Board of Zoning Appeals
MEETING AGENDA

Tuesday, July 15, 2025 - 9:00 AM
Council Chambers, Easton Town Office
14 S Harrison Street

1. Call to Order

2. Approval of Minutes

a. Approval of the Draft Decision Summary from the June 17, 2025 meeting.

3. Applications

a.

Application:	V - 1490 / V 25 - 04
Applicant:	Rauch Inc.
Location:	52 S. Washington Street (Foundation of Hope Inc.) Tax Map 0104, Grid 0000, Parcel 1463
Zoning District:	CB
Request:	Variance request pursuant to Section 2-1303.5 C of the Town of Easton Zoning Ordinance from the Development Standard in Section 28-1001.2.K, the required ten (10) foot setback for any parking or maneuvering space to any street line, sidewalk or property line for a commercial use. The Applicant is seeking to construct a two-story, 5,135 square foot office building to be utilized for nonprofit and community group use. This project received Sketch Site Plan approval (application 2025-1454) and a Certificate of Appropriateness (application 2025-1485) for the construction of the two-story commercial training building.

b.

Application:	SE - 1489 / SE 25 - 07
Applicant:	BGFY, LLC c/o Zachary A. Smith, Esq.

Location:	8493 Ocean Gateway Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4
Zoning District:	CG
Request:	Special Exception request pursuant to Section 28-1303.5 B of the Zoning Ordinance of the Town of Easton, use (6) 603.1 in Table 2.1 of Section 28-201 to be utilized as a Cannabis Dispensary* in the CG - Commercial General zoning district.

4. Discussion Item

Town of Easton Board of Zoning Appeals
Draft Decision Summary
Tuesday, June 17, 2025 at 9:00 a.m.
Town Hall Chamber 2
14 S. Harrison Street, Easton, Maryland

Archived video of the meeting is available at:
Town of Easton Agendas and Minutes (eastonmd.gov)

Attendance:

Board Members:
Gary Molchan, Vice Chairman
Meredith Girard, *Esq.*
Paul Weber

Staff:
Miguel Salinas, Planning and Zoning Director
Lynn B. Thomas AICP, Town Planner - Long Range
Nicholas Johnson AICP, Town Planner - Current
Sharon Van Emburgh, *Esq*. Town Attorney
Aaron Cooper, *Esq*. Legal Associate
Samantha Smith, Administrative Specialist

Absent:

Board Members:
Zakary Krebeck, Alternate

Staff:
Joseph Mayer, Plan Reviewer

1. **Call to Order** — Vice Chairman Molchan called the meeting to order at 9:00 a.m.

2. **Decision Summary Review** —

Board Member Weber moved to approve the May 20, 2025 Decision Summary. Vice Chairman Molchan seconded the motion.

Vote	2 - 0 - 1
FOR:	2 - Molchan, Weber
AGAINST:	0
ABSTAIN:	1 - Girard

ABSENT: 0

3. **Oath to Testify —** Vice Chairman Molchan called for all witnesses to declare and affirm under penalty of perjury that he or she solemnly swear to testify truthfully before the Board.

4. **Applications** —

   a. **File No.:** **SE - 1472 / SE 25 - 06**
   Applicant: **Gant & Associates LLC**
   on behalf of Robert and Maureen Fogarty
   Location: 203 S. Harrison Street, Easton, MD 21601
   Tax Map 0105, Grid 0000, Parcel 2099
   Zoning: R-10A
   Request: The Applicant is requesting a Special Exception pursuant to Section 28-1303.5 B of the Zoning Ordinance of the Town of Easton, use (1) 101 in Table 2.1 of Section 28-201 to be utilized as a Accessory Dwelling Unit* in the R-10A zoning district. The Applicant is seeking to repurpose an existing 24' x 24' garage to a one-bedroom cottage.

   Staff recommends the following conditions:

   1. The Applicant shall obtain a rental housing license if the new dwelling unit is to be rented.

   2. The Applicant shall demonstrate during the building permit review process that one additional off-street parking space is being provided. This parking space must meet the minimum dimensions found in Table 10.1 of the Zoning Ordinance and be constructed of a material that is dust free and resistant to erosion.

   3. The applicant shall obtain a building permit for the proposed alterations within two (2) years from the date the special exception is granted.

   Staff Presentation:
   Nicholas Johnson AICP, Planner
   Miguel Salinas, Director of Planning and Zoning

   Applicant Presentation:
   Kurt Gant, Gant & Associates
   Maureen Fogarty

   Public Comment — None

Public Comment Written:
John Mann and Dru Haines

Board Member Weber moved to approve the Special Exception request subject to the following conditions:

1. **The Applicant shall obtain a rental housing license if the new dwelling unit is to be rented.**

2. **The Applicant shall demonstrate during the building permit review process that one (1) additional off-street parking space is provided. This parking space must meet the minimum dimensions found in Table 10.1 of the Zoning Ordinance, and shall be constructed of a material that is dust free and resistant to erosion.**

3. **The Applicant shall obtain a building permit for the proposed alterations within two (2) years from the date the Special Exception is granted.**

Vice Chairman Molchan seconded the motion.

Vote	3 - 0
FOR:	3 - Molchan, Girard, Weber
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

4. **Election of Officers —** The election of officers was postponed to a future meeting.

5. **Adjournment —** Vice Chairman Molchan motioned to adjourn. Board Member Girard seconded. The meeting was adjourned at 9:23 a.m.

TOWN OF EASTON

Planning & Zoning Department
14 South Harrison Street
Easton, Maryland 21601

EXHIBIT SUMMARY
for 52 S. WASHINGTON STREET
V - 1490 / V 25 - 04
2025 - 07 - 15

Applicant notified of hearing date: Email: 2025-06-27 – 18 days

Exhibit A: P&Z Staff Report: 2025-07-08 – 7 days
Easton Utilities Review Letter: 2025-06-26 – 12 days

Exhibit B: Application

Application: 2025-06-17 – 28 days
Varinace Application V - 1490 / V 25 - 04
Applicant Exhibit A: Purpose of Appeal
Applicant Exhibit B: Existing Conditions and Demolition Plan
Applicant Exhibit C: Overall Site Plan
Applicant Exhibit D: Site Plan with Development Standard Requirement
Applicant Exhibit E: June 4, 2025 Owner Authorization Email (Foundation of Hope Inc.)
Applicant Exhibit F: July 2021 Recorded Deed

Proof of Payment: 2025-06-17 – 28 days

Exhibit C: Notices

Applicant Hearing Letter: 2025-06-27 – 18 days

400' Notices Distributed: 2025-06-27 – 18 days

Picture of Property Sign Posting: 2025-06-27 – 18 days

Exhibit D: Public Advertisement

Advertisement sent to the Star Democrat: 2025-06-25 – 20 days

Advertisement run in Star Democrat: 2025-06-28 – 16 days
Star Democrat Proof
Certificate of Publication

Date of Hearing: July 7, 2025

3a

BOARD OF ZONING APPEALS
PUBLIC HEARING
STAFF REPORT

SUBJECT: **VARIANCE-1490**

ELECTION WARD: Ward 4

CRITICAL ACTION DATE: At the pleasure of the Board.

STAFF CONTACTS: Nicholas Johnson, AICP – Town Planner
Miguel Salinas - Director of Planning and Zoning

APPLICANT: Rauch Inc on behalf of Foundation of Hope Inc.

PURPOSE: The applicant is seeking a variance from §28-1001.2.K of the Town's Zoning Ordinance to construct a seven (7) space off-street parking facility within ten (10) feet of the side property line. The proposed parking area is located a minimum of two (2) feet and maximum of four and one-half (4.5) feet from the northern side property line.

RECOMMENDATION:
Staff supports a Board **approval** of this request as submitted.

APPLICATION INFORMATION:

APPLICANT:	**REPRESENTATIVE:**
Rauch Inc. 106 N Harrison Street Easton MD, 21601	Brian Fitzgerald, P.E.

PARCELS/ACREAGE:

Parcel Information	Acreage
Map 104, Parcel 1463, Lot 2	0.25

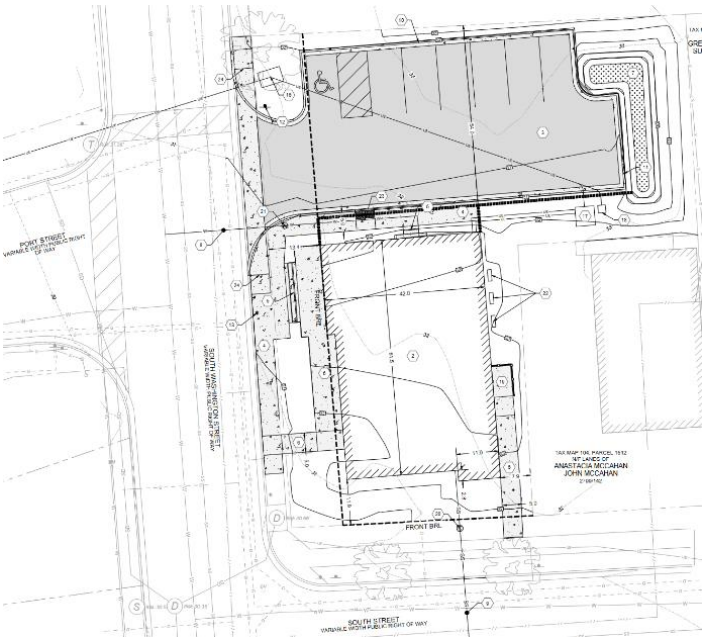
Exhibit A

ACCEPTANCE DATE: June 16, 2025	**LOCATION:** 52 S Washington Street
EXISTING ZONING Central Business (CB)	**EXISTING LAND USE:** Vacant
HISTORIC DISTRICT: Yes	**FUTURE LAND USE:** Commercial

CONTEXT:

Location/Site Access – The subject property is located directly north of the intersection of S. Washington Street and South Street. There is currently no vehicular access to the property. However, the sketch site plan (*See Background*) depicts a new curb cut being installed on S. Washington Street to provide vehicular access for the new off-street parking facility. Pedestrian access is provided through an existing public sidewalk along both the S Washington Street and South Street frontages.

Figure 1: Sketch Site Plan



Existing Conditions/Background – On June 24th 2025, the Planning Commission approved a sketch site plan (*Figure 1*) for the construction of a new 5,315 square foot structure on this property. This approval was conditioned upon the applicant either adhering to the ten (10) foot side setback for parking and maneuvering spaces or obtaining a variance.

Prior to the Planning Commission granting sketch site plan approval, the Historic District Commission issued a certificate of appropriateness for both the site work and the proposed structure (Figure 2). This certificate of

appropriateness was conditioned upon the applicant installing a landscape buffer of at least three (feet) between the edge of the parking lot and S Washington Street.

Figure 2 Historic District Commission Renderings

Surrounding Properties –

	Land Use	**Zoning District(s)**	**Future Planned Land Use**
West	Residential Commercial	CB PRD	Commercial
North	Commercial	CB	Commercial
East	Residential	CB	Commercial
South	Commercial	CB	Commercial

Figure 3: Vicinity Map

PROPOSAL: The applicant is proposing to construct a seven (7) space off-street parking facility a minimum of two (2) feet and maximum of four and one-half (4.5) feet from the northern side property line. While off-street parking is not required for uses in the Central Business Zoning District (§28-305.2.B), these spaces are proposed to serve a 5,135 square foot office and institutional building.

The setback requirements for all parking and maneuvering spaces are found in §28-1001.2.K:

> *No part of any parking or maneuvering space shall be closer* ***than ten (10) feet to any street line, sidewalk or property line for commercial or industrial uses****, or three (3) feet for residential uses.*

As offices are located in the commercial uses section of the table of permitted uses, this parking lot is subject to the ten (10) foot setback requirement. All seven spaces violated this required setback. The minimum distance proposed is two (2) feet.

	Permitted	Proposed	% Difference
Parking Lot Side Setback	10 feet	2 feet (Minimum)	-80%

POLICY ANALYSIS (VARIANCE):

a. Granting the application: (i) will not be contrary to the public interest, (ii) will be in harmony with the purpose and intent of the Ordinance and (iii) will not be injurious to the neighborhood or otherwise detrimental to the public welfare;

Analysis – Permitting vehicular parking within the required ten-foot setback will not be contrary to the public interest. The parking stalls will maintain a ten-foot setback from neighboring residential parcels and will be consistent with the setback of other parking facilities located in this block. Since this property is located within the CB district, the required side setback for all structures is zero feet. While these parking stalls violate the required setback specific to off-street parking, they still adhere to the base zoning district's required setback. Curb stops are shown on the plans that will help prevent vehicles from overhanging onto the neighboring property and landscaping is required per the Historic District Commission to screen the area from view. Stormwater management is included on site to manage any increased runoff from the new impervious surface.

b. Owing to conditions peculiar to the property, which conditions are not the result of any action taken by the applicant, a literal enforcement of the Ordinance will result in practical difficulty to the applicant.

Analysis – This property's L-shape and its location at the intersection of both South Street and S. Washington Street and Port Street and S. Washington Street make the provision of off-street parking difficult. The depth of the lot in this section and approximate alignment of the access point with Port Street make this part of the lot most ideal for off-street parking. A setback of ten (10) feet would not allow enough room for a required 24-foot access isle to be constructed. The practical difficulty associated with a denial of this variance request is that off-street parking could not be provided on this lot. On-street and public off-street parking is limited in this area with the nearest public lots being located a block to the north.

DRAFT MOTIONS:

1. I move that the Board of Zoning Appeals **approve** Variance 1490 based on the staff's findings.

OR

2. I move that the Board of Zoning Appeals deny Variance 1490 based on the following findings...

OR

3. I move an alternate motion.

EASTON UTILITIES

Life. Made better.™

Easton Utilities Commission

Plan Review Comments

Date: 06/26/25
To: Sierra Clem, Nancy Pinkney
From: Kia Gibbs on behalf of Aaron Goller, PE
Address: 52 S. Washington Street
Project Name: Foundation of Hope
Phase: Sketch Site Plan
SUBM: BOZA
Status: **APPROVED**

Easton Utilities Commission has reviewed the above referenced plans and determined the plans are **"Approved".**

An **"Approved"** status means plans do not require resubmission where utilities are concerned.

Please contact Kia Gibbs, Engineering Administrative Support at kgibbs@eucmail.com should you have any questions.

RECEIVED
JUN 17 2025
TOWN OF EASTON

TOWN OF EASTON
PLANNING AND ZONING
14 SOUTH HARRISON STREET, EASTON, MD 21601

BOARD OF ZONING APPEALS APPLICATION

APPLICATION TYPE

☒ VARIANCE ☐ APPEAL ☐ SPECIAL EXCEPTION

PROPERTY INFORMATION

ADDRESS	52 South Washington St						
TAX MAP	104	GRID		PARCEL	1463	LOT	
DEED REFERENCE	LIBER	2871	FOLIO	437			
PLAT REFERENCE	LIBER		FOLIO				
EXISTING USE	Vacant Lot						
ZONING DISTRICT	CB						

HISTORIC DISTRICT Y ☒ N ☐ Planned Redevelopment District Y ☐ N ☒

OWNER

NAME	Foundation of Hope Inc		
MAILING ADDRESS	8671 Camac Street, Easton, MD 21601		
TELEPHONE NO.		EMAIL	

APPLICANT OR AGENT

NAME	RAUCH inc - Brian Fitzgerald		
MAILING ADDRESS	106 N Harrison Street, Easton, MD 21601		
TELEPHONE NO.		EMAIL	

Surveyor / Engineer

NAME	RAUCH inc - Robert Rauch & Brian Fitzgerald		
License Number and Experation	11024 7/24/2026		
MAILING ADDRESS	106 N Harrison Street, Easton, MD 21601		
TELEPHONE NO.		EMAIL	

REQUEST DETAILS

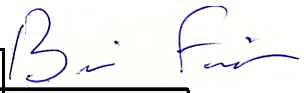
SUBJECT TO PREVIOUS BOZA APPLICATION Y ☐ N ☒

ZONING ORDINANCE SECTION 28-1001.2.K.

☐ **INCLUDE ALL REQUIRED ITEMS FROM THE APPLICABLE CHECKLIST**

ANY MODIFICATIONS DURING REVIEW SHALL WARRANT AN UPDATED APPLICATION.

I DO HEREBY SOLEMNLY DECLARE AND AFFIRM THAT THE INFORMATION PROVIDED BY THIS APPLICATION AND THE DOCUMENTS ATTACHED HERETO ACCURATELY REPRESENT THE CONDITIONS OF THE REQUEST AND THAT SUBMISSION OF AN INCOMPLETE APPLICATION WILL BE RETURNED FOR CORRECTION PRIOR TO PROCESSING .

SIGNATURE OF APPLICANT OR AGENT	
Date	06/04/2025
PRINTED NAME OF APPLICANT OR AGENT	Brian Fitzgerald

For Office Use Only

Project Number	V 25 - 04	Fee Received	$250.00
Application Number	V - 1490	Application Notification	06/30/2025
Filing Date	06/17/2025	Property Posting Date	06/30/2025
BOZA Hearing Date	07/15/2025	Notice(s) Published	06/28/2025
If ESDR, Date	05/28/2025		

Revised 11-2023

Board of Zoning Appeals Checklist
Special Exception Application

Application review shall not commence unless a complete application is submitted. A complete application includes all **minimum** submission materials and documents on this Checklist of Minimum Submission Requirements.

	Provided	N/A
Required fee payment as determined by the fee schedule adopted by the Town Council	✓	
Completed application along with a written, detailed explanation for the purpose of the request		
Site plan drawn to scale to include at a minimum the items listed below.		
• Property boundaries and dimensions		
• Locations and dimensions of all existing and proposed structures and their locations measured from the nearest property lines	✓	
• Setbacks from property lines	✓	
• Adjoining roads	✓	
• Established easements	✓	
• Perennial and intermittent streams	N/A	
• Tidal and non-tidal wetlands	N/A	
Architectural drawings, photographs, elevations, specifications, or other detailed information depicting the exterior appearance of existing and proposed construction, including parking, access, exterior lighting, and signs	✓	
A statement explaining in detail how the use is to be operated, including hours of operation, number of anticipated employees, occupants and clientele, traffic impact, and any special equipment, conditions, or limitations that the applicant proposes		

If the applicant is not the owner of the subject property, documentation of legal interest in the property or authorization to file application from or on behalf of the owner		
A copy of the deed conveying present ownership of the property		
A copy of any covenants or restrictions on the property recorded among the Land Records of Talbot County		
Additional documents, records, and exhibits that the applicant intends to introduce or rely upon at the public hearing		
Written responses to all the Board's required consideration of the principles relevant to the request (see attached)		

Special Exception Findings of Fact

a. the proposed use conforms in all aspects to minimum requirements of the district in which it is located;

b. the proposed use is not adversely affecting the health, safety, and general welfare of residents of the area;

c. the proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions;

d. the proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

e. the proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

f. the proposed use will not adversely affect the established character of the area.

g. the proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complimentary and uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance

Board of Zoning Appeals Checklist
Variance Application

Application review shall not commence unless a complete application is submitted. A complete application includes all **minimum** submission materials and documents on this Checklist of Minimum Submission Requirements.

	Provided	N/A
Required fee payment as determined by the fee schedule adopted by the Town Council	✓	
Completed application along with a written, detailed explanation for the purpose of the request		
Survey plat, site plan, or other accurate drawings, drawn to scale, to include at a minimum the items listed below.		
• Property boundaries and dimensions	✓	
• Locations and dimensions of all existing and proposed structures and their locations measured from the nearest property lines	✓	
• Setbacks from property lines	✓	
• Adjoining roads	✓	
• Accurate illustration of the requested variance	✓	
• Scale Bar	✓	
• Established easements	✓	
• Perennial and intermittent streams	N/A	
• Tidal and non-tidal wetlands	N/A	
• Critical Area and 100-foot shoreline buffer boundary	N/A	
Architectural drawings, photographs, elevations, specifications, or other detailed information depicting the exterior appearance of existing and proposed construction, including parking, access, exterior lighting, and signs	✓	

If the applicant is not the owner of the subject property, documentation of legal interest in the property or authorization to file application from or on behalf of the owner	✓	
A copy of the deed conveying present ownership of the property	✓	
A copy of any covenants or restrictions on the property recorded among the Land Records of Talbot County		
Additional documents, records, and exhibits that the applicant intends to introduce or rely upon at the public hearing	✓	
Written responses to all the Board's required consideration of the principles relevant to the request (see attached)		

Variance Findings of Fact

1. Would the granting of the Variance you have requested impede or in any way be detrimental to satisfying any of the following objectives of the Zoning Ordinance:
    - help accomplish the coordinated, adjusted, and harmonious development of the Town and its environs in accordance with present and future needs;
    - promote health, safety, morals, order, convenience, prosperity, and general welfare; including among other things, adequate provisions for traffic, the promotion of public safety, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, and the promotion of the healthful and convenient distribution of population;
    - encourage and, where necessary, require land use development and uses which exemplify good civic design and arrangement and the stewardship of the Chesapeake Bay and the land as a universal ethic;
    - encourage the conservation of resources, including a reduction in resource consumption;
    - locate development in locations suitable for it given existing and reasonably foreseeable development; and
    - encourage appropriate and sustainable economic growth.
2. Describe how the proposed variance will be in harmony with the Town's Zoning Ordinance, Comprehensive Plan, and any applicable small area plans.

3. Describe how the proposed variance will not be harmful to the neighborhood or endanger public safety, health, or welfare.

4. What conditions are peculiar to the property? (ie, an unusual or extraordinary circumstance regarding your property that warrants a variance being granted.)

5. Did you (the applicant) take any action that resulted in the need for a variance to be granted?

6. Please describe how a literal enforcement of the Ordinance you are requesting a variance from as written would place a practical hardship or difficulty upon you.

EXHIBIT A

Purpose of Appeal

Foundation of H.O.P.E., LLC ("Applicant"), is seeking approval from the Board of Zoning Appeals for the Applicant's property at 52 S. Washington St in Easton, Maryland for a variance on the Development Standard for the proposed parking lot along the North property line. The subject property location is documented as Tax Map 104, Parcel 1463 ("Property") (see application). The zoning ordinance section relevant to the variance request is §28-1001.2.K.

In addition to the application, fees, and copies of the deed of the Property, the following exhibits are submitted in support of this application:

- Exhibit A: Purpose of Appeal (this document)
- Exhibit B: Existing Conditions & Demolition Plan (survey information)
- Exhibit C: Overall Site Plan
- Exhibit D: Site Plan with Development Standard Requirement for Parking Lot
- Exhibit E: Email Summary confirming RAUCH can present on behalf of Foundation of H.O.P.E., LLC
- Exhibit F: Property Deed

Variance Request Purpose:

Foundation of H.O.P.E., LLC seeks a variance to the Development Standard for the proposed parking lot of the project. The relevant Development Standard is detailed in zoning ordinance §28-1001.2.K and shown in Exhibit D.

> ***Excerpt:***
> ***Zoning Ordinance, Article X – Supplemental Zone Regulations – Development Standards - Section 28–1001.2.K***
>
> *No part of any parking or maneuvering space shall be closer than ten (10) feet to any street line, sidewalk or property line for commercial or industrial uses, or three (3) feet for residential uses.*

The applicant requests a variance to Development Standard to remove the requirement for the parking lot to maintain a ten (10) foot clearance from the property line.
The property is in the Central Business (CB) district which has a minimum setback requirement of zero (0). Structures are permitted, by right, to be up against the property line due to the limited space available in these districts and the applicant requests the same setback standard be applied to the parking lot.

Responses to the Board's Required Consideration of the Principles relevant to the request:

1. **Help accomplish the coordinated, adjusted, and harmonious development of the town and its environs in accordance with present and future needs.**
   Granting the variance will enable a project that aligns with the CB District's emphasis on compact, pedestrian-oriented development. The proposed parking lot location allows for efficient use of the property while maintaining the urban character of Easton's downtown. The design respects the existing streetscape, ensuring harmonious integration with surrounding historic and commercial structures. Granting the variance creates a project that aligns with the CB District's characteristic dense development patterns, fostering a cohesive urban form that enhances the town's aesthetic and functional appeal.

2. **Promote health, safety, morals, order, convenience, prosperity, and general welfare; including among other things, adequate provisions for traffic, the promotion of public safety, adequate provision for light and air, conservation of natural resources, the prevention of environmental pollution, and the promotion of the healthful and convenient distribution of population**
   The variance promotes public health and safety by enabling a parking lot that supports the project's accessibility while minimizing its footprint. The location of the parking lot allows for adequate vehicular access and maneuverability, with design measures to ensure safe pedestrian circulation. By optimizing the use of the lot, the project supports community prosperity through enhanced commercial activity. The parking lot incorporates permeable surfaces, a micro-bioretention, and landscaping to reduce stormwater runoff, ensuring adequate provisions for environmental health and aligning with the ordinance's goals of preventing pollution and promoting a healthful distribution of population.

3. **Encourage and, where necessary, require land use development and uses which exemplify good civic design and arrangement and the stewardship of the Chesapeake Bay and the land as a universal ethic**
   The project exemplifies good civic design by balancing the need for parking with the CB District's pedestrian-friendly character. The parking lot location maximizes usable space, allowing for a compact parking layout that minimizes impervious surfaces compared to a larger, more spread-out design. This supports stewardship of the Chesapeake Bay by reducing runoff and pollution. Sustainable features, such as permeable paving, a micro-bioretention and native landscaping, further align with environmental conservation goals.

4. **Encourage the conservation of resources, including a reduction in resource consumption**
   The variance facilitates a compact parking lot design that reduces land and material consumption compared to a layout requiring a 10-foot clearance from

the adjacent side property line. By optimizing the property's footprint, the project conserves resources and aligns with sustainable urban planning principles. The proximity to existing public transit and downtown amenities ensures efficient resource use without compromising accessibility.

5. **Locate development in locations suitable for it given existing and reasonably foreseeable development**
   The property's location in the CB District, surrounded by commercial and mixed-use developments, makes it suitable for a project that includes a strategically designed parking lot. The variance supports a development that complements the existing and foreseeable urban context of Easton's downtown, where walkability and efficient land use are prioritized.

6. **Encourage appropriate and sustainable economic growth**
   The proposed development, supported by the parking lot, fosters economic growth by providing convenient access for customers and visitors to new businesses in the CB District. The parking lot location allows for a functional parking area without sacrificing developable space, enabling a higher density of commercial activity that supports local prosperity while adhering to sustainable design principles.

Harmony with the Town's Zoning Ordinance, Comprehensive Plan, and Small Area Plans

The variance aligns with the Town of Easton's Zoning Ordinance and Comprehensive Plan, which emphasize walkable, mixed-use development in the CB District to enhance downtown vitality. The Comprehensive Plan encourages compact urban forms that optimize land use and promote pedestrian activity. The proposed parking lot location supports these goals by providing necessary parking while preserving the pedestrian-oriented character of the downtown area. The project leverages nearby public parking facilities and transit options, reducing the need for extensive on-site parking. The variance also supports any applicable small area plans for downtown Easton by contributing to a vibrant, economically sustainable core that attracts visitors and residents while maintaining the historic streetscape.

Impact on Neighborhood and Public Safety, Health, and Welfare

Granting the variance will not be harmful to the neighborhood or endanger public safety, health, or welfare. The proposed parking lot location is designed to ensure safe vehicular and pedestrian access, with clear sightlines and appropriate signage to prevent conflicts. The project adheres to all fire, building, and safety codes, ensuring no compromise to public safety. By incorporating permeable surfaces, a micro-bioretenion and landscaping, the parking lot minimizes stormwater runoff, protecting local water quality and contributing to the health of the Chesapeake Bay. Granting the variance would allow the project to maintain the cohesive urban form of the CB District, preserving property values and enhancing the neighborhood's aesthetic and functional quality. Public welfare is supported by the project's contribution to a vibrant, accessible downtown that fosters social and economic activity.

The adjacent property is the Verizon business and that structure is more than 15’ from the property line in question which is more than adequate space away from our proposed parking lot, preventing any potential issues from vehicles and any nearby structure. Additionally, the parking lot will have wheel-stops preventing any part of the vehicle from encroaching onto the adjacent property while maneuvering into and out of the proposed parking spaces.

Peculiar Conditions of the Property
The property exhibits unique characteristics that warrant the granting of this variance. Its small lot size, typical of the CB District’s historic urban core, limits the feasibility of accommodating a parking lot with a 10-foot clearance without significantly reducing the developable area or compromising the project’s functionality. The irregular shape of the lot, combined with its proximity to adjacent zero-lot-line buildings, makes the 10-foot clearance requirement impractical, as it would disrupt the continuity of the streetscape and limit the parking lot’s capacity. The 10-foot requirement would also make treating for stormwater management an extreme challenge do to space as the natural grade of the site drains South, away from the property line in question. These conditions are extraordinary within the context of the CB District, where compact, efficient development is the norm and supports the town’s vision for a vibrant downtown.

Applicant’s Actions and Need for Variance
The need for this variance did not arise from any actions taken by the applicant. The applicant’s proposal to include a parking lot was made to enhance the project’s accessibility and support its commercial viability. However, the property’s size, shape, and location within the CB District are pre-existing conditions that make compliance with the 10-foot clearance requirement infeasible. The variance is necessary to accommodate a functional parking lot that aligns with the town’s vision for efficient and sustainable development in the downtown area and granting the variance is consistent from the stance that since no building setback for that property line exists, a parking lot setback should not exist either.

Practical Hardship or Difficulty from Literal Enforcement
A literal enforcement of the 10-foot clearance requirement for the proposed parking lot would impose significant practical hardships on the applicant. The small lot size makes it infeasible to provide 10 feet of separation from the parking lot to the property line without sacrificing a substantial portion of the parking capacity or developable area, rendering the project economically unviable and limiting its ability to contribute to the CB District’s vibrancy. The setback requirement would force an inefficient use of the lot, disrupting the compact urban form of the surrounding area and reducing the project’s ability to meet the needs of customers and visitors. These constraints would prevent the applicant from achieving a project that aligns with the town’s goals for sustainable, pedestrian-oriented development, imposing an undue burden that the variance seeks to alleviate.

Conclusion

The Foundation of H.O.P.E. project is located in the CB district where space is limited. There is no minimum setback for the property line near the proposed parking area due to the nature of the CB district and the understanding of limited space. The Development Standard of a 10-foot separation from the property line to the parking area is impractical and infeasible for this project as this Standard would result in unusable space in the high area of the site leading to infeasible stormwater management for the site. The proposed variance to remove this Development Standard for the proposed parking lot is consistent with the Town of Easton's Zoning Ordinance, Comprehensive Plan, and the CB District's vision for a vibrant, walkable downtown by allowing an optimal design and efficient use of space for the proposed project. The project supports sustainable development, enhances public safety and welfare, and addresses unique property constraints without causing harm to the neighborhood. By granting this variance, the Town will enable a development that contributes to Easton's economic, environmental, and civic goals while preserving the character and vitality of its historic core.

The Applicant submits that granting of the variance to eliminate the Development Standard for the proposed parking lot to be a minimum of 10 feet from the property line:

a. **Will not be detrimental to satisfying any of the aforementioned objectives of the Zoning Ordinance;**
b. **Will be in harmony with the Town's Zoning Ordinance, Comprehensive Plan, and any applicable small area plans;**
c. **Will not be harmful to the neighborhood or otherwise detrimental to the public safety, health, or welfare;**
d. **Is owing to conditions peculiar to the property, which conditions are not the result of any action taken by the applicant, a literal enforcement of the Ordinance will result in practical difficulty to the Applicant; and**
e. **Will alleviate a practical hardship placed on the project.**

EXHIBIT B:

EXISTING CONDITIONS & DEMOLITION PLAN

TAX MAP 104, PARCEL 1461
N/F LANDS OF
VERIZON MARYLAND MERGE CO
//

APPROX. LOCATION

TAX MAP 104, PARCEL 1513
N/F LANDS OF
GREGORY J. SHMIGEL
SUSAN A. SHMIGEL
2337/372

TAX MAP 104, PARCEL 1512
N/F LANDS OF
ANASTACIA MCCAHAN
JOHN MCCAHAN
2799/142

PORT STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH WASHINGTON STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SIDE BRL
FRONT BRL

N 87°01'00" E 113.52'
N 04°47'44" W 58.20'
S 03°14'33" E 57.66'
S 86°45'27" W 111.94'
N 86°45'27" E 64.92'
S 03°14'33" E 70.83'
N 04°47'44" W 70.47'
S 87°06'24" W 63.03'

27.6
46.6

1.00"TREE 20.00'DL
1.00"OAK 15.00'DL
2.00"TREE 15.00'DL

RIM: 31.28'
RIM: 30.66'
RIM: 30.5'
RIM: 30.35'
RIM: 30.39'

Up - HSG - MtcA - HSG C
Up - HSG - UoB - HSG C
MtcA - HSG C
UoB - HSG C

EXISTING FEATURES

1. PROPERTY LINE
2. TREELINE
3. TREE
4. BUILDING
5. 6" CURB AND GUTTER
6. CURB INLET
7. STORM DRAIN MANHOLE
8. SEWER MANHOLE
9. SANITARY SEWER MAIN
10. WATER MAIN
11. GAS MAIN
12. UNDERGROUND ELECTRIC
13. CONCRETE SIDEWALK
14. SIGN TYP.
15. LAMP POST TYP.
16. FENCE

DEMOLITION NOTES

- A. CURB AND GUTTER TO BE DEMOLISHED
- B. CONCRETE TO BE DEMOLISHED
- C. TREES TO BE DEMOLISHED
- D. SIGN TO BE RELOCATED
- E. LAMP POST TO BE RELOCATED
- F. CONCRETE SIDEWALK TO BE DEMOLISHED AND HAULED OFF SITE

GENERAL NOTE: CONTRACTOR SHALL TRY TO PRESERVE TREE ON SOUTH WEST CORNER OF PROPERTY

NAD 83

0 10' 20'

EXISTING CONDITIONS AND DEMO PLAN

FOR

FOUNDATION OF HOPE

TAX MAP 0104, ID 0000, PARCEL 1463
FIRST ELECTION DISTRICT, TALBOT COUNTY, MARYLAND
PREPARED FOR FOUNDATION OF HOPE

RAUCH inc.
Engineering | Survey | Architecture | Environmental
Main Office: 108 N Harrison St - Easton, MD 21601
Web: www.rauch-inc.com | Email: design@raucheng.com
Phone: 410 770 9081 | Fax: 410 770 3887

REVISIONS

REV. #	DATE	DESCRIPTION
A	05/29/2025	ISSUED FOR DD REVIEW
B	06/30/2025	SITE DATA UPDATES; FENCE AROUND TRASH

MISS UTILITY OF DELMARVA — CALL BEFORE YOU DIG — 811

DATE:	6/6/2025
SCALE:	1" = 10'
DRAWN BY:	AK
DESIGNED BY:	AK
APPROVED BY:	

SHEET NO.: V-101

FOR PERMIT REVIEW

Z:\FOUNDATION OF HOPE\CIVIL\PRODUCTION PLANS\FOUNDATION OF HOPE - SITE PLAN.DWG

EXHIBIT C:
OVERALL SITE PLAN

PROPOSED FEATURES

1. PROPERTY LINE
2. 5,135 S.F. (BOTH FLOORS) OFFICE BUILDING
3. PERMEABLE PAVEMENT PARKING LOT. SEE DETAIL ON SHEET C-305
4. ADA COMPLIANT CONCRETE SIDEWALK. SEE DETAIL ON SHEET C-305
5. IBC COMPLIANT CONCRETE STAIRS WITH IBC COMPLIANT HANDRAILS. SEE DETAIL ON SHEET C-305
6. ADA COMPLIANT CONCRETE RAMP WITH HANDRAILS WITH ADA COMPLIANT HANDRAILS. SEE DETAIL ON SHEET C-305
7. 162 S.F. MICRO-BIORETENTION
8. WATER SERVICE LINE. SEE DETAIL ON SHEET C-404
9. SANITARY SEWER SERVICE. SEE DETAIL ON SHEET C-405
10. STANDARD 6" CURB AND GUTTER. SEE DETAIL ON SHEET C-305
11. 5' WIDE CURB OPENING. SEE DETAIL ON SHEET C-305
12. RELOCATED SIGN
13. RELOCATED LAMP POST
14. 4' X 6' ENTRY PIT
15. ELECTRIC AND FIBER FROM POLE TO PROPOSED TRANSFORMER AND COMM PEDESTAL
16. 4' X 6' RECEIVING PIT
17. 3 PHASE TRANSFORMER
18. COMMUNICATION PEDESTAL
19. SCREENED TRASH RECEPTACLE AREA
20. SANITARY SEWER CLEANOUT
21. WATER METER PIT
22. HVAC ODU
23. SIDEWALK RAMP, SEE DETAIL ON SHEET C-305
24. ADA COMPLIANT CONCRETE RAMP, WITH LANDING

TAX MAP 104, PARCEL 1461
N/F LANDS OF
VERIZON MARYLAND MERGE CO
//

TAX MAP 104, PARCEL 1466
N/F LANDS OF
FAQUIR LLC
00857/00371

TAX MAP 104, PARCEL 1513
N/F LANDS OF
GREGORY J. SHMIGEL
SUSAN A. SHMIGEL
2337/372

TAX MAP 104, PARCEL 1511
N/F LANDS OF
PRICE TODD C
1329/00026

TAX MAP 104, PARCEL 1512
N/F LANDS OF
ANASTACIA MCCAHAN
JOHN MCCAHAN
2799/142

PORT STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH WASHINGTON STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SIDE BRL
FRONT BRL
SIDE BRL
FRONT BRL
SIDE BRL

NAD 83

0 10' 20'

Z:\FOUNDATION OF HOPE\OVA\PRODUCTION PLANS\FOUNDATION OF HOPE - SITE PLAN.DWG

OVERALL SITE PLAN
FOR
FOUNDATION OF HOPE
TAX MAP 0104, ID 0000, PARCEL 1463
FIRST ELECTION DISTRICT, TALBOT COUNTY, MARYLAND
PREPARED FOR FOUNDATION OF HOPE

RAUCH INC.
Engineering | Survey | Architecture | Environmental
Main Office: 108 N Harrison St - Easton, MD 21601
Web: www.rauch-inc.com | Email: design@raucheng.com
Phone: 410 770 9081 | Fax: 410 770 3887

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.
License No. 11024
Expiration Date: July 24, 2026

REVISIONS		
REV. #	DATE	DESCRIPTION
A	05/09/2025	ISSUED FOR DO REVIEW
B	05/30/2025	SITE DATA UPDATES; FENCE AROUND TRASH

MISS UTILITY OF DELMARVA — ONE CALL DOES IT ALL! — 811

DATE:	6/6/2025
SCALE:	1" = 10'
DRAWN BY:	AK
DESIGNED BY:	AK
APPROVED BY:	

SHEET NO.: C-100

FOR PERMIT REVIEW

EXHIBIT D:
SITE PLAN WITH DEVELOPMENT STANDARD REQUIREMENT

PROPOSED FEATURES

1. PROPERTY LINE
2. 5,135 S.F. (BOTH FLOORS) OFFICE BUILDING
3. PERMEABLE PAVEMENT PARKING LOT. SEE DETAIL ON SHEET C-305
4. ADA COMPLIANT CONCRETE SIDEWALK. SEE DETAIL ON SHEET C-305
5. IBC COMPLIANT CONCRETE STAIRS WITH IBC COMPLIANT HANDRAILS. SEE DETAIL ON SHEET C-305
6. ADA COMPLIANT CONCRETE RAMP WITH HANDRAILS WITH ADA COMPLIANT HANDRAILS. SEE DETAIL ON SHEET C-305
7. 162 S.F. MICRO-BIORETENTION
8. WATER SERVICE LINE. SEE DETAIL ON SHEET C-404
9. SANITARY SEWER SERVICE. SEE DETAIL ON SHEET C-405
10. STANDARD 6" CURB AND GUTTER. SEE DETAIL ON SHEET C-305
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12. RELOCATED SIGN
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17. 3 PHASE TRANSFORMER
18. COMMUNICATION PEDESTAL
19. SCREENED TRASH RECEPTACLE AREA
20. SANITARY SEWER CLEANOUT
21. WATER METER PIT
22. HVAC ODU
23. SIDEWALK RAMP, SEE DETAIL ON SHEET C-305
24. ADA COMPLIANT CONCRETE RAMP, WITH LANDING

TAX MAP 104, PARCEL 1461
N/F LANDS OF
VERIZON MARYLAND MERGE CO
//

VARIANCE REQUESTED TO ELIMINATE DEVELOPMENT STANDARD FOR 10 FOOT MINIMUM CLEARANCE FROM PROPERTY LINE TO PARKING LOT

10 ft

19.8

TAX MAP 104, PARCEL 1466
N/F LANDS OF
FAQUIR LLC
00857/00371

TAX MAP 104, PARCEL 1513
N/F LANDS OF
GREGORY J. SHMIGEL
SUSAN A. SHMIGEL
2337/372

PORT STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH WASHINGTON STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

SOUTH STREET
VARIABLE WIDTH PUBLIC RIGHT OF WAY

TAX MAP 104, PARCEL 1511
N/F LANDS OF
PRICE TODD C
1329/00026

TAX MAP 104, PARCEL 1512
N/F LANDS OF
ANASTACIA MCCAHAN
JOHN MCCAHAN
2799/142

SIDE BRL
FRONT BRL
SIDE BRL
FRONT BRL
SIDE BRL
FRONT BRL

42.0
61.5
54.0
13.4
11.0
7.9
5.0
2.8
11.9
5.0

RIM: 27.05"
RIM: 31.28"
RIM: 30.66"
RIM: 30.51"
RIM: 30.35"
RIM: 30.39"

NAD 83

0 10' 20'

Z:\FOUNDATION OF HOPE\CIVIL\PRODUCTION PLANS\FOUNDATION OF HOPE - SITE PLAN.DWG

OVERALL SITE PLAN

FOR

FOUNDATION OF HOPE

TAX MAP 0104, ID 0000, PARCEL 1463
FIRST ELECTION DISTRICT, TALBOT COUNTY, MARYLAND
PREPARED FOR FOUNDATION OF HOPE

RAUCH INC.
Engineering | Survey | Architecture | Environmental
Main Office: 108 N Harrison St - Easton, MD 21601
Web: www.rauch-inc.com | Email: design@raucheng.com
Phone: 410 770 9081 | Fax: 410 770 3887

Professional Certification. I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.
License No. 11024
Expiration Date: July 24, 2026

6-Jun-25

REVISIONS

REV. #	DATE	DESCRIPTION
A	05/09/2025	ISSUED FOR DO REVIEW
B	05/30/2025	SITE DATA UPDATES; FENCE AROUND TRASH

MISS UTILITY OF DELMARVA — ONE NUMBER. YOU DIG. — 811

DATE:	6/6/2025
SCALE:	1" = 10'
DRAWN BY:	AK
DESIGNED BY:	AK
APPROVED BY:	

SHEET NO.: C-100

FOR PERMIT REVIEW

EXHIBIT E:

Email confirming RAUCH as representative for Foundation of H.O.P.E.

