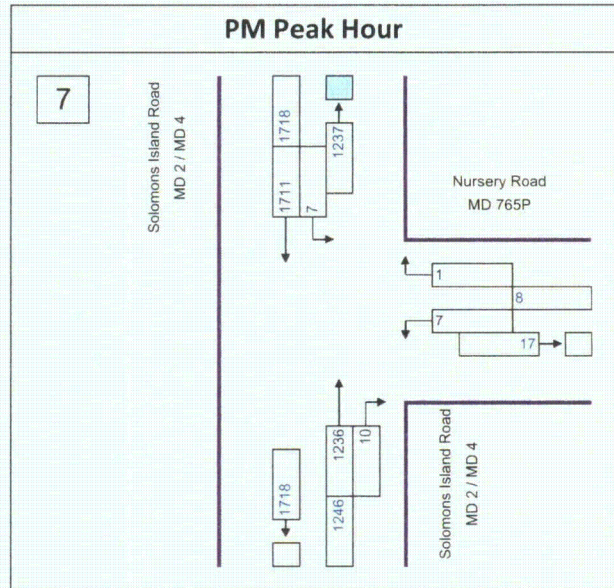
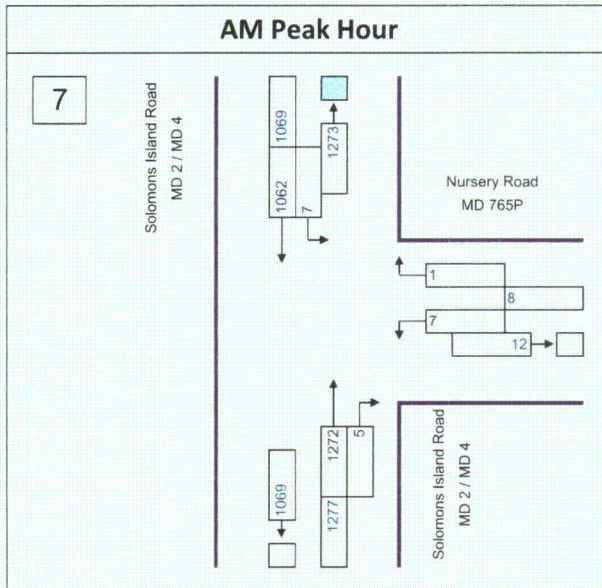


Grow thru volumes at 2% annual to 2010

Existing (2010) Balanced





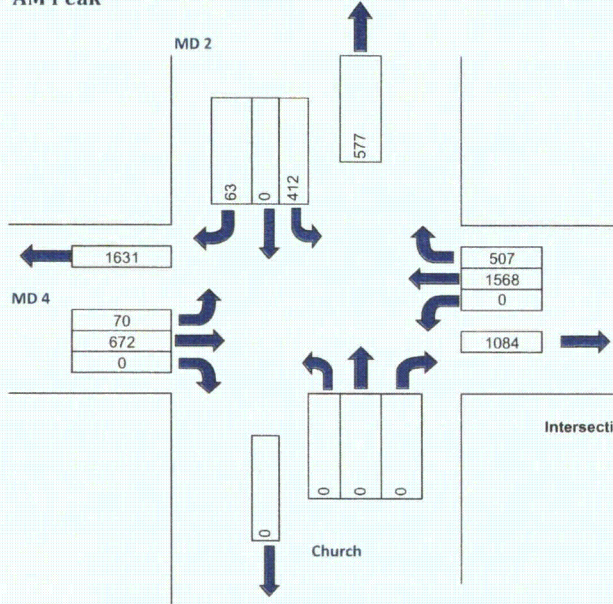


Balanced grown volumes

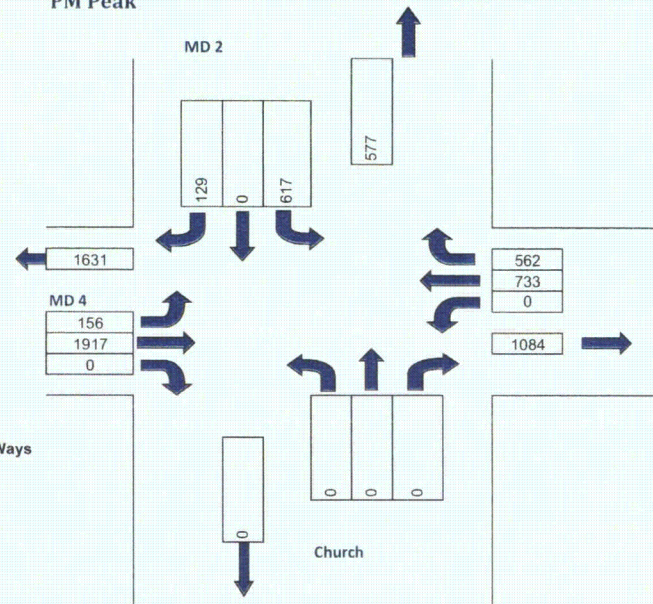
Adjusted thrus only

Higher values rule

AM Peak



PM Peak



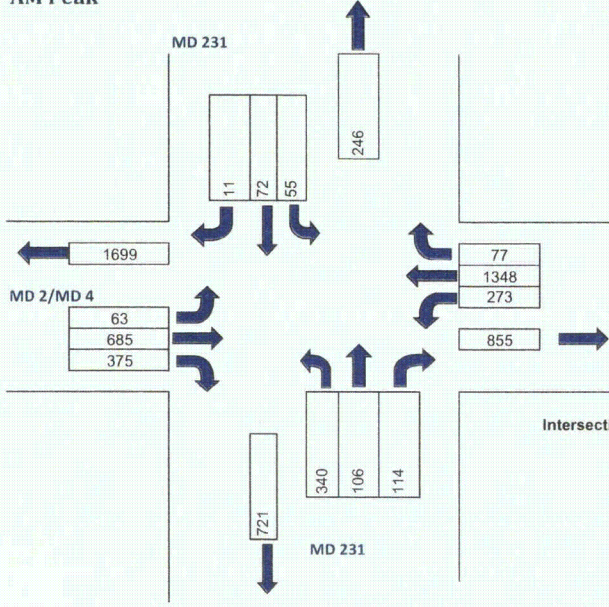
Intersection Control : Signal Stop Ways

MD 2/MD 4 Diverge
Existing, 2010, No Mitigation
KLD Engineering, P.C.

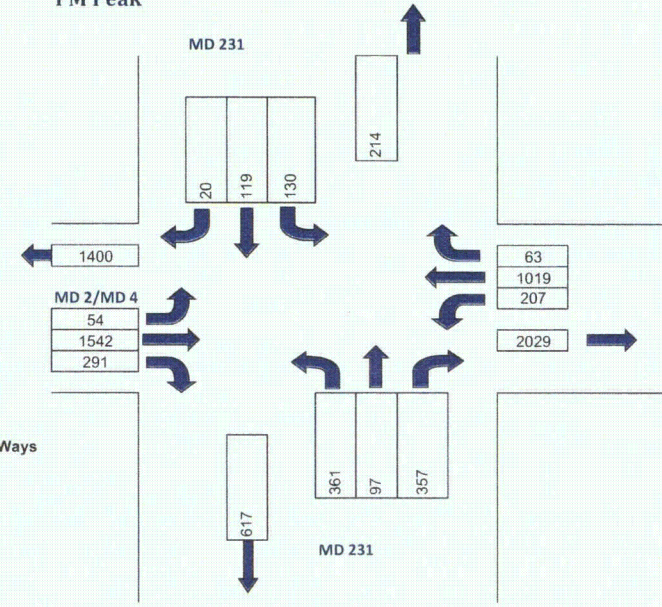
Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbl LT	0.6	1450	E	800	4
		1600	F	1000	5

Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,568	0.55	862	70	1	70	932	NBT	733	0.55	403	156	1	156	559
WBL	412	1	412	0	1	0	412	WBL	617	1	617	0	1	0	617
Remarks: NBR has RTOR, is concurrent with WBL								Remarks: NBR has RTOR, is concurrent with WBL							
Critical Lane Volume Total 1,344 LOS D								Critical Lane Volume Total 1,176 LOS C							

AM Peak



PM Peak



Intersection Control : Signal Stop Ways

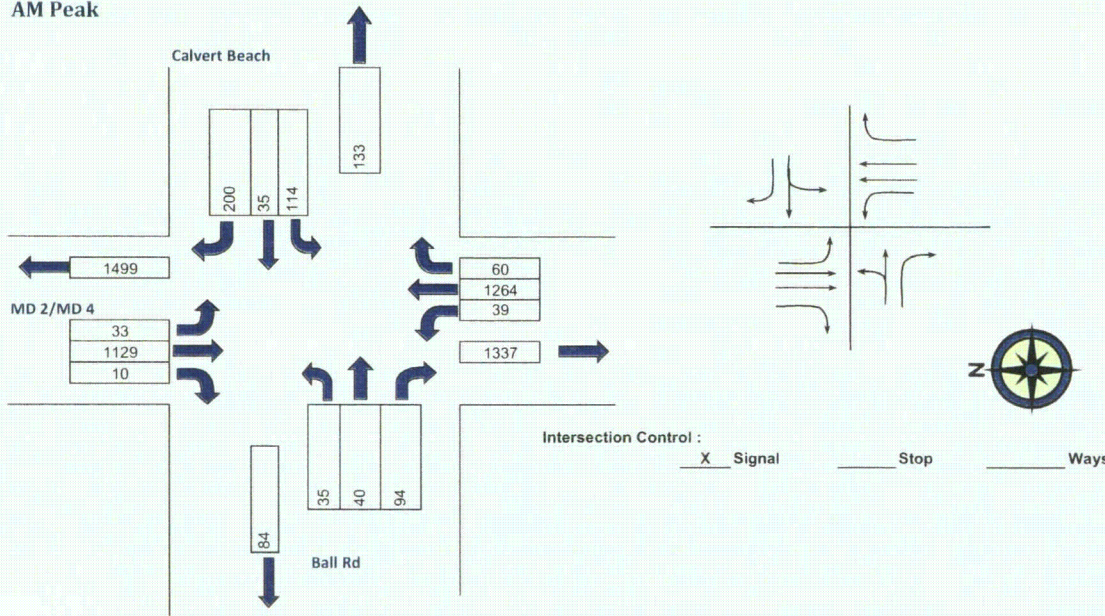
MD 231 & MD 2/MD 4
Existing, 2010, No Mitigation
KLD Engineering, P.C.

Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbi LT	0.6	1450	E	800	4
		1600	F	1000	5

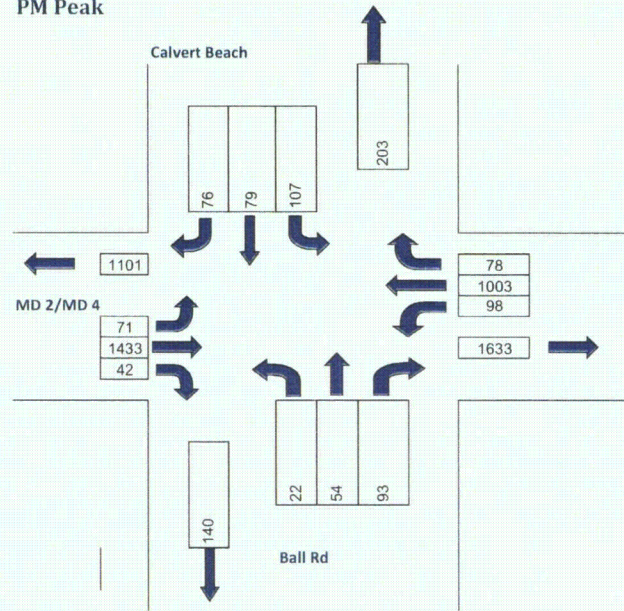
Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,348	0.40	539	63	0.6	38	577	NBT	1,019	0.4	408	54	0.6	32	440
SBT	685	0.40	274	273	0.6	164	438	SBT	1,542	0.4	617	207	0.6	124	741
EBL	340	0.60	204	0	1	0	204	EBL	361	0.6	217	0	1	0	217
WBTR	84	1	84	0	1	0	84	WBTR	140	1	140	0	1	0	140

Remarks: Split Phase, EB & WB Right turns with a dedicated lane >150 ft are excluded	Critical Lane Volume	Total LOS A	865	Remarks: Split Phase, EB & WB Right turns with a dedicated lane >150 ft are excluded	Critical Lane Volume	Total LOS B	1,098
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AM Peak



PM Peak



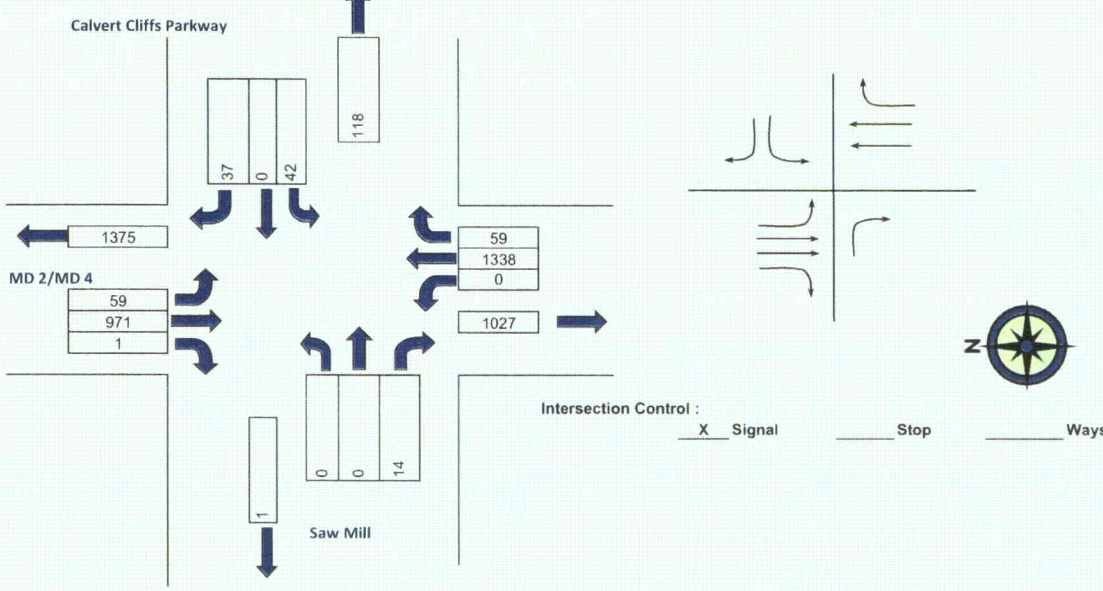
Calvert Beach/Ball Road &
MD 2/MD 4
Existing, 2010, No Mitigation
KLD Engineering, P.C.

Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbl LT	0.6	1450	E	800	4
		1600	F	1000	5

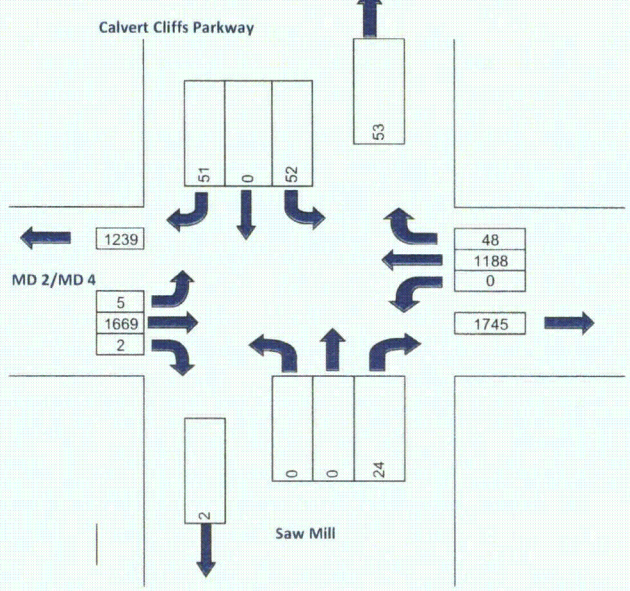
Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,264	0.55	695	33	1	33	728	NBT	1,003	0.55	552	71	1	71	623
SBT	1,129	0.55	621	39	1	39	660	SBT	1,433	0.55	788	98	1	98	886
EBTL	75	1.00	75	0	1	0	75	EBTL	76	1	76	0	1	0	76
WBTL	149	1	149	0	1	0	149	WBTL	186	1	186	0	1	0	186