Outlook

[External]Re: Acknowledgment of Receipt - 52 S. Washington Street (Foundation of Hope) for Town of Easton: June 2025 Planning Commission

From Keasha Haythe
Date Wed 6/4/2025 11:07 AM
To Brian Fitzgerald
Cc Casey Rauch; Alan Brock; Nicola Batten

Good morning Brian,

I reviewed the RAUCH contract and If I am reading correctly the permitting process is in the scope of work for RAUCH. We will move in that direction to keep everything in line with the contract.

Historic Commission will continued to be handled by Crosby. I will go to the Town next week to pay the permitting fees.

Thanks again for reaching out to clarify duties. I plan to attend the PC meeting.

Feel free to reach out with any additional questions, have a great day!

Keasha

Keasha Haythe, CEcD
Foundation of HOPE, Inc.
P.O. Box 1604
Easton, MD 21601

Sent from my iPhone

> On Jun 3, 2025, at 5:15 PM, Keasha Haythe wrote:
>
> Good afternoon Brian,
>
> Thank you for sending this information. Tim Crosby presented to Historic Commission previously.
>
> I will find out what the plan is for presenting to PC. I will get back to you soon. Thank you!

Keasha Haythe, CEcD
Foundation of HOPE, Inc.
P.O. Box 1604
Easton, MD 21601

Sent from my iPhone

On Jun 3, 2025, at 3:23 PM, Brian Fitzgerald wrote:

Good afternoon, Keasha.
My name is Brian Fitzgerald and I work for RAUCH performing the civil engineering work on the Foundation of Hope project.
The Town will need fee payment for the Planning Commission review of the Foundation of Hope project. The fee is listed below and confirmed to be $4,000.00. This fee will need to be paid to the Town prior to the Planning Commission meeting.

Additionally, the project will need to be approved by the Historic District Commission again (approval expired) as well as Board of Zoning Appeals due to the parking lot being less than the required 10' from an adjacent property line.

A few questions:

1. Would Alan Brock be handling the Historic District Commission approval again?
2. Would you like for RAUCH to handle the BoZA application, submission, and presentation?
3. For the Planning Commission meeting, would you like RAUCH to present the project? We just want to be sure we aren't stepping on your toes if you planned to present to PC or if you were planning on having the Foundation of Hope attorney handling this and/or the BoZA presentations.

From: Samantha Smith <ssmith@eastonmd.gov>
Sent: Tuesday, June 3, 2025 2:42 PM
To: Brian Fitzgerald
Cc: Bill Ewald ; Alan Brock; Nicola Batten; Jimi Harrison ; Joe Mayer <jmayer@eastonmd.gov>
Subject: Re: [External]Acknowledgment of Receipt - 52 S. Washington Street (Foundation of Hope) for Town of Easton: June 2025 Planning Commission

Hi Brian,

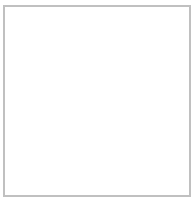
Just to confirm, the $250.00 fee for the Concept Use & Design review will not be required at this time, as the architectural review is included within your initial Site Plan review.

Currently, we are requesting payment for:
Sketch Site Review - $2,700.00
Supplemental Waiver Request - $50.00
SWM Report - $1,250.00
Total: $4,000.00

Thanks,

Sam

Samantha N. Smith
Administrative Specialist
Planning & Zoning Department
Town of Easton, MD
410-822-1943



On Tue, Jun 3, 2025 at 1:04 PM Brian Fitzgerald <brian@raucheng.com> wrote:

> Thank you, Samantha.
> Can you confirm the review fees prior to our client issuing the payment?
> I believe we have the following:
> - $2700 (PZ review)
> - $50 (waiver request)
> - $250 (PC review)
> - $1250 (SWM review)
>   - **$4,250 TOTAL**
>
> Is this correct?
>
> ---
>
> **From:** Samantha Smith <ssmith@eastonmd.gov>
> **Sent:** Tuesday, June 3, 2025 11:29 AM
> **To:** Brian Fitzgerald
> **Cc:** Bill Ewald; Alan Brock; Nicola Batten; Jimi Harrison; Joe Mayer <jmayer@eastonmd.gov>
> **Subject:** [External]Acknowledgment of Receipt - 52 S. Washington Street (Foundation of Hope) for Town of Easton: June 2025 Planning Commission

Good afternoon,

The sketch site plan application for *52 S. Washington Street - Foundation of Hope* has been accepted, and is being prepared to appear on the **Tuesday, June 24, 2025** Planning Commission agenda. The meeting will be held at the Easton Town Office 14 S. Harrison Street (2nd floor), at **1:00 p.m**. *Please plan to attend or have someone represent you at this meeting to answer any questions that the Commission may have.*

This notice is a gentle reminder that the applicable review fees are due before continuing the application process.
<image.png>

Payment may be made through one of the following methods:

- **In Person:** Payment can be made directly at the Town Office, located at 14 S. Harrison Street, between 8:30 AM and 4:00 PM, Monday through Friday. We currently accept payments via check, cash, or credit/debit card for in-person transactions.

- **By Mail:** A check made payable to the *Town of Easton* may be remitted via postal service to: 14 S. Harrison Street, Easton, Maryland 21601.

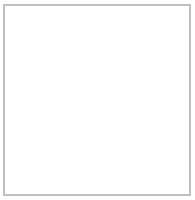
Your application number is ***2025 - 1454*** for payment reference.

If you have any questions regarding this application or any additional comments, please contact the Planning Office at (410) 822 - 1943 or via email at planningandzoning@eastonmd.gov.

Thank you,

Samantha

Samantha N. Smith
Administrative Specialist
Planning & Zoning Department
Town of Easton, MD
410-822-1943



* *Please be cautious of any unsolicited requests for money or sensitive financial information related to your application. The Town of Easton will never ask for payments via wire transfers, gift cards, cryptocurrency, or social payment apps (e.g., Zelle, Venmo, Cash App). If you have any doubts about the legitimacy of a payment request or communication, please contact the Planning and Zoning Department at (410) 822-1943.*

Brian Fitzgerald, PE
Vice President of Engineering

Logo

106 N. Harrison St.
Easton, MD, 21601
Office: (410) 770-9081
Mobile: (410) 490-4980
rauch-inc.com

EXHIBIT F:

DEED

EASTERN SHORE TITLE COMPANY
114 N. West Street
Easton, Maryland 21601
Telephone: 410-820-4426 Fax: 410-820-4429
Website: www.easternshoretitle.com
Email: info@easternshoretitle.com

This Deed, made this 15th day of **July, 2021**, by and between **Cannon-Lynchburg Management, LLC, a Maryland limited liability company**, Grantor; and **Foundation of H.O.P.E., Inc., a Maryland corporation**, Grantee.

- Witnesseth -

THAT FOR AND IN CONSIDERATION of the sum of **ONE HUNDRED FIFTY THOUSAND AND 00/100 DOLLARS ($150,000.00)** and other good, valuable and sufficient consideration, in hand paid, the receipt of which is hereby acknowledged, the said **Cannon-Lynchburg Management, LLC, a Maryland limited liability company** does hereby grant and convey unto the said **Foundation of H.O.P.E., Inc., a Maryland corporation, its successors and assigns**, forever, in fee simple, all the hereinafter described property:

ITEM ONE:

ALL that lot or parcel of land lying and being situate in the Town of Easton, in Talbot County, Maryland, and being more particularly designated as distinguished as BEGINNING at the point of intersection of the Northerly right of way line of South Street, and the Easterly right of way line of South Washington Street, marked by and Iron Bar found at the back of the sidewalk; thence departing said Northerly right of way of South Street and running and binding with said Easterly right of way line of South Washington Street, (1) N. 04 degrees 47' 44" W, 70.47 feet to the Southwesterly corner of Lot 2 as hereinafter described; thence departing said right of way line of South Washington Street, and running and binding with the Southerly line of said Lot 2, (2) N. 86 degrees 45' 27" E. 64.92 feet to an Iron Rod with Cap found at the Northwesterly corner of property now or formerly owned by Hilbert H. Dawkins and Elizabeth K. Dawkins, as described in a Deed recorded in the Land Records of Talbot County, Maryland in Liber No. 346, folio 126; thence departing the Southerly line of said Lot 2, and running and binding with the Westerly line of the said Dawkin land, (3) S. 03 degrees 14' 33" E. 7083 feet to a point on the Northerly right of way of South Street; thence departing the said Dawkins land, and running and binding with the said right of way line of South Street, (4) S. 87 degrees 06' 24", 63.03 feet to the point of beginning, containing 4,519 square feet of land. Said lot being all that land shown as Lot 1 on the Plat entitled: "PLAT OF LOT LINE REVISION, LANDS OF THE ACADEMY OF THE ARTS AND PAUL G. MACKENZIE & SARAH E. RUST", dated June 10, 1993, prepared by William C. Craig & Company and recorded among the Plat Records of Talbot County, Maryland in Liber No. 2, folio 158DD.

ITEM TWO:

ALL that lot or parcel of land lying and being situate in the Town of Easton, Talbot County, Maryland and being more particularly designated as "LOT 2" on a Plat entitled: "LOT LINE REVISION, LAND OF JAMES W. NEIDERT AND SUSANNE S. NEIDERT AND PAUL GEORGE SHOEMAKER, TOWN OF EASTON, TALBOT COUNTY, MARYLAND", prepared by William C. Craig & Company, dated March 19, 1998 and recorded among the Plat Records of Talbot County, Maryland in Liber M.A.S. No. 4, folio 89HH; reference to said Plat and

TALBOT COUNTY FINANCE OFFICE
RECORDATION TAX
AMT: $1,500.00
DATE: 7/16/2021
INITIALS: SRH
Prop ID: 01-016628

CERTIFICATION IS MADE THAT ALL TAXES DUE ON THE PROPERTY INDICATED IN THIS DEED HAVE BEEN PAID.
FINANCE OFFICER OF TALBOT COUNTY
CLAY B. STAMP, FIN. OFFICER
DATE 7/16/2021

the recording thereof is hereby made for a more particular description of said lot by metes and bounds, courses and distances.

BEING the same property conveyed unto Cannon-Lynchburg Management, LLC, a Maryland limited liability company from Peninsula Acquisitions, LLC, a Maryland limited liability company by Deed dated June 16, 2004 and recorded among the Land Records of Talbot County, Maryland in Liber No. 1254, folio 851.

Together with the buildings and improvements thereon erected, made or being; and all and every, the rights, alleys, ways, waters, privileges, appurtenances and advantages to the same belonging, or in anywise appertaining.

To Have and To Hold the said tract of ground and premises above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said **Foundation of H.O.P.E., Inc., a Maryland corporation, its successors and assigns**, forever, in fee simple; **SUBJECT to covenants, easements and restrictions of record.**

And the said Grantor does hereby covenant that it has not done or suffered to be done any act, matter or thing whatsoever, to encumber the property hereby conveyed; that it will warrant specially the property hereby conveyed; and that it will execute such other and further assurances of the same, as may be requisite.

As Witness the hand and seal of said Grantor, the day and year first above written.

WITNESS:

Cannon-Lynchburg Management, LLC, a Maryland limited liability company

Candace L. Harrison

Clem Gaskill {Seal}

BY: Clem Gaskill, Member

STATE OF MARYLAND, COUNTY OF TALBOT, to wit:

I hereby certify that on this 19th day of **July, 2021** before me, the subscriber, a Notary Public of the State and County aforesaid, personally appeared **Clem Gaskill,** who acknowledged himself to be (i) the Member of Cannon-Lynchburg Management, LLC, a Maryland limited liability company, (the Company), (ii) as such Member, being authorized to do so, executed the same for and on behalf of the Company in the capacity therein stated and for the purposes therein contained, and (iii) said instrument is the act of the Company, giving oath under penalties of perjury that the consideration recited herein is correct.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

CANDACE L. HARRISON NOTARY TALBOT COUNTY, MD

Candace L. Harrison

Notary Public

My commission expires: 10.2.21

This document was prepared under the supervision of an attorney admitted to practice before the Court of Appeals of Maryland, or by one of the parties named in the within instrument.

CURTIS H. BOOTH, ESQUIRE

AFTER RECORDING, PLEASE RETURN TO:
EASTERN SHORE TITLE COMPANY
114 N. West Street
Easton, Maryland 21601
File No. EST-26655-CH

Maryland FORM WH-AR

Certification of Exemption from Withholding Upon Disposition of Maryland Real Estate Affidavit of Residence or Principal Residence

2021

Based on the certification below, Transferor claims exemption from the tax withholding requirements of §10-912 of the Tax-General Article, Annotated Code of Maryland. Section 10-912 provides that certain tax payments must be withheld and paid when a deed or other instrument that effects a change in ownership of real property is presented for recordation. The requirements of §10-912 do not apply when a transferor provides a certification of Maryland residence or certification that the transferred property is the transferor's principal residence.

1. Transferor Information

Name of Transferor Cannon-Lynchburg Management, LLC, a Maryland limited liability company

2. Description of Property (Street address. If no address is available, include county, district, subdistrict and lot numbers).

52 South Washington Street, Easton, MD 21601

3. Reasons for Exemption

Resident Status

☐ As of the date this form is signed, I, Transferor, am a resident of the State of Maryland.

☒ Transferor is a resident entity as defined in Code of Maryland Regulations (COMAR)03.04.12.02B(11), I am an agent of Transferor, and I have authority to sign this document on Transferor's behalf.

Principal Residence

☐ Although I am no longer a resident of the State of Maryland, the Property is my principal residence as defined in IRC 121 (principal residence for 2 (two) of the last 5 (five) years) and is currently recorded as such with the State Department of Assessments and Taxation.

Under penalty of perjury, I certify that I have examined this declaration and that, to the best of my knowledge, it is true, correct, and complete.

3a. Individual Transferors

Witness

Name **Date

Signature

3b. Entity Transferors

Witness/Attest

Cannon-Lynchburg Management, LLC, a Maryland limited liability company
Name of Entity

By

Clem Gaskill 7-15-2021
Name **Date

Member
Title

** Form must be dated to be valid.

Note: Form is only valid if it was executed on the date the Property was transferred and is properly recorded with the Clerk of the Court.

To the Clerk of the Court: Only an un-altered Form WH-AR should be considered a valid certification for purposes of Section 10-912.

21-49

```
LR - Deed (w Taxes)
Recording Fee no RT
                    20.00
Name: CANNON-LYNCHBURG
MANAGEMENT LLC
Ref:
LR - Deed (with Taxes)
Surcharge           40.00
LR - Deed State
Transfer Tax       750.00
LR - County Transfer
Tax - linked     1,500.00
LR - NR Tax - lkd   0.00
=======================
SubTotal:        2,310.00
=======================
Total:           2,310.00
07/16/2021  01:40
                   CC20-CV
#15201527 CC0205 -
Talbot
County/CC02.05.01 -
Register 01
```

Kathleen M. Duvall, Clerk

Circuit Court for Talbot County

11 N. Washington St., Suite 16

Easton, Maryland 21601

License and Recording

410-822-2611 Ext. 4

DOCUMENT VALIDATION
(excluded from page count)

BOOK: 2871 PAGE: 442

State of Maryland Land Instrument Intake Sheet

☐ Baltimore City ☒ County: Talbot

Information provided is for the use of the Clerk's Office, State Department of Assessments and Taxation, and County Finance Office Only.

(Type or Print in Black Ink Only – All Copies Must Be Legible)

Space Reserved for Circuit Court Clerk Recording Validation

1 Type(s) of Instruments (☐ Check Box if addendum Intake Form is Attached.)

x	Deed		Mortgage		Other		Other
	Deed of Trust		Lease				

2 Conveyance Type Check Box

x	Improved Sale Arms-Length *[1]*		Unimproved Sale Arms-Length *[2]*		Multiple Accounts Arms-Length *[3]*		Not an Arms-Length Sale *[9]*

3 Tax Exemptions (if applicable) Cite or Explain Authority

Recordation	
State Transfer	
County Transfer	

4 Consideration and Tax Calculations

Consideration Amount		Finance Office Use Only Transfer and Recordation Tax Consideration	
Purchase Price/Consideration	$ 150,000.00	Transfer Tax Consideration	$
Any New Mortgage	$	X ( ) % =	$
Balance of Existing Mortgage	$	Less Exemption Amount -	$
Other:	$	Total Transfer Tax =	$
Other:	$	Recordation Tax Consideration	$
		X ( ) per $500 =	$
Full Cash Value:	$	TOTAL DUE	$

5 Fees

Amount of Fees	Doc. 1	Doc. 2
Recording Charge	$ 20.00	$
Surcharge	$ 40.00	$
State Recordation Tax	$ 1,800.00	$
State Transfer Tax	$ 750.00	$
County Transfer Tax	$ 1,500.00	$
Other	$	$
Other	$	$

Agent:

Tax Bill:

C.B. Credit:

Ag. Tax/Other:

6 Description of Property

SDAT requires submission of all applicable information. A maximum of 40 characters will be indexed in accordance with the priority cited in Real Property Article Section 3-104(g)(3)(i).

District	Property Tax ID No. (1)	Grantor Liber/Folio	Map	Parcel No.	Var. LOG
	01-016628	1254 , 851	104	1463	☐ (5)

Subdivision Name	Lot (3a)	Block (3b)	Sect/AR (3c)	Plat Ref.	SqFt/Acreage (4)

Location/Address of Property Being Conveyed (2)

52 South Washington Street, Easton, MD 21601

Other Property Identifiers (if applicable)	Water Meter Account No.

Residential ☐ Or Non-Residential ☐ | Fee Simple ☒ or Ground Rent ☐ Amount: $____

Partial Conveyance ☐ Yes ☒ No | Description/Amt. of SqFt/Acreage Transferred:

If Partial Conveyance, List Improvements

7 Transferred From

Doc. 1 – Grantor(s) Name(s)	Doc. 2 – Grantor(s) Name(s)
Cannon-Lynchburg Management, LLC, a Maryland limited liability company	
Doc. 1 – Owner(s) of Record, if Different from Grantor(s)	**Doc. 2 Owner(s) of Record, if Different from Grantor(s)**

8 Transferred To

Doc. 1 – Grantee(s) Name(s)	Doc. 2 – Grantee(s) Name(s)
Foundation of H.O.P.E., Inc., a Maryland corporation	

New Owner's (Grantee) Mailing Address

8671 Camac Street, Easton, MD 21601

9 Other Names to Be Indexed

Doc. 1 – Additional Names to be Indexed (Optional)	Doc. 2 – Additional Names to be Indexed (Optional)

10 Contact/Mail Information

Instrument Submitted By or Contact Person

Name: Candace L. Harrison

Firm Eastern Shore Title Company

Address: 114 N. West Street

Easton, MD 21601 Phone: (410) 820-4426

☒ Return to Contact Person

☐ Hold for Pickup

☐ Return Address Provided

11 IMPORTANT: *BOTH* THE ORIGINAL DEED *AND* A PHOTOCOPY MUST ACCOMPANY EACH TRANSFER

Assessment Information

☐ Yes ☒ No Will the property being conveyed be the grantee's principal residence?

☐ Yes ☒ No Does the transfer include personal property? If yes, identify: ____

☐ Yes ☒ No Was property surveyed? If Yes, attach copy of survey (if recorded, no copy required).

Space Reserved for County Validation

Assessment use only – Do Not Write Below This Line

Terminal Verification | Agricultural Verification | Whole | Part | Tran. Process Verification

Transfer Number | Date Received: | Deed Reference: | Assigned Property No.:

Year	20	20	Geo.	Map	Sub	Block
Land			Zoning	Grid	Plat	Lot
Buildings			Use	Parcel	Section	Occ. Cd.
Total			Town Cd.	Ex. St.	Ex. Cd.	

REMARKS:

Distribution: White – Clerk's Office; Pink – Office of Finance; Canary – SDAT; Goldenrod – Preparer

AOC-CC-300(5/2007).

RECEIPT

TOWN OF EASTON

Planning & Zoning Department

14 South Harrison Street
Easton, Maryland 21601

APPLICATION #	DATE
2025 - 1490	6/18/2025
PROJECT ID	**RECEIPT #**
V 25 - 04	10721

TO:

Foundation of Hope Inc.
P.O. BOX 1604
Easton, Maryland 21601

RE: Application 2025 - 1490 / V 25 - 04

52 S Washington Street - Foundation of Hope Inc.
Tax Map 0104, Grid 0000, Parcel 1463
Easton, Maryland 21601

Date	Description	Transaction	Amount
06/14/2025	BOZA COMMERCIAL VARIANCE	*Check No. 1299*	250.00
			-
			-
			-
			-
			-
			-
			-
			-
			-
Thank you!		**TOTAL**	**$250.00**

Paid in full. Thank you!

If you have any questions about this receipt, please contact
Samantha N. Smith, Administrative Specialist (410) 822-1943, ssmith@eastonmd.gov

Exhibit B

TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

June 27, 2025

Rauch Inc.
% Brian Fitzgerald
106 N. Harrison Street
Easton, Maryland 21601

Re: BOZA Application V-1490 / V 25-04
52 S. Washington Street - Foundation of Hope
Tax Map 0104, Grid 0000, Parcel 1463
Easton, Maryland 21601

Mr. Fitzgerald,

The above matter has been scheduled for a public hearing before the Town of Easton Board of Zoning Appeals on ***Tuesday, July 15, 2025 at 9:00 A. M.*** in the Chambers of the Mayor and Council of Easton. You should appear at the above time and place, together with any witnesses you may care to present and be prepared to submit evidence, which will establish:

1. That granting the application will not be contrary to the public interest;

2. that granting the application will be in harmony with the purpose and intent of the Ordinance;

3. that granting the application will not be injurious to the neighborhood or otherwise detrimental to the public welfare;

4. that owing to conditions peculiar to the property, which conditions are not the result of any action taken by the applicant, a literal enforcement of the Ordinance will result in practical difficulty to the applicant.

Please be prepared to answer the four listed items above at the time of the Hearing. If there are any restrictions attached to the deed of the property subject to this application, please advise the Board thereof.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning and Zoning Department
410-822-1943 ssmith@eastonMD.gov

TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

June 30, 2025

Dear Resident,

The Easton Board of Zoning Appeals will hold a public meeting on **Tuesday, July 15, 2025 at 9:00 a.m.** in the Easton Town Council Chambers located on the second floor of 14 South Harrison Street. The Town of Easton Zoning Ordinance requires that owners of property located within 400 feet of a parcel on which certain types of applications are pending be given notice of upcoming meetings or hearings. If you are a tenant in or an owner of a multi-unit building, please distribute or post this notice in a visible location for all other tenants or owners to view. If you are a tenant of a rental property, please notify the property owner that this notice letter has been distributed to their property. Notice has also been sent to the Star Democrat, a sign has been posted at the subject property and the hearing agenda has been posted on the Town of Easton website: http://eastonmd.gov/.

This letter is sent to inform you that Application V-1490 / V 25-04 has been filed by Rauch Inc. (Applicant) on behalf of Foundation of Hope Inc. (Owner), pursuant to Section 28-1303.5.C of the Town of Easton Zoning Ordinance (Ordinance) to obtain a Variance from the Development Standard in Section 28-1001.2.K, the required ten (10) foot setback for any parking or maneuvering space to any street line, sidewalk or property line for a commercial use. The Applicant is seeking to construct a two-story, 5,135 square foot office building to be utilized for nonprofit and community group use. This project received Sketch Site Plan approval (application 2025-1454) and a Certificate of Appropriateness (application 2025-1485) for the construction of the commercial training facility. The property is located at 52 Washington Street, Easton, Maryland, also known as Tax Map 0104, Grid 0000, Parcel 1463, and is situated in the CB – Commercial Business District.

Copies of the proposed application are on file and available for public review in the Town's Planning Office at 14 South Harrison Street between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday. **In addition, digital copies will be available for review one week prior to the scheduled meeting via the Town's website at** https://www.eastonmd.gov/129/Agendas-Minutes. If you have any questions regarding this application, please contact the Planning Office at (410) 822-1943 or via email at ssmith@eastonMD.gov.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning & Zoning Department
410-822-1943 ssmith@eastonMD.gov

Exhibit C

Subject property posting pursuant to Section 28-901.2.H.2 of the Town of Easton Zoning Code - June 27, 2025.

Exhibit C

THE STAR DEMOCRAT - ONE TIME - SATURDAY, JUNE 28, 2025

NOTICE

Notice is hereby given that Application V-1490 / V 25-04 has been filed by Rauch Inc. (Applicant) on behalf of Foundation of Hope Inc. (Owner), pursuant to Section 28-1303.5.C of the Town of Easton Zoning Ordinance (Ordinance) to obtain a Variance from the Development Standard in Section 28-1001.2.K, the required ten (10) foot setback for any parking or maneuvering space to any street line, sidewalk or property line for a commercial use. The Applicant is seeking to construct a two-story, 5,135 square foot office building to be utilized for nonprofit and community group use. This project received Sketch Site Plan approval (application 2025-1454) and a Certificate of Appropriateness (application 2025-1485) for the construction of the commercial training facility. The property is located at 52 Washington Street, Easton, Maryland, also known as Tax Map 0104, Grid 0000, Parcel 1463, and is situated in the CB – Commercial Business District.

A copy of the application may be inspected during normal business hours in the Department of Planning and Zoning. The undersigned Board will hold a public hearing with respect to said application on Tuesday, July 15, 2025 at 9:00 A.M. in the Town Council Chambers, second floor, located at 14 S. Harrison Street. All interested parties are invited to attend. Please continue to check our website at https://eastonmd.gov/129/Agendas-Minutes for agenda updates.

TOWN OF EASTON BOARD OF ZONING APPEALS

Notice to Star Democrat: Please publish as indicated above and send Certificate of Publication to Planning and Zoning, Town of Easton, P.O. Box 520, Easton, Maryland 21601, prior to date of hearing.

Exhibit D

APG Media of Chesapeake, LLC

29088 Airpark Drive
Easton, MD 21601

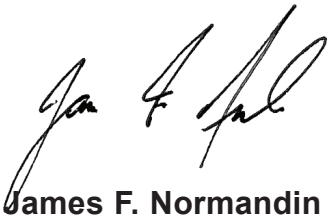
06/30/25
3083746

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND
COUNTY OF: Talbot County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "Application V-1490 / V 25-04...**" was published in the:**

The Star Democrat 06/28/25



James F. Normandin
President & Publisher

NOTICE

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TOWN OF EASTON BOARD OF ZONING APPEALS

3077154 SD 6/28/2025

TOWN OF EASTON

Planning & Zoning Department
14 South Harrison Street
Easton, Maryland 21601

EXHIBIT SUMMARY
for 8493 OCEAN GATEWAY
SE - 1489 / SE 25 - 07
2025 - 07 - 15

Applicant notified of hearing date: Email: 2025-06-27 – 18 days

Exhibit A: P&Z Staff Report: 2025-07-08 – 7 days
Easton Utilities Review Letter: 2025-06-26 – 12 days
Easton Volunteer Fire Department Comments: 2025-07-07 – 8 days

Exhibit B: Application

Application: 2025-06-17 – 28 days
Special Exception Application SE-1489 / SE 25-07
Attachment A: Purpose of Request
Statement of Use
Findings of Fact
Site Plan Exhibit
May 2021 Traffic Impact Analysis
June 12, 2025 Owner Authorization Letter (PZK, LLC)
Recorded Deeds
Exterior Photos

Proof of Payment: 2025-06-17 – 28 days

Exhibit C: Notices

Applicant Hearing Letter: 2025-06-27 – 18 days

400' Notices Distributed: 2025-06-27 – 18 days

Picture of Property Sign Posting: 2025-06-27 – 18 days

Exhibit D: Public Advertisement

Advertisement sent to the Star Democrat: 2025-06-25 – 20 days

Advertisement run in Star Democrat: 2025-06-28 – 16 days
Star Democrat Proof
Certificate of Publication

Written Public Comment:
Ramesh Patel, on behalf of the Holiday Inn Express and Asiya Hospitality LLC
Sharma Law Group CHTD, on behalf of Asiya Hospitality LLC
Ankitkumar Patel, on behalf of the Quality Inn Easton
Tristen Raughton

Date of Hearing: July 15, 2025

3b

BOARD OF ZONING APPEALS
PUBLIC HEARING
STAFF REPORT

SUBJECT: **SPECIAL EXCEPTION 1489**

ELECTION WARD: Ward 2

CRITICAL ACTION DATE: At the pleasure of the Board.

STAFF CONTACTS: Nicholas Johnson, AICP - Town Planner - Current
Miguel Salinas – Director of Planning and Zoning

APPLICANT: Zachary A. Smith Esq. on behalf of BGFY, LLC

PURPOSE: The applicant is seeking a special exception to permit a cannabis dispensary on a property located in the Commercial General (CG) Zoning District.

RECOMMENDATION:
Staff recommends **continuing** the application, pending a detailed traffic impact analysis to determine the minimum off-street parking requirement. While the site appears to meet the minimum parking based on building square footage and employee count (56.4 spaces required, 90 available), a site-specific trip generation analysis for the dispensary is needed.

APPLICATION INFORMATION:

APPLICANT:	**REPRESENTATIVE:**
BGFY, LLC	Zachary A. Smith, Esq. Armistead, Lee, Rust, & Wright 114 Bay Street Easton MD, 21601

PARCELS/ACREAGE:

Parcel Information	Acreage
Map 102, Parcel 2938B, 4	1.80

Exhibit A

ACCEPTANCE DATE: June 17, 2025	**LOCATION:** 8493 Ocean Gateway
EXISTING ZONING CG	**EXISTING LAND USE:** Commercial
HISTORIC DISTRICT: No	**FUTURE LAND USE:** Commercial

CONTEXT:
Location/Site Access – The subject property is bordered to the west by Ocean Gateway and to the north and south by existing commercial developments, all of which are also zoned CG. Vehicular access to the site is provided via a shared access easement with 8523 Ocean Gateway, directly off Ocean Gateway. A new traffic signal was recently installed by the State Highway Administration at the intersection of the access easement and Ocean Gateway. This intersection also includes a timed pedestrian crossing signal and newly painted crosswalks, potentially enhancing both vehicular and pedestrian safety.

Existing Conditions – The subject property consists of a vacant 5,200-square-foot commercial building, formerly occupied by a sit-down restaurant (Denny's). The submitted site plan indicates a total of ninety-nine (99) off-street parking spaces, including three (3) ADA-accessible spaces. However, recent aerial imagery from 2024 reveals that the southern portion of the parking lot has deteriorated and no longer contains formalized parking. As a result, the actual number of usable off-street parking spaces on the site is reduced to ninety (90), including the three (3) ADA-accessible spaces (see Figure 1).

Figure 1: Parking Lot Condition

Surrounding Properties –

	Land Use	**Zoning District(s)**	**Future Planned Land Use**

South	Commercial	CG	Commercial
East	Vacant	CG	Commercial
North	Residential[1]	CG	Commercial
West	Commercial	CG	Commercial

Figure 2: Vicinity Map

PROPOSAL: The applicant is proposing to operate a cannabis dispensary on a property within the CG Zoning District. The applicant has obtained a conditional license from the Maryland Cannabis Administration to operate a standard dispensary within Talbot County. As the Board may be aware, a special exception was previously granted to this same applicant for a cannabis dispensary at 8223 Elliott Road. Issues arose regarding that location and the separation requirement of one-half mile from any other cannabis dispensary; the Board subsequently approved a special exception for another dispensary located on an adjacent property at 8171 Elliott Road. This location would rectify that issue. As the state licenses are not tied to any specific site, the issuance of a second special exception to the same applicant would not affect

[1] Hotels/Motels are classified as a residential use within the Zoning Ordinance's table of permitted uses.

the applicant's license. The dispensary will be open to the public Monday through Sunday from 9:00 am to 9:00 pm and will employ an estimated 30 individuals at opening.

BACKGROUND:

Town Ordinance 809[2] passed by the Town Council in April of 2024, amended the Zoning Ordinance to permit cannabis dispensaries by special exception within the Central Business (CB) and Commercial General (CG) Zoning District subject to supplemental standards. These supplemental standards are as follows (§28-1007.2.A.18):

a. A cannabis dispensary shall be licensed and operate in accordance with State of Maryland regulations for such use pursuant to COMAR 10.62.01 to 10.62.35.

b. No medical cannabis dispensary shall be permitted within five hundred feet (500') (measured from the closest portion of the affected properties) of any of the following uses: Pre-existing Schools, Colleges & Universities, Pre-existing Houses of Worship, Pre-existing Family Day Care, Day Care Group, Day Care Small Group, Pre-existing Public Park, playground, recreation center or library, one-half mile of another cannabis dispensary, or one hundred feet (100') of any property zoned for residential use.

c. Owners/operators of a cannabis dispensary shall provide the Town with an up-to-date local contact person (based in Talbot County) who shall be available and authorized to respond to complaints concerning any operational issues associated with the dispensary.

d. All cannabis dispensaries shall install odor control technology, as necessary, in order to control ventilation at the establishment in such a manner that no odor from cannabis products can be detected outside the building on the same property or on adjacent properties or public rights-of-way, or within any other unit located within the same building as the cannabis dispensary, if the use occupies only a portion of the building. The Operator shall properly maintain all odor mitigation equipment to ensure maximum efficiency. Applicant shall provide certification by a Professional Engineer, Certified Industrial Hygienist, or other equivalently qualified professional that proposed odor control measures will effectively eliminate outdoor odors for all odor sources.

e. A cannabis dispensary may not be open to the public prior to 9:00 a.m. or after 9:00 p.m. Operations not involving the public, such as stocking of shelves, completion of booking, etc., may occur outside this window.

[2] In addition to regulating cannabis dispensaries, Ordinance 809 also introduced requirements for other cannabis related uses including cannabis growing and processing facilities. The Ordinance also prohibits cannabis establishments with on-site consumption.

f. The parking requirement for cannabis dispensaries shall be determined by a detailed traffic impact analysis provided by a petitioner for said use that is based on the following information provided by the dispensary:

** Sales data - data which includes a sales transaction timestamp (hour, minute, day of week) at a comparable location for that brand.*
** Hours of operation - intended hours of operation for the development.*
** Number of employees - intended employees, staffing levels, and scheduling information. It should be emphasized that this information will likely be collected from another location or franchise owned by the petitioner.*

In no case shall a cannabis dispensary provide parking at a ratio of less than 2 spaces for every three employees on the maximum shift plus 7 spaces for every 1,000 SF unless a parking deviation is requested by the Applicant and approved by the Planning Commission pursuant to the provisions of Section 28-1001.3C of the Zoning Code

OUTSTANDING ISSUE(S)

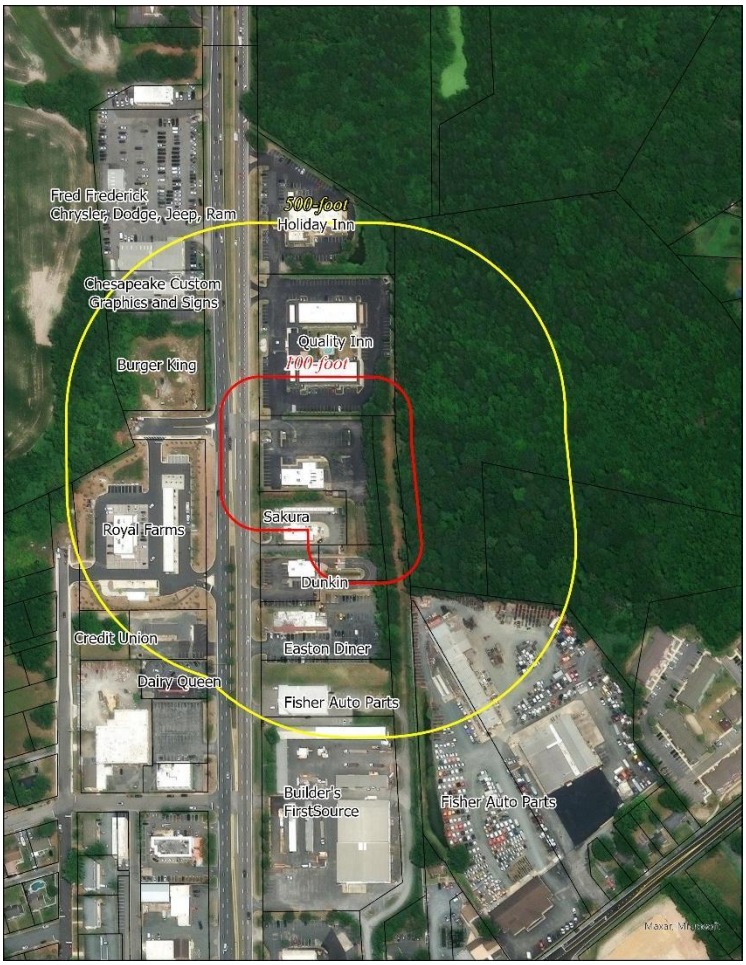
1. **Traffic Impact Analysis.** Pursuant to §28-1007.2.A.18.f, a detailed traffic impact analysis is required to assess the adequacy of off-street parking. The submitted traffic impact study, conducted in 2021 for the Royal Farms and Burger King development located across Ocean Gateway, concluded that a traffic signal was warranted at the intersection. While trip generation rates for the former Denny's use are included on page 29 of the report, no analysis was provided for the proposed cannabis dispensary use. A site-specific trip generation analysis for the dispensary is necessary to accurately evaluate whether the existing off-street parking supply is sufficient. This analysis must be based on sales data, the intended hours of operation, and the number of employees.

POLICY ANALYSIS (SPECIAL EXCEPTION):
a. The proposed use conforms in all aspects to minimum requirements of the district in which it is located.

Analysis – There are no proposed changes to the site or structure that would affect conformance with the minimum standards of the CG Zoning District. Cannabis dispensaries are regulated through supplemental standards found in §28-1007.2.A.18 of the Town Code (*See Background Section*). The minimum required number of vehicular parking spaces is determined by a detailed traffic study (*See Outstanding Issues*) but the absolute minimum number of spaces is based on the square footage of the building and the number of employees. The absolute minimum parking requirement for this property is as follows:

7 spaces per 1,000 square feet of building area –	36.4 parking spaces
2 spaces per 3 employees on a maximum shift -	20 parking spaces
Minimum parking spaces required -	**56.4 parking spaces**

The minimum separation standards for cannabis dispensaries state that "*No medical cannabis dispensary shall be permitted within five hundred feet (500') (measured from the closest portion of the affected properties) of any of the following uses: Pre-existing Schools, Colleges & Universities, Pre-existing Houses of Worship, Pre-existing Family Day Care, Day Care Group, Day Care Small Group, Pre-existing Public Park, playground, recreation center or library, one-half mile of another cannabis dispensary, or one hundred feet (100') of any property zoned for residential use."* Figures 3 and 4 depict the existing businesses within 100' and 500' of the property for the proposed cannabis dispensary and the zoning districts within 100'. No such use or Zoning District is located within either the 100' or 500' buffer.



Figures 3&4: Surrounding Uses and Zoning

b. The proposed use is not adversely affecting the health, safety, and general welfare of residents of the area.

Analysis – The surrounding area is commercial in nature with the nearest residentially zoned property being located approximately 600 feet from the structure (although this property is currently vacant and wooded). The proposed use is consistent with the commercial nature of this property as well as the surrounding properties.

c. The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions;

Analysis – The proposed use should not generate any additional demand for public facilities. This structure has previously been used for commercial purposes that place a compatible demand on public facilities.

d. The proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

Analysis – No traffic impact study analyzing the proposed use was provided to determine whether the existing off-street parking is adequate. While the site appears to meet the minimum off-street parking requirements based solely on building square footage and the number of employees, a traffic impact analysis is necessary to accurately assess actual parking demand. This analysis is essential to ensure that parking is sufficient for the specific operational characteristics of the proposed use.

e. The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

Analysis – Odor is the major concern typically associated with cannabis related uses, though more common with processing and/or grow facilities than a dispensary. The Town's standards for cannabis dispensaries require that the applicant install odor control technologies to mitigate this potential adverse effect. Should the Board approve this request, staff supports a condition requiring the applicant to provide certification from a qualified professional that proposed odor control technologies will effectively mitigate any odors associated with this use.

The proposed use is commercial in nature and is not proposing any additional development that would affect drainage or access.

f. The proposed use will not adversely affect the established character of the area.

Analysis – The surrounding area is overwhelmingly commercial in nature which is consistent with the proposed use.

g. The proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complementary and uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance.

Analysis - The Comprehensive Plan's future land use map identifies this property as appropriate for commercial uses which is consistent with what is proposed.

DRAFT MOTIONS:

1. I move that the Board of Zoning Appeals **continue** the application pending the receipt of a detailed traffic impact analysis for the purpose of determining the minimum off-street parking requirement.