Remarks: Split Phase, EB & WB Right turns with a dedicated lane >150 ft are excluded	Critical Lane Volume Total LOS A	952	Remarks: Split Phase, EB & WB Right turns with a dedicated lane >150 ft are excluded	Critical Lane Volume Total LOS B	1,148
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AM Peak



PM Peak

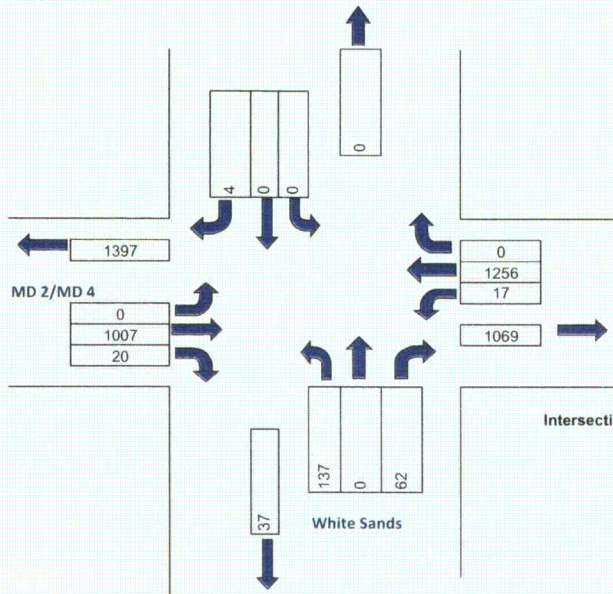


Calvert Cliffs Parkway & MD 2/MD 4
 Existing, 2010, No Mitigation
 KLD Engineering, P.C.

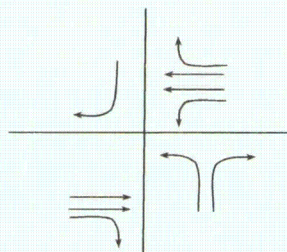
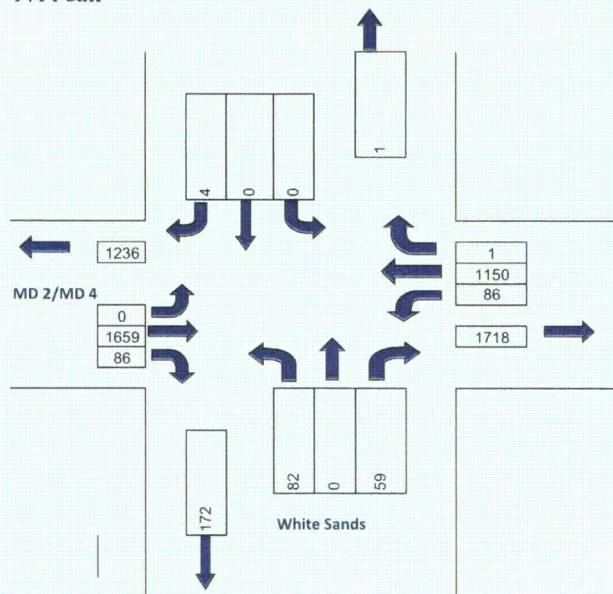
Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbi LT	0.6	1450	E	800	4
		1600	F	1000	5

Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,375	0.55	756	59	1	59	795	NBT	1,188	0.55	653	5	1	5	658
WBR	0	1	0	0	1	0	0	WBR	46	1	46	0	1	0	46
WBL	42	1	42	0	1	0	42	WBL	52	1	52	0	1	0	52
Remarks: WBR = 37 - 59 < 0 Critical Lane Volume Right turns with a dedicated lane >150 ft are excluded Total LOS A 837								Remarks: WBR = 51 - 5 Critical Lane Volume Right turns with a dedicated lane >150 ft are excluded Total LOS A 710							

AM Peak



PM Peak



Intersection Control : Signal Stop Ways

White Sands Drive & MD 2/MD 4

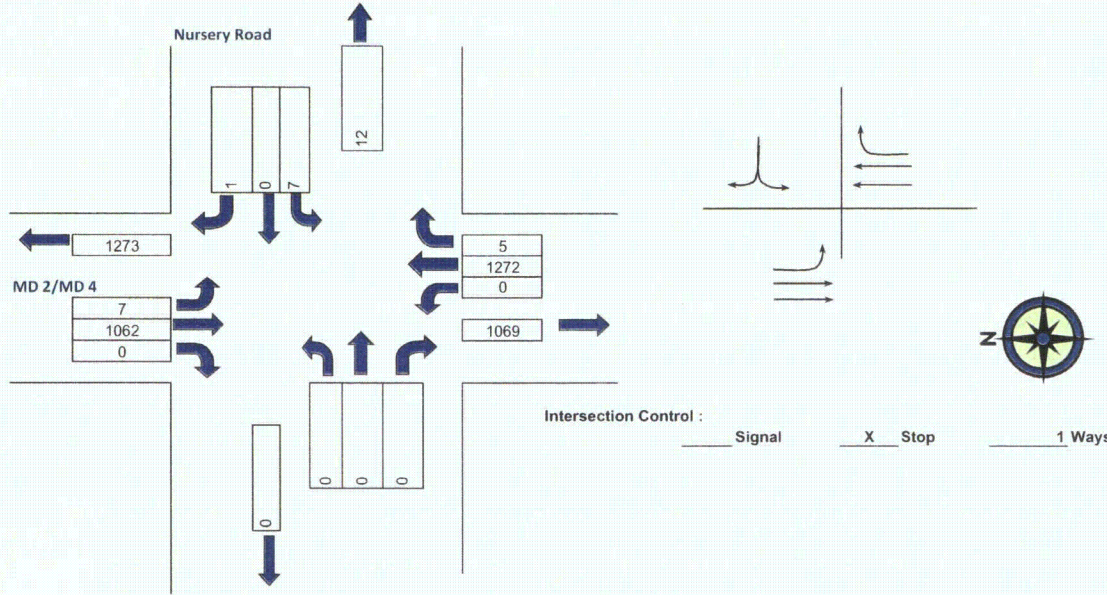
Existing, 2010, No Mitigation

KLD Engineering, P.C.

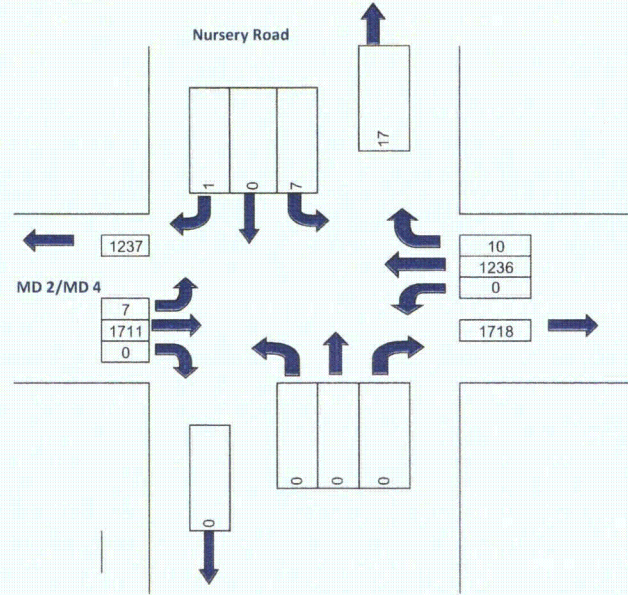
Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Db'l LT	0.6	1450	E	800	4
		1600	F	1000	5

Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
SBT	1,007	0.55	554	17	1	17	571	SBT	1,659	0.55	912	86	1	86	998
EBTL	137	1.00	137	0	1	0	137	EBTL	82	1	82	0	1	0	82
Remarks: Critical Lane Volume Total LOS A 708								Remarks: Critical Lane Volume Total LOS B 1,080							
Right turns with a dedicated lane >150 ft are excluded								Right turns with a dedicated lane >150 ft are excluded							

AM Peak



PM Peak



Intersection Control : Signal Stop 1 Ways

Nursery Road & MD 2/MD 4

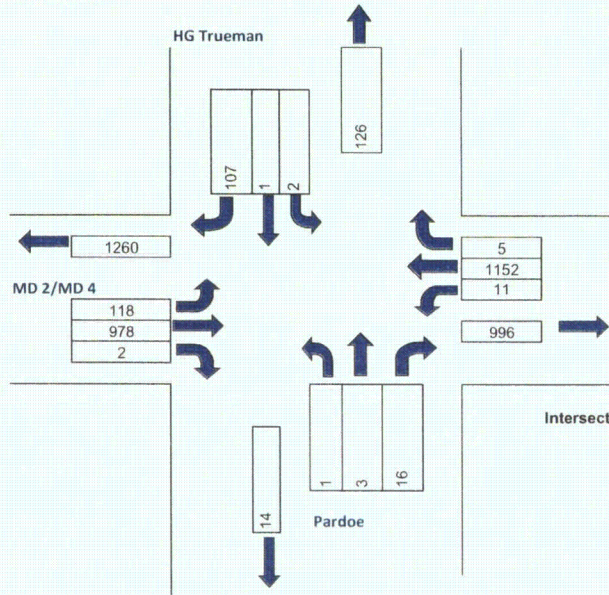
Existing, 2010, No Mitigation

KLD Engineering, P.C.