OR

2. I move that the Board of Zoning Appeals **deny** Special Exception 1489 based on the following findings…

OR

3. I move an alternate motion.

EASTON UTILITIES

Life. Made better.™

Easton Utilities Commission

Plan Review Comments

Date: 06/26/25
To: Sierra Clem, Nancy Pinkney
From: Kia Gibbs on behalf of Aaron Goller, PE
Address: 8493 Ocean Gateway
Project Name: BFGY, LLC Cannabis Dispensary
Phase: Sketch Site Plan
SUBM: 1
Status: **APPROVED**

Easton Utilities Commission has reviewed the above referenced plans and determined the plans are **"Approved".**

An **"Approved"** status means plans do not require resubmission where utilities are concerned.

Please contact Kia Gibbs, Engineering Administrative Support at kgibbs@eucmail.com should you have any questions.

Samantha Smith <ssmith@eastonmd.gov>

Re: Quick Update: July BOZA - 8493 Ocean Gateway - BGFY LLC Cannabis Dispensary

1 message

Daryl Caldwell <1st.lieutenant@eastonvfd.org> Mon, Jul 7, 2025 at 12:50 PM
To: Samantha Smith <ssmith@eastonmd.gov>

Good Afternoon

I am sorry for the late input. I don't believe we have many changes to this building.

Following Suggestions:

1. Alarm system/smoke detectors. If need CO alarm system, if need by the State Fire Marshall.

2. At least two persons that can respond after hours, if the alarm system goes off.

3. Knox box (updated keys)

4. The alarm panel at the front door if possible or a key pad to let the fire department know where the alarm is coming from.

5. Fire extinguisher

Thank you

Assist Chief Daryl Caldwell, Easton VFD.

---- On Wed, 18 Jun 2025 12:42:37 -0400 **Samantha Smith via Smartsheet <user@app.smartsheet.com>** wrote ---

Attached, please find the July BOZA Special Exception submittal for "BGFY, LLC - 8493 Ocean Gateway - Cannabis Dispensary". If you have any comments, please provide no later than Tuesday, July 8th.

Thank you,

Sam

Ocean Gateway 8493 (BOZA Special Exception)

Row 14

Exhibit A

RECEIVED
JUN 17 2025
TOWN OF EASTON

TOWN OF EASTON
PLANNING AND ZONING
14 SOUTH HARRISON STREET, EASTON, MD 21601

BOARD OF ZONING APPEALS APPLICATION

APPLICATION TYPE

☐ VARIANCE ☐ APPEAL ☒ SPECIAL EXCEPTION

PROPERTY INFORMATION

ADDRESS	8493 Ocean Gateway, Easton						
TAX MAP	102	GRID	EA	PARCEL	2938B	LOT	4
DEED REFERENCE	LIBER	3145	FOLIO	403			
PLAT REFERENCE	LIBER	65	FOLIO	14			
EXISTING USE	Vacant (formerly restaurant)						
ZONING DISTRICT	CG						

HISTORIC DISTRICT Y ☐ N ☒ Planned Redevelopment District Y ☐ N ☒

OWNER

NAME	PKZ LLC
MAILING ADDRESS	8005 Norwich Ct., Port Tobacco, MD, 20677
TELEPHONE NO.	EMAIL

APPLICANT OR AGENT

NAME	BGFY, LLC c/o Zachary A. Smith, Attorney for Applicant
MAILING ADDRESS	114 Bay Street, Building C, Easton, MD 21601
TELEPHONE NO.	EMAIL

Surveyor / Engineer

NAME	N/A
License Number and Experation	
MAILING ADDRESS	
TELEPHONE NO.	EMAIL

REQUEST DETAILS

SUBJECT TO PREVIOUS BOZA APPLICATION Y ☐ N ☒ (Not to Applicant's Knowledge)

ZONING ORDINANCE SECTION §28-201 Table 2.1 F

☒ INCLUDE ALL REQUIRED ITEMS FROM THE APPLICABLE CHECKLIST

ANY MODIFICATIONS DURING REVIEW SHALL WARRANT AN UPDATED APPLICATION.

I DO HEREBY SOLEMNLY DECLARE AND AFFIRM THAT THE INFORMATION PROVIDED BY THIS APPLICATION AND THE DOCUMENTS ATTACHED HERETO ACCURATELY REPRESENT THE CONDITIONS OF THE REQUEST AND THAT SUBMISSION OF AN INCOMPLETE APPLICATION WILL BE RETURNED FOR CORRECTION PRIOR TO PROCESSING.

Exhibit B

SIGNATURE OF APPLICANT OR AGENT	
Date	6-17-25
PRINTED NAME OF APPLICANT OR AGENT	Zachary A. Smith, Agent

For Office Use Only

Project Number	SE 25 - 07	Fee Received	$700.00
Application Number	SE - 1489	Application Notification	06/30/2025
Filing Date	06/17/2025	Property Posting Date	06/30/2025
BOZA Hearing Date	07/15/2025	Notice(s) Published	06/28/2025
If ESDR, Date	-		

Revised 11-2023

Board of Zoning Appeals Checklist
Special Exception Application

Application review shall not commence unless a complete application is submitted. A complete application includes all **minimum** submission materials and documents on this Checklist of Minimum Submission Requirements.

	Provided	N/A
Required fee payment as determined by the fee schedule adopted by the Town Council	√	
Completed application along with a written, detailed explanation for the purpose of the request	√	
Site plan drawn to scale to include at a minimum the items listed below.	√	
• Property boundaries and dimensions	√	
• Locations and dimensions of all existing and proposed structures and their locations measured from the nearest property lines	√	
• Setbacks from property lines	√	
• Adjoining roads	√	
• Established easements	√	
• Perennial and intermittent streams		√
• Tidal and non-tidal wetlands		√
Architectural drawings, photographs, elevations, specifications, or other detailed information depicting the exterior appearance of existing and proposed construction, including parking, access, exterior lighting, and signs	√	
A statement explaining in detail how the use is to be operated, including hours of operation, number of anticipated employees, occupants and clientele, traffic impact, and any special equipment, conditions, or limitations that the applicant proposes	√	

If the applicant is not the owner of the subject property, documentation of legal interest in the property or authorization to file application from or on behalf of the owner	√	
A copy of the deed conveying present ownership of the property	√	
A copy of any covenants or restrictions on the property recorded among the Land Records of Talbot County	√	
Additional documents, records, and exhibits that the applicant intends to introduce or rely upon at the public hearing	√	
Written responses to all the Board's required consideration of the principles relevant to the request (see attached)	√	

Special Exception Findings of Fact

a. the proposed use conforms in all aspects to minimum requirements of the district in which it is located;

b. the proposed use is not adversely affecting the health, safety, and general welfare of residents of the area;

c. the proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions;

d. the proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

e. the proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

f. the proposed use will not adversely affect the established character of the area.

g. the proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complimentary and uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance

ATTACHMENT A

PURPOSE OF REQUEST

The Applicant proposes to establish a cannabis dispensary in an existing commercial building located at 8493 Ocean Gateway (former Denny's restaurant). The building is currently vacant. The Applicant plans to renovate the existing building as needed to accommodate the new dispensary. No expansion to the building is proposed.

Parking for the use is already in place by virtue of the prior use. There are more than 90 parking spaces on the site that will be available for use by the dispensary and its customers.

The Applicant has been issued a conditional license by the State of Maryland to operate a cannabis dispensary within Talbot County. Under applicable State requirements conditional licensees have 18 months to become operational.

Exhibit B

Special Exception Findings

a. The proposed use conforms in all aspects to minimum requirements of the district in which it is located;

Applicant Response:

The building and other site improvements already exist and are in conformance with applicable standards. The existing building was built and most recently used as a sit-down restaurant. This application seeks to adaptively reuse the existing building for a cannabis dispensary use. The building will be cleaned up and fitted out as necessary to accommodate the new use, all in accordance with all applicable building requirements. The renovations will include the installation of any system(s) necessary to comply with the odor control requirements set forth in §28-1007.2 A. 18. D. of the Code. The planned dispensary will also meet the separation requirements set forth in the Code, requiring that the use be located more than 500' from any church, school, daycare, park, recreation center or library; more than $^1/_2$ mile from another cannabis dispensary; and more than 100' from any residentially zoned property. Operationally the dispensary will be open from 9:00 AM to 9:00 PM, and will provide more than the minimum number of parking spaces required for this use under the Code.

b. The proposed use is not adversely affecting the health, safety, and general welfare of residents of the area;

Applicant Response:

The proposed retail use will be located on a commercially zoned property along the U.S. Route 50 corridor. The site has direct ingress and egress from U.S. Route 50 at a signalized intersection. No adverse impact to health, safety or general welfare will occur. The proposed dispensary will offer products that are desirable to many Easton residents, and that are currently not available through a licensed dispensary located within the Town or even Talbot County. The planned reuse of this vacant building will fill an empty storefront, enhance the vibrancy of the U.S. Route 50 commercial corridor and avoid additional greenfield development.

c. The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions;

Applicant Response:

No change to the demands on public facilities or services are anticipated. The site is already developed, and is already served by public streets and utilities – no changes are proposed. The property is already covered by existing municipal services such as police and fire services, no changes are proposed. The commercial use will not impact other public facilities such as schools and/or parks.

d. The proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

Applicant Response:

The reuse of the building is projected to produce less traffic than the former restaurant. No adverse change is anticipated to occur to any nearby street and/or intersection as a result of the proposed use. The property has direct access onto U.S. Route 50 at a signalized intersection.

e. The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

Applicant Response:

The dispensary will be located within an existing building within an established commercial area. The nature and level of activity will be consistent with other retail uses within this area and the surrounding context. All products sold from the dispensary will be pre-packaged, so no odor is anticipated. For any new dispensary, the Code requires odor control to eliminate odors that may otherwise leave the building – the Applicant will comply with the regulations. The use does not produce smoke. Drainage and access patterns associated with the property are established and are not proposed to be modified or adversely impacted by the proposed use.

f. The proposed use will not adversely affect the established character of the area.

Applicant Response:

The character of this area is defined as a commercial corridor, which includes the existing building. This Application merely proposes to fill and existing commercial building with a retail use. The approval of this application will not adversely affect the character of the area, and in fact will benefit the corridor by filling a vacant space.

g. The proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complimentary and uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance.

Applicant Response:

The proposed cannabis dispensary will be located within an existing commercial building located along an existing commercial corridor. The subject area is shown in the Comprehensive Plan as a commercial area, which this use is consistent with. The Comprehensive Plan strongly supports infill development and the adaptive reuse of existing buildings. The use of an existing building avoids the additional development of an existing greenfield.

Statement of Use for Cannabis Dispensary Special Exception

The dispensary will provide medical and adult use cannabis products to qualified patients in accordance with all state and local regulations. Below is a detailed explanation of how the business will be operated, including hours of operation, employee and clientele expectations, traffic impacts, and any special equipment or conditions proposed.

Hours of Operation

The proposed dispensary will be open to the public during the following hours:

- **Monday through Sunday**: 9:00 AM to 9:00 PM

Number of Anticipated Employees and Occupants

The dispensary will employ an estimated 30 individuals, including:

- **Operations Staff**: 5 part and full time employees who will assist with receiving and managing inventory of cannabis.
- **Sales Staff**: 20 part and full time employees who will assist customers with selecting appropriate products and completing transactions.
- **Management and Administrative Staff**: 5 full-time individuals handling employee management, operations, record-keeping, and regulatory compliance.

Clientele and Traffic Impact

The dispensary will serve medical cannabis patients who are registered with the State of Maryland's Medical Cannabis Commission along with adults who have state ID proving they are over 21 years of age. We anticipate an average of 300 patient visits per day, with peak times occurring in the late morning and early evening.

We have carefully considered the location's proximity to nearby roads and other businesses. We expect minimal disruption to local traffic as there is direct access to and from U.S. Route 50 at a signalized intersection. Traffic volumes are anticipated to generally be lower than traffic volumes that were associated with the former sit-down restaurant use that operated from the property.

Special Equipment, Conditions, or Limitations

The dispensary will be equipped with the following specialized systems and safety measures:

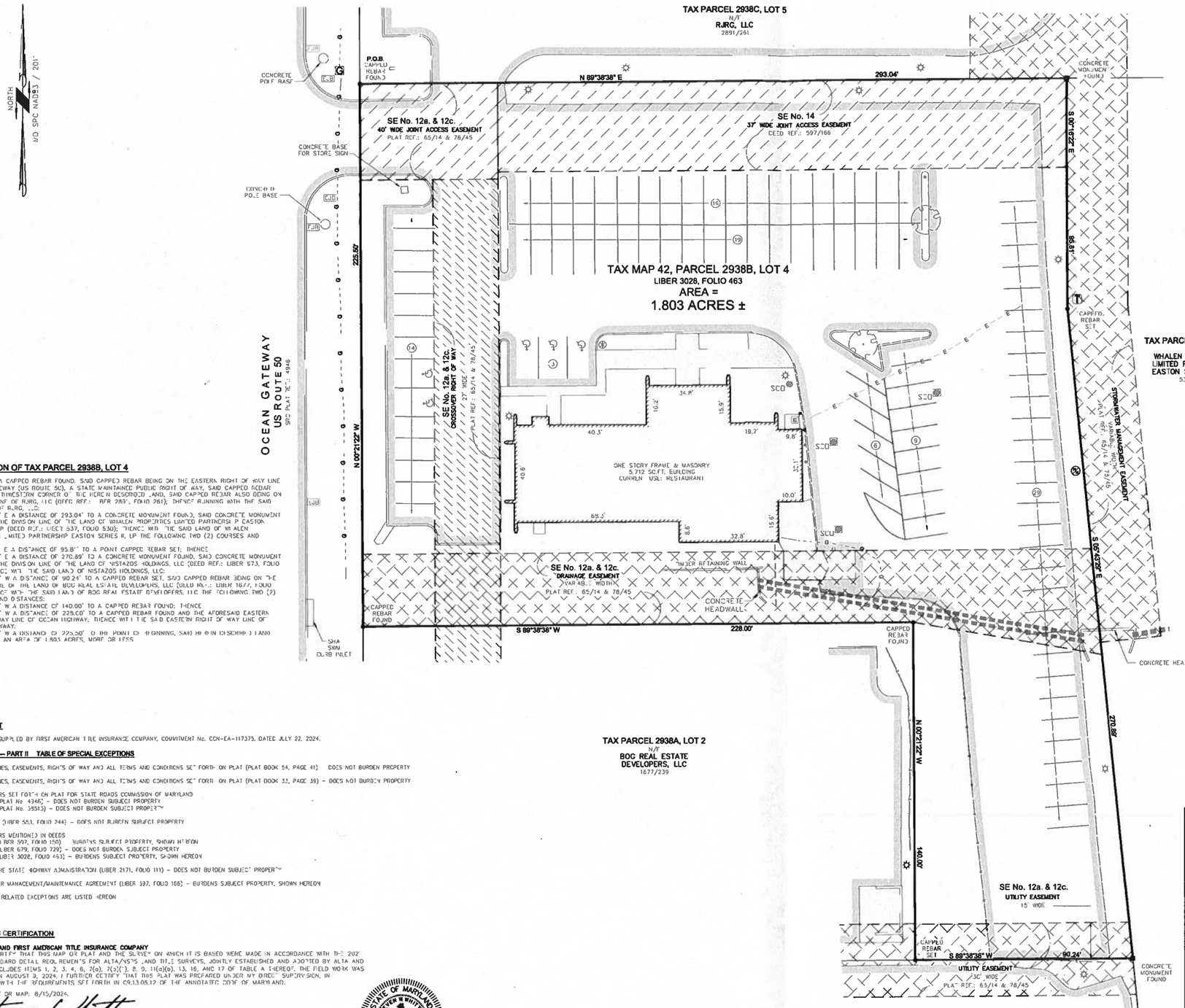
- **Security Systems**: The dispensary will feature state-of-the-art security systems, including video surveillance cameras, alarm systems, and access control systems, to ensure the safety of patients, customers, employees, and the facility.
- **Product Storage and Handling**: Cannabis products will be stored in compliance with all state and local regulations, including locked, climate-controlled areas for storage. Following state regulations, there will be no cannabis products on the sales floor and all product will be secured in a locked container outside of business hours. We will utilize safe and secure dispensing equipment to ensure that all products are handled safely and accurately.

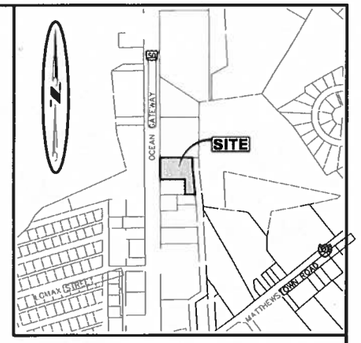
- **Compliance with Local Regulations**: The dispensary will comply with all zoning, health, and safety regulations, and will undergo regular inspections by local and state authorities to ensure ongoing compliance. In addition, we will adhere to all hours-of-operation restrictions, signage requirements, and any other conditions imposed

Conclusion

We are committed to operating the dispensary in a manner that is respectful to the surrounding community while providing safe, legal, and compassionate access to medical cannabis for those in need. We will take all necessary steps to minimize any potential impacts on traffic, parking, and neighborhood quality of life, and are prepared to work collaboratively with local officials to ensure our operations meet all regulatory requirements.

We appreciate your consideration of this Special Exception request and look forward to working with the Town of Easton to bring this valuable service to the community.





VICINITY MAP
SCALE: 1" = 600'

LEGEND:

- = PAVED SURFACE
- = CONCRETE SURFACE
- BRL = BUILDING RESTRICTION LINE
- HVAC = HVAC OUTDOOR UNIT
- = CULVERT
- = FENCE
- = FLAG POLE BASE
- G = NATURAL GAS VALVE
- EJB = ELECTRIC JUNCTION BOX
- E = ELECTRIC TRANSFORMER
- T = TELEPHONE PEDESTAL
- = LAMP POST
- = SEWER CLEAN-OUT
- P.O.B. = POINT OF BEGINNING (LEGAL DESCRIPTION)
- G — = UNDERGROUND GAS MAIN (MARKED BY PAINT & WITNESS POSTS)
- E — = UNDERGROUND ELECTRIC (MARKED BY PAINT)
- = LANDSCAPE TREE
- = COMPUTED POINT PROPERTY LINE (UNLESS NOTED OTHERWISE)
- SE No. 12 = SPECIAL EXCEPTION & NUMBER (TYP)
- = A.D.A. ACCESSIBLE SPACE
- SHA = STATE HIGHWAY ADMINISTRATION
- SWM = STORMWATER MANAGEMENT

GENERAL NOTES:

1. OWNER: NIELSEN LAND VENTURE II LLC
2. MAILING ADDRESS: 27938 OAKLANDS CIRCLE EASTON, MARYLAND 21601
3. PROPERTY ADDRESS: 8493 OCEAN GATEWAY EASTON, MARYLAND 21601
4. TAX MAP 102, GRID EA, PARCEL 2938B, LOT 4
   TAX ACCOUNT NUMBER: 01-063950
5. DEED REFERENCE: 3028/463
6. ZONING: CG – COMMERCIAL GENERAL DISTRICT

   SETBACKS: FRONT – 25'
   SIDE – 10'
   REAR – 15'
   BUILDING HEIGHT – 50'
   LOT COVERAGE BY ALL BUILDINGS AND STRUCTURES SHALL NOT EXCEED 50%.
7. THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD ZONE "X" AS SHOWN ON THE FLOOD INSURANCE RATE MAPS COMMUNITY PANEL NO. 24041C0191C FOR TALBOT COUNTY, MARYLAND DATED AUGUST 5, 2013.
8. THE PROPERTY SHOWN HEREON IS NOT SUBJECT TO THE CHESAPEAKE BAY CRITICAL AREA REGULATIONS.
9. THERE WAS NO OBSERVED EVIDENCE OF RECENT EARTH MOVING WORK, BUILDING CONSTRUCTION OR BUILDING ADDITIONS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
10. THERE WAS NO OBSERVED EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS
11. NO ENCROACHMENTS WERE OBSERVED DURING THE FIELDWORK FOR THIS SURVEY.

DESCRIPTION OF TAX PARCEL 2938B, LOT 4

BEGINNING AT A CAPPED REBAR FOUND, SAID CAPPED REBAR BEING ON THE EASTERN RIGHT OF WAY LINE OF OCEAN GATEWAY (US ROUTE 50), A STATE MAINTAINED PUBLIC RIGHT OF WAY, SAID CAPPED REBAR BEING THE NORTHWESTERN CORNER OF THE HEREIN DESCRIBED LAND, SAID CAPPED REBAR ALSO BEING ON THE DIVISION LINE OF RJRC, LLC (OFFICE REF.: BER 289', FOLIO 261); THENCE RUNNING WITH THE SAID DIVISION LINE OF RJRC, LLC
(1) N 89°38'38" E A DISTANCE OF 293.04' TO A CONCRETE MONUMENT FOUND, SAID CONCRETE MONUMENT BEING ON THE DIVISION LINE OF THE LAND OF WHALEN PROPERTIES LIMITED PARTNERSHIP EASTON SERIES II, LP (DEED REF.: LIBER 537, FOLIO 530); THENCE WITH THE SAID LAND OF WHALEN PROPERTIES LIMITED PARTNERSHIP EASTON SERIES II, LP THE FOLLOWING TWO (2) COURSES AND DISTANCES:
(2) S 00°16'22" E A DISTANCE OF 95.81' TO A POINT CAPPED REBAR SET; THENCE
(3) S 05°43'38" E A DISTANCE OF 276.89' TO A CONCRETE MONUMENT FOUND, SAID CONCRETE MONUMENT BEING ON THE DIVISION LINE OF THE LAND OF NISTAZOS HOLDINGS, LLC (DEED REF.: LIBER 973, FOLIO 447); THENCE WITH THE SAID LAND OF NISTAZOS HOLDINGS, LLC;
(4) S 89°38'38" W A DISTANCE OF 90.24' TO A CAPPED REBAR SET, SAID CAPPED REBAR BEING ON THE DIVISION LINE OF THE LAND OF BOG REAL ESTATE DEVELOPERS, LLC (DEED REF.: LIBER 1677, FOLIO 239); THENCE WITH THE SAID LAND OF BOG REAL ESTATE DEVELOPERS, LLC THE FOLLOWING TWO (2) COURSES AND DISTANCES:
(5) N 00°21'22" W A DISTANCE OF 140.00' TO A CAPPED REBAR FOUND; THENCE
(6) S 89°38'38" W A DISTANCE OF 228.00' TO A CAPPED REBAR FOUND AND THE AFORESAID EASTERN RIGHT OF WAY LINE OF OCEAN HIGHWAY; THENCE WITH THE SAID EASTERN RIGHT OF WAY LINE OF OCEAN HIGHWAY;
(7) N 00°21'22" W A DISTANCE OF 225.50' TO THE POINT OF BEGINNING, SAID HEREIN DESCRIBED LAND CONTAINING AN AREA OF 1.803 ACRES, MORE OR LESS.

TITLE REPORT

TITLE REPORT SUPPLIED BY FIRST AMERICAN TITLE INSURANCE COMPANY, COMMITMENT No. CCN-EA-117375, DATED JULY 22, 2024.

SCHEDULE B – PART II TABLE OF SPECIAL EXCEPTIONS

9. SETBACK LINES, EASEMENTS, RIGHTS OF WAY AND ALL TERMS AND CONDITIONS SET FORTH ON PLAT (PLAT BOOK 54, PAGE 41) – DOES NOT BURDEN PROPERTY
9. SETBACK LINES, EASEMENTS, RIGHTS OF WAY AND ALL TERMS AND CONDITIONS SET FORTH ON PLAT (PLAT BOOK 32, PAGE 39) – DOES NOT BURDEN PROPERTY
10. ALL MATTERS SET FORTH ON PLAT FOR STATE ROADS COMMISSION OF MARYLAND
    a. (PLAT No. 4346) – DOES NOT BURDEN SUBJECT PROPERTY
    b. (PLAT No. 38513) – DOES NOT BURDEN SUBJECT PROPERTY
11. AGREEMENT (LIBER 553, FOLIO 244) – DOES NOT BURDEN SUBJECT PROPERTY
12. ALL MATTERS MENTIONED IN DEEDS
    a. (LIBER 597, FOLIO 150) – BURDENS SUBJECT PROPERTY, SHOWN HEREON
    b. (LIBER 679, FOLIO 729) – DOES NOT BURDEN SUBJECT PROPERTY
    c. (LIBER 3028, FOLIO 463) – BURDENS SUBJECT PROPERTY, SHOWN HEREON
13. DEED TO THE STATE HIGHWAY ADMINISTRATION (LIBER 2171, FOLIO 111) – DOES NOT BURDEN SUBJECT PROPERTY
14. STORMWATER MANAGEMENT/MAINTENANCE AGREEMENT (LIBER 597, FOLIO 166) – BURDENS SUBJECT PROPERTY, SHOWN HEREON

*ONLY SURVEY RELATED EXCEPTIONS ARE LISTED HEREON

SURVEYOR'S CERTIFICATION

TO **PKZ, LLC AND FIRST AMERICAN TITLE INSURANCE COMPANY**
THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 2, 3, 4, 6, 7(a), 7(b)(1), 8, 9, 11(a)(b), 13, 16, AND 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON AUGUST 3, 2024. I FURTHER CERTIFY THAT THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN 09.13.06.12 OF THE ANNOTATED CODE OF MARYLAND.

DATE OF PLAT OR MAP: 8/15/2024.

Steve W Whitten 8/15/2024
STEVEN W. WHITTEN DATE
PROFESSIONAL LAND SURVEYOR NO. NO. 21328
CURRENT LICENSE EXPIRES 7 / 8 / 2025

STATE OF MARYLAND · STEVEN W WHITTEN · 21328 · PROFESSIONAL LAND SURVEYOR

FINK, WHITTEN & ASSOCIATES, LLC.
LAND SURVEYING LAND PLANNING
ENVIRONMENTAL CONSULTING
PERMITTING
EASTON 410-822-8484
113 E. Dover St., Unit C
Easton, Maryland 21601
CAMBRIDGE 410-228-8885
504 Maryland Avenue
Cambridge, Maryland 21613
www.FINKWHITTEN.com

ALTA / NSPS LAND TITLE SURVEY
SHOWING THE LANDS OF
NIELSEN LAND VENTURE II, LLC
PREPARED FOR:
PKZ, LLC
TAX MAP 102, GRID EA, PARCEL 2938B, LOT 4
IN THE TOWN OF EASTON
TALBOT COUNTY, MARYLAND

DRAWN	CHECKED
BSF	SWW

DATE: 8/15/2024
SCALE: 1" = 20'
JOB NO.: D-102-EA-2938B

PARKING ANALYSIS FOR BGFY, LLC
8493 OCEAN GATEWAY, EASTON

July 9, 2025

BGFY, LLC ("Applicant") proposes to utilize the existing 5,712 sf commercial building located at 8493 Ocean Gateway ("Property") as a cannabis dispensary. This analysis is provided in response to §28-1007.2.B.18(f) of the Town Code, and confirms that the existing ninety (90) off-street parking spaces located on the Property are sufficient to accommodate the proposed use.

ITE Trip Generation Rates

The table below shows the anticipated trip generation for the proposed marijuana dispensary, calculated based on rates provided for in the ITE Trip Generation Manual, 11th Edition.

Marijuana Dispensary (ITE-882)

Trip Generation	Trip Distribution (in/out)
Morning Trips = 10.54 per 1,000 sf	52/48
Evening Trips = 18.92 per 1,000 sf	50/50

Square Footage	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
5,712	31	29	60	54	54	108

The table below shows the anticipated trip generation for the former use of the Property as a restaurant, calculated based on rates provided for in the ITE Trip Generation Manual, 11th Edition.

High Turnover Sit Down Rest. (ITE-932)

Trip Generation	Trip Distribution (in/out)
Morning Trips = 9.57 per 1,000 sf	55/45
Evening Trips = 9.05 per 1,000 sf	61/39

Square Footage	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
5,712	30	25	55	32	220	52

Parking Requirement Based on Town Code

The Town Code contains the following minimum parking requirement for a cannabis dispensary:

> *In no case shall a cannabis dispensary provide parking at a ratio of less than 2 spaces for every three employees on the maximum shift plus 7 spaces for every 1,000 SF unless a parking deviation is requested by the Applicant and approved by the Planning Commission pursuant to the provisions of Section 28-1001.3C of the Zoning Code.*[1]

The Applicant anticipates no more than a maximum of fifteen (15) employees working during any shift. Accordingly, the minimum parking requirement for the proposed use based on the Town Code is **fifty-two (52) parking spaces**.[2]

Parking Requirement Based on the ITE

The ITE identifies a "peak parking rate" for a marijuana dispensary of 5.5 parking spaces per 1,000 sf.[3] Using this rate, the minimum recommended parking for the proposed use is **thirty-two (32) parking spaces**.[4]

Town Parking Requirement for a Comparable Liquor Store

The minimum parking requirement for a liquor store under the Town Code is 1 parking space per 300 sf of gross floor area.[5] Accordingly, a liquor store of comparable size to the proposed dispensary, being 5,712 sf, would require no more than twenty (20) parking spaces.[6] Under Maryland law a local government "*may not adopt an ordinance establishing zoning requirements for licensed dispensaries that are more restrictive than zoning requirements for [a liquor store]*."[7] In light of the restrictions set forth under Maryland law, seemingly the Town cannot defensibly require more than **twenty (20) parking spaces** for the proposed cannabis dispensary.

Summary

The site clearly has more than adequate parking to support the proposed use. With ninety (90) existing parking spaces, the site provides more than 1.5x the minimum number of spaces required under the Town Code, more than 2.5x the minimum number of spaces recommended under the ITE, and more than 4x the minimum number of spaces that the Town can seemingly require for this use under Maryland law.

---

[1] §28-1007.2.B.18(f)
[2] Calculated as: 10 spaces for employees (15 / 3 = 5 * 2 = 10) + 42 spaces for customers (5,712 / 1,000 = 6 * 7)
[3] ITE Parking Generation Manual, 6th Edition
[4] Calculated as: 5,712 / 1,000 = 5.712 * 5.5 = 32
[5] §28-1001.2 Table 10.1 of the Town Code
[6] Calculated as: 5,712 / 300 = 20
[7] §36-410 (e) of the Alcohol & Cannabis Article of the Maryland Annotated Code.

TRAFFIC Signal Warrant Analysis & TRAFFIC IMPACT ANALYSIS

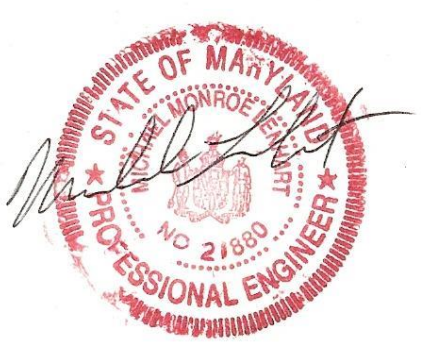
FOR

TOWN OF EASTON

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING



February 19, 2021

Updated: May 21, 2021

Table of Contents Page

Appendices

List of Exhibits

Section 1 Introduction

1.1 Project Description

This Traffic Signal Warrant Analysis & Traffic Impact Analysis was prepared for proposed development and an associated proposed traffic signal in Easton, Maryland. The site is located west of US 50, approximately 0.35 miles north of the intersection of US 50 & MD 328, as shown on Exhibit 1. The site is currently undeveloped and is proposed to be developed with a 3,350 square foot Burger King restaurant and 5,530 square foot Royal Farms convenience market with 16 fueling positions. In conjunction with the development, a new traffic signal is proposed at the existing median crossover labeled as Intersection 2 on Exhibit 1. A concept plan has been included in Appendix A.

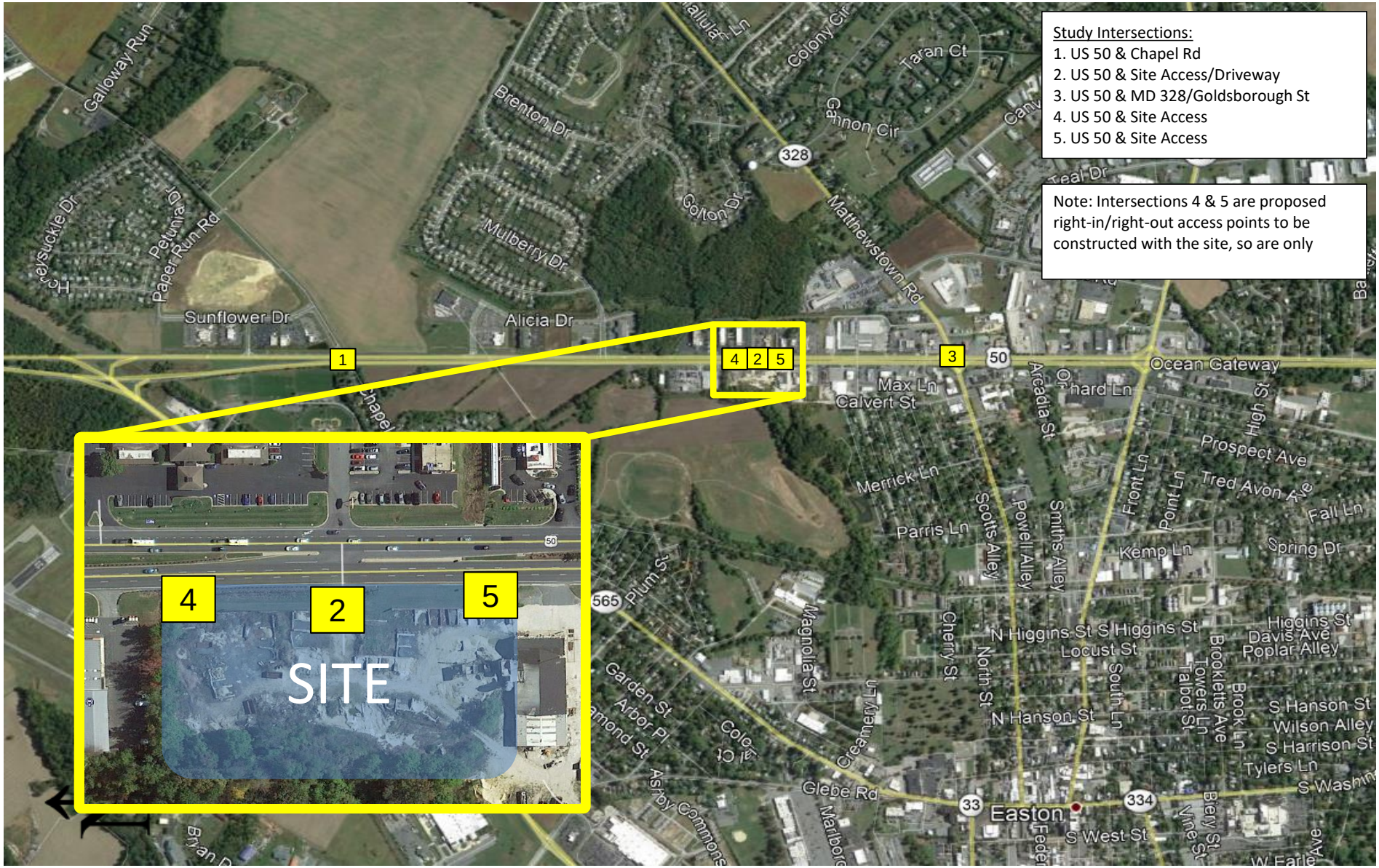
The development site is proposed to be accessed via a full movement access at an existing median crossover along US 50, becoming the fourth leg of the existing intersection of US 50 and the driveway that provides access to the Denny's Restaurant and Quality Inn hotel. In addition to the full-movement access point, two right-in/right-out site access points are proposed, one each for the Burger King and Royal Farms on either side of the full movement access.

1.2 Scope of Study

This Traffic Impact Study has been prepared in accordance with a scoping agreement coordinated with MDOT SHA and the Town of Easton.

Per the scoping correspondence, Critical Lane Volume (CLV) and Highway Capacity Manual (HCM) analyses were conducted. Additionally, SimTraffic was used to obtain the 95th percentile queuing.

A copy of the scoping correspondence has been included in Appendix A.



Traffic Impact Analysis	Site Location Map	**Exhibit 1**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Section 2 Existing Conditions

2.1 Description of Roadway Network

The key road in the study area is US 50. US 50 is a six-lane highway with a posted speed limit of 45 MPH within the vicinity of the site. It should be noted that although US 50 runs in the north-south direction through the study area, it is designated as east-west and therefore is considered east-west for the purposes of this study.

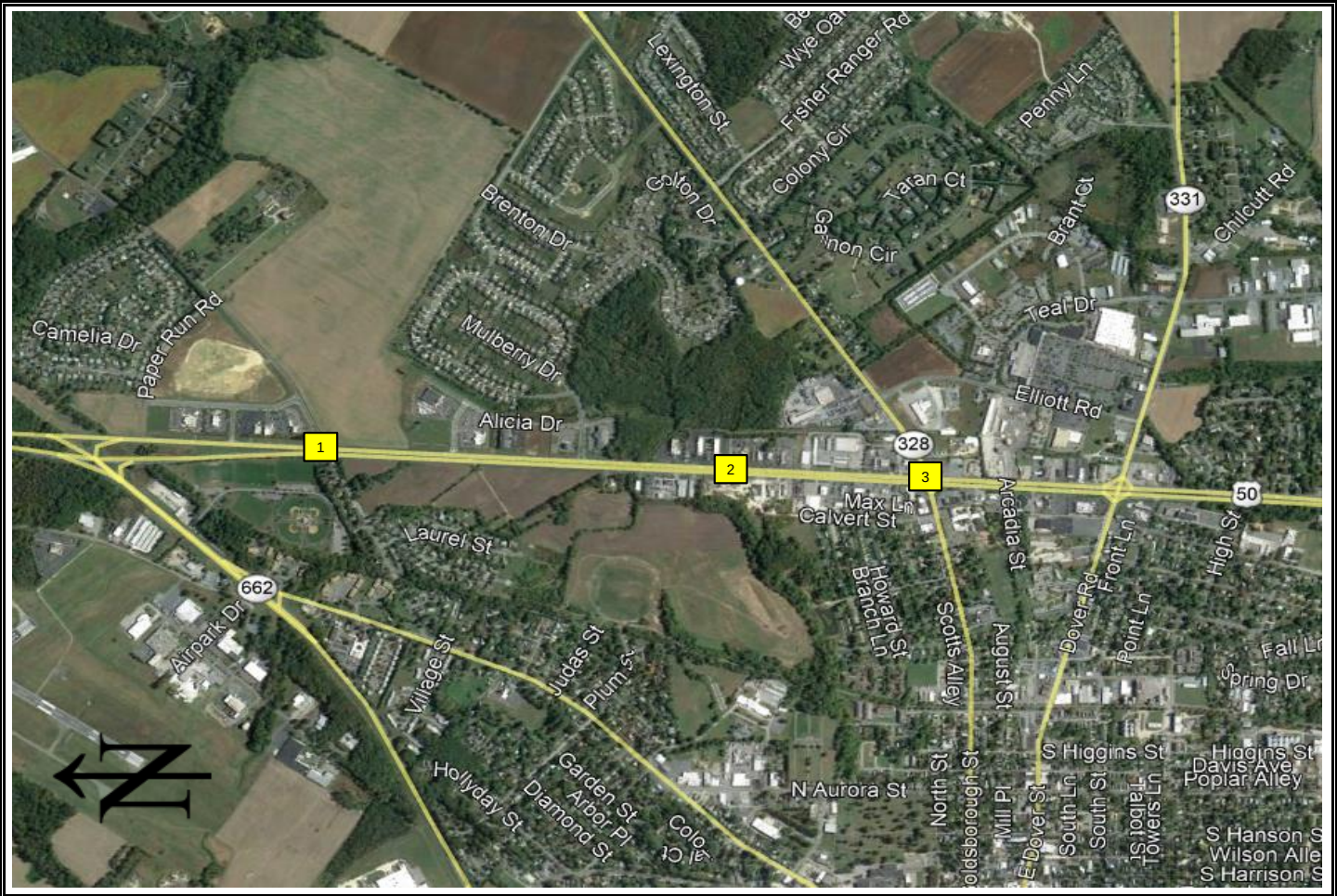
2.2 Lane Configurations

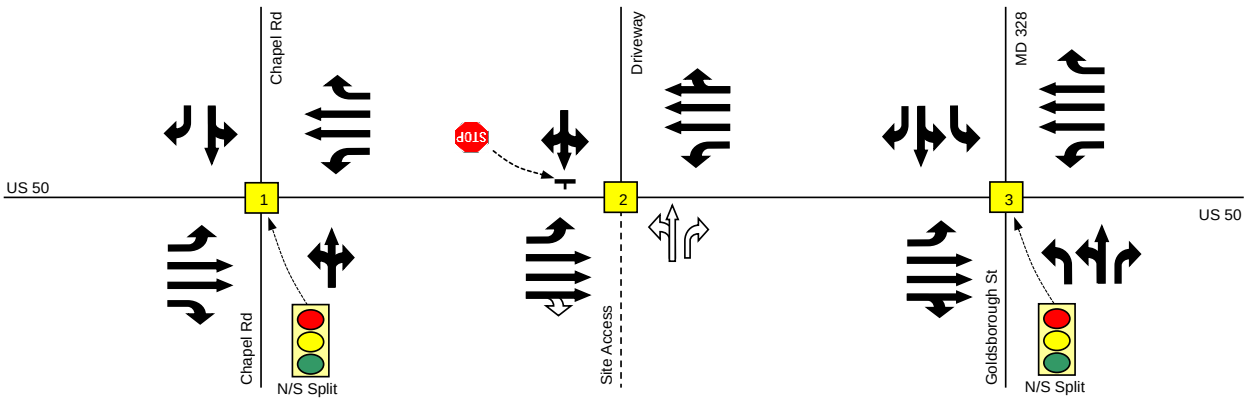
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

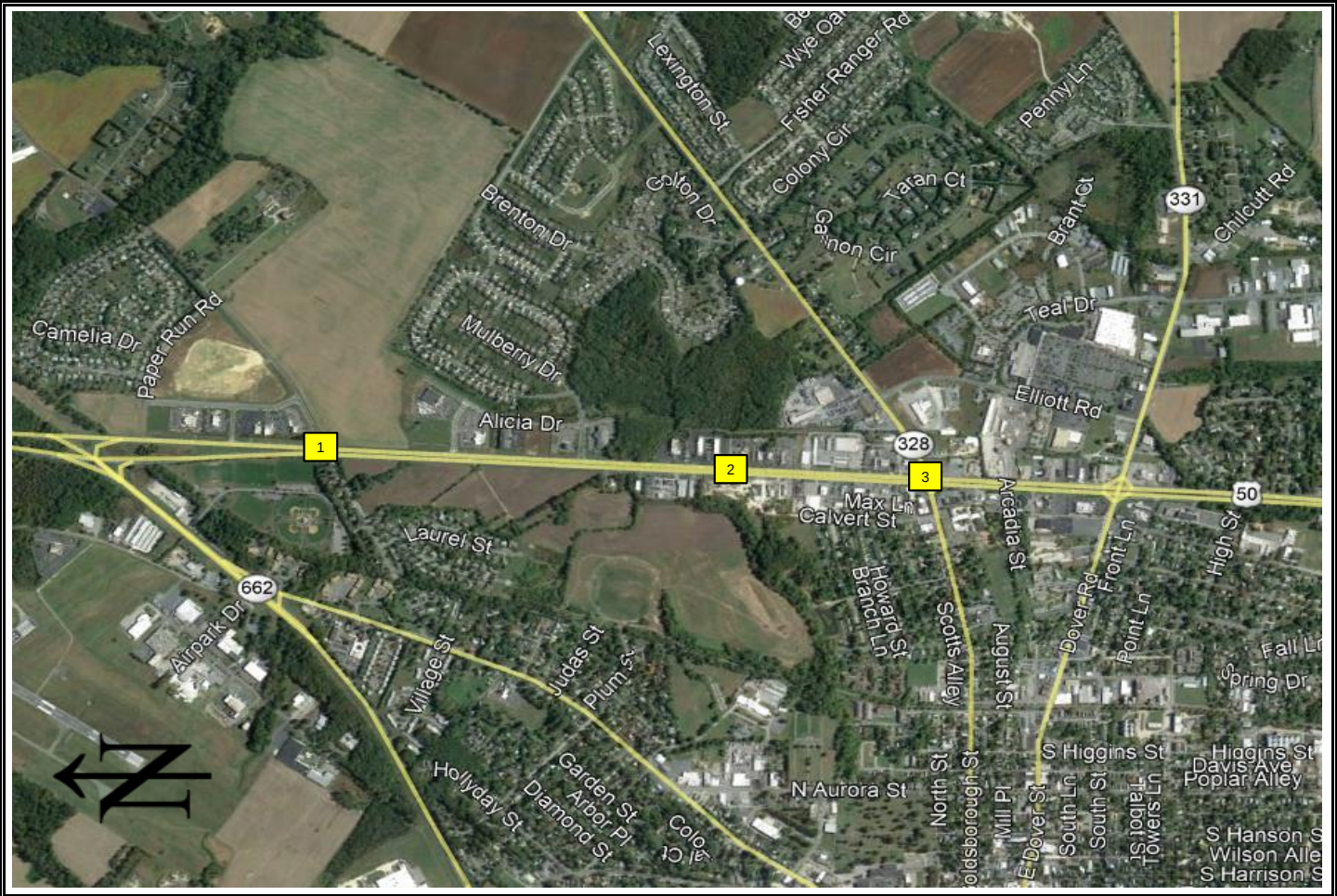
Due to the ongoing COVID-19 pandemic, peak hour traffic counts were not able to be conducted. Instead, in accordance with the scoping agreement, peak hour traffic counts were obtained from MDOT SHA for Intersections 1 and 3. To obtain the existing peak hour volumes for Intersection 2, the mainline US 50 volumes were flowed from the intersection of US 50 and MD 328/Goldsborough Road. The side street volume was obtained by performing a trip generation and assignment for the existing Denny's and Quality Inn that access the driveway on the northern leg of the intersection. The resulting existing peak hour volumes are shown on **Exhibit 3a**. The trip generation and assignment for the existing driveway is located in Appendix A.