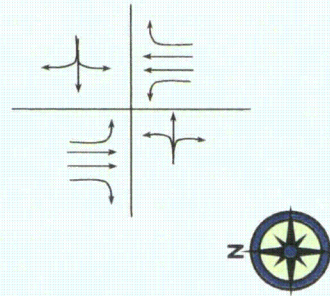
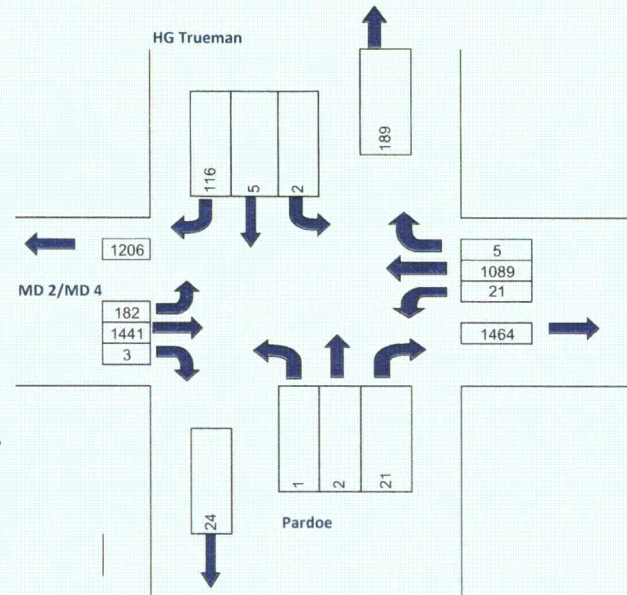
Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbi LT	0.6	1450	E	800	4
		1600	F	1000	5

Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,272	0.55	700	7	1	7	707	NBT	1,236	0.55	680	7	1	7	687
SBT	1,062	0.55	584	0	1	0	584	SBT	1,711	0.55	941	0	1	0	941
WBLR	8	1	8	0	1	0	8	WBLR	8	1	8	0	1	0	8
Remarks: Critical Lane Volume Total LOS A 715								Remarks: Critical Lane Volume Total LOS A 949							

AM Peak



PM Peak



Intersection Control : Signal Stop 2 Ways

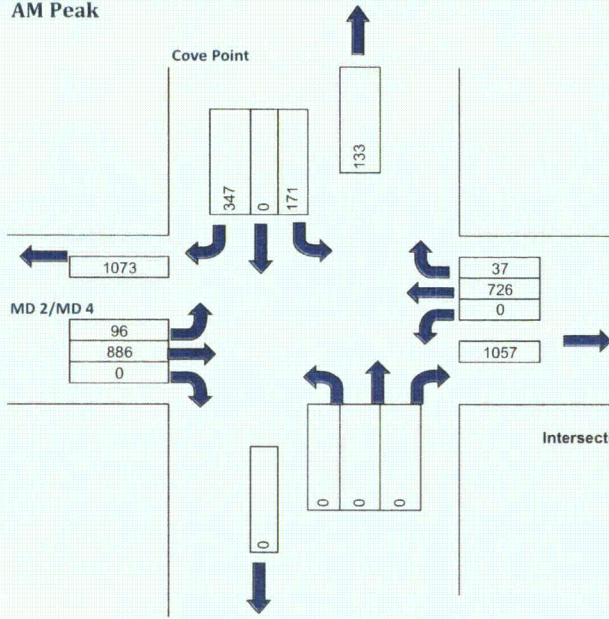
HG Trueman/Pardoe & MD 2/MD 4
Existing, 2010, No Mitigation
KLD Engineering, P.C.

Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbl LT	0.6	1450	E	800	4
		1600	F	1000	5

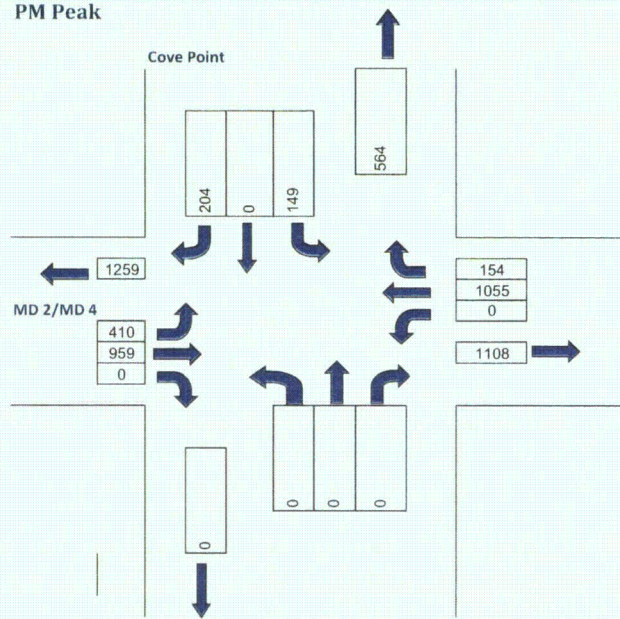
Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	1,152	0.55	633	118	1	118	751	NBT	1,089	0.55	599	182	1	182	781
SBT	978	0.55	538	11	1	11	549	SBT	1,441	0.55	793	21	1	21	814
EBLTR	20	1	20	0	1	0	20	EBLTR	24	1	24				24
WBLTR	110	1	110	0	1	0	110	WBLTR	123	1	123	0	1	0	123

Remarks: Right turns with a dedicated lane >150 ft are excluded
Critical Lane Volume Total LOS A 881
Remarks: Right turns with a dedicated lane >150 ft are excluded
Critical Lane Volume Total LOS A 961

AM Peak



PM Peak



Intersection Control : Signal Stop 1 Ways



Cove Point Road & MD 2/MD 4

Existing, 2010, No Mitigation

KLD Engineering, P.C.

Lanes	LUF	CLV	LOS	Opposing Volume	PCE
1	1	0	A		
2	0.55	1000	B	0	1.1
3	0.4	1150	C	200	2
4	0.3	1300	D	600	3
Dbl LT	0.6	1450	E	800	4
		1600	F	1000	5

Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)	Movement	Volume (1)	LUF (2)	Lane Volume (1) X (2) = (3)	Opposing Lefts (4)	LUF (5)	Opposing CLV (4)X(5) = (6)	CLV (5)+(6)=(7)
NBT	726	0.55	399	96	1	96	495	NBT	1,055	0.55	580	410	1	410	990
SBT	886	0.55	488	0	1	0	488	SBT	959	0.55	528	0	1	0	528
WBL	171	1	171	0	1	0	171	WBL	149	1	149	0	1	0	149
WBR	251	1	251	0	1	0	251	WBR	0	1	0	0	1	0	0

Remarks: Some WBR Coincide with SBL
Right turns with a dedicated lane >150 ft are excluded
Critical Lane Volume
Total 746
LOS A

Remarks: Some WBR Coincide with SBL
Right turns with a dedicated lane >150 ft are excluded
Critical Lane Volume
Total 1,139
LOS B

Maryland SHA Queuing Analysis

Location: MD 2/MD 4 and MD 231

Scenario	Year	Peak Hour	Level of Service	Number of Phases per Cycle	Cycle Length (sec)	Volume	Lane Use Factor	Critical Lane Volume	Average Vehicles per Cycle per Lane	Maximum Vehicles per Cycle per Lane	Max Queue Length per Cycle per Lane (ft)
Existing, 2010, No Mitigation											
NBL	2010	AM	A	5	100	273	0.60	164	4.6	6.4	159
NBL	2010	PM	B	5	100	207	0.60	124	3.5	4.8	121
400 feet of storage available (approximately)											
SBL	2010	AM	A	5	100	63	0.60	38	1.1	1.5	37
SBL	2010	PM	B	5	100	54	0.60	32	0.9	1.3	32
400 feet of storage available (approximately)											
EBL	2010	AM	A	5	100	340	0.60	204	5.7	7.9	198
EBL	2010	PM	B	5	100	361	0.60	217	6.0	8.4	211
385 feet of storage available (approximately)											
WBL	2010	AM	A	5	100	55	0.60	33	0.9	1.3	32
WBL	2010	PM	B	5	100	130	0.60	78	2.2	3.0	76
360 feet of storage available (approximately)											
Queue length exceeds available storage											

Maryland SHA Queuing Analysis

Location: MD 2/MD 4 and Calvert Beach Road

Scenario	Year	Peak Hour	Level of Service	Number of Phases per Cycle	Cycle Length (sec)	Volume	Lane Use Factor	Critical Lane Volume	Average Vehicles per Cycle per Lane	Maximum Vehicles per Cycle per Lane	Max Queue Length per Cycle per Lane (ft)
Existing, 2010, No Mitigation											
NBL	2010	AM	A	5	100	39	1.00	39	1.1	1.5	38
NBL	2010	PM	B	5	100	98	1.00	98	2.7	3.8	95
500 feet of storage available (approximately)											
SBL	2010	AM	A	5	100	33	1.00	33	0.9	1.3	32
SBL	2010	PM	B	5	100	71	1.00	71	2.0	2.8	69
575 feet of storage available (approximately)											
EBTL	2010	AM	A	5	100	75	1.00	75	2.1	2.9	73
EBTL	2010	PM	B	5	100	76	1.00	76	2.1	3.0	74
300 feet of storage available (approximately) before EBTL blocks the EBR bypass lane											
WBTL	2010	AM	A	5	100	149	1.00	149	4.1	5.8	145
WBTL	2010	PM	B	5	100	186	1.00	186	5.2	7.2	181
350 feet of storage available (approximately) before WBTL blocks the WBR bypass lane											
NBT	2010	AM	A	5	100	1264	0.55	695	19.3	27.0	676
NBT	2010	PM	B	5	100	1003	0.55	552	15.3	21.5	537
SBT	2010	AM	A	5	100	1129	0.55	621	17.2	24.1	604
SBT	2010	PM	A	5	100	1433	0.55	788	21.9	30.7	766
Queue length exceeds available storage											