In order to bring the MDOT SHA counts up to date, a 1.5% growth rate was applied per year. The resulting adjusted existing peak hour volumes are shown on **Exhibit 3b**.



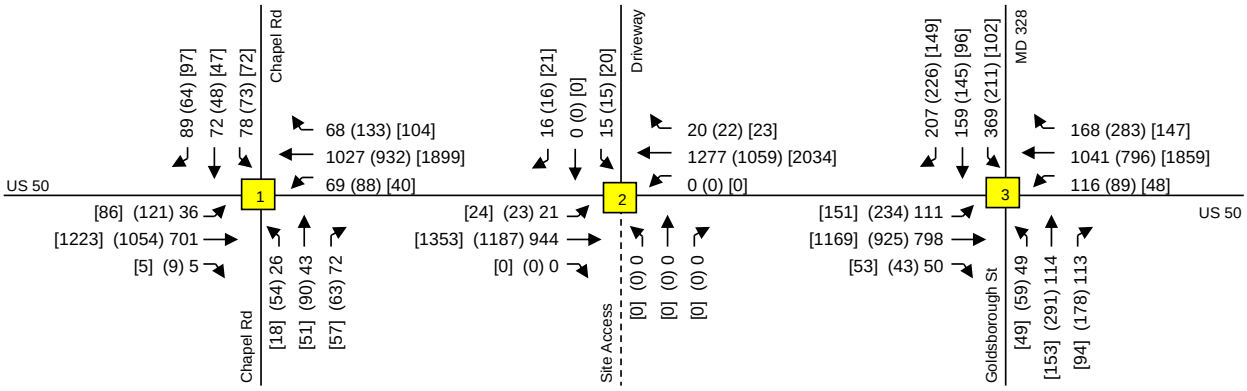


Traffic Impact Analysis	Lane Use & Traffic Control Devices	**Exhibit 2**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		

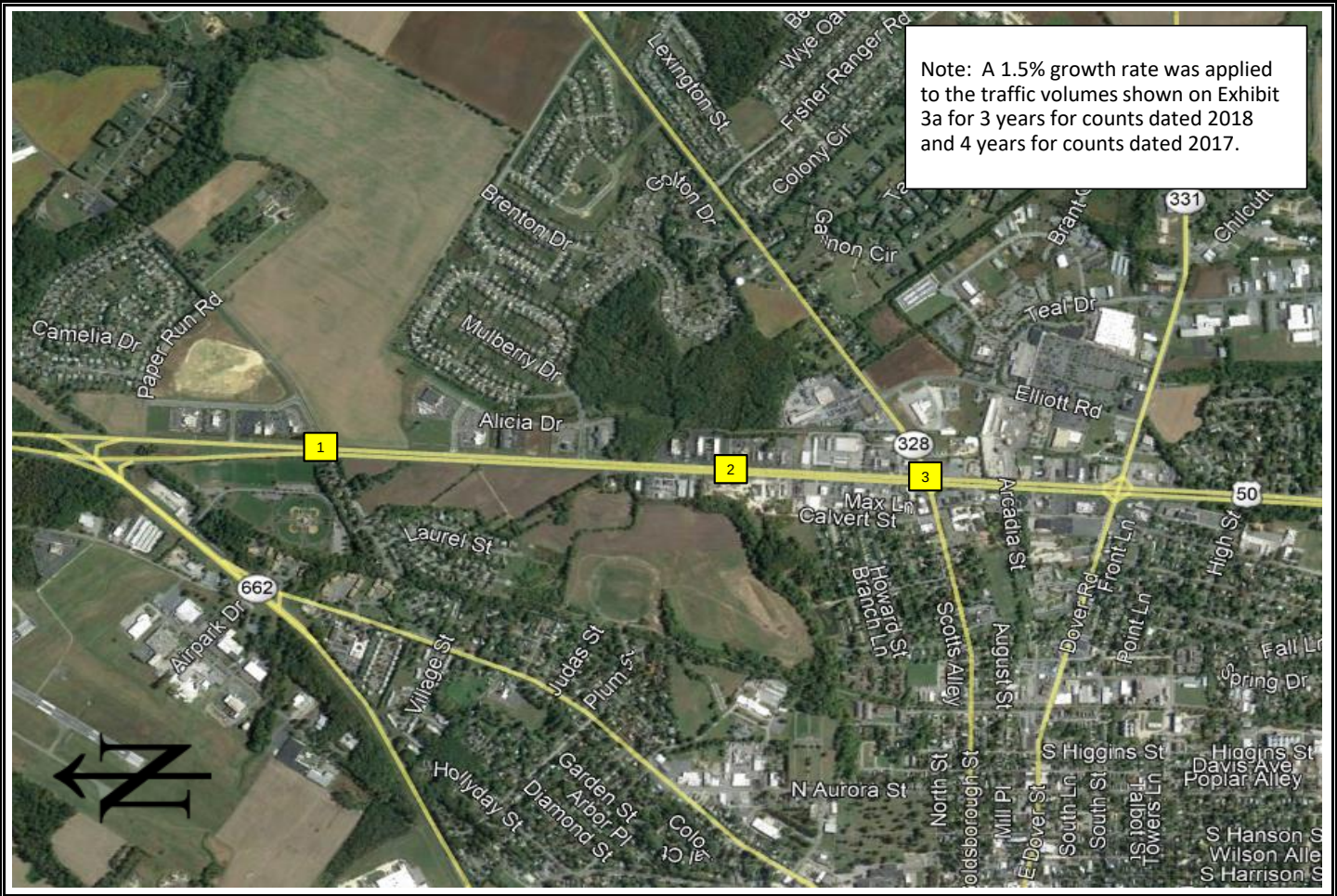


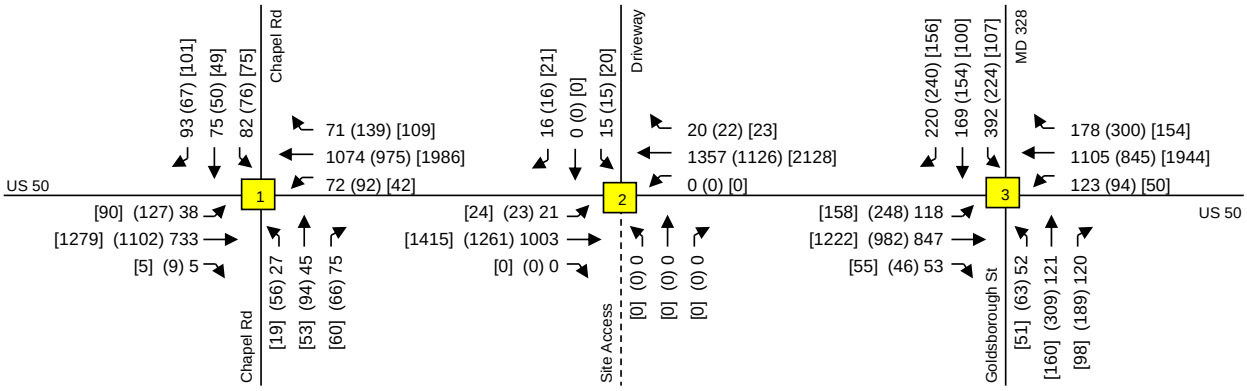
Intersection 1 Count Dates:
Weekday: 4/10/2018
Weekend: 8/12/2018

Intersection 3 Count Dates:
Weekday: 1/31/2017
Weekend: 7/29/2018



Traffic Impact Analysis	Existing Peak Hour Volumes	**Exhibit 3a**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	





Traffic Impact Analysis	Adjusted Existing Peak Hour Volumes	**Exhibit 3b**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	

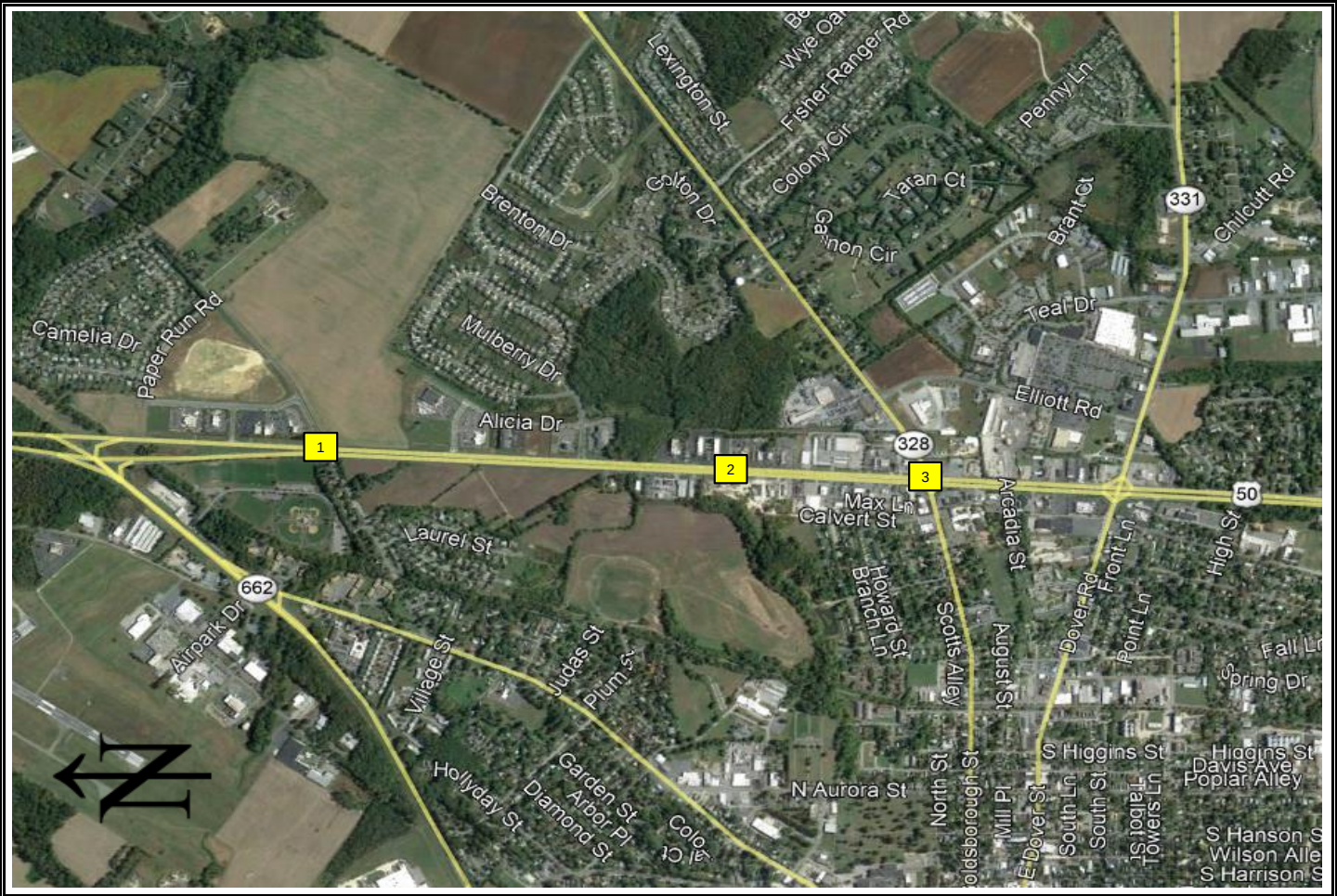
Section 3 Background Conditions

3.1 Annual Growth

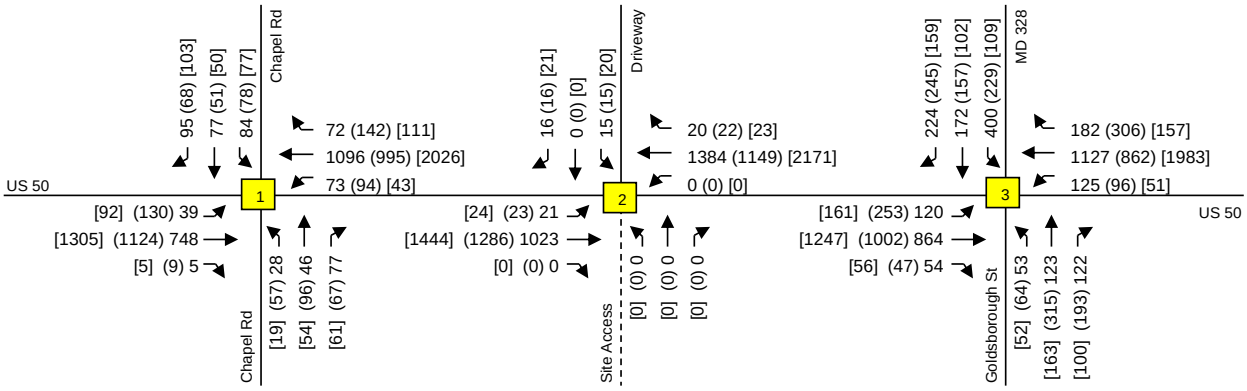
The MDOT SHA's Average Daily Traffic (ADT) Volume Maps were reviewed to determine a historical growth in traffic volumes. The MDOT SHA ADT maps contain historical traffic volumes along US 50 just north of MD 328. The ADT's indicate negative growth over the previous 10 years. However, for purposes of this study, a 0.5% growth rate has been applied for 4 years to provide a conservative analysis. The base peak hour volumes are shown on **Exhibit 4**.

3.2 Background Peak Hour Volumes

Per the scoping correspondence in Appendix A, there are no background developments included in this study. As such, the base peak hour volumes shown on Exhibit 4 represent the Background Peak Hour Volumes.



0.5%	Growth Rate
4	Years of Growth
1.02	Total Growth



Traffic Impact Analysis	Base Peak Hour Volumes	**Exhibit 4**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is currently undeveloped and is proposed to be developed with a 3,350 square foot Burger King restaurant and 5,530 square foot Royal Farms convenience market with 16 fueling positions.

Exhibit 5 shows the trip generation for the site. The trip generation rates were obtained from the ITE Trip Generation Manual, 10th Edition.

4.2 Site Trip Distribution & Trip Assignment

The primary trip assignments for the site are shown on **Exhibits 6a and 6b**. The pass-by trip assignments for the site are shown on **Exhibits 6c and 6d**.

4.3 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 7**.

4.4 Projected Level of Service

The results of the Critical Lane Volume analyses are shown on **Exhibit 8a**. As shown, all study intersections will operate with a LOS "D" or better for all peak hours with the exception of US 50 and Chapel Road during the weekend peak hour, which will operate with a LOS "E" for the background and total conditions. The CLV at this intersection increases by only 26 from background to total conditions during the weekend peak hour, an impact of only 1.8%. As such, the impact of the development on this intersection should be considered negligible. Furthermore, as discussed below, the intersection of US 50 and Chapel Road will operate with acceptable LOS when analyzed using HCM methodology.

The results of the Highway Capacity Manual analyses are shown on **Exhibit 8b.** Two scenarios of the total conditions were analyzed for the site access. The site access is unsignalized for the first scenario and signalized for the second scenario. As shown, all study intersections will operate with a LOS "D" or better for all peak hours with the exception of US 50 and the site access under the first scenario. It should be noted that under the second scenario, in which the intersection is signalized, the intersection will operate with a LOS "D" or better.

Queuing analysis was conducted using SimTraffic. The 95th percentile queuing results are shown on **Exhibit 8c.** Although some queue lengths exceed the available storage, the queue length does not increase significantly from background to total conditions for any movement. It should be noted that the queue length at the site access exceeds the available storage. As part of the signalization of the intersection, the storage lanes should be increased to accommodate the additional volume.

Trip Generation Rates

	Trip Distribution (In/Out)
Fast Food Rest. w/Drive-Thru (General Urban/Suburban, ksf, ITE-934)	
Morning Trips = 40.19 x ksf	51/49
Evening Trips = 32.67 x ksf	52/48
Midday Sat. Trips = 54.86 x ksf	51/49
Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	**Trip Distribution (In/Out)**
Morning Trips = 16.1 x Fueling Positions + 135 x ksf - 483	50/50
Evening Trips = 11.5 x Fueling Positions + 82.9 x ksf - 226	50/50
Sat. Midday Trips = Assumed same as Evening Trips	50/50

Trip Generation Totals

			AM Peak			PM Peak			Weekend Midday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Burger King	Fast Food Rest. w/Drive-Thru (ksf, ITE-934)	3,350 sq.ft.	69	66	135	57	52	109	94	90	184
	Pass-by Trip Percentage (49% for AM, 50% for PM, & 50% Sat.)		*-34*	*-32*	*-66*	*-29*	*-26*	*-55*	*-47*	*-45*	*-92*
Royal Farms	Convenience (Super) Market/Gas Station (Fueling Positions/Square Footage, ITE-960)	16 Fueling Positions	260	261	521	208	208	416	208	208	416
		5,530 sq. ft.									
	Pass-by Trip Percentage (76% for AM, PM, & Sat.)		*-198*	*-198*	*-396*	*-158*	*-158*	*-316*	*-158*	*-158*	*-316*
		Total:	**97**	**97**	**194**	**78**	**76**	**154**	**97**	**95**	**192**

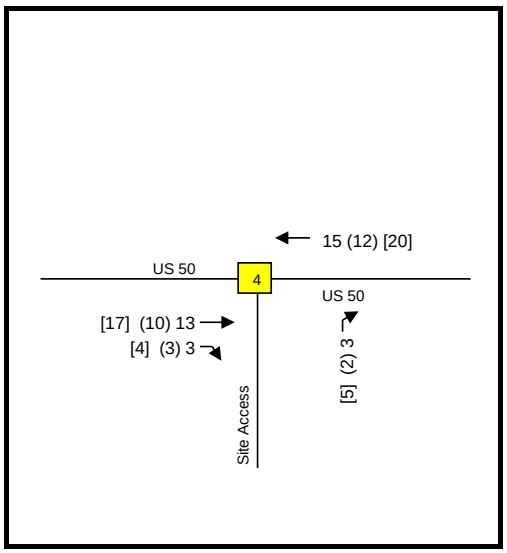
NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition

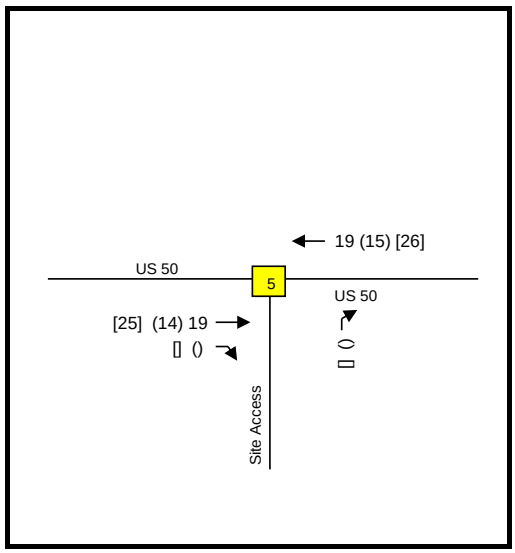
Traffic Impact Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

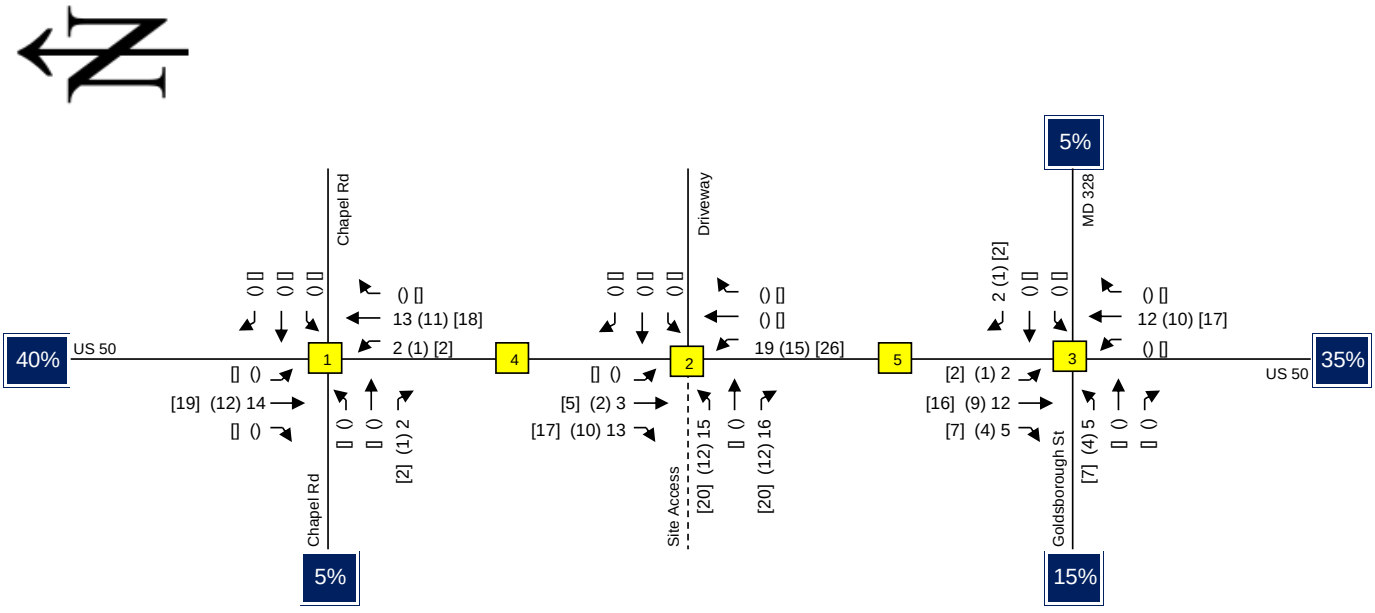
Trip Generation for Site

Exhibit 5

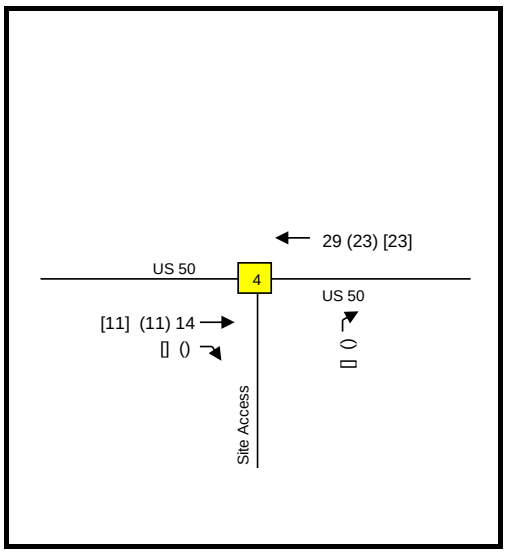


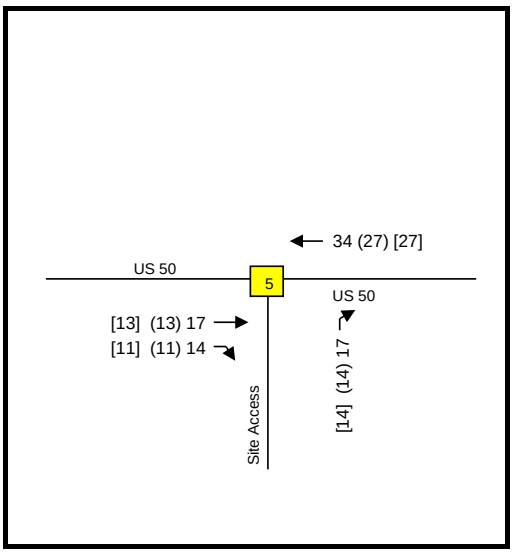


Notes:
1. 20% of inbound trips from the west are assumed to use Intersection 4.
2. 20% of outbound trips to the east are assumed to Intersection 4 and will pass through Intersection 2 as through movements.

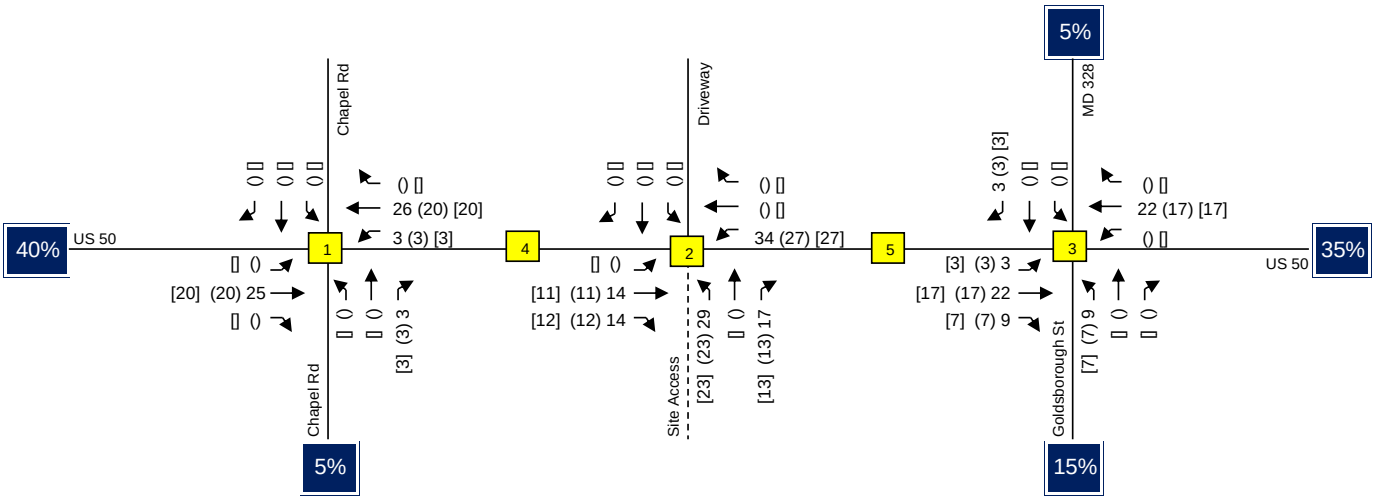


Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Primary Trip Assignment for Fast Food Portion of Site Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	**Exhibit 6a**

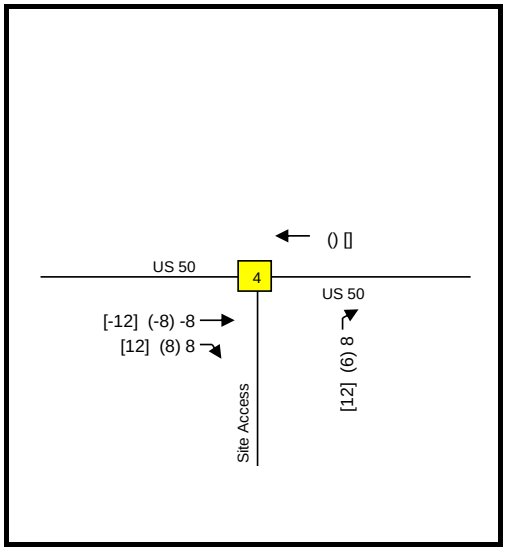


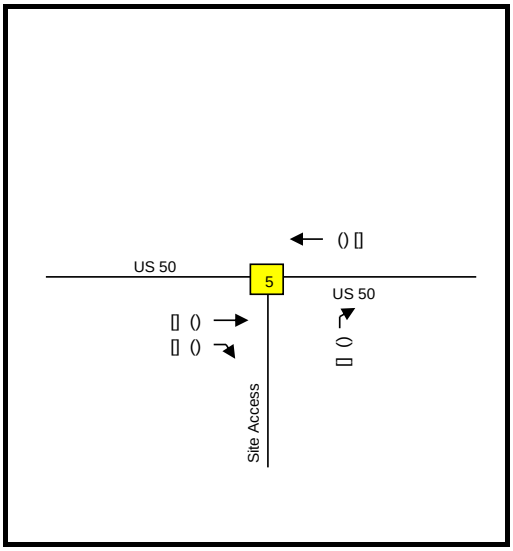


Notes:
1. 50% of inbound trips from the west are assumed to use Intersection 2 and 50% to use Intersection 5 to enter the site.
2. 50% of outbound trips to the east are assumed to use Intersection 2 and 50% to use Intersection 5 to exit the site.

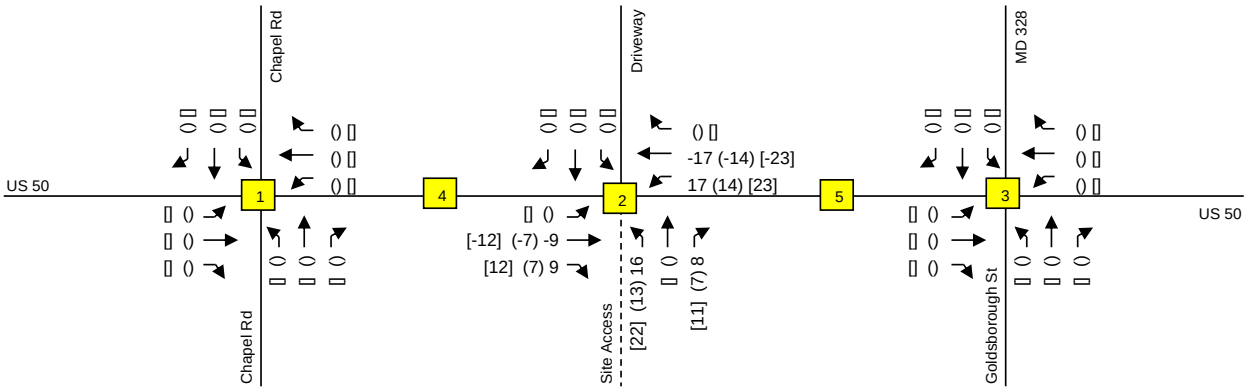


Traffic Impact Analysis	Primary Trip Assignment for Convenience Market Portion of Site	**Exhibit 6b**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	

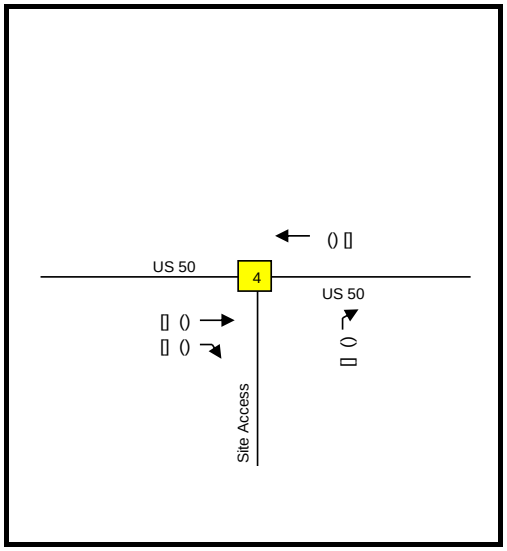


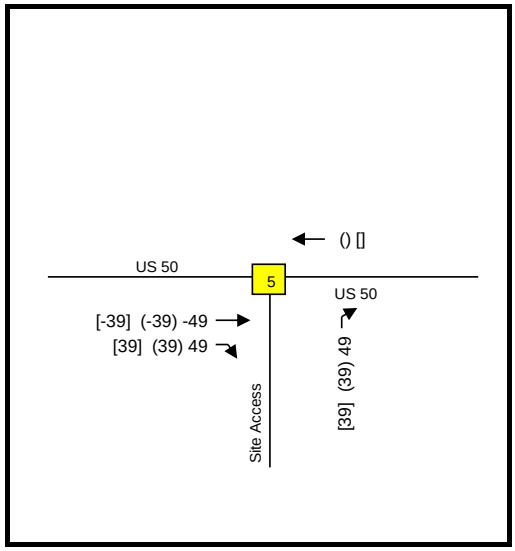


Notes:
1. It is assumed that 50% of pass-by trips would be from the east and 50% from the west along US 50.
2. 50% of pass-by trips from the west of the site are assumed to access the site at Intersection 4.

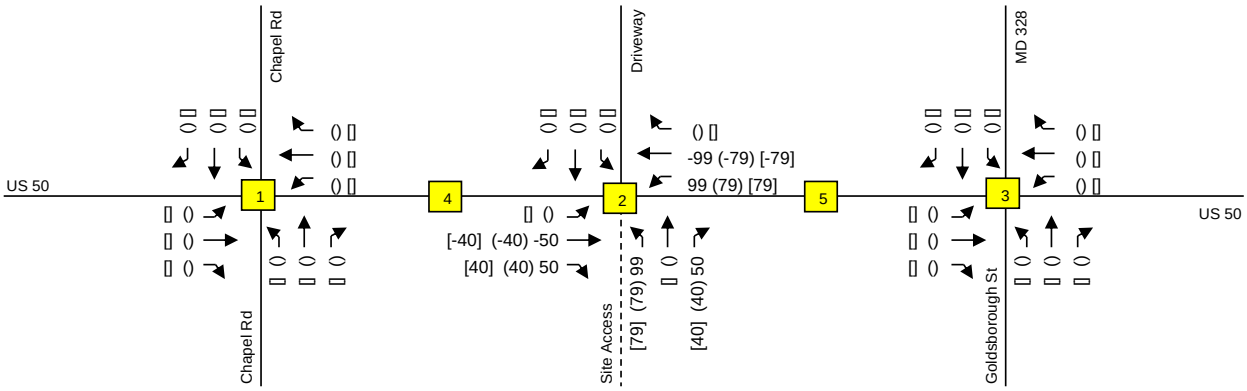


Traffic Impact Analysis	Pass-by Trip Assignment for Fast Food Portion of Site	**Exhibit 6c**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	

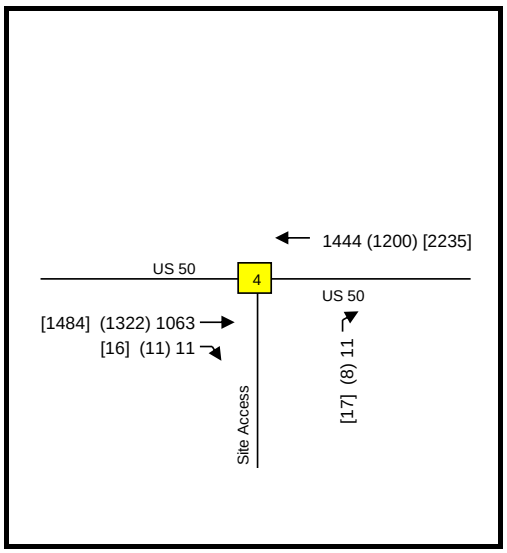


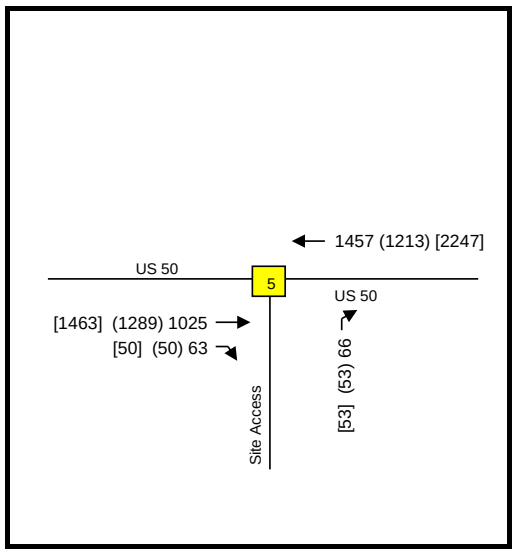


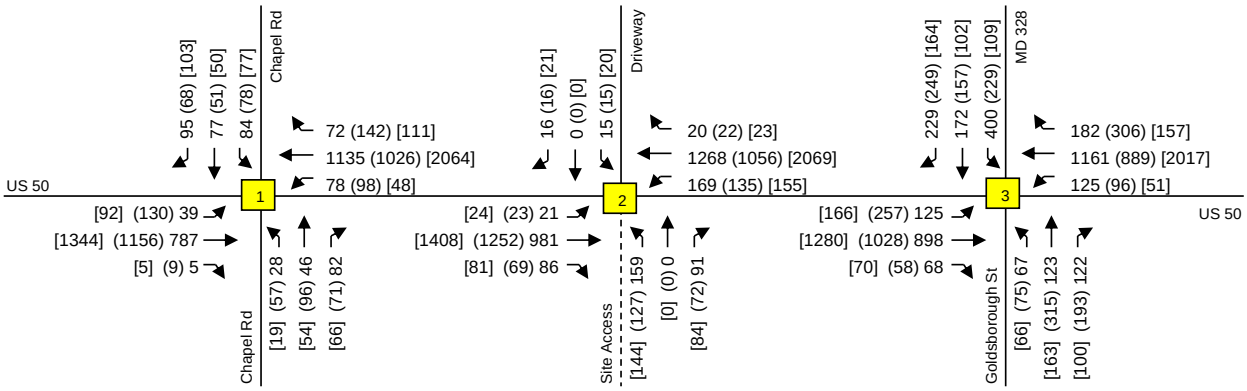
Notes:
1. It is assumed that 50% of pass-by trips would be from the east and 50% from the west along US 50.
2. Pass-by trips from the west are assumed to use Intersection 5 to access the site.



Traffic Impact Analysis	Pass-by Trip Assignment for Convenience Market Portion of Site	**Exhibit 6d**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	







Traffic Impact Analysis	Total Peak Hour Volumes	**Exhibit 7**
Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Key: xx = AM Pk (xx) = PM Pk [xx] = Weekend Pk	

CLV Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV
1). US 50 & Chapel Rd	A / 933	A / 954	A / 980
2). US 50 & Site Access/Driveway	A / 603	A / 614	A / 786
3). US 50 & MD 328/Goldsborough St	A / 990	B / 1009	B / 1027
4). US 50 & Site Access	N/A	N/A	A / 589
5). US 50 & Site Access	N/A	N/A	A / 649
Evening Peak Hour	**Existing CLV**	**Background CLV**	**Total CLV**
1). US 50 & Chapel Rd	B / 1040	B / 1061	B / 1087
2). US 50 & Site Access/Driveway	A / 535	A / 545	A / 821
3). US 50 & MD 328/Goldsborough St	B / 1103	B / 1125	B / 1140
4). US 50 & Site Access	N/A	N/A	A / 541
5). US 50 & Site Access	N/A	N/A	A / 589
Weekend Midday Peak Hour	**Existing CLV**	**Background CLV**	**Total CLV**
1). US 50 & Chapel Rd	D / 1438	E / 1467	E / 1493
2). US 50 & Site Access/Driveway	A / 925	A / 943	B / 1046
3). US 50 & MD 328/Goldsborough St	C / 1210	C / 1233	C / 1252
4). US 50 & Site Access	N/A	N/A	A / 911
5). US 50 & Site Access	N/A	N/A	A / 952

HCM Delay Level-of-Service Results

Morning Peak Hour	Existing Delay	Background Delay	Total Scenario 1 Delay	Total Scenario 2 Delay
1). US 50 & Chapel Rd	C / 21.4	C / 21.6	C / 22.6	C / 21.0
2). US 50 & Site Access/Driveway	A / 1.1	A / 1.2	F / >100	C / 21.3
3). US 50 & MD 328/Goldsborough St	D / 37.4	D / 37.7	D / 38.2	D / 37.4
4). US 50 & Site Access	N/A	N/A	A / 0.0	A / 0.0
5). US 50 & Site Access	N/A	N/A	A / 0.3	A / 0.2
Evening Peak Hour	**Existing Delay**	**Background Delay**	**Total Scenario 1 Delay**	**Total Scenario 2 Delay**
1). US 50 & Chapel Rd	D / 45.5	D / 46.1	D / 45.8	D / 38.8
2). US 50 & Site Access/Driveway	A / 0.8	A / 0.9	F / >100	C / 28.8
3). US 50 & MD 328/Goldsborough St	D / 54.0	D / 54.5	D / 54.7	D / 50.2
4). US 50 & Site Access	N/A	N/A	A / 0.0	A / 0.0
5). US 50 & Site Access	N/A	N/A	A / 0.3	A / 0.2
Weekend Midday Peak Hour	**Existing Delay**	**Background Delay**	**Total Scenario 1 Delay**	**Total Scenario 2 Delay**
1). US 50 & Chapel Rd	D / 37.6	D / 39.5	D / 41.2	D / 41.2
2). US 50 & Site Access/Driveway	F / >100	F / >100	F / >100	D / 44.4
3). US 50 & MD 328/Goldsborough St	D / 42.8	D / 43.6	D / 44.1	D / 44.1
4). US 50 & Site Access	N/A	N/A	A / 0.1	A / 0.1
5). US 50 & Site Access	N/A	N/A	A / 0.2	A / 0.1

Notes:
1. Overall Intersection LOS and delay is reported. The HCM worksheets are included in Appendix B.
2. Intersection 2 is unsignalized for Scenario 1 and signalized for Scenario 2.

SimTraffic 95th Percentile Queuing Results

Morning Peak Hour	Storage Length (Feet)	Background (Feet)	Total Unsignalized (Feet)	Total Signalized (Feet)
1). US 50 & Chapel Rd				
eastbound left	275	80	95	70
westbound left	250	130	140	135
2). US 50 & Site Access/Driveway				
eastbound left	50	40	40	60
westbound left	110	0	160	205
3). US 50 & MD 328/Goldsborough St				
eastbound left	460	175	190	175
westbound left	100	255	270	275
northbound left	100	110	130	125
southbound left	300	305	300	305
Evening Peak Hour	**Storage Length (feet)**	**Background (Feet)**	**Total Unsignalized (Feet)**	**Total Signalized (Feet)**
1). US 50 & Chapel Rd				
eastbound left	275	290	315	320
westbound left	250	260	295	175
2). US 50 & Site Access/Driveway				
eastbound left	50	35	40	35
westbound left	110	0	135	200
3). US 50 & MD 328/Goldsborough St				
eastbound left	460	360	370	390
westbound left	100	260	275	270
northbound left	100	120	120	125
southbound left	300	325	305	325
Weekend Midday Peak Hour	**Storage Length (feet)**	**Background (Feet)**	**Total Unsignalized (Feet)**	**Total Signalized (Feet)**
1). US 50 & Chapel Rd				
eastbound left	275	300	315	280
westbound left	250	195	215	210
2). US 50 & Site Access/Driveway				
eastbound left	50	55	50	135
westbound left	110	0	130	290
3). US 50 & MD 328/Goldsborough St				
eastbound left	460	310	315	365
westbound left	100	190	175	195
northbound left	100	110	130	125
southbound left	300	275	230	235

Notes:

1. Only intersections and approaches containing dedicated storage lanes are shown.
2. Queue lengths have been rounded up to the nearest 5' increment.

Section 5 Traffic Signal Warrant Analysis

5.1 Existing Conditions Traffic Signal Warrant Analysis

A Traffic Signal Warrant Analysis (TSWA) was conducted for the intersection of US 50 and the site access under existing and total conditions. The TSWA is included in Appendix C.

The 2017 MDOT SHA traffic count for the intersection of US 50 and MD 328/ Goldsborough Street was used to derive the through volumes along US 50 at the site access. A growth rate of 1.5% was applied for four years in order to bring the count data up to date. To complete the existing volumes, trip generation and assignment were conducted for the existing Denny's and Quality Inn using diurnal trip rates from ITE. The existing volumes analyzed on Exhibit C-3a combine the volumes along US 50 with the trips generated by the existing Denny's and Quality Inn.

The results of the existing TSWA indicate that the intersection does not currently warrant a traffic signal.

5.2 Proposed Conditions Traffic Signal Warrant Analysis

The same trip distribution percentages used in the TIA were assumed for the purposes of the TSWA. These percentages were applied on an hourly basis based on the diurnal trip rates for each of the proposed land uses from ITE, as well as applying the same in/out trip distribution from the AM and PM hours to the hourly volumes.

Three scenarios were analyzed in order to determine the point at which the signal will become warranted. Exhibits C-6a and C-6b analyze the need for a signal with only the Burger King developed. Exhibits C-7a and C-7b analyze the need for a signal with only the Royal Farms developed. Exhibits C-8a and C-8b analyze the need for asignal with both sites developed.

The results of the TSWA for the proposed conditions indicate that a signal is warranted with the completion of the Royal Farms. The results for Scenario 2 (only Royal Farms) and Scenario 3 (full build-out) show that the signal is warranted by both Warrants 1 and 2. The signal is not warranted with only the development of the Burger King. As such, the signal should be considered upon completion of the Royal Farms, regardless of the completion of the Burger King.

Section 6 Conclusions / Recommendations

6.1 Results of Analysis

This Traffic Signal Warrant Analysis & Traffic Impact Analysis was prepared for proposed development and an associated proposed traffic signal in Easton, Maryland. The site is located west of US 50, approximately 0.35 miles north of the intersection of US 50 & MD 328, as shown on Exhibit 1. The site is currently undeveloped and is proposed to be developed with a 3,350 square foot Burger King restaurant and 5,530 square foot Royal Farms convenience market with 16 fueling positions. In conjunction with the development, a new traffic signal is proposed at the full-movement site access point.

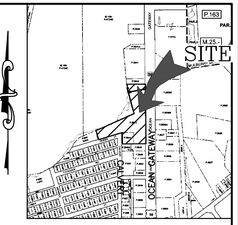
Based on the analyses contained in this report:

- All the study intersections operate with a LOS "D" or better using HCM methodology with the exception of the site access when unsignalized.
    - Without a traffic signal the site access intersection does not mee the LOS "D" or better standard. However, when signalized, the site access intersection will operate with a LOS "D" or better.
- All the study intersections operate with a LOS "D" or better using CLV methodology with the exception of US 50 and Chapel Road which operates with an LOS "E" for both background and total conditions during the weekend peak hour.
    - The CLV increases by only 26 from background to total conditions, an impact of only 1.8% which should be considered negligible, especially in light of the fact that the intersection is shown to operate acceptably using the HCM methodology.
- SimTraffic 95th percentile queuing analysis shows that there are existing queuing issues at the study intersections. Any movements that exceed the available storage do so during both the background and total conditions. The development of the site does not significantly impact the queuing, as no queue increases by more than one car length from background to total conditions.
- The TSWA shows that the intersection of US 50 and the site access is warranted for signalization under total conditions with the completion of the Royal Farms portion of the development.

In conclusion, the proposed development will have a minimal impact on the study intersections and should be approved. Additionally, the intersection of US 50 and the full movement site access is warranted for signalization.

Appendix A

Supplemental Information
Condition Diagrams
Turning Movement Counts



VICINITY MAP
SCALE: 1" = 1,000'

NAD 83 (2011)
MD COORDINATE SYSTEM

60' 30' 0' 30' 60' 120'
SCALE IN FEET

APPROVED:

TOWN OF EASTON – TOWN ENGINEER DATE

REVISIONS

No.	DATE	DESCRIPTION	BY

WARNING!!

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.

THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.

MISS UTILITY
DIG WITH CARE
CALL BEFORE YOU DIG
KNOW WHAT'S BELOW
BEFORE YOU DIG CALL
1-800-441-8355 OR 811
PROTECT YOURSELF, GIVE
TWO WORKING DAYS NOTICE

Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
E-mail: general@lane-eng.com
117 Bay St. Easton, MD 21601 (410) 822-8003
15 Washington St. Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave. Centreville, MD 21617 (410) 758-2095

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 23152 , Expiration Date: 7/5/2021.

SEAL

STATE OF MARYLAND
TIMOTHY W. WALLACE
REG. NO. 23152
PROFESSIONAL ENGINEER

DATE

CONCEPT SITE EXHIBIT & SUBDIVISION PLAN OPTION 'B'

ON THE LANDS OF
THE ESTATE OF
NORRIS TAYLOR

TOWN OF EASTON
TALBOT COUNTY, MARYLAND
TAX MAP 102 GRID 0000 PARCEL 2943

ISSUED FOR: DATE: BY:

SHEET No. 1 OF 1	DATE: 10-12-2020
SCALE: AS NOTED	JOB No. 200324
	FILE No. C293

Date: 10/22/2020 - 12:36pm User: bwallace Project Manager: –
Drawing Path: J:\2020\0300\200324\Civil3D-200324\Dwg\Plots\EXHIBITS\200324 - PROPOSED LOT LINE EXHIBIT OPT 2.dwg | Layout1
XREF File(s): CBS-BASE-200324/CSK-BASE-200324 BMW future intersection aligned/hatch-BASE-200324 BMW future intersection aligned/RAR-BASE-200324/NLD-BASE-060927-200324 OPT 2/NLD-BASE-200324

ndriban@lenharttraffic.com

From: ndriban@lenharttraffic.com
Sent: Wednesday, December 9, 2020 11:19 AM
To: 'Richard Baker (SHA)'; 'Henry Dierker'
Cc: 'mlenhart'; 'Rick Van Emburgh'
Subject: RE: US-50 - TIS - Proposal Request

Hi All,

Rich and I just spoke and he confirmed that SHA is in agreement with the scope below, including using the existing count data with 1.5% growth/year applied to bring the counts up to date. Rich also noted that he's not aware of any background developments in the area.

Rick, please let us know if you'd like us to move forward with this analysis.

Thanks,
Nick

Nick Driban, P.E., PTOE
Associate Vice President

Cell Phone: (410) 294-7195
Direct Dial: (410) 777-9253
Office Directory: (410) 216-3333

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

From: ndriban@lenharttraffic.com <ndriban@lenharttraffic.com>
Sent: Friday, November 20, 2020 2:44 PM
To: 'Richard Baker (SHA)' <RBaker@mdot.maryland.gov>; 'Henry Dierker' <HDierker@mdot.maryland.gov>
Cc: 'mlenhart' <mlenhart@LENHARTTRAFFIC.COM>; 'Rick Van Emburgh' <rvanemburgh@EastonMD.gov>
Subject: RE: US-50 - TIS - Proposal Request

Hi Rich and Henry,

Thank you again for your time today. Here's a quick summary of our discussion. Please feel free to update/correct and let me know your thoughts on the counts & any background developments.

The discussion centered around the potential for a traffic signal at the existing median break shown in the attached concept plan. The Town of Easton is pursuing a traffic signal at this location as part of their plan to provide an east-west connection across US 50, as well as to support RTC park (which may develop with athletic facilities) and development of retail sites in the immediate vicinity of the intersection. Spacing to adjacent traffic signals appears to work well and if a traffic signal is warranted this appears to be a location SHA could support.

We will complete a traffic impact analysis (TIA) as well as a traffic signal warrant analysis (TSWA) for the intersection, evaluating three phases of the town's plan/proposed development:

- PHASE 1: Development of a Burger King immediately north of the proposed signal and a Royal Farms immediately south of the proposed signal, as shown on the attached concept.
- PHASE 2: Connection of the proposed road into RTC Park (with potential development of RTC Park to include an athletic complex), as well as connection of Calvert Street to the proposed road and the resulting diversion associated with that connection.
- PHASE 3: Connection on the east side of US 50 from the intersection of Alicia Road & Mulberry Road to the proposed road. This would allow traffic from the existing residential neighborhood to access US 50, and the associated diversions will be evaluated.

Based on the results of the study, if a traffic signal is shown to be warranted, SHA would be willing to provide conceptual concurrence for the location of the signal and acknowledgement that the warrants are projected to be met. However, actual approval for design and construction of the signal is unlikely to be granted until such time as the volumes on the ground (as opposed to projected volumes) warrant it. In addition, SHA would not be responsible for financing the traffic signal.

The scope of the study is as follows:

1. Study Intersections [Date of Available Counts] – Rick/Rich/Henry to determine whether newer counts exist. In the event they do not, Rich/Henry will confirm with TDSD/TFAD whether it is acceptable to use the counts shown below. SHA's current policy allows for counts up to two years old to be utilized with 1.5% growth/year applied, however it may be acceptable to utilize the counts shown below with appropriate annual growth, given that traffic patterns in the area are unlikely to have changed substantially since these counts were conducted.
    a. US 50 & MD 328 [SHA has counts on Tuesday 1/31/17 and on Sunday 7/29/18)
    b. US 50 at Proposed Traffic Signal [will flow volumes from adjacent counts
    c. US 50 & Chapel Road [SHA has counts on Sunday 8/12/2018 and Tuesday 4/10/18]
2. Background Developments – Rick/Rich/Henry to provide a list of any developments that should be included.
3. Background Growth – We will review historical volumes along US 50 to determine an annual growth rate and apply annual growth to the proposed build year for each of the phases.
4. Study methodology
    a. CLV + Synchro
    b. SimTraffic for queuing

Please let me know if you have any questions/comments or need any additional info.

Thanks and Have a Good Weekend,
Nick

Nick Driban, P.E., PTOE
Associate Vice President

Cell Phone: (410) 294-7195
Direct Dial: (410) 777-9253
Office Directory: (410) 216-3333

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

From: Rick Van Emburgh <rvanemburgh@EastonMD.gov>
Sent: Friday, November 20, 2020 11:34 AM
To: Richard Baker (SHA) <RBaker@mdot.maryland.gov>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>
Subject: RE: US-50 - TIS - Proposal Request

Trip Generation Rates

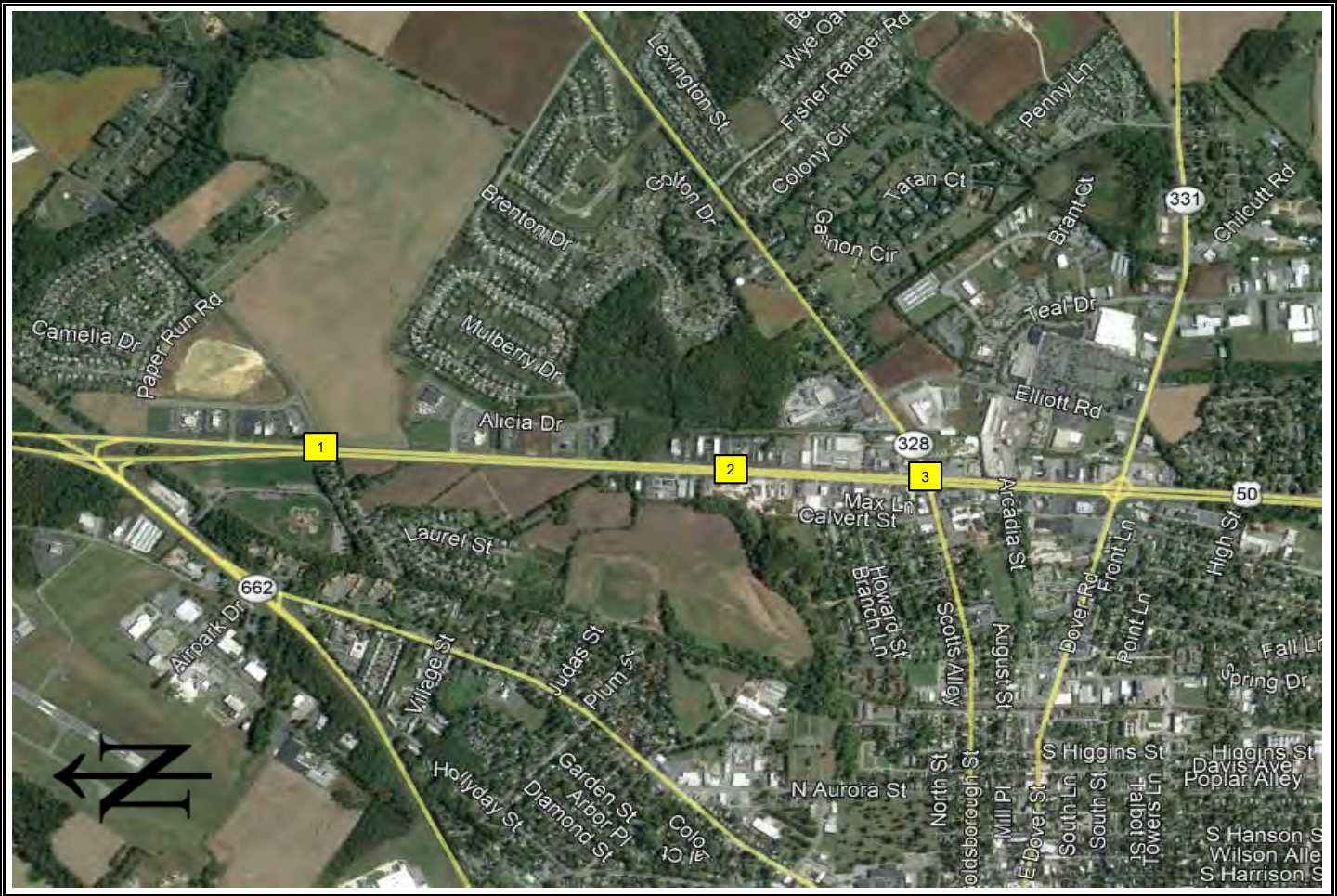
	Trip Distribution (In/Out)
High Turnover (Sit-Down) Rest. (ksf, ITE-932)	
Morning Trips = 9.94 x ksf	55/45
Evening Trips = 9.77 x ksf	62/38
Hotel Rooms (ITE-310)	**Trip Distribution (In/Out)**
Morning Trips = 0.47 x Rooms	59/41
Evening Trips = 0.60 x Rooms	51/49

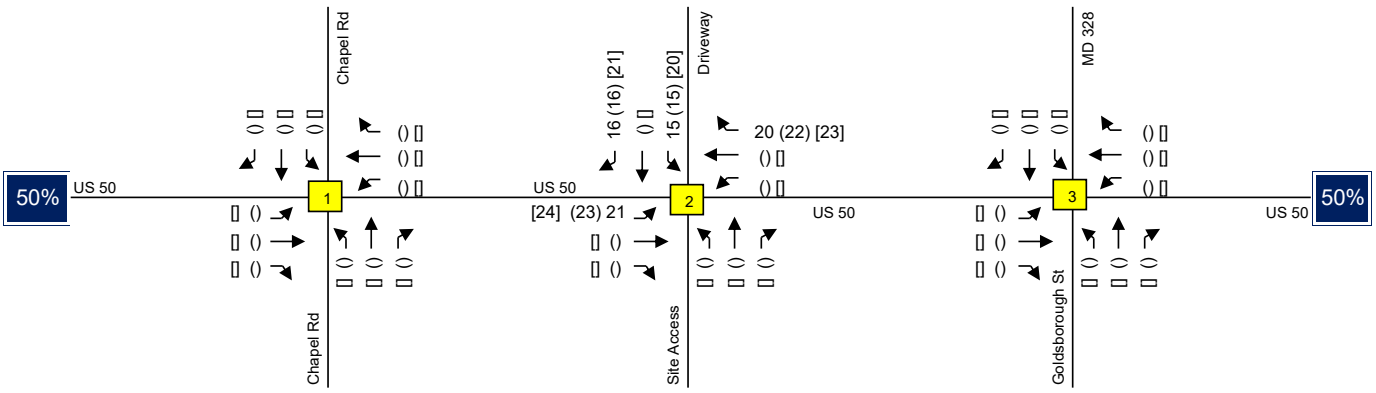
Trip Generation Totals

			AM Peak			PM Peak			Sat. Midday Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
Denny's	High Turnover (Sit-Down) Rest. (ksf, ITE-932)	5,200 sq.ft.	29	23	52	32	19	51	30	28	58
Quality Inn	Hotel Rooms (ITE-310)	82 rooms	23	16	39	25	24	49	33	26	59
	Assumed 50% of Trips not through driveway:		*-11*	*-8*	*-19*	*-12*	*-12*	*-24*	*-16*	*-13*	*-29*
		Total:	**41**	**31**	**72**	**45**	**31**	**76**	**47**	**41**	**88**

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 10th Edition

Traffic Impact Analysis	Trip Generation for North Leg of Intersection 2	**Exhibit A-1**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		





Traffic Impact Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Trip Assignment for North Leg of Intersection 2 Key: xx = AM Pk (xx) = PM Pk [xx] = Sat Pk	**Exhibit A-2**

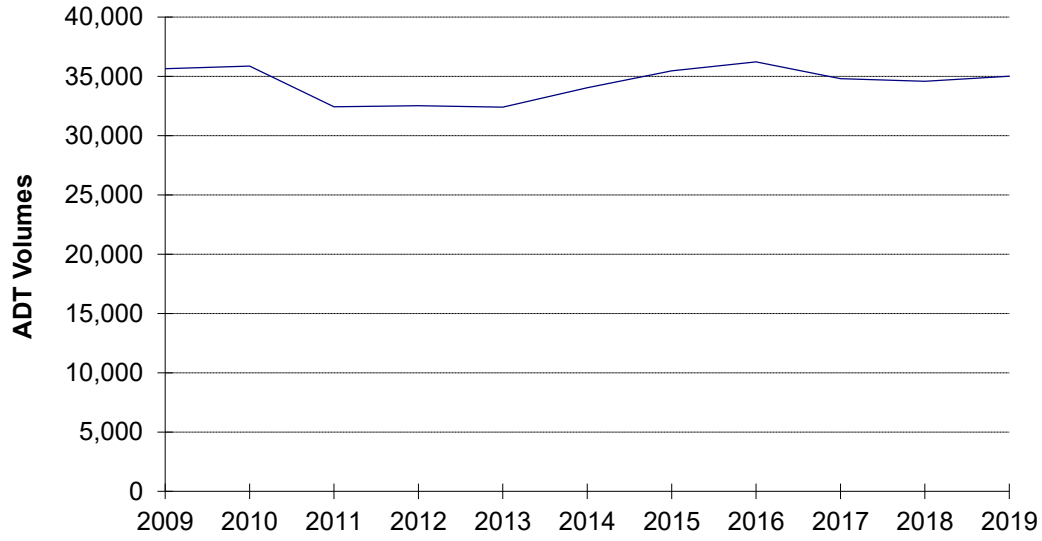
TRAFFIC GROWTH PROJECTION

LOCATION: US 50 north of MD 328

REPORT DATE: 14-Jan-21

AVERAGE GROWTH:	-0.10%
MATHEMATICAL GROWTH:	-0.18%

Year	ADT Volume	Vol. increase	% increase	Average %
2009	35,651			
2010	35,872	221	0.62%	0.62%
2011	32,430	-3,442	-9.60%	-4.49%
2012	32,531	101	0.31%	-2.89%
2013	32,402	-129	-0.40%	-2.27%
2014	34,040	1,638	5.06%	-0.80%
2015	35,471	1,431	4.20%	0.03%
2016	36,222	751	2.12%	0.33%
2017	34,800	-1,422	-3.93%	-0.20%
2018	34,591	-209	-0.60%	-0.25%
2019	35,012	421	1.22%	-0.10%



TRAFFIC GROWTH
US 50 north of MD 328

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018
Date: 4/10/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	GrandTotal
00:00	0	0	0	2	2	0	0	2	0	2	0	0	11	3	14	0	2	24	0	26	44
00:15	0	0	2	0	2	0	0	2	2	4	0	0	6	1	7	0	1	18	0	19	32
00:30	0	2	1	1	4	0	0	0	1	1	0	1	11	1	13	0	1	15	0	16	34
00:45	0	2	2	0	4	0	0	2	0	2	0	0	9	0	9	0	0	21	0	21	36
01:00	0	2	0	0	2	0	1	0	0	1	0	0	7	0	7	0	1	16	0	17	27
01:15	0	0	0	0	0	0	0	0	2	2	0	1	11	0	12	0	0	20	0	20	34
01:30	0	0	0	0	0	0	0	1	3	4	0	0	10	0	10	0	0	16	0	16	30
01:45	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	0	15	0	15	28
02:00	0	0	0	0	0	0	0	0	0	0	0	2	20	0	22	0	1	14	0	15	37
02:15	0	0	0	1	1	0	0	1	0	1	0	0	12	0	12	0	0	12	0	12	26
02:30	0	0	0	0	0	0	1	0	0	1	0	0	12	0	12	0	1	14	0	15	28
02:45	0	0	1	0	1	0	0	0	2	2	0	1	12	0	13	0	0	10	0	10	26
03:00	0	0	0	0	0	0	0	0	1	1	0	0	17	0	17	0	1	11	0	12	30
03:15	0	0	0	0	0	0	0	0	1	1	0	0	22	0	22	0	0	8	0	8	31
03:30	0	0	0	0	0	0	0	0	1	1	0	0	30	0	30	0	0	13	0	13	44
03:45	0	0	1	0	1	0	0	1	1	2	0	0	36	0	36	0	0	10	0	10	49
04:00	0	0	0	0	0	0	0	0	0	0	0	1	37	0	38	0	0	20	0	20	58
04:15	0	1	0	1	2	0	1	1	2	4	0	0	49	1	50	0	1	13	0	14	70
04:30	0	0	0	6	6	0	0	0	1	1	0	2	78	1	81	0	0	19	0	19	107
04:45	0	0	3	2	5	0	1	0	1	2	0	0	89	3	92	0	0	17	3	20	119
05:00	0	3	0	3	6	0	0	0	4	4	0	0	71	1	72	0	0	24	0	24	106
05:15	0	0	0	4	4	0	0	0	1	1	0	0	102	2	104	0	0	26	0	26	135
05:30	0	3	0	1	4	0	1	2	3	6	0	0	114	1	115	0	1	28	0	29	154
05:45	0	3	1	3	7	0	3	0	4	7	0	1	126	1	128	0	3	46	1	50	192
06:00	0	3	7	10	20	0	5	1	5	11	0	5	145	3	153	0	1	73	0	74	258
06:15	0	8	5	15	28	0	9	1	3	13	0	1	155	8	164	1	1	72	0	74	279
06:30	0	4	7	8	19	0	10	2	7	19	0	3	207	4	214	0	4	117	0	121	373

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID:	S2001200018	County:	Talbot	Comments:	
Date:	4/10/2018 12:00:00 AM	Town:	none		
Location:	US 50 at CHAPEL RD	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

	Chapel Rd From North					Chapel Rd From South					US 50 From East					US 50 From West					
06:45	0	8	10	19	37	0	5	5	12	22	0	4	214	11	229	0	2	129	0	131	419
07:00	0	19	13	14	46	0	3	5	4	12	1	5	217	13	236	0	8	127	1	136	430
07:15	0	30	14	24	68	0	7	6	13	26	1	8	188	12	209	0	4	125	3	132	435
07:30	0	35	11	19	65	0	3	3	12	18	0	14	218	12	244	0	10	151	0	161	488
07:45	0	19	14	30	63	0	10	15	18	43	0	13	216	17	246	0	10	175	1	186	538
08:00	0	22	19	19	60	0	5	9	23	37	0	20	270	11	301	1	13	207	3	224	622
08:15	0	20	24	23	67	0	6	10	13	29	1	25	283	23	332	0	7	158	0	165	593
08:30	0	17	15	17	49	0	5	9	18	32	0	10	258	17	285	0	5	161	1	167	533
08:45	0	12	23	18	53	0	2	6	6	14	1	11	192	19	223	0	6	196	1	203	493
09:00	0	18	13	10	41	0	3	7	7	17	2	12	181	8	203	0	8	140	1	149	410
09:15	0	12	7	10	29	0	12	5	12	29	1	10	195	10	216	0	6	200	0	206	480
09:30	0	11	10	7	28	0	12	4	5	21	4	9	189	13	215	0	9	188	0	197	461
09:45	0	9	7	8	24	0	1	4	8	13	5	8	208	13	234	0	9	171	0	180	451
10:00	0	18	6	11	35	0	6	6	3	15	3	9	200	14	226	0	4	197	0	201	477
10:15	0	6	6	9	21	0	7	6	12	25	3	7	212	16	238	0	8	195	1	204	488
10:30	0	18	7	10	35	0	6	3	7	16	1	8	181	10	200	0	3	173	1	177	428
10:45	0	7	7	16	30	0	4	1	6	11	1	4	192	18	215	0	11	198	2	211	467
11:00	0	8	12	5	25	0	6	13	4	23	3	8	205	16	232	3	9	126	0	138	418
11:15	0	11	6	9	26	0	8	9	6	23	3	11	182	15	211	2	9	136	2	149	409
11:30	0	11	14	5	30	0	3	17	14	34	4	10	183	27	224	0	19	195	0	214	502
11:45	0	25	15	18	58	0	5	15	22	42	1	12	177	25	215	1	21	150	1	173	488
12:00	0	19	12	19	50	0	5	13	15	33	1	9	208	29	247	2	28	169	0	199	529
12:15	0	13	8	12	33	0	6	12	13	31	1	8	230	38	277	1	23	180	1	205	546
12:30	0	20	19	23	62	0	15	17	9	41	3	8	228	23	262	0	26	214	4	244	609
12:45	0	25	12	18	55	0	5	23	21	49	0	4	219	34	257	1	28	172	0	201	562
13:00	0	20	13	26	59	0	8	16	10	34	5	8	214	27	254	2	19	185	0	206	553
13:15	0	24	6	16	46	0	4	15	17	36	4	4	178	27	213	3	18	199	0	220	515
13:30	0	27	12	19	58	0	3	14	8	25	5	11	198	14	228	0	15	152	0	167	478
13:45	0	23	13	16	52	0	6	17	21	44	3	2	221	17	243	3	16	222	0	241	580

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 County: Talbot Comments:

Date: 4/10/2018 12:00:00 AM Town: none

Location: US 50 at CHAPEL RD Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

	Chapel Rd					Chapel Rd					US 50					US 50				
	From North					From South					From East					From West				
14:00	0	17	10	20	47	0	42	16	11	69	0	13	150	12	175	1	19	177	0	197	488
14:15	0	15	11	14	40	0	1	19	12	32	0	17	235	12	264	0	14	200	2	216	552
14:30	0	16	7	12	35	0	3	7	17	27	0	6	203	23	232	1	15	229	0	245	539
14:45	0	24	15	11	50	0	11	12	13	36	0	16	195	14	225	2	17	313	1	333	644
15:00	0	22	8	14	44	0	10	19	19	48	2	17	275	33	327	1	15	205	0	221	640
15:15	0	22	1	22	45	0	13	15	5	33	1	17	276	32	326	1	31	203	1	236	640
15:30	0	23	14	26	63	0	14	24	11	49	2	10	220	28	260	3	11	201	0	215	587
15:45	0	17	5	9	31	0	10	18	16	44	2	21	244	22	289	1	24	179	4	208	572
16:00	0	12	7	9	28	0	17	20	15	52	2	10	221	20	253	2	20	281	3	306	639
16:15	0	13	12	13	38	0	15	27	16	58	5	16	219	37	277	3	23	310	4	340	713
16:30	0	20	14	11	45	0	12	17	12	41	3	18	241	27	289	0	19	239	1	259	634
16:45	0	21	9	17	47	0	14	21	20	55	1	17	226	33	277	0	32	235	3	270	649
17:00	0	19	13	23	55	0	13	25	15	53	3	25	246	36	310	2	42	270	1	315	733
17:15	0	23	9	12	44	0	11	30	16	57	3	20	249	31	303	2	45	243	3	293	697
17:30	0	20	5	17	42	0	10	15	14	39	3	11	248	39	301	3	18	244	3	268	650
17:45	0	39	14	12	65	0	8	19	12	39	3	21	204	39	267	0	34	184	5	223	594
18:00	0	33	12	12	57	0	8	15	7	30	2	7	173	28	210	0	33	176	4	213	510
18:15	0	23	6	18	47	0	2	18	2	22	3	7	180	23	213	0	20	179	0	199	481
18:30	0	20	7	19	46	0	2	18	10	30	3	6	164	38	211	0	28	152	3	183	470
18:45	0	23	16	8	47	0	8	14	5	27	2	7	136	30	175	0	26	159	2	187	436
19:00	0	23	13	4	40	0	2	10	6	18	1	12	111	26	150	1	24	156	5	186	394
19:15	0	26	15	6	47	0	3	18	14	35	0	3	106	21	130	0	18	104	2	124	336
19:30	0	22	9	12	43	0	0	18	8	26	1	9	88	24	122	2	29	131	2	164	355
19:45	0	33	11	7	51	0	2	6	2	10	1	13	118	24	156	0	28	169	2	199	416
20:00	0	28	8	7	43	0	0	3	10	13	0	14	100	14	128	2	17	111	0	130	314
20:15	0	24	6	8	38	0	4	7	4	15	0	7	74	18	99	0	18	80	2	100	252
20:30	0	22	6	5	33	0	0	10	5	15	0	6	80	7	93	0	9	98	0	107	248
20:45	0	16	5	3	24	0	1	7	4	12	0	5	54	12	71	0	7	75	0	82	189
21:00	0	8	7	0	15	0	5	10	2	17	0	6	60	12	78	0	11	84	0	95	205

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 4/10/2018 12:00:00 AM | Town: none

Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

	Chapel Rd					Chapel Rd					US 50					US 50					
	From North					From South					From East					From West					
21:15	0	7	6	4	17	0	2	8	6	16	0	9	58	10	77	1	6	68	1	76	186
21:30	0	9	6	2	17	0	2	3	2	7	0	2	46	7	55	0	10	80	2	92	171
21:45	0	8	6	1	15	0	2	2	4	8	1	1	41	6	49	0	4	62	1	67	139
22:00	0	8	1	2	11	0	6	5	1	12	0	3	28	6	37	0	3	57	1	61	121
22:15	0	7	1	2	10	0	2	2	0	4	0	1	39	5	45	0	0	51	0	51	110
22:30	0	4	0	1	5	0	0	2	3	5	0	5	33	6	44	0	3	38	0	41	95
22:45	0	3	4	1	8	0	1	2	3	6	0	4	29	4	37	0	4	41	0	45	96
23:00	0	1	1	2	4	0	0	0	1	1	0	3	22	4	29	0	0	45	1	46	80
23:15	0	2	0	0	2	0	0	1	2	3	0	2	18	0	20	1	2	41	0	44	69
23:30	0	1	1	0	2	0	0	1	2	3	0	3	21	2	26	0	0	36	1	37	68
23:45	0	0	3	1	4	0	0	0	0	0	0	1	19	2	22	0	0	33	0	33	59
TOTAL	**0**	**1212**	**682**	**874**	**2768**	**0**	**459**	**785**	**711**	**1955**	**101**	**681**	**12917**	**1328**	**15027**	**49**	**1052**	**11622**	**87**	**12810**	**32560**
AMPEAK	**0**	**78**	**72**	**89**	**239**	**0**	**26**	**43**	**72**	**141**	**1**	**68**	**1027**	**68**	**1164**	**1**	**35**	**701**	**5**	**742**	**2286**
PMPEAK	**0**	**73**	**48**	**64**	**185**	**0**	**54**	**90**	**63**	**207**	**12**	**76**	**932**	**133**	**1153**	**5**	**116**	**1054**	**9**	**1184**	**2729**
	0	73	48	64	185	0	54	90	63	207	12	76	932	133	1153	5	116	1054	9	1184	2729

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018
Date: 4/10/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:00	0	0	0	0	0	0	0	0	0	0	0	0
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
Date: 4/10/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd			Chapel Rd			US 50			US 50		
From North			From South			From East			From West		
Begin Hour	**School Children**	**Pedestrians**	**Bicycles**	**School Childer**	**Pedestrians**	**Bicycles**	**School Children**	**Pedestrians**	**Bicycles**	**School Children**	**Pedestrians**	**Bicycles**
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	1	0	0	1	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	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	1	0	0	1	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

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018
Date: 4/10/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

	Chapel Rd			Chapel Rd			US 50			US 50		
	From North			From South			From East			From West		
Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
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	1	0	0	1	0
15:00	0	0	0	0	0	0	0	1	0	0	1	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	1	0	0	1	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
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018
Date: 4/10/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**5**	**0**
AMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
PMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**
	0	0	0	0	0	0	0	1	0	0	1	0

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 4/10/2018 12:00:00 AM | Town: none

Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

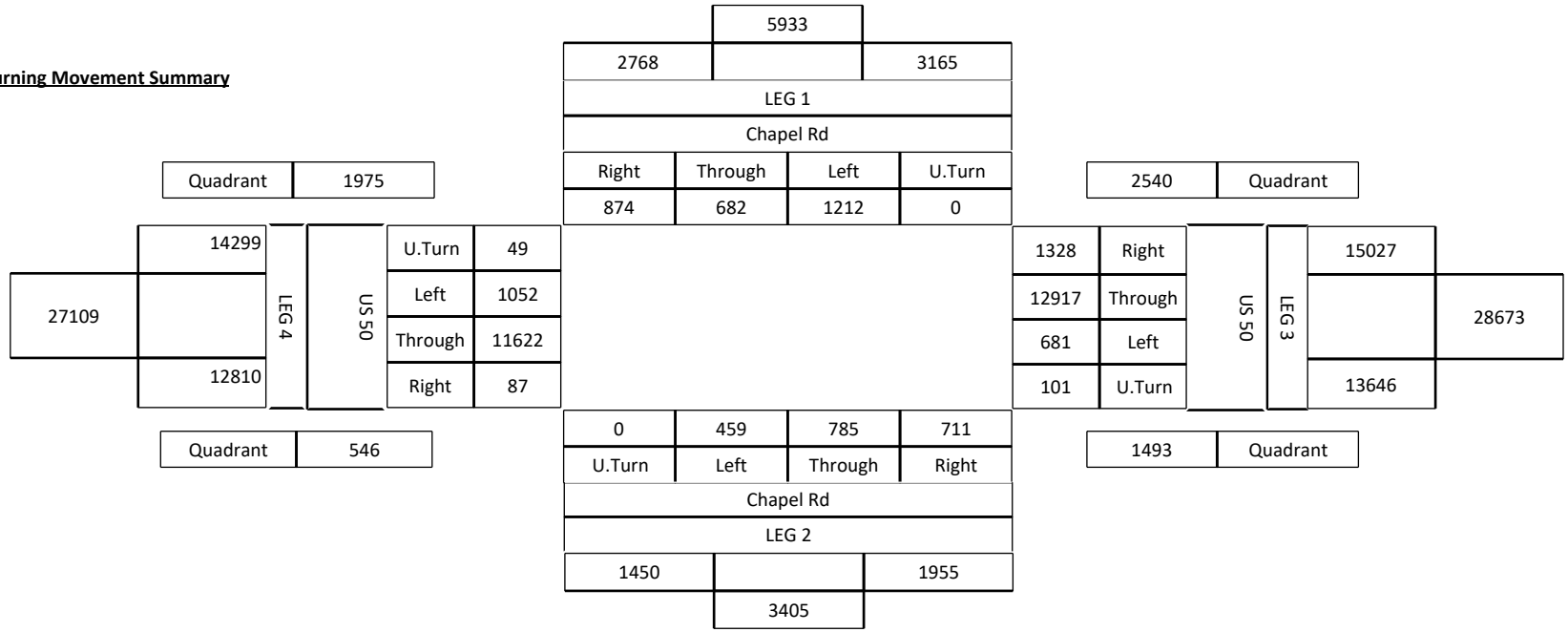
Chapel Rd — From North

Chapel Rd — From South

US 50 — From East

US 50 — From West

Turning Movement Summary



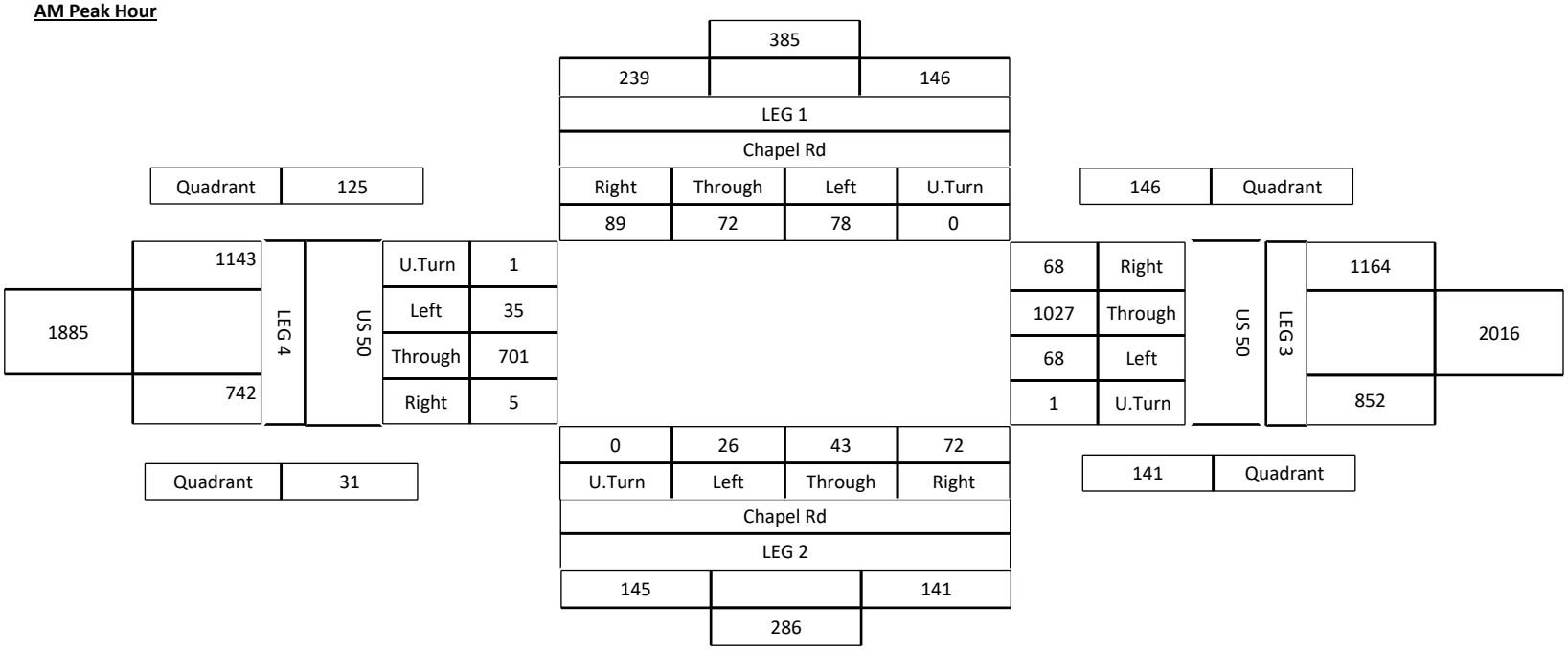
Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID:	S2001200018	County:	Talbot	Comments:	
Date:	4/10/2018 12:00:00 AM	Town:	none		
Location:	US 50 at CHAPEL RD	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