Appendix D
CCNPP Employee Demographics

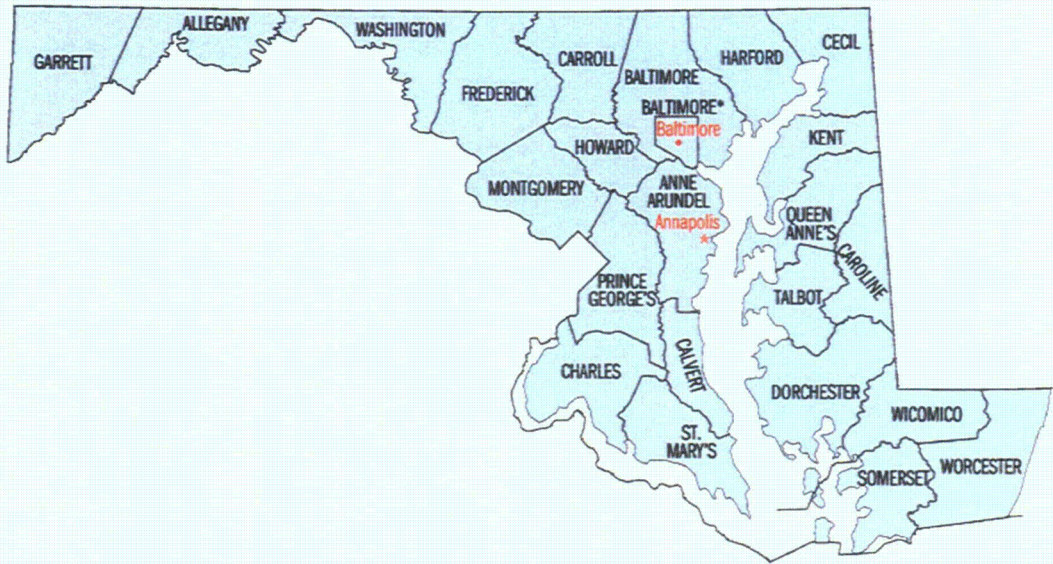


Figure D1 – Maryland County Map

Table D1– Power Plant Employees – By County

# Employees	Origin County	Site Approach	
		NB MD 2/4	SB MD 2/4
27	Anne Arundel		27
4	Baltimore		4
562	Calvert	281	281
2	Howard		2
6	Prince Georges		6
1	Alleghany		1
30	Charles		30
198	St Mary	139	59
1	Washington		1
2	Out of State		2
833		420	412
Overall %		50.4%	49.6%

Table D2– All Employees – By County

# Employees	Origin County	Site Approach	
		NB MD 2/4	SB MD 2/4
24	Anne Arundel		24
3	Baltimore		3
523	Calvert	262	262
2	Howard		2
4	Prince Georges		4
1	Alleghany		1
29	Charles		29
186	St Mary	130	56
1	Washington		1
2	Out of State		2
775		392	382
Overall %		50.6%	49.4%

Appendix E
Construction Material Shipments

Civil Material			
Construction Equipment	500 on+500 off	1,000	shipments
Concrete Material	848,355 tons / 15 tons per shipment	56,557	shipments
Formwork	2393 tons/15 tons per shipment	160	shipments
Rebar	55,331 tons/15 tons per shipment	3,689	shipments
Structural Steel	6,261 tons/15 tons per shipment	418	shipments
Misc. Steel	1,016 tons/15 tons per shipment	68	shipments
Mod Steel	225 tons/15 tons per shipment	15	shipments
Steel Liner	1,412 tons/15 tons per shipment	94	shipments
Embedded Steel	1903 tons/15 tons per shipment	127	shipments
Siding & Roofing	2056 tons/15 tons per shipment	137	shipments
Pre engineered building	60 tons/15 tons per shipment	4	shipments
Construction Debris	12,000 tons/15 tons per shipment	800	shipments
Piping and Mechanical Material			
Large and Small bore pipe	7500 tons/15 tons per shipment	500	shipments
Large bore hangers	2788 tons/15 tons per shipment	186	shipments
Nuclear Island EM package Equipment	15,377 tons/15 tons per shipment	1,025	shipments
Turbine Island and BOP Mechanical Equipment		1,000	shipments
Consumables		1,000	shipments
Electrical Equipment			
Conduit	1,356 tons/15 tons per shipment	90	shipments
Cable Tray	73 tons/15 tons per shipment	49	shipments
Power & Control wire	4,406 tons/15 tons per shipment	294	shipments
NI Electrical Equipment	5,000 ton/15 tons per shipment	333	shipments
TI Electrical Equipment	5,000 ton/15 tons per shipment	333	shipments
Grand Total		67,879	shipments

Appendix F
Journey to Work Census Data
Vehicle Occupancy by Profession

Construction Workers Automobile Usage

From the Journey-To-Work Census Data (2000)

CTPP 2000: Part 2 Table 9: Occupation by Means of transportation to work – For the state of Maryland

TAB9X221	All workers; having Construction and excavation occupations; For All 11 Categories of Means of transportation to work	122925
TAB9X222	All workers; having Construction and excavation occupations; who drove alone	81790
TAB9X223	All workers; having Construction and excavation occupations; who travel to work by 2-person carpool	21920
TAB9X224	All workers; having Construction and excavation occupations; who travel to work by 3-person carpool	6130
TAB9X225	All workers; having Construction and excavation occupations; who travel to work by 4-or-more-person carpool	3945
TAB9X226	All workers; having Construction and excavation occupations; who travel to work by Bus or trolley bus	3285
TAB9X227	All workers; having Construction and excavation occupations; who travel to work by Streetcar, trolley car, subway, or elevated	670
TAB9X228	All workers; having Construction and excavation occupations; who travel to work by Railroad or ferryboat	90
TAB9X229	All workers; having Construction and excavation occupations; who travel to work by Bicycle or walked	2050
TAB9X230	All workers; having Construction and excavation occupations; who travel to work by Taxicab, motorcycle or other means	1595
TAB9X231	All workers; having Construction and excavation occupations; who worked at home	1455

(Data Source: http://www.transtats.bts.gov/DL_SelectFields.asp?Table_ID=1344&DB_Short_Name=CTPP%202000)

Based on the table above, considering the automobile mode of travel

	Workers	Vehicle Occupancy	Vehicles
	81790	1	81790
	21920	2	10960
	6130	3	2043
	3945	4	986
Total	113785		95779

Average Vehicle Occupancy = No.OfWorkers/No.OfVehicles = 113785/95779 = 1.19