AM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 4/10/2018 12:00:00 AM | Town: none

Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	07:45	08:30	2286	A	0.62	12:00PM-19:00PM	16:15	17:00	2729	B	0.7

Chapel Rd — From North / From South

US 50 — From East

US 50 — From West

PM Peak Hour

524

185 | 339

LEG 1

Chapel Rd

Right	Through	Left	U.Turn
64	48	73	0

Quadrant 185

206 Quadrant

1055	U.Turn	5	
	Left	116	
2239	Through	1054	
1184	Right	9	

LEG 4 — US 50

133	Right	1153	
932	Through		2355
76	Left		
12	U.Turn	1202	

US 50 — LEG 3

U.Turn	Left	Through	Right
0	54	90	63

Quadrant 63

151 Quadrant

Chapel Rd

LEG 2

133 | 207

340

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018
Date: 8/12/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	Grand
00:00	0	5	0	1	6	0	0	0	1	1	0	1	56	1	58	0	0	64	0	64	
00:15	0	1	0	0	1	0	0	2	1	3	0	2	56	2	60	0	2	44	0	46	
00:30	0	4	0	1	5	0	0	1	3	4	0	0	41	3	44	0	0	53	1	54	
00:45	0	1	1	0	2	0	1	1	0	2	0	0	46	1	47	0	2	43	1	46	
01:00	0	2	1	0	3	0	0	1	1	2	0	1	33	0	34	0	0	34	0	34	
01:15	0	0	1	1	2	0	0	1	0	1	0	0	35	0	35	0	1	29	0	30	
01:30	0	3	1	1	5	0	0	1	0	1	0	3	21	3	27	0	0	22	0	22	
01:45	0	3	1	2	6	0	0	0	2	2	0	1	20	1	22	0	2	33	0	35	
02:00	0	2	0	0	2	0	0	0	2	2	0	0	28	1	29	0	0	29	0	29	
02:15	0	0	0	1	1	0	0	0	2	2	0	1	29	0	30	0	1	20	0	21	
02:30	0	2	0	0	2	0	0	0	0	0	0	5	17	3	25	0	0	25	0	25	
02:45	0	1	0	0	1	0	0	0	0	0	1	1	27	0	29	0	0	20	0	20	
03:00	0	1	1	0	2	0	0	4	1	5	0	1	23	1	25	0	0	17	0	17	
03:15	0	1	0	0	1	0	0	1	0	1	1	2	20	1	24	0	0	17	0	17	
03:30	0	5	0	0	5	0	0	0	0	0	0	0	21	1	22	1	0	25	0	26	
03:45	0	2	1	0	3	0	0	1	0	1	0	1	18	0	19	0	0	17	0	17	
04:00	0	0	0	0	0	0	0	0	0	0	0	2	21	0	23	0	0	23	0	23	
04:15	0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	1	22	0	23	
04:30	0	2	1	0	3	0	0	0	0	0	0	0	34	3	37	0	0	26	0	26	
04:45	0	1	0	0	1	0	1	0	1	2	0	0	40	0	40	0	0	26	0	26	
05:00	0	1	0	1	2	0	1	0	1	2	0	0	57	2	59	0	0	33	0	33	
05:15	0	0	0	4	4	0	0	1	0	1	0	0	55	2	57	0	1	36	0	37	
05:30	0	0	2	3	5	0	2	4	0	6	0	0	52	3	55	0	0	58	0	58	
05:45	0	3	1	0	4	0	1	0	1	2	1	1	55	1	58	0	1	80	0	81	
06:00	0	5	1	2	8	0	1	1	2	4	0	0	47	1	48	0	0	72	0	72	
06:15	0	0	0	4	4	0	1	0	4	5	0	3	77	1	81	0	0	98	1	99	
06:30	0	1	3	0	4	0	1	0	4	5	0	2	52	5	59	0	0	112	0	112	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 8/12/2018 12:00:00 AM | Town: none

Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

	Chapel Rd					Chapel Rd					US 50					US 50				
	From North					From South					From East					From West				
06:45	0	3	1	2	6	0	1	5	4	10	0	1	80	2	83	0	0	121	0	121
07:00	0	3	1	1	5	0	2	4	1	7	0	6	107	4	117	1	1	137	0	139
07:15	0	7	4	2	13	0	4	1	1	6	0	5	99	7	111	2	7	168	0	177
07:30	0	7	2	4	13	0	1	3	6	10	0	3	109	9	121	0	10	191	0	201
07:45	0	17	5	4	26	0	0	5	4	9	1	7	118	4	130	0	4	223	0	227
08:00	0	16	5	7	28	0	2	4	3	9	0	6	130	11	147	0	6	217	0	223
08:15	0	14	3	7	24	0	1	5	6	12	2	14	204	5	225	0	8	276	1	285
08:30	0	14	5	7	26	0	2	7	7	16	2	5	181	21	209	0	6	284	0	290
08:45	0	8	2	10	20	0	3	7	14	24	2	9	224	17	252	0	21	282	1	304
09:00	0	21	5	11	37	0	1	6	5	12	0	12	257	13	282	2	16	317	0	335
09:15	0	10	8	14	32	0	3	4	5	12	0	9	271	13	293	0	8	317	0	325
09:30	0	14	16	13	43	0	6	14	13	33	3	11	301	17	332	0	9	290	3	302
09:45	0	22	14	13	49	0	9	16	14	39	2	6	329	12	349	1	11	280	3	295
10:00	0	22	8	19	49	0	5	12	9	26	2	11	387	16	416	1	23	255	0	279
10:15	0	21	16	12	49	0	4	4	8	16	1	16	399	28	444	0	16	299	0	315
10:30	0	23	9	16	48	0	3	16	11	30	0	4	412	17	433	1	14	287	1	303
10:45	0	14	12	21	47	0	10	9	5	24	2	10	398	24	434	0	13	166	2	181
11:00	0	19	7	17	43	0	5	9	13	27	5	7	447	27	486	0	6	230	1	237
11:15	0	18	6	22	46	0	10	13	6	29	0	14	426	26	466	1	11	150	2	164
11:30	0	16	9	15	40	0	1	17	15	33	1	8	459	33	501	1	15	203	2	221
11:45	0	17	4	24	45	0	2	16	8	26	1	12	510	32	555	1	11	266	2	280
12:00	0	14	11	29	54	0	6	12	14	32	3	10	420	24	457	0	24	295	1	320
12:15	0	16	14	23	53	0	3	12	18	33	2	7	464	19	492	1	20	344	2	367
12:30	0	20	15	18	53	0	8	19	14	41	3	10	454	21	488	4	20	302	0	326
12:45	0	22	7	27	56	0	1	8	11	20	1	4	561	40	606	0	17	282	2	301
13:00	0	25	14	14	53	0	6	16	7	29	5	16	364	22	407	1	33	308	1	343
13:15	0	25	11	16	52	0	3	7	8	18	0	9	476	23	508	1	17	306	1	325
13:30	0	26	8	26	60	0	5	11	8	24	3	7	477	25	512	0	12	265	0	277
13:45	0	18	13	18	49	0	2	11	10	23	1	8	424	26	459	1	25	267	2	295

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 8/12/2018 12:00:00 AM | Town: none

Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

	Chapel Rd						Chapel Rd						US 50						US 50					
	From North						From South						From East						From West					
14:00	0	17	14	19	50	0	5	10	5	20	2	12	396	30	440	1	12	274	0	287				
14:15	0	16	8	18	42	0	5	7	12	24	1	8	440	23	472	2	14	275	2	293				
14:30	0	15	8	17	40	0	5	18	8	31	0	11	358	26	395	0	26	282	1	309				
14:45	0	24	8	11	43	0	4	28	15	47	1	11	364	31	407	2	21	241	1	265				
15:00	0	25	5	11	41	0	5	12	11	28	5	7	414	24	450	0	17	223	6	246				
15:15	0	27	7	18	52	0	8	10	8	26	2	3	407	23	435	3	19	260	0	282				
15:30	0	13	11	14	38	0	3	11	10	24	1	12	404	26	443	1	11	266	4	282				
15:45	0	15	10	7	32	0	5	13	8	26	4	11	323	17	355	0	14	245	3	262				
16:00	0	15	5	16	36	0	2	10	4	16	2	8	391	19	420	0	8	266	1	275				
16:15	0	19	5	19	43	0	2	13	8	23	1	12	337	27	377	0	18	255	1	274				
16:30	0	17	4	22	43	0	6	8	10	24	1	6	374	15	396	0	17	280	0	297				
16:45	0	27	9	9	45	0	6	15	16	37	2	10	314	19	345	2	17	225	2	246				
17:00	0	25	11	8	44	0	2	14	7	23	0	7	364	19	390	0	11	251	1	263				
17:15	0	17	7	12	36	0	5	10	2	17	0	8	367	21	396	0	15	261	1	277				
17:30	0	24	5	7	36	0	2	8	8	18	0	5	318	19	342	0	18	243	0	261				
17:45	0	21	5	6	32	0	3	5	7	15	0	7	445	22	474	1	6	228	1	236				
18:00	0	20	13	6	39	0	7	12	10	29	1	9	315	26	351	3	19	270	1	293				
18:15	0	11	2	12	25	0	2	9	8	19	0	5	372	23	400	1	16	285	2	304				
18:30	0	25	13	14	52	0	4	9	4	17	0	4	374	23	401	4	17	198	1	220				
18:45	0	22	7	14	43	0	2	8	6	16	0	9	391	17	417	1	15	199	0	215				
19:00	0	16	7	15	38	0	0	18	7	25	1	9	350	27	387	0	11	149	2	162				
19:15	0	14	2	7	23	0	3	11	18	32	1	9	410	24	444	0	16	171	3	190				
19:30	0	17	11	12	40	0	3	6	9	18	0	6	353	23	382	1	10	137	1	149				
19:45	0	20	6	6	32	0	1	9	9	19	0	9	356	24	389	3	14	188	2	207				
20:00	0	19	5	20	44	0	2	9	8	19	0	5	350	25	380	2	9	152	0	163				
20:15	0	13	4	19	36	0	3	11	5	19	2	8	265	24	299	0	11	146	1	158				
20:30	0	15	6	11	32	0	0	7	2	9	0	7	304	14	325	0	6	173	0	179				
20:45	0	18	3	14	35	0	1	4	4	9	1	8	286	14	309	1	7	124	2	134				
21:00	0	15	4	12	31	0	1	7	7	15	0	6	226	15	247	1	12	102	1	116				

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
Date: 8/12/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

	Chapel Rd					Chapel Rd					US 50					US 50				
	From North					From South					From East					From West				
21:15	0	6	4	9	19	0	4	4	6	14	2	8	285	7	302	1	9	119	0	129
21:30	0	11	5	5	21	0	1	4	3	8	1	10	221	11	243	1	7	107	1	116
21:45	0	12	2	2	16	0	0	2	3	5	0	3	195	10	208	0	3	80	0	83
22:00	0	6	3	8	17	0	1	4	7	12	0	3	262	2	267	0	2	79	1	82
22:15	0	14	3	1	18	0	1	3	3	7	0	4	200	3	207	0	5	90	0	95
22:30	0	8	2	2	12	0	1	0	3	4	0	6	180	8	194	0	5	69	1	75
22:45	0	5	3	2	10	0	1	1	1	3	0	4	140	2	146	0	1	62	0	63
23:00	0	3	3	1	7	0	0	3	1	4	0	3	100	2	105	0	6	56	0	62
23:15	0	4	1	0	5	0	0	0	1	1	0	2	103	4	109	0	3	70	0	73
23:30	0	3	1	0	4	0	0	0	1	1	0	3	72	2	77	0	2	44	1	47
23:45	0	1	1	0	2	0	0	2	0	2	0	2	64	1	67	0	2	42	0	44
TOTAL	**0**	**1133**	**483**	**839**	**2455**	**0**	**224**	**627**	**539**	**1390**	**76**	**554**	**22681**	**1266**	**24577**	**51**	**847**	**15593**	**74**	**16565**
AMPEAK	**0**	**65**	**30**	**90**	**185**	**0**	**19**	**58**	**43**	**120**	**5**	**44**	**1815**	**115**	**1979**	**3**	**61**	**914**	**7**	**985**
PMPEAK	**0**	**72**	**47**	**97**	**216**	**0**	**18**	**51**	**57**	**126**	**9**	**31**	**1899**	**104**	**2043**	**5**	**81**	**1223**	**5**	**1314**
	0	72	47	97	216	0	18	51	57	126	9	31	1899	104	2043	5	81	1223	5	1314

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
County: Talbot
Comments:

Date: 8/12/2018 12:00:00 AM
Town: none

Location: US 50 at CHAPEL RD
Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:00	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
Date: 8/12/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:45	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	1	0	0	0	0	0	
07:30	0	0	1	0	0	1	0	0	0	0	0	
07:45	0	0	0	0	0	1	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	1	
08:30	0	0	0	0	0	0	0	0	1	0	0	
08:45	0	0	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	1	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	1	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	1	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	1	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	1	
12:15	0	0	0	0	0	1	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	1	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
County: Talbot
Comments:

Date: 8/12/2018 12:00:00 AM
Town: none

Location: US 50 at CHAPEL RD
Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd			Chapel Rd			US 50			US 50		
From North			From South			From East			From West		
Begin Hour	**School Children**	**Pedestrians**	**Bicycles**	**School Childer**	**Pedestrians**	**Bicycles**	**School Children**	**Pedestrians**	**Bicycles**	**School Children**	**Pedestrians**	**Bicycles**
13:30	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	1	
14:00	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	1	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	1	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	1	
18:45	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	

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Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S2001200018
Date: 8/12/2018 12:00:00 AM
Location: US 50 at CHAPEL RD
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
20:15	0	0	0	0	0	1	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	1	
20:45	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	4	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**0**	**1**	**2**	**0**	**0**	**5**	**0**	**1**	**8**	**0**	**6**	
AMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	
PMPEAK	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	
	0	0	0	0	0	1	0	0	0	0	1	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID:	S2001200018	County:	Talbot	Comments:	
Date:	8/12/2018 12:00:00 AM	Town:	none		
Location:	US 50 at CHAPEL RD	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

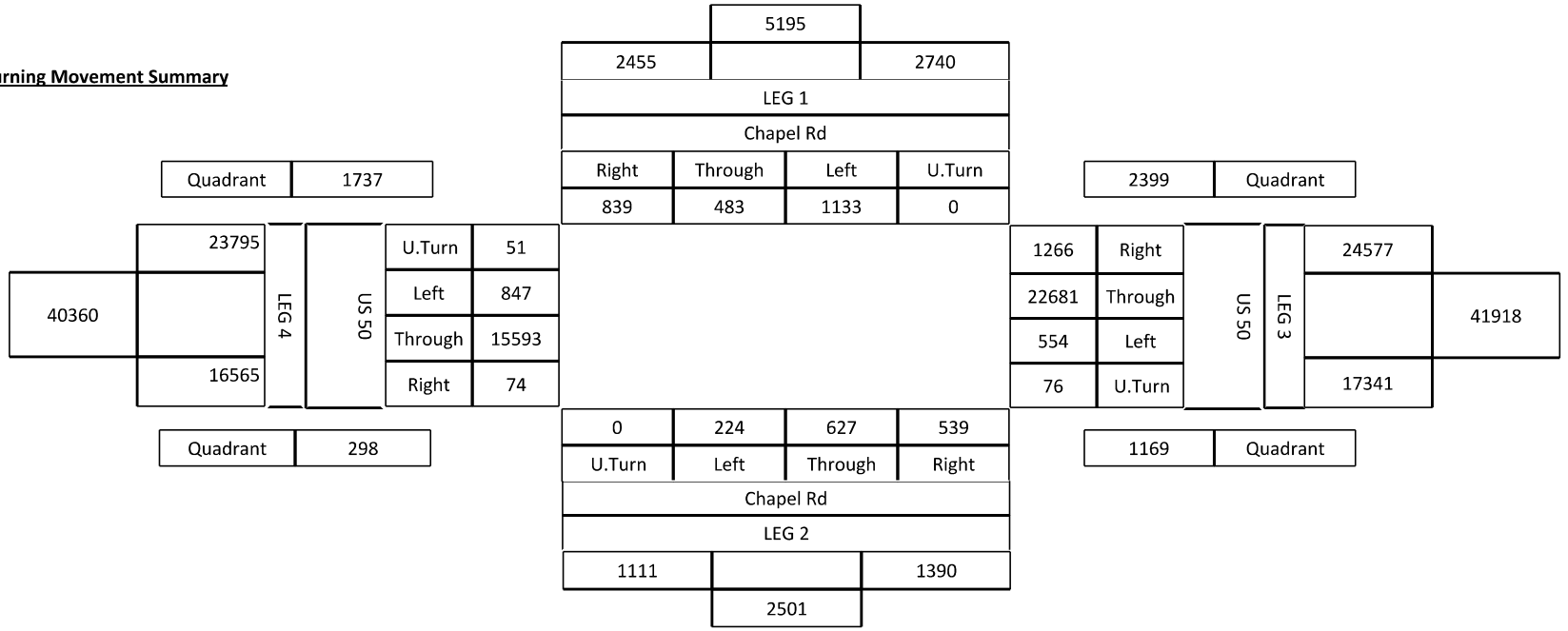
Chapel Rd — From North

Chapel Rd — From South

US 50 — From East

US 50 — From West

Turning Movement Summary



Maryland Department of Transportation
State Highway Administration
Data Services Division

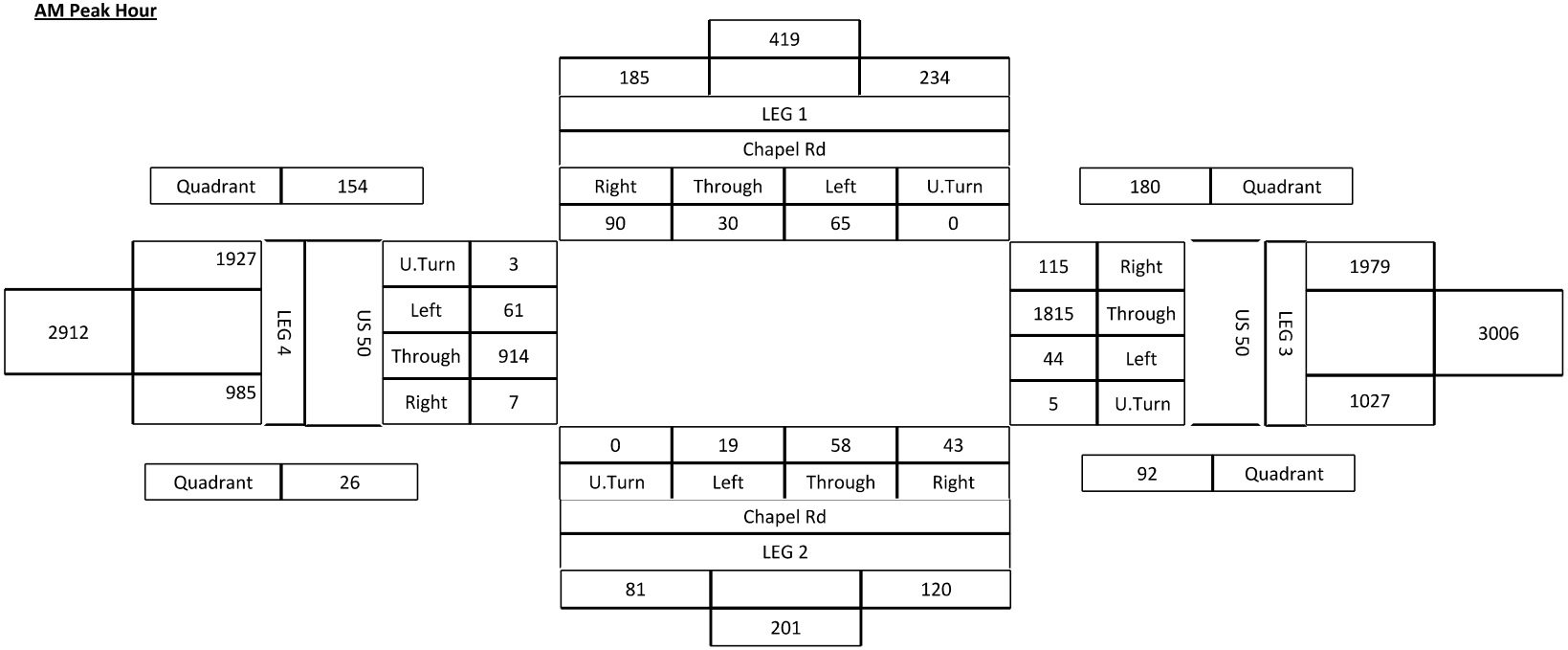
Turning Movement Summary Report

Station ID:	S2001200018	County:	Talbot	Comments:	
Date:	8/12/2018 12:00:00 AM	Town:	none		
Location:	US 50 at CHAPEL RD	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd	Chapel Rd	US 50	US 50
From North	From South	From East	From West

AM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S2001200018 | County: Talbot | Comments:

Date: 8/12/2018 12:00:00 AM | Town: none

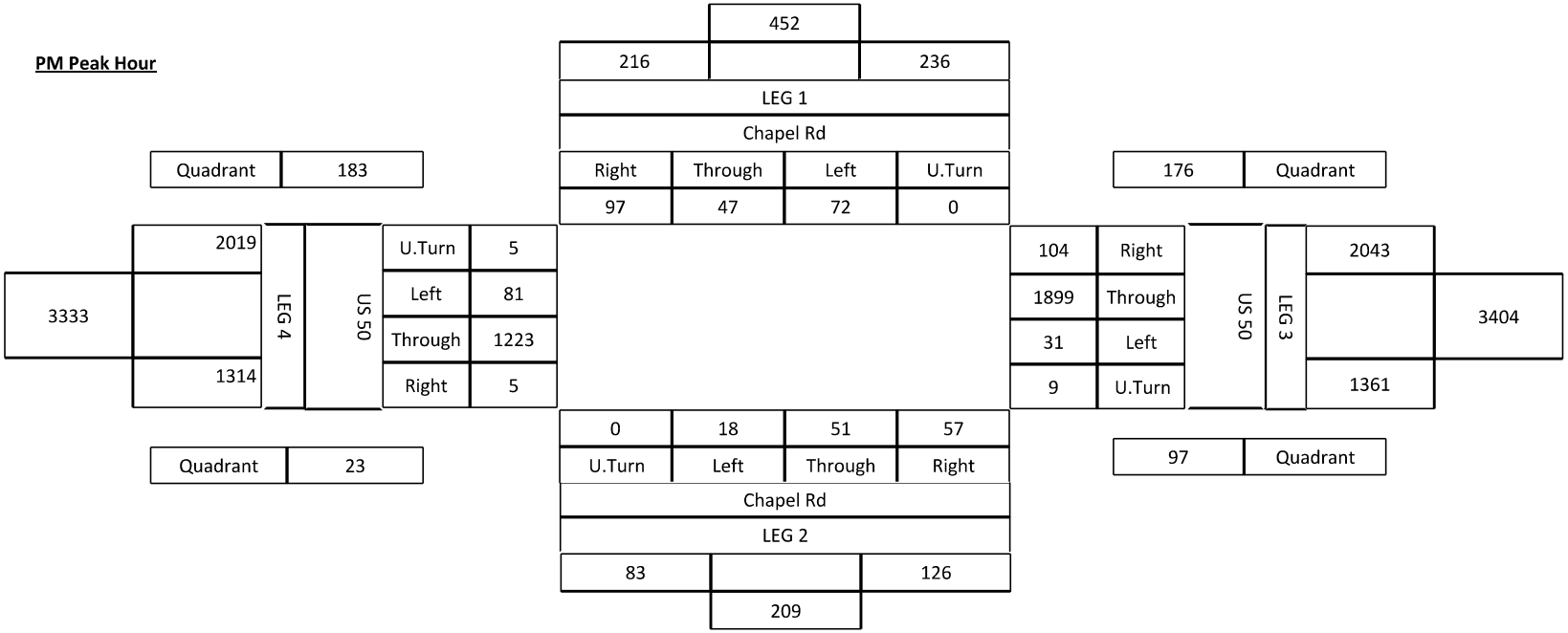
Location: US 50 at CHAPEL RD | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3269	C	0.77	12:00PM-19:00PM	12:00	12:45	3699	D	0.82

Chapel Rd — From North / From South | US 50 — From East | US 50 — From West

PM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 1/31/2017 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	Grand
00:00	0	5	3	2	10	0	1	4	0	5	0	0	24	6	30	0	3	25	2	30	
00:15	0	6	5	3	14	0	6	6	2	14	0	2	17	4	23	0	1	27	3	31	
00:30	0	1	1	2	4	0	1	2	2	5	0	0	21	2	23	0	3	29	2	34	
00:45	0	4	0	1	5	0	0	2	2	4	0	2	15	2	19	0	2	22	2	26	
01:00	0	2	0	0	2	0	0	3	0	3	0	0	11	2	13	0	2	19	0	21	
01:15	0	0	1	1	2	0	2	1	1	4	0	0	9	4	13	0	1	13	0	14	
01:30	0	4	2	0	6	0	0	1	0	1	0	0	9	3	12	0	2	19	0	21	
01:45	0	3	1	0	4	0	0	0	1	1	0	0	9	1	10	0	2	20	0	22	
02:00	0	0	1	0	1	0	2	1	0	3	0	1	13	5	19	0	1	18	1	20	
02:15	0	0	1	1	2	0	0	1	2	3	0	1	6	0	7	0	4	7	0	11	
02:30	0	1	0	0	1	0	1	0	1	2	0	1	7	1	9	0	3	8	0	11	
02:45	0	1	0	2	3	0	0	1	0	1	0	1	12	0	13	0	0	14	0	14	
03:00	0	1	0	1	2	0	0	0	0	0	0	1	8	1	10	0	0	11	0	11	
03:15	0	0	0	1	1	0	0	2	0	2	0	0	5	1	6	0	2	5	2	9	
03:30	0	0	2	1	3	0	1	0	0	1	0	0	3	0	3	0	1	4	0	5	
03:45	0	2	0	0	2	0	1	0	1	2	0	0	7	1	8	0	1	7	0	8	
04:00	0	0	0	1	1	0	0	0	0	0	0	0	8	2	10	0	0	3	0	3	
04:15	0	0	2	1	3	0	0	0	0	0	0	0	11	2	13	0	0	10	0	10	
04:30	0	0	2	1	3	0	1	0	0	1	0	0	16	0	16	0	4	3	0	7	
04:45	0	2	3	1	6	0	0	2	2	4	0	0	24	2	26	0	2	14	0	16	
05:00	0	2	0	2	4	0	0	2	0	2	0	0	38	3	41	0	2	15	1	18	
05:15	0	6	1	5	12	0	2	1	0	3	0	1	33	4	38	0	0	14	1	15	
05:30	0	3	2	9	14	0	2	0	1	3	0	1	50	1	52	0	1	16	1	18	
05:45	0	7	4	11	22	0	1	2	1	4	0	3	71	6	80	0	4	25	0	29	
06:00	0	11	2	5	18	0	2	2	4	8	0	4	70	5	79	0	5	27	1	33	
06:15	0	17	4	11	32	0	3	1	2	6	0	1	76	6	83	0	2	40	0	42	
06:30	0	12	5	10	27	0	2	2	2	6	0	3	85	5	93	0	8	49	3	60	

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 1/31/2017 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
06:45	0	16	8	14	38	0	4	1	5	10	0	3	130	9	142	0	6	35	3	44
07:00	0	18	9	16	43	0	3	3	2	8	0	6	127	7	140	0	10	61	1	72
07:15	0	25	17	22	64	0	4	5	2	11	0	4	147	15	166	0	15	91	0	106
07:30	0	40	19	26	85	0	0	13	10	23	0	8	136	17	161	0	11	107	2	120
07:45	0	48	32	36	116	0	9	15	10	34	0	18	188	26	232	0	19	121	2	142
08:00	0	60	25	35	120	0	9	13	8	30	0	9	190	23	222	0	17	126	5	148
08:15	0	109	27	36	172	0	3	15	25	43	0	11	186	32	229	0	13	187	14	214
08:30	0	106	26	33	165	0	7	17	11	35	0	22	246	40	308	0	23	231	10	264
08:45	0	97	49	55	201	0	15	30	36	81	0	29	280	56	365	0	31	198	9	238
09:00	0	97	51	69	217	0	10	36	32	78	0	36	261	35	332	0	30	195	20	245
09:15	0	69	33	50	152	0	17	31	34	82	0	29	254	37	320	0	27	174	11	212
09:30	0	57	45	34	136	0	8	34	18	60	0	24	217	33	274	0	37	160	11	208
09:45	0	69	27	55	151	0	11	29	14	54	0	22	184	24	230	0	35	154	12	201
10:00	0	44	32	31	107	0	20	22	16	58	0	25	221	31	277	0	30	174	15	219
10:15	0	43	29	36	108	0	16	25	15	56	0	20	177	28	225	0	31	130	9	170
10:30	0	43	46	32	121	0	17	26	15	58	0	10	195	26	231	0	23	147	7	177
10:45	0	38	32	33	103	0	7	19	20	46	0	21	168	27	216	0	26	144	19	189
11:00	0	34	34	26	94	0	6	38	19	63	0	14	166	27	207	0	25	143	6	174
11:15	0	50	24	40	114	0	9	55	18	82	0	13	129	33	175	0	26	126	11	163
11:30	0	41	35	36	112	0	9	44	15	68	0	6	169	29	204	0	38	147	13	198
11:45	0	36	32	46	114	0	15	42	24	81	0	17	159	28	204	0	36	152	7	195
12:00	0	33	41	40	114	0	12	45	21	78	0	10	161	25	196	0	30	129	10	169
12:15	0	24	37	44	105	0	16	31	14	61	0	13	151	29	193	0	34	154	10	198
12:30	0	30	38	42	110	0	15	29	17	61	0	15	179	30	224	0	41	127	9	177
12:45	0	33	34	47	114	0	16	34	26	76	0	14	168	31	213	0	39	131	10	180
13:00	0	19	34	40	93	0	16	44	27	87	0	21	185	40	246	0	46	188	8	242
13:15	0	42	34	62	138	0	22	58	27	107	0	11	179	39	229	0	57	169	17	243
13:30	0	32	38	49	119	0	7	58	27	92	0	12	190	40	242	0	46	178	8	232
13:45	0	35	34	25	94	0	17	45	39	101	0	12	189	28	229	0	49	171	16	236

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 1/31/2017 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
14:00	0	31	40	32	103	0	12	63	34	109	0	15	156	38	209	0	41	140	14	195
14:15	0	49	39	35	123	0	10	55	23	88	0	13	150	26	189	0	54	163	11	228
14:30	0	38	28	18	84	0	13	52	26	91	0	25	178	36	239	0	60	181	9	250
14:45	0	34	40	32	106	0	15	46	22	83	0	17	166	31	214	0	46	166	12	224
15:00	0	27	29	65	121	0	13	41	19	73	0	15	156	34	205	0	47	171	11	229
15:15	0	37	44	42	123	0	8	47	26	81	0	10	148	45	203	0	37	154	4	195
15:30	0	47	46	32	125	0	15	61	22	98	0	18	157	42	217	0	38	167	11	216
15:45	0	31	38	38	107	0	12	59	17	88	0	16	185	32	233	0	51	191	7	249
16:00	0	45	40	44	129	0	11	54	27	92	0	24	197	55	276	0	57	180	13	250
16:15	0	45	47	45	137	0	19	72	24	115	0	16	199	65	280	0	45	177	15	237
16:30	0	33	43	63	139	0	26	65	38	129	0	7	227	57	291	0	44	206	10	260
16:45	0	46	47	42	135	0	13	74	39	126	0	21	199	54	274	0	54	186	16	256
17:00	0	23	19	60	102	0	17	69	38	124	0	18	177	60	255	0	75	216	8	299
17:15	0	40	42	50	132	0	10	65	41	116	0	18	206	71	295	0	53	201	16	270
17:30	0	55	47	61	163	0	12	69	37	118	0	20	214	66	300	0	53	225	14	292
17:45	0	58	26	60	144	0	17	72	39	128	0	16	162	80	258	0	44	242	9	295
18:00	0	47	38	57	142	0	18	68	45	131	0	18	212	65	295	0	59	227	12	298
18:15	0	51	34	48	133	0	12	82	57	151	0	35	208	72	315	0	78	231	8	317
18:30	0	35	38	39	112	0	17	58	42	117	0	16	193	45	254	0	51	201	7	259
18:45	0	42	32	48	122	0	10	56	7	73	0	23	184	45	252	0	61	172	14	247
19:00	0	42	30	39	111	0	10	23	22	55	0	13	155	28	196	0	40	160	7	207
19:15	0	20	22	32	74	0	10	45	14	69	0	18	145	31	194	0	29	143	5	177
19:30	0	26	28	33	87	0	16	21	25	62	0	13	138	27	178	0	32	146	10	188
19:45	0	31	22	27	80	0	8	36	15	59	0	9	95	29	133	0	29	148	4	181
20:00	0	28	24	25	77	0	12	45	13	70	0	5	92	30	127	0	31	98	5	134
20:15	0	22	12	28	62	0	4	34	16	54	0	12	133	38	183	0	31	108	6	145
20:30	0	21	19	19	59	0	9	16	10	35	0	6	95	21	122	0	23	99	6	128
20:45	0	7	12	17	36	0	5	21	17	43	0	8	71	31	110	0	22	78	7	107
21:00	0	14	13	25	52	0	11	26	21	58	0	10	58	28	96	0	24	92	6	122

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 1/31/2017 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
21:15	0	9	13	22	44	0	4	19	13	36	0	9	75	16	100	0	26	105	7	138
21:30	0	10	6	13	29	0	5	21	11	37	0	7	72	20	99	0	23	84	8	115
21:45	0	14	6	15	35	0	8	9	8	25	0	4	72	19	95	0	22	72	8	102
22:00	0	9	9	10	28	0	5	12	5	22	0	3	58	18	79	0	14	70	4	88
22:15	0	7	9	13	29	0	6	16	5	27	0	3	48	12	63	0	23	85	4	112
22:30	0	7	5	9	21	0	4	19	10	33	0	5	30	12	47	0	12	71	4	87
22:45	0	7	10	7	24	0	4	12	6	22	0	1	38	17	56	0	12	65	1	78
23:00	0	10	3	4	17	0	2	10	5	17	0	4	31	10	45	0	9	54	2	65
23:15	0	12	2	3	17	0	1	10	5	16	0	2	36	7	45	0	8	39	1	48
23:30	0	4	2	5	11	0	2	4	6	12	0	2	35	2	39	0	6	40	3	49
23:45	0	8	6	5	19	0	2	5	6	13	0	0	16	8	24	0	6	38	1	45
TOTAL	**0**	**2600**	**1974**	**2444**	**7018**	**0**	**756**	**2525**	**1427**	**4708**	**0**	**972**	**11157**	**2337**	**14466**	**0**	**2377**	**10306**	**614**	**13297**
AMPEAK	**0**	**369**	**159**	**207**	**735**	**0**	**49**	**114**	**113**	**276**	**0**	**116**	**1041**	**168**	**1325**	**0**	**111**	**798**	**50**	**959**
PMPEAK	**0**	**211**	**145**	**226**	**582**	**0**	**59**	**291**	**178**	**528**	**0**	**89**	**796**	**283**	**1168**	**0**	**234**	**925**	**43**	**1202**
	0	211	145	226	582	0	59	291	178	528	0	89	796	283	1168	0	234	925	43	1202

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 1/31/2017 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:00	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	1	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 1/31/2017 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:45	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	
08:45	0	0	0	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	0	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	1	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	0	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 1/31/2017 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
13:30	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	0	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	0	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	0	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	0	0	
19:15	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	1	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID:	S1999200003	County:	Talbot	Comments:	
Date:	1/31/2017 12:00:00 AM	Town:	none		
Location:	US 50 at MD 328/Goldsborough St	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
20:15	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**0**	**1**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	
AMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
PMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	0	0	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID:	S1999200003	County:	Talbot	Comments:	
Date:	1/31/2017 12:00:00 AM	Town:	none		
Location:	US 50 at MD 328/Goldsborough St	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

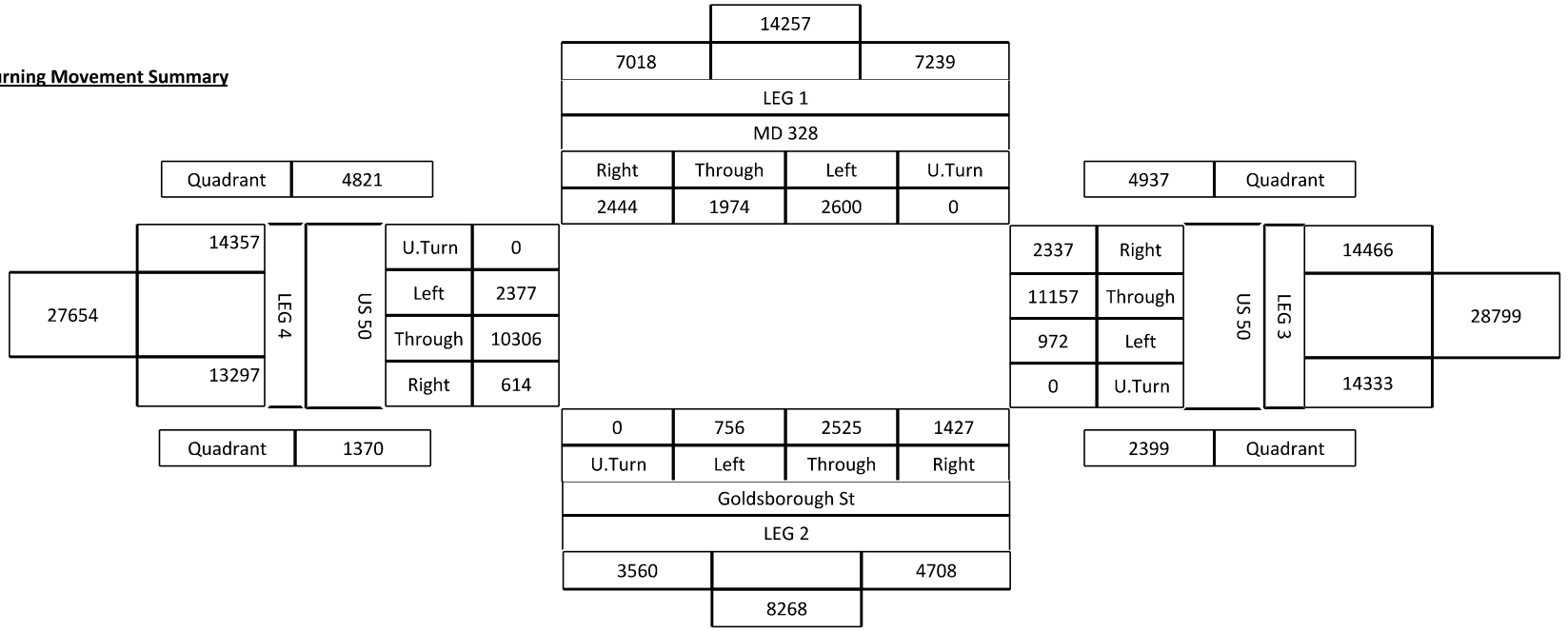
MD 328 — From North

Goldsborough St — From South

US 50 — From East

US 50 — From West

Turning Movement Summary



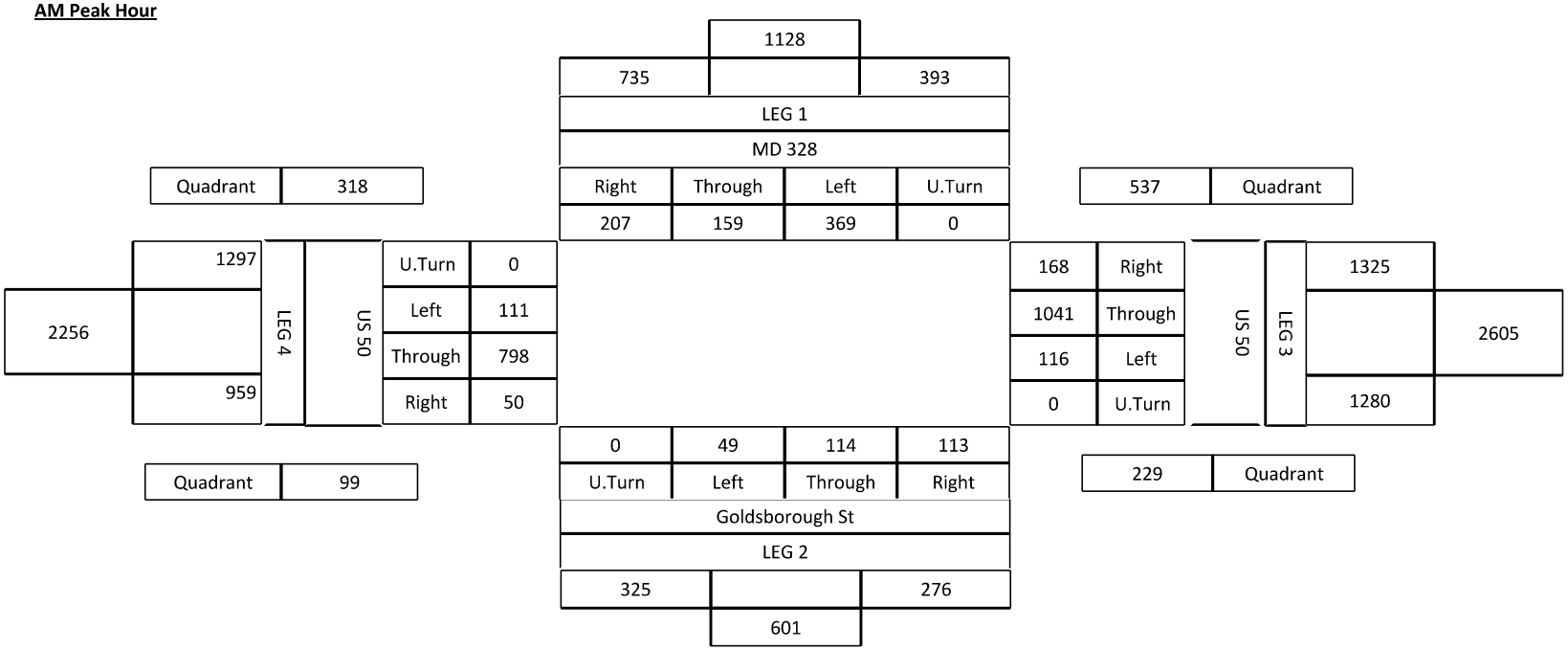
Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID:	S1999200003	County:	Talbot	Comments:	
Date:	1/31/2017 12:00:00 AM	Town:	none		
Location:	US 50 at MD 328/Goldsborough St	Weather:	Sunny		
Interval:	15 Min				

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

AM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 1/31/2017 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	08:30	09:15	3295	A	0.59	12:00PM-19:00PM	17:30	18:15	3480	A	0.61

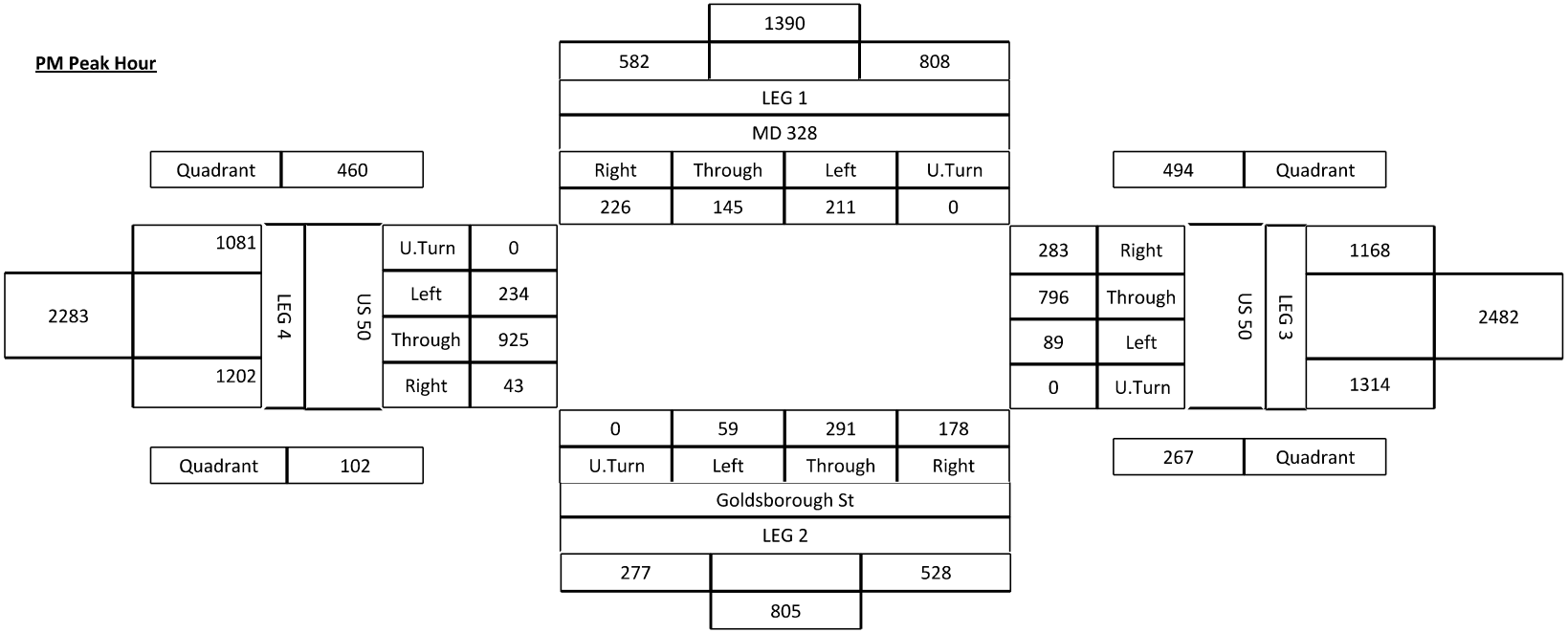
Goldsborough St — From North

US 50 — From South

US 50 — From East

US 50 — From West

PM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 7/29/2018 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	U.Turn	Left	Through	Right	TOTAL	Grand
00:00	0	9	8	5	22	0	5	2	6	13	1	3	59	5	68	1	5	47	1	54	
00:15	0	6	5	4	15	0	3	7	1	11	0	1	54	12	67	0	4	56	0	60	
00:30	0	13	6	4	23	0	2	1	6	9	1	1	54	6	62	2	7	46	0	55	
00:45	0	8	3	2	13	0	4	4	1	9	0	0	44	2	46	1	2	44	0	47	
01:00	0	7	1	5	13	0	0	1	0	1	1	2	35	7	45	0	6	41	3	50	
01:15	0	8	4	3	15	0	3	5	1	9	0	0	37	6	43	2	3	39	1	45	
01:30	0	6	4	1	11	0	1	4	3	8	3	1	23	3	30	0	1	34	1	36	
01:45	0	2	0	0	2	0	4	5	1	10	0	2	26	1	29	1	2	34	2	39	
02:00	0	2	0	1	3	0	0	3	3	6	0	0	23	7	30	0	0	26	1	27	
02:15	0	2	0	0	2	0	2	3	0	5	0	0	26	1	27	0	4	28	1	33	
02:30	0	8	1	2	11	0	2	2	0	4	0	1	25	2	28	2	1	25	3	31	
02:45	0	2	1	0	3	0	0	1	2	3	0	1	29	2	32	0	0	21	2	23	
03:00	0	2	1	3	6	0	3	4	0	7	0	2	31	4	37	0	3	21	0	24	
03:15	0	4	0	1	5	0	0	1	0	1	0	0	23	3	26	2	3	26	3	34	
03:30	0	1	1	0	2	0	0	1	1	2	0	0	26	8	34	0	1	23	0	24	
03:45	0	3	2	1	6	0	0	0	3	3	0	0	30	0	30	0	1	19	1	21	
04:00	0	1	1	0	2	0	1	1	0	2	0	0	18	2	20	0	1	11	0	12	
04:15	0	2	2	1	5	0	0	0	0	0	0	0	19	1	20	0	0	20	0	20	
04:30	0	2	1	4	7	0	1	1	0	2	0	1	24	2	27	0	1	24	0	25	
04:45	0	5	3	4	12	0	0	1	2	3	0	0	25	0	25	0	1	25	0	26	
05:00	0	0	2	3	5	0	1	0	1	2	0	0	26	1	27	0	0	30	1	31	
05:15	0	4	1	3	8	0	4	1	1	6	0	1	45	4	50	0	1	40	1	42	
05:30	0	4	1	2	7	0	0	4	2	6	0	1	38	1	40	0	3	50	3	56	
05:45	0	6	2	5	13	0	4	3	2	9	0	2	46	5	53	1	1	57	1	60	
06:00	0	6	0	4	10	0	5	1	1	7	0	1	41	7	49	3	4	81	3	91	
06:15	0	8	4	7	19	0	0	1	1	2	0	1	63	2	66	1	2	86	1	90	
06:30	0	7	6	13	26	0	3	5	1	9	0	4	57	1	62	5	2	119	0	126	

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
06:45	0	11	8	7	26	0	0	2	4	6	0	1	94	4	99	1	8	123	0	132
07:00	0	14	6	8	28	0	8	1	5	14	2	2	99	7	110	3	8	139	1	151
07:15	0	13	4	9	26	0	3	5	4	12	1	3	122	11	137	5	9	125	1	140
07:30	0	15	8	11	34	0	3	11	3	17	0	5	133	14	152	3	1	146	3	153
07:45	0	20	7	20	47	0	6	6	6	18	0	7	136	9	152	4	23	173	3	203
08:00	0	27	13	19	59	0	4	6	8	18	1	7	161	10	179	5	6	213	3	227
08:15	0	23	13	19	55	0	6	13	5	24	1	9	203	18	231	4	17	214	3	238
08:30	0	19	17	22	58	0	4	8	6	18	3	9	202	15	229	7	17	228	1	253
08:45	0	16	6	31	53	0	10	14	6	30	1	8	232	18	259	11	29	207	8	255
09:00	0	32	12	32	76	0	7	15	12	34	1	10	243	18	272	2	23	249	9	283
09:15	0	23	19	36	78	0	18	14	7	39	2	10	350	18	380	3	19	274	10	306
09:30	0	19	28	32	79	0	13	20	15	48	0	15	293	29	337	6	15	276	12	309
09:45	0	26	34	34	94	0	16	22	9	47	1	28	357	23	409	5	24	304	15	348
10:00	0	41	26	24	91	0	15	25	10	50	2	9	387	22	420	13	25	248	3	289
10:15	0	29	18	32	79	0	15	16	13	44	0	8	340	21	369	8	22	274	8	312
10:30	0	34	12	44	90	0	8	20	14	42	3	9	410	30	452	3	27	291	8	329
10:45	0	31	23	31	85	0	16	30	24	70	1	10	347	36	394	6	34	182	5	227
11:00	0	26	26	33	85	0	26	28	28	82	5	16	400	27	448	8	15	165	5	193
11:15	0	28	24	29	81	0	14	27	27	68	8	8	483	34	533	11	21	264	9	305
11:30	0	28	18	45	91	0	12	21	28	61	4	18	410	35	467	11	29	201	7	248
11:45	0	30	27	54	111	0	10	29	10	49	1	17	416	31	465	11	35	244	10	300
12:00	0	30	22	34	86	0	12	46	32	90	4	8	523	40	575	7	19	256	12	294
12:15	0	15	24	34	73	0	21	30	19	70	0	17	435	51	503	5	35	325	16	381
12:30	0	16	31	41	88	0	10	25	24	59	2	11	462	27	502	6	44	307	12	369
12:45	0	41	19	40	100	0	6	52	19	77	0	6	439	29	474	12	23	281	13	329
13:00	0	26	30	34	90	0	15	25	17	57	5	14	375	17	411	12	30	247	8	297
13:15	0	19	24	24	67	0	10	46	16	72	2	14	486	30	532	6	27	252	10	295
13:30	0	39	24	39	102	0	14	26	20	60	4	16	426	34	480	4	34	293	14	345
13:45	0	28	33	24	85	0	8	36	11	55	0	7	367	41	415	9	45	287	10	351

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
14:00	0	22	21	31	74	0	12	35	15	62	0	6	366	27	399	6	26	275	11	318
14:15	0	20	26	33	79	0	13	24	18	55	2	14	350	27	393	9	25	290	6	330
14:30	0	33	25	28	86	0	6	43	23	72	4	17	367	22	410	7	36	266	11	320
14:45	0	12	35	21	68	0	15	31	14	60	3	13	345	37	398	3	15	287	7	312
15:00	0	23	21	27	71	0	9	35	8	52	7	14	407	38	466	6	26	236	14	282
15:15	0	27	28	26	81	0	18	35	15	68	1	6	322	26	355	6	23	185	7	221
15:30	0	24	14	19	57	0	7	36	13	56	1	12	417	29	459	4	28	220	3	255
15:45	0	34	21	31	86	0	5	34	15	54	2	12	349	32	395	5	29	236	7	277
16:00	0	24	19	32	75	0	10	30	16	56	5	7	353	30	395	4	41	231	5	281
16:15	0	21	29	29	79	0	9	23	13	45	4	6	362	32	404	9	24	247	7	287
16:30	0	24	19	25	68	0	5	41	13	59	3	10	412	24	449	9	25	204	5	243
16:45	0	17	25	31	73	0	7	30	8	45	6	12	385	27	430	7	24	214	8	253
17:00	0	19	19	32	70	0	6	32	11	49	3	7	349	35	394	2	36	229	11	278
17:15	0	17	16	19	52	0	11	38	11	60	4	14	384	18	420	3	23	214	5	245
17:30	0	24	16	25	65	0	3	35	13	51	3	13	424	20	460	3	26	238	11	278
17:45	0	19	18	25	62	0	7	23	10	40	3	7	348	28	386	11	26	208	4	249
18:00	0	29	18	27	74	0	6	18	12	36	4	10	331	31	376	7	31	225	9	272
18:15	0	32	14	25	71	0	4	18	10	32	2	13	340	26	381	5	22	188	6	221
18:30	0	20	12	21	53	0	8	32	12	52	1	13	358	33	405	6	22	173	1	202
18:45	0	13	22	25	60	0	14	16	16	46	1	8	347	36	392	5	23	175	11	214
19:00	0	24	22	21	67	0	11	27	15	53	3	11	394	17	425	4	27	158	11	200
19:15	0	23	17	21	61	0	6	21	7	34	4	12	347	25	388	10	24	178	9	221
19:30	0	18	18	18	54	0	4	25	5	34	3	6	392	27	428	6	21	149	6	182
19:45	0	16	12	16	44	0	7	22	11	40	1	9	346	21	377	10	23	159	7	199
20:00	0	17	17	17	51	0	12	15	11	38	4	8	372	22	406	10	21	162	4	197
20:15	0	15	20	17	52	0	7	8	8	23	3	6	323	20	352	3	13	152	3	171
20:30	0	17	11	21	49	0	9	13	8	30	2	3	305	10	320	4	18	142	11	175
20:45	0	16	6	13	35	0	3	17	12	32	2	6	328	15	351	3	23	115	1	142
21:00	0	15	3	21	39	0	3	12	3	18	2	7	307	16	332	8	9	131	2	150

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

	MD 328					Goldsborough St					US 50					US 50				
	From North					From South					From East					From West				
21:15	0	23	11	12	46	0	5	19	6	30	3	0	312	15	330	4	16	117	2	139
21:30	0	21	9	15	45	0	5	7	5	17	3	2	253	18	276	4	19	100	0	123
21:45	0	6	4	9	19	0	1	17	7	25	1	2	252	12	267	4	14	108	0	126
22:00	0	10	5	16	31	0	6	18	4	28	1	4	249	14	268	3	17	67	2	89
22:15	0	11	6	8	25	0	4	11	3	18	1	4	188	6	199	3	14	105	4	126
22:30	0	9	8	4	21	0	2	6	3	11	2	2	150	5	159	0	11	71	3	85
22:45	0	3	4	6	13	0	4	3	3	10	1	1	130	9	141	6	10	70	1	87
23:00	0	6	5	3	14	0	0	2	4	6	1	3	86	10	100	1	4	67	1	73
23:15	0	9	5	4	18	0	1	4	0	5	0	0	81	7	88	0	5	54	2	61
23:30	0	2	0	2	4	0	2	1	2	5	0	0	83	6	89	5	3	52	0	60
23:45	0	5	4	0	9	0	0	1	2	3	1	0	52	5	58	1	4	35	0	40
TOTAL	**0**	**1567**	**1221**	**1696**	**4484**	**0**	**625**	**1539**	**826**	**2990**	**157**	**627**	**22544**	**1652**	**24980**	**418**	**1550**	**14594**	**466**	**17028**
AMPEAK	**0**	**116**	**91**	**162**	**369**	**0**	**48**	**123**	**97**	**268**	**17**	**51**	**1832**	**140**	**2040**	**40**	**104**	**965**	**38**	**1147**
PMPEAK	**0**	**102**	**96**	**149**	**347**	**0**	**49**	**153**	**94**	**296**	**6**	**42**	**1859**	**147**	**2054**	**30**	**121**	**1169**	**53**	**1373**
	0	102	96	149	347	0	49	153	94	296	6	42	1859	147	2054	30	121	1169	53	1373

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:00	0	0	0	0	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	0	0	0	
05:45	0	0	0	0	0	0	0	0	0	0	0	
06:00	0	0	0	0	0	0	0	0	0	0	0	
06:15	0	0	0	0	0	0	0	0	0	0	0	
06:30	0	0	0	0	0	0	0	0	0	0	0	

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003
Date: 7/29/2018 12:00:00 AM
Location: US 50 at MD 328/Goldsborough St
Interval: 15 Min

County: Talbot
Town: none
Weather: Sunny

Comments:

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
06:45	0	0	0	0	0	0	0	0	0	0	0	
07:00	0	0	0	0	0	0	0	0	0	0	0	
07:15	0	0	0	0	0	0	0	0	0	0	0	
07:30	0	0	0	0	0	0	0	0	0	0	0	
07:45	0	0	0	0	0	0	0	0	0	0	0	
08:00	0	0	0	0	0	0	0	0	0	0	0	
08:15	0	0	0	0	0	0	0	0	0	0	0	
08:30	0	0	0	0	0	0	0	0	0	0	0	
08:45	0	0	1	0	0	0	0	0	0	0	0	
09:00	0	0	0	0	0	0	0	0	0	0	0	
09:15	0	0	0	0	0	0	0	0	0	0	0	
09:30	0	0	0	0	0	0	0	0	0	0	0	
09:45	0	0	0	0	0	0	0	0	0	0	0	
10:00	0	0	0	0	0	1	0	0	0	0	0	
10:15	0	0	0	0	0	0	0	0	0	0	0	
10:30	0	0	0	0	0	0	0	0	0	0	0	
10:45	0	0	0	0	0	0	0	0	0	0	0	
11:00	0	0	0	0	0	0	0	0	0	0	0	
11:15	0	0	0	0	0	0	0	0	0	0	0	
11:30	0	0	0	0	0	0	0	0	0	0	0	
11:45	0	0	0	0	0	0	0	0	0	0	0	
12:00	0	0	0	0	0	0	0	0	0	0	0	
12:15	0	0	0	0	0	0	0	0	0	0	0	
12:30	0	0	0	0	0	0	0	0	0	0	0	
12:45	0	0	1	0	0	0	0	0	0	0	0	
13:00	0	0	0	0	0	0	0	0	0	0	0	
13:15	0	0	1	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 | County: Talbot | Comments:

Date: 7/29/2018 12:00:00 AM | Town: none

Location: US 50 at MD 328/Goldsborough St | Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
13:30	0	0	0	0	0	0	0	0	0	0	0	
13:45	0	0	0	0	0	0	0	0	0	0	0	
14:00	0	0	0	0	0	0	0	0	0	0	0	
14:15	0	0	0	0	0	0	0	0	0	0	0	
14:30	0	0	0	0	0	0	0	0	0	0	0	
14:45	0	0	0	0	0	0	0	0	0	0	0	
15:00	0	1	0	0	0	0	0	0	0	0	0	
15:15	0	0	0	0	0	0	0	0	0	0	0	
15:30	0	0	0	0	0	0	0	0	0	0	0	
15:45	0	0	0	0	0	0	0	0	0	0	0	
16:00	0	0	0	0	0	0	0	0	0	0	0	
16:15	0	0	0	0	0	0	0	0	0	0	0	
16:30	0	0	0	0	0	0	0	0	0	0	0	
16:45	0	0	0	0	0	0	0	0	0	0	0	
17:00	0	0	0	0	0	0	0	0	0	0	0	
17:15	0	0	0	0	0	0	0	0	0	0	0	
17:30	0	0	0	0	0	0	0	0	0	0	0	
17:45	0	0	0	0	0	0	0	0	0	0	0	
18:00	0	0	0	0	0	1	0	0	0	0	0	
18:15	0	0	0	0	0	0	0	0	0	0	0	
18:30	0	0	1	0	0	0	0	0	0	0	0	
18:45	0	0	0	0	0	0	0	0	0	0	0	
19:00	0	0	0	0	0	0	0	0	0	0	1	
19:15	0	0	0	0	0	0	0	0	0	0	0	
19:30	0	0	0	0	0	0	0	0	0	0	0	
19:45	0	0	0	0	0	0	0	0	0	0	0	
20:00	0	0	0	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

Begin Hour	School Children	Pedestrians	Bicycles	School Childer	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
20:15	0	0	0	0	0	0	0	0	0	0	0	
20:30	0	0	0	0	0	0	0	0	0	0	0	
20:45	0	0	0	0	0	0	0	0	0	0	0	
21:00	0	0	0	0	0	0	0	0	0	0	0	
21:15	0	0	0	0	0	0	0	0	0	0	0	
21:30	0	0	0	0	0	0	0	0	1	0	0	
21:45	0	0	0	0	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	0	0	0	
22:30	0	0	0	0	0	0	0	0	0	0	0	
22:45	0	0	0	0	0	0	0	0	0	0	0	
23:00	0	0	0	0	0	0	0	0	0	0	0	
23:15	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	**0**	**1**	**4**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	
AMPEAK	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
PMPEAK	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	
	0	0	1	0	0	0	0	0	0	0	0	

Maryland Department of Transportation
State Highway Administration
Data Services Division

Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

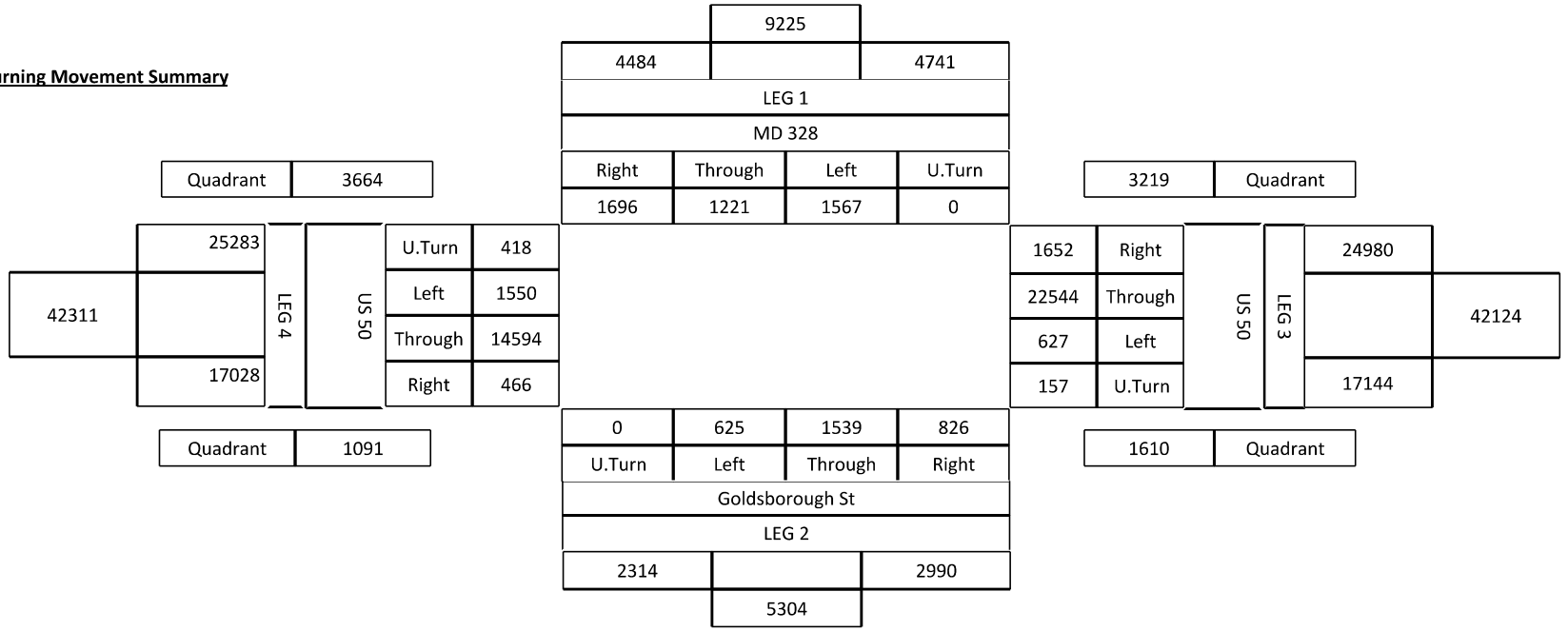
MD 328 — From North

Goldsborough St — From South

US 50 — From East

US 50 — From West

Turning Movement Summary



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

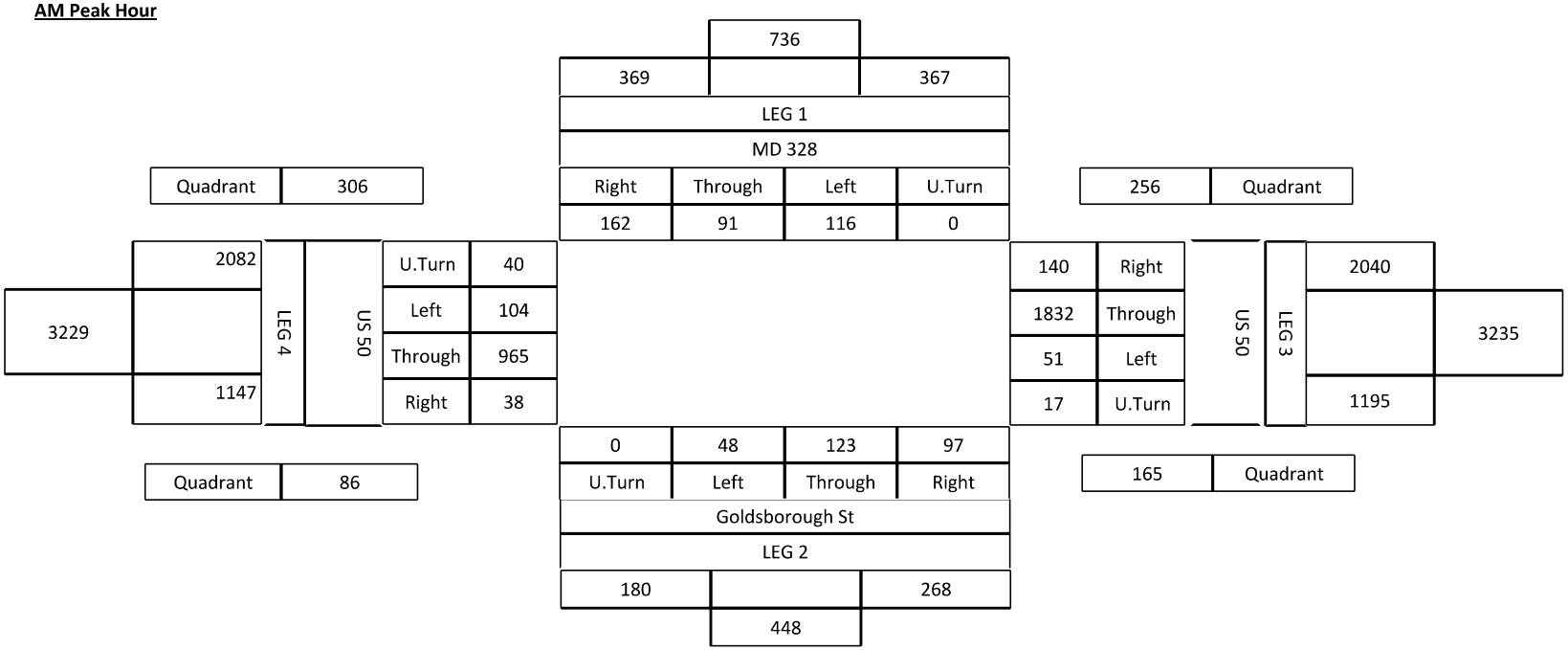
Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

MD 328	Goldsborough St	US 50	US 50
From North	From South	From East	From West

AM Peak Hour



Maryland Department of Transportation
State Highway Administration
Data Services Division
Turning Movement Summary Report

Station ID: S1999200003 County: Talbot Comments:

Date: 7/29/2018 12:00:00 AM Town: none

Location: US 50 at MD 328/Goldsborough St Weather: Sunny

Interval: 15 Min

PEAK	AM PERIOD	Start	End	Volume	LOS	V/C	PM PERIOD	Start	End	Volume	LOS	V/C
Hours	6:00AM-12:00PM	11:15	12:00	3824	B	0.71	12:00PM-19:00PM	12:00	12:45	4070	C	0.76

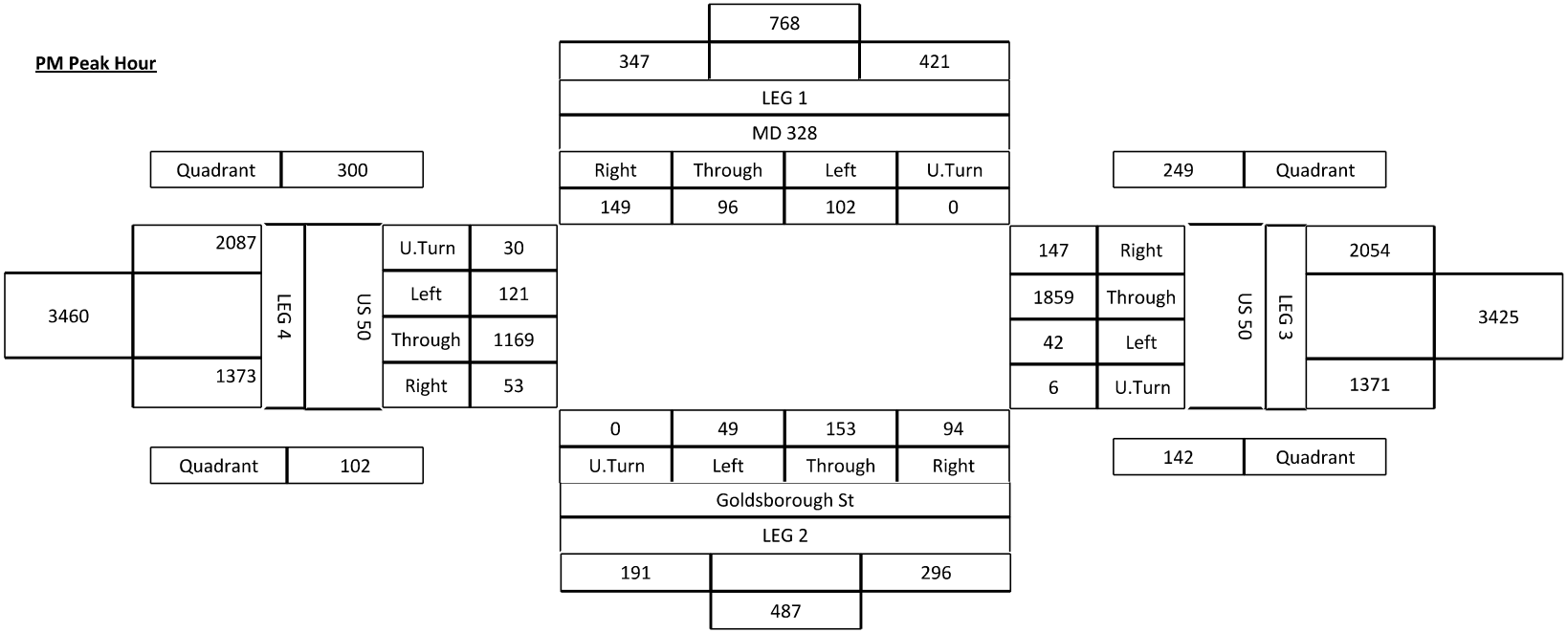
Goldsborough St — From North

US 50 — From South

US 50 — From East

US 50 — From West

PM Peak Hour



13-Hour Turning Movement Count (6:00 am - 7:00 pm)

	Goldsborough St Northbound				MD 328 Southbound				US 50 Eastbound				US 50 Westbound				
Time:	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
6:00-6:15	2	2	4		11	2	5		5	27	1		4	70	5		138
6:15-6:30	3	1	2		17	4	11		2	40	0		1	76	6		163
6:30-6:45	2	2	2		12	5	10		8	49	3		3	85	5		186
6:45-7:00	4	1	5		16	8	14		6	35	3		3	130	9		234
7:00-7:15	3	3	2		18	9	16		10	61	1		6	127	7		263
7:15-7:30	4	5	2		25	17	22		15	91	0		4	147	15		347
7:30-7:45	0	13	10		40	19	26		11	107	2		8	136	17		389
7:45-8:00	9	15	10		48	32	36		19	121	2		18	188	26		524
8:00-8:15	9	13	8		60	25	35		17	126	5		9	190	23		520
8:15-8:30	3	15	25		109	27	36		13	187	14		11	186	32		658
8:30-8:45	7	17	11		106	26	33		23	231	10		22	246	40		772
8:45-9:00	15	30	36		97	49	55		31	198	9		29	280	56		885
9:00-9:15	10	36	32		97	51	69		30	195	20		36	261	35		872
9:15-9:30	17	31	34		69	33	50		27	174	11		29	254	37		766
9:30-9:45	8	34	18		57	45	34		37	160	11		24	217	33		678
9:45-10:00	11	29	14		69	27	55		35	154	12		22	184	24		636
10:00-10:15	20	22	16		44	32	31		30	174	15		25	221	31		661
10:15-10:30	16	25	15		43	29	36		31	130	9		20	177	28		559
10:30-10:45	17	26	15		43	46	32		23	147	7		10	195	26		587
10:45-11:00	7	19	20		38	32	33		26	144	19		21	168	27		554
11:00-11:15	6	38	19		34	34	26		25	143	6		14	166	27		538
11:15-11:30	9	55	18		50	24	40		26	126	11		13	129	33		534
11:30-11:45	9	44	15		41	35	36		38	147	13		6	169	29		582
11:45-12:00	15	42	24		36	32	46		36	152	7		17	159	28		594
12:00-12:15	12	45	21		33	41	40		30	129	10		10	161	25		557
12:15-12:30	16	31	14		24	37	44		34	154	10		13	151	29		557
12:30-12:45	15	29	17		30	38	42		41	127	9		15	179	30		572
12:45-1:00	16	34	26		33	34	47		39	131	10		14	168	31		583
1:00-1:15	16	44	27		19	34	40		46	188	8		21	185	40		668
1:15-1:30	22	58	27		42	34	62		57	169	17		11	179	39		717
1:30-1:45	7	58	27		32	38	49		46	178	8		12	190	40		685
1:45-2:00	17	45	39		35	34	25		49	171	16		12	189	28		660
2:00-2:15	12	63	34		31	40	32		41	140	14		15	156	38		616
2:15-2:30	10	55	23		49	39	35		54	163	11		13	150	26		628
2:30-2:45	13	52	26		38	28	18		60	181	9		25	178	36		664
2:45-3:00	15	46	22		34	40	32		46	166	12		17	166	31		627
3:00-3:15	13	41	19		27	29	65		47	171	11		15	156	34		628
3:15-3:30	8	47	26		37	44	42		37	154	4		10	148	45		602
3:30-3:45	15	61	22		47	46	32		38	167	11		18	157	42		656
3:45-4:00	12	59	17		31	38	38		51	191	7		16	185	32		677
4:00-4:15	11	54	27		45	40	44		57	180	13		24	197	55		747
4:15-4:30	19	72	24		45	47	45		45	177	15		16	199	65		769
4:30-4:45	26	65	38		33	43	63		44	206	10		7	227	57		819
4:45-5:00	13	74	39		46	47	42		54	186	16		21	199	54		791
5:00-5:15	17	69	38		23	19	60		75	216	8		18	177	60		780
5:15-5:30	10	65	41		40	42	50		53	201	16		18	206	71		813
5:30-5:45	12	69	37		55	47	61		53	225	14		20	214	66		873
5:45-6:00	17	72	39		58	26	60		44	242	9		16	162	80		825
6:00-6:15	18	68	45		47	38	57		59	227	12		18	212	65		866
6:15-6:30	12	82	57		51	34	48		78	231	8		35	208	72		916
6:30-6:45	17	58	42		35	38	39		51	201	7		16	193	45		742
6:45-7:00	10	56	7		42	32	48		61	172	14		23	184	45		694

	Goldsborough St Northbound				MD 328 Southbound				US 50 Eastbound				US 50 Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Total
Hourly Totals																	
6:00-7:00	11	6	13		56	19	40		21	151	7		11	361	25		721
7:00-8:00	16	36	24		131	77	100		55	380	5		36	598	65		1523
8:00-9:00	34	75	80		372	127	159		84	742	38		71	902	151		2835
9:00-10:00	46	130	98		292	156	208		129	683	54		111	916	129		2952
10:00-11:00	60	92	66		168	139	132		110	595	50		76	761	112		2361
11:00-12:00	39	179	76		161	125	148		125	568	37		50	623	117		2248
12:00-1:00	59	139	78		120	150	173		144	541	39		52	659	115		2269
1:00-2:00	62	205	120		128	140	176		198	706	49		56	743	147		2730
2:00-3:00	50	216	105		152	147	117		201	650	46		70	650	131		2535
3:00-4:00	48	208	84		142	157	177		173	683	33		59	646	153		2563
4:00-5:00	69	265	128		169	177	194		200	749	54		68	822	231		3126
5:00-6:00	56	275	155		176	134	231		225	884	47		72	759	277		3291
6:00-7:00	57	264	151		175	142	192		249	831	41		92	797	227		3218

Peak Hour
Turning Movement Count

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: US 50 at MD 328/Goldsborough St
Weather: Clear
Count by: MDOT SHA
Count Day/Date: Tuesday, January 31, 2017
County: Prince Georges

Appendix B

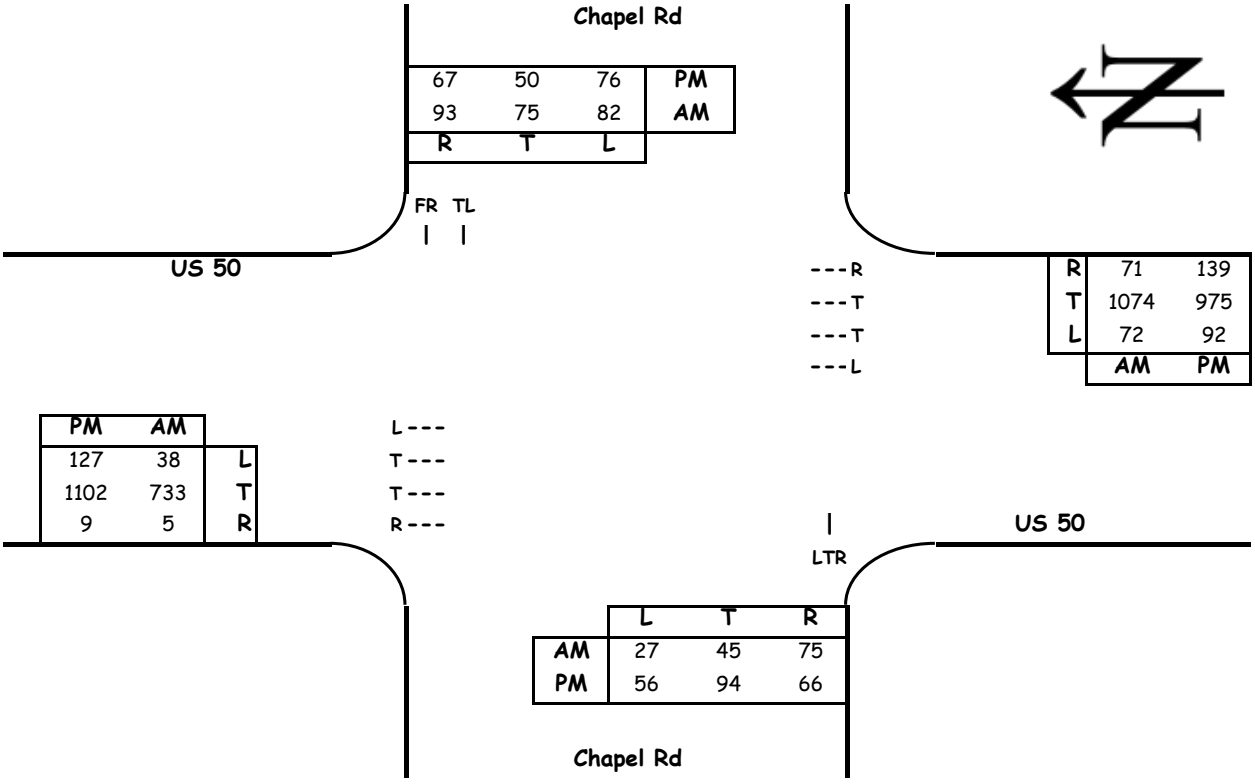
Critical Lane Volume (LOS) Worksheets
Highway Capacity Methodology (HCM) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	147	1	147				147
SB	157	1	157				157
EB	733	0.55	403	72	1	72	629
WB	1074	0.55	591	38	1	38	
						CLV TOTAL=	**933**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	216	1	216				216
SB	126	1	126				126
EB	1102	0.55	606	92	1	92	698
WB	975	0.55	536	127	1	127	
						CLV TOTAL=	**1040**
						Level of Service (LOS)=	**B**

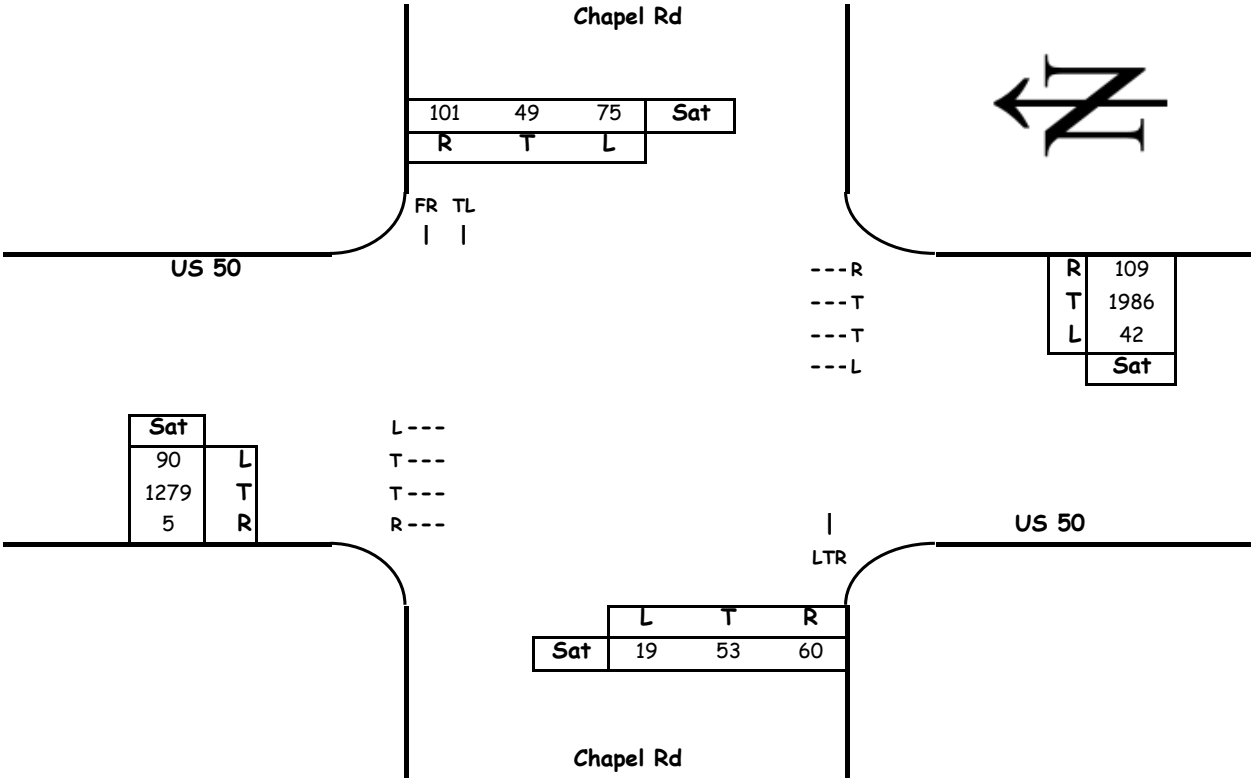
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Chapel Rd & US 50 (Existing Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	132	1	132				132
SB	124	1	124				124
EB	1279	0.55	703	42	1	42	1182
WB	1986	0.55	1092	90	1	90	
						CLV TOTAL=	**1438**
						Level of Service (LOS)=	**D**

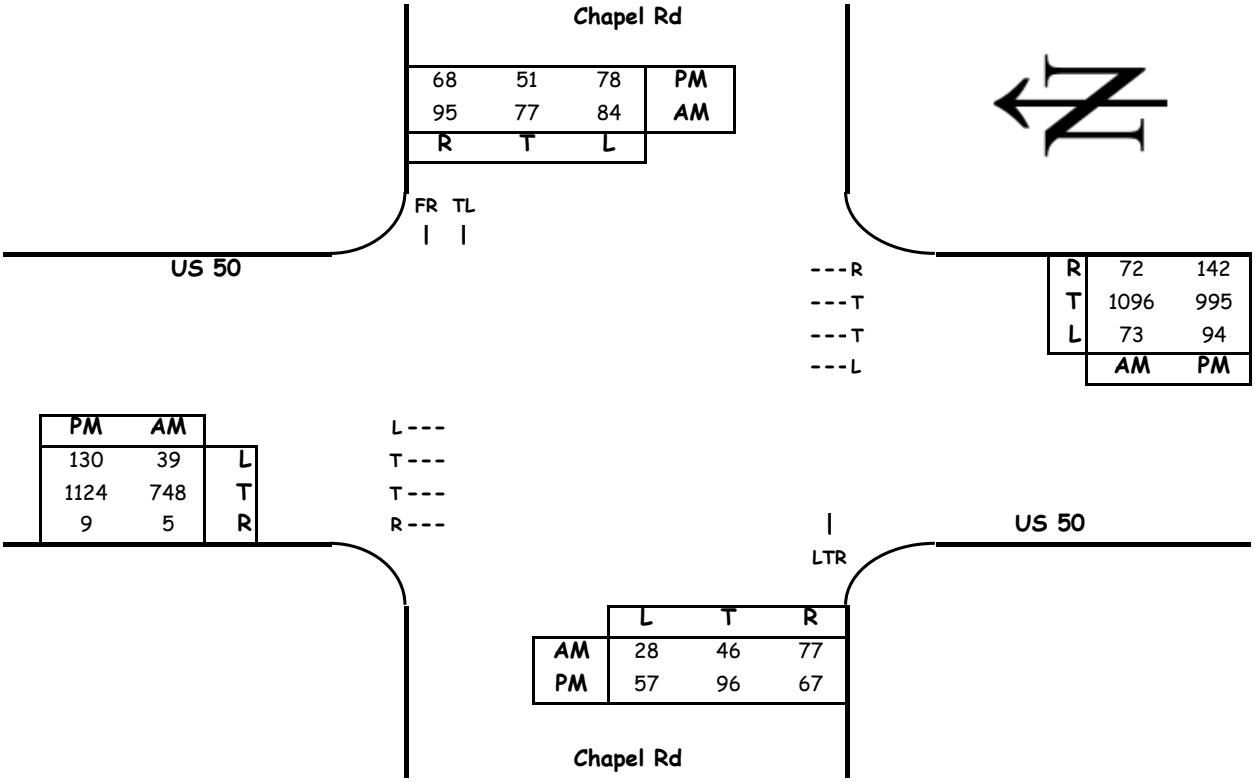
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Chapel Rd & US 50 (Existing Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	151	1	151				151
SB	161	1	161				161
EB	748	0.55	411	73	1	73	642
WB	1096	0.55	603	39	1	39	
						CLV TOTAL=	**954**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	220	1	220				220
SB	129	1	129				129
EB	1124	0.55	618	94	1	94	712
WB	995	0.55	547	130	1	130	
						CLV TOTAL=	**1061**
						Level of Service (LOS)=	**B**

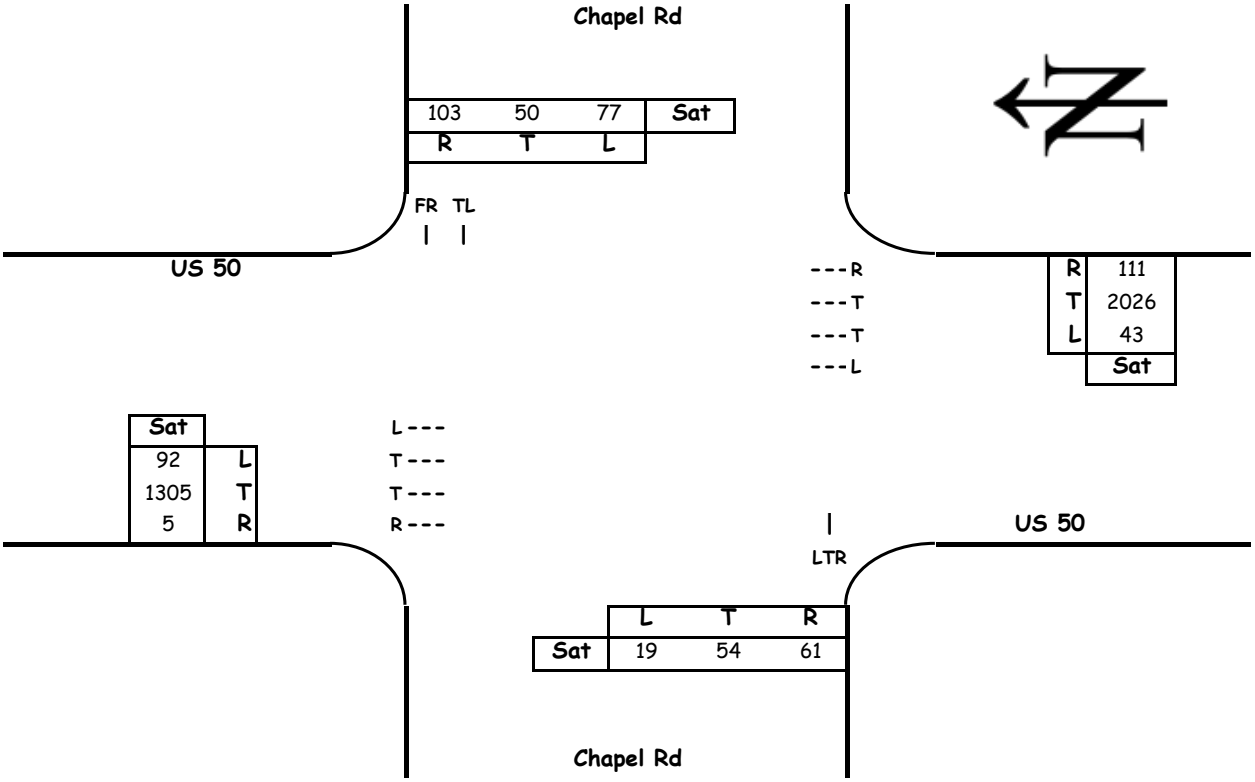
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Chapel Rd & US 50 (Background Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	134	1	134				134
SB	127	1	127				127
EB	1305	0.55	718	43	1	43	1206
WB	2026	0.55	1114	92	1	92	
						CLV TOTAL=	**1467**
						Level of Service (LOS)=	**E**

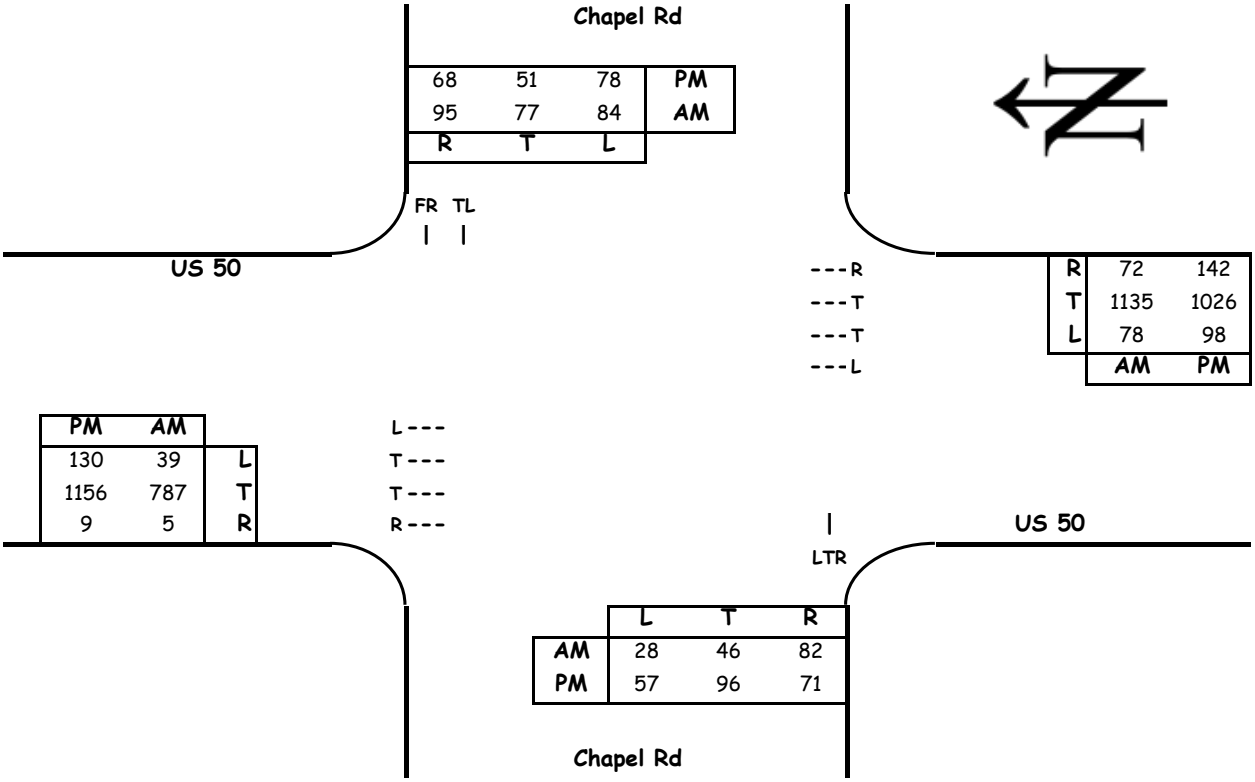
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	N	Chapel Rd & US 50 (Background Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	156	1	156				156
SB	161	1	161				161
EB	787	0.55	433	78	1	78	663
WB	1135	0.55	624	39	1	39	
						CLV TOTAL=	**980**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	224	1	224				224
SB	129	1	129				129
EB	1156	0.55	636	98	1	98	734
WB	1026	0.55	564	130	1	130	
						CLV TOTAL=	**1087**
						Level of Service (LOS)=	**B**

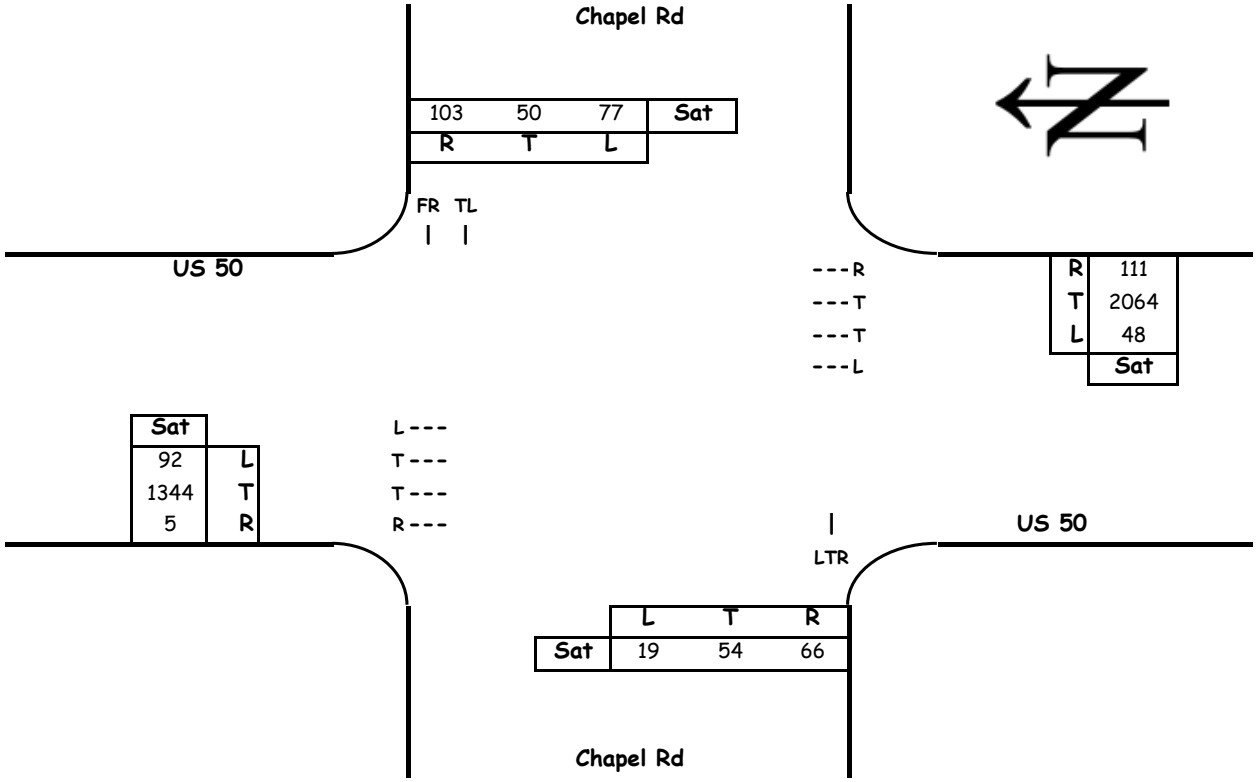
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Chapel Rd & US 50 (Total Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Chapel Rd
and: US 50
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	139	1	139				139
SB	127	1	127				127
EB	1344	0.55	739	48	1	48	1227
WB	2064	0.55	1135	92	1	92	
						CLV TOTAL=	**1493**
						Level of Service (LOS)=	**E**

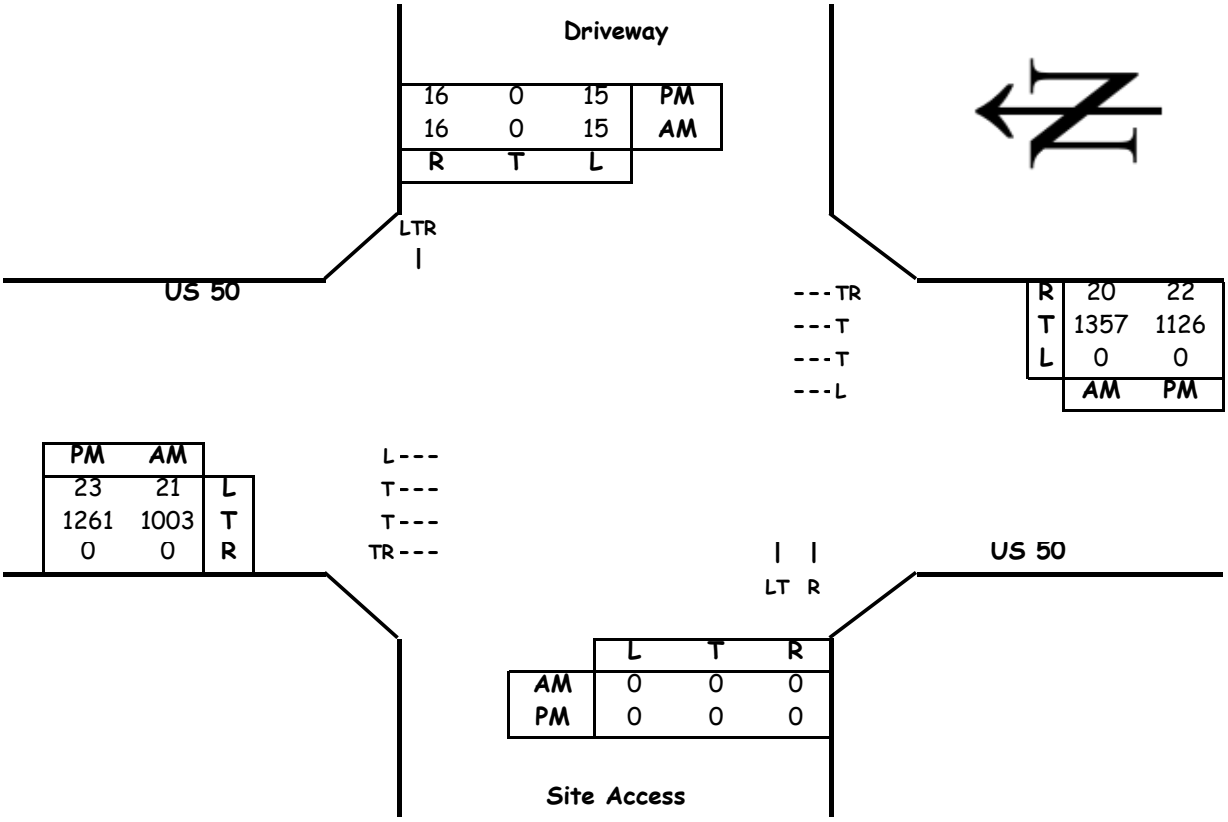
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		Chapel Rd & US 50 (Total Traffic)	**Intersection** **1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	1.00	0	15	1	15	31
SB	31	1.00	31	0	1	0	
EB	1003	0.4	401	0	1	0	572
WB	1377	0.4	551	21	1	21	

CLV TOTAL= **603**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	1.00	0	15	1	15	31
SB	31	1.00	31	0	1	0	
EB	1261	0.4	504	0	1	0	504
WB	1148	0.4	459	23	1	23	

CLV TOTAL= **535**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Driveway &
US 50
(Existing Traffic)

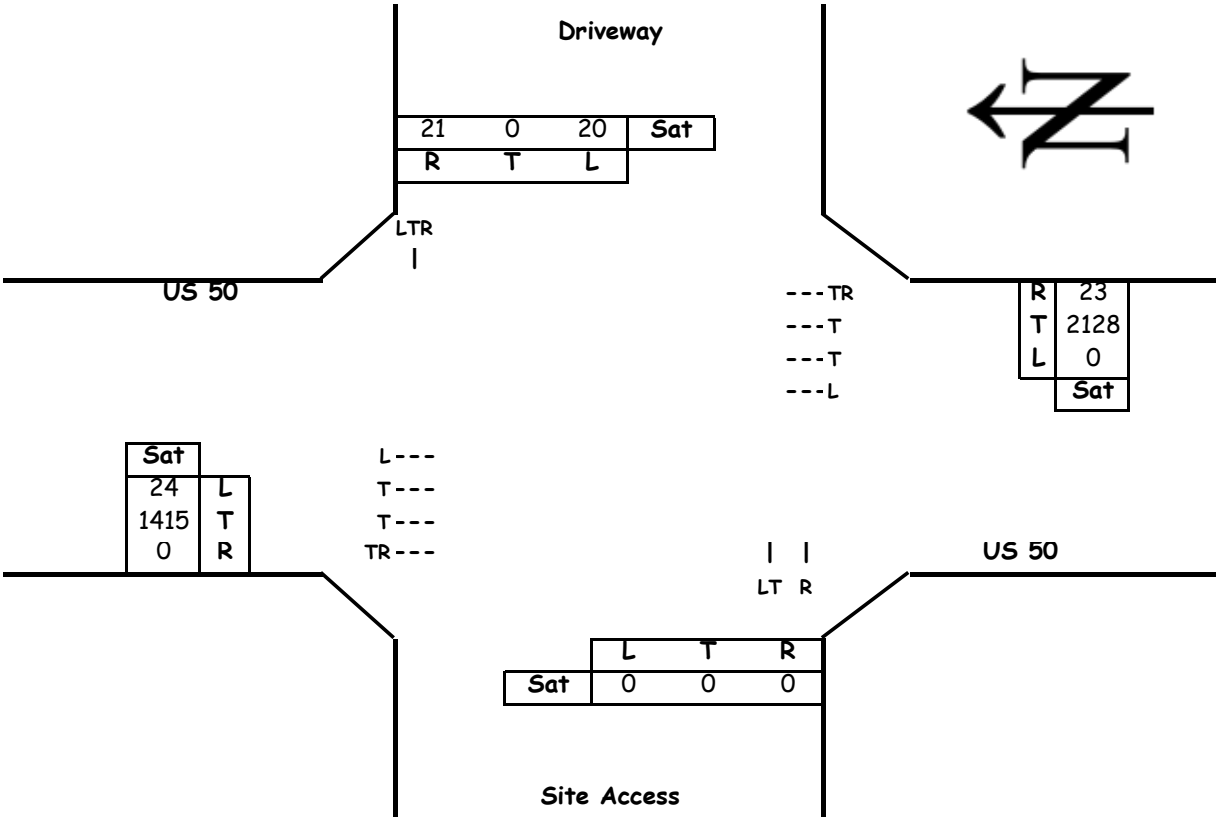
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	1.00	0	20	1	20	41
SB	41	1.00	41	0	1	0	
EB	1415	0.4	566	0	1	0	884
WB	2151	0.4	860	24	1	24	
						CLV TOTAL=	925
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Driveway &
US 50
(Existing Traffic)

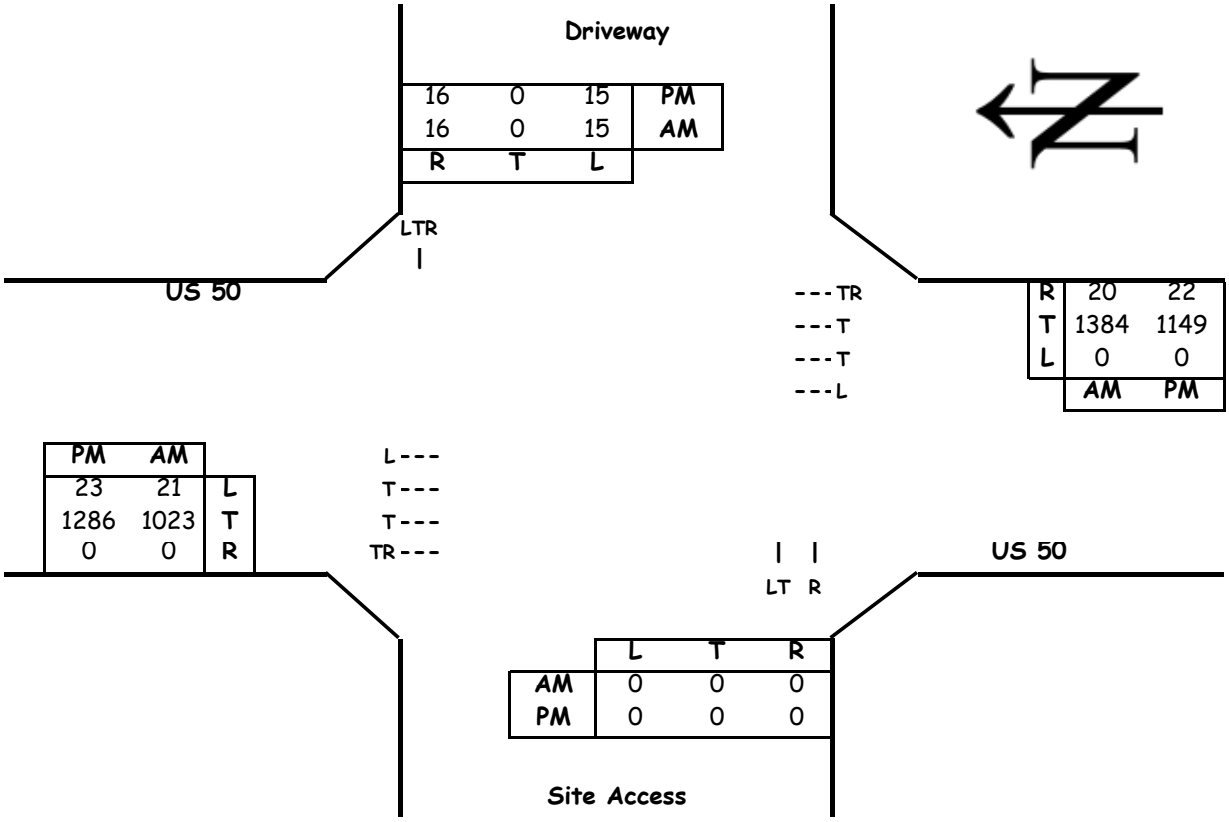
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	0	1.00	0	15	1	15	31
SB	31	1.00	31	0	1	0	
EB	1023	0.4	409	0	1	0	583
WB	1404	0.4	562	21	1	21	

CLV TOTAL= **614**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	0	1.00	0	15	1	15	31
SB	31	1.00	31	0	1	0	
EB	1286	0.4	514	0	1	0	514
WB	1171	0.4	468	23	1	23	

CLV TOTAL= **545**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Driveway &
US 50
(Background Traffic)

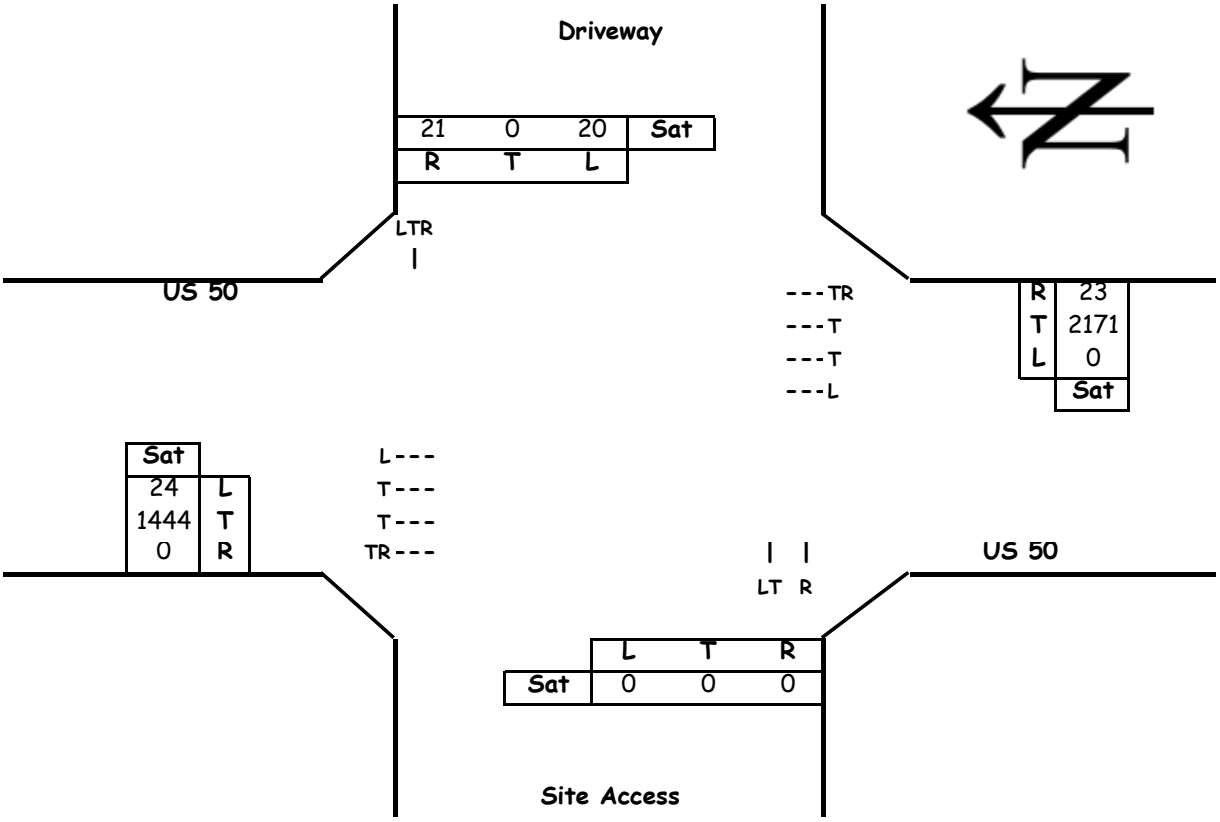
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	0	1.00	0	20	1	20	41
SB	41	1.00	41	0	1	0	
EB	1444	0.4	578	0	1	0	902
WB	2194	0.4	878	24	1	24	
						CLV TOTAL=	**943**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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Driveway &
US 50
(Background Traffic)

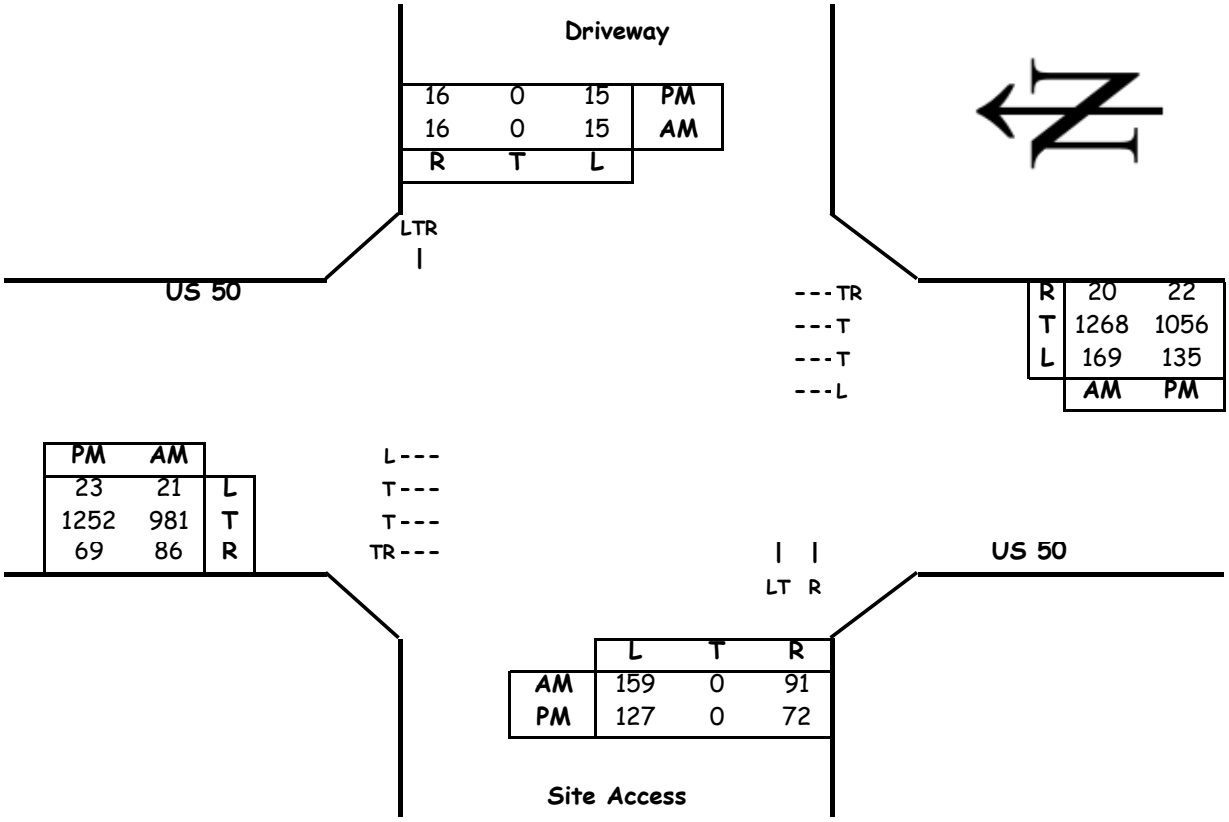
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	159	1.00	159	15	1	15	190
SB	31	1.00	31	159	1	159	
EB	1067	0.4	427	169	1	169	596
WB	1288	0.4	515	21	1	21	

CLV TOTAL= **786**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	127	1.00	127	15	1	15	158
SB	31	1.00	31	127	1	127	
EB	1321	0.4	528	135	1	135	663
WB	1078	0.4	431	23	1	23	

CLV TOTAL= **821**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
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Driveway &
US 50
(Total Traffic)

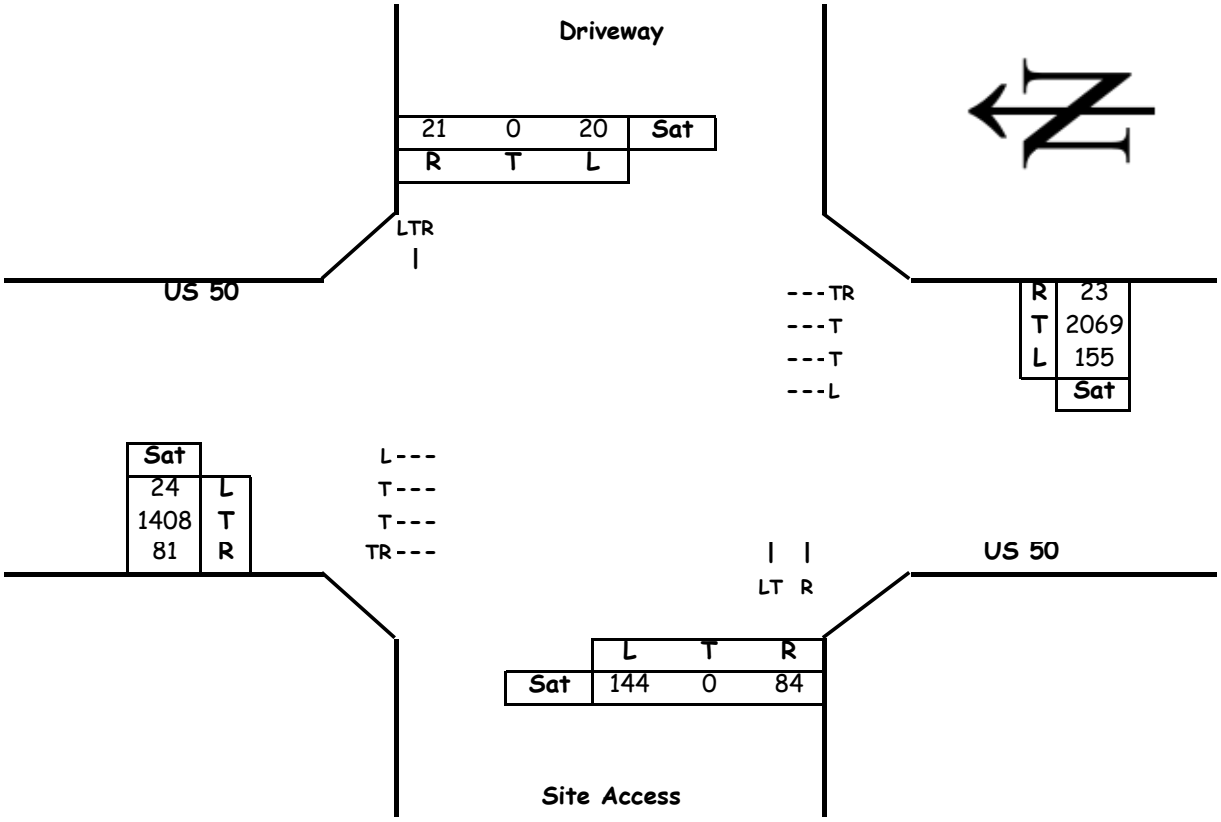
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: Driveway
Minor Street: US 50
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	144	1.00	144	20	1	20	185
SB	41	1.00	41	144	1	144	
EB	1489	0.4	596	155	1	155	861
WB	2092	0.4	837	24	1	24	
						CLV TOTAL=	**1046**
						Level of Service (LOS)=	**B**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Driveway &
US 50
(Total Traffic)

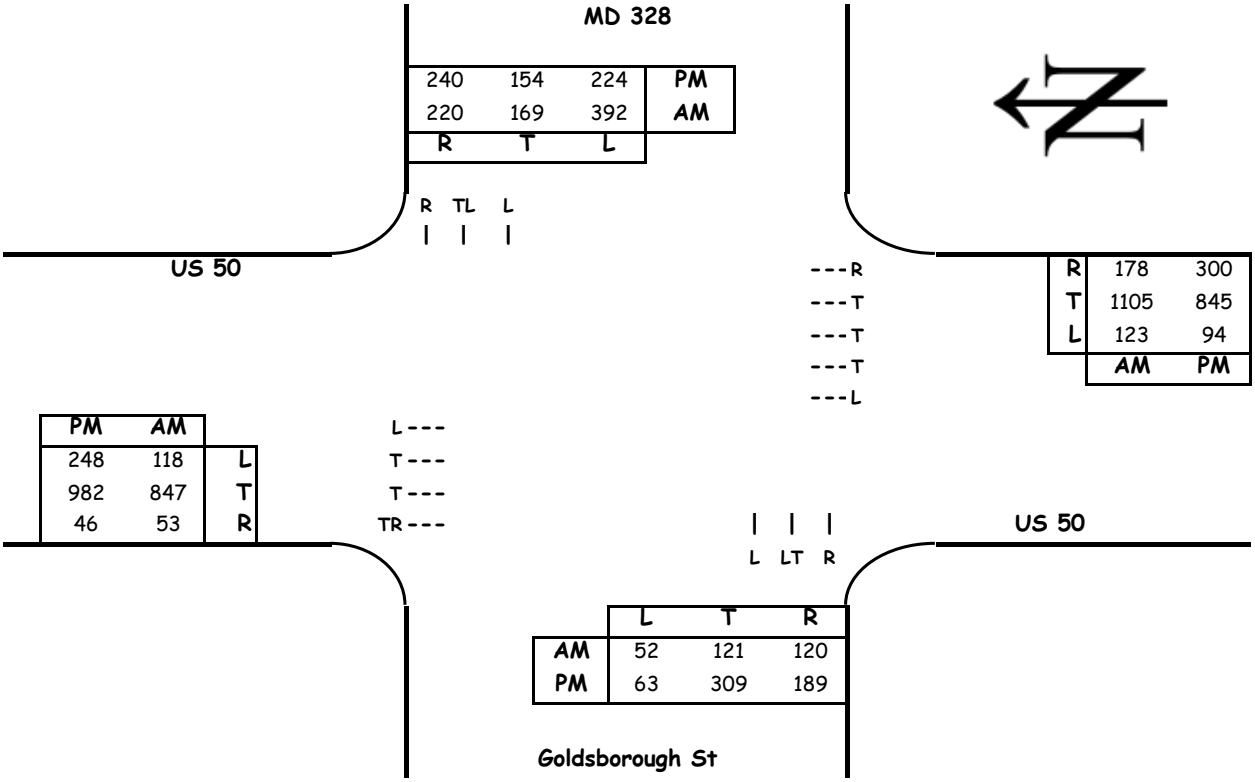
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	121	1	121				121
SB	561	0.55	309				309
EB	900	0.4	360	123	1	123	560
WB	1105	0.4	442	118	1	118	

CLV TOTAL= **990**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	309	1	309				309
SB	378	0.55	208				208
EB	1028	0.4	411	94	1	94	586
WB	845	0.4	338	248	1	248	

CLV TOTAL= **1103**
Level of Service (LOS)= **B**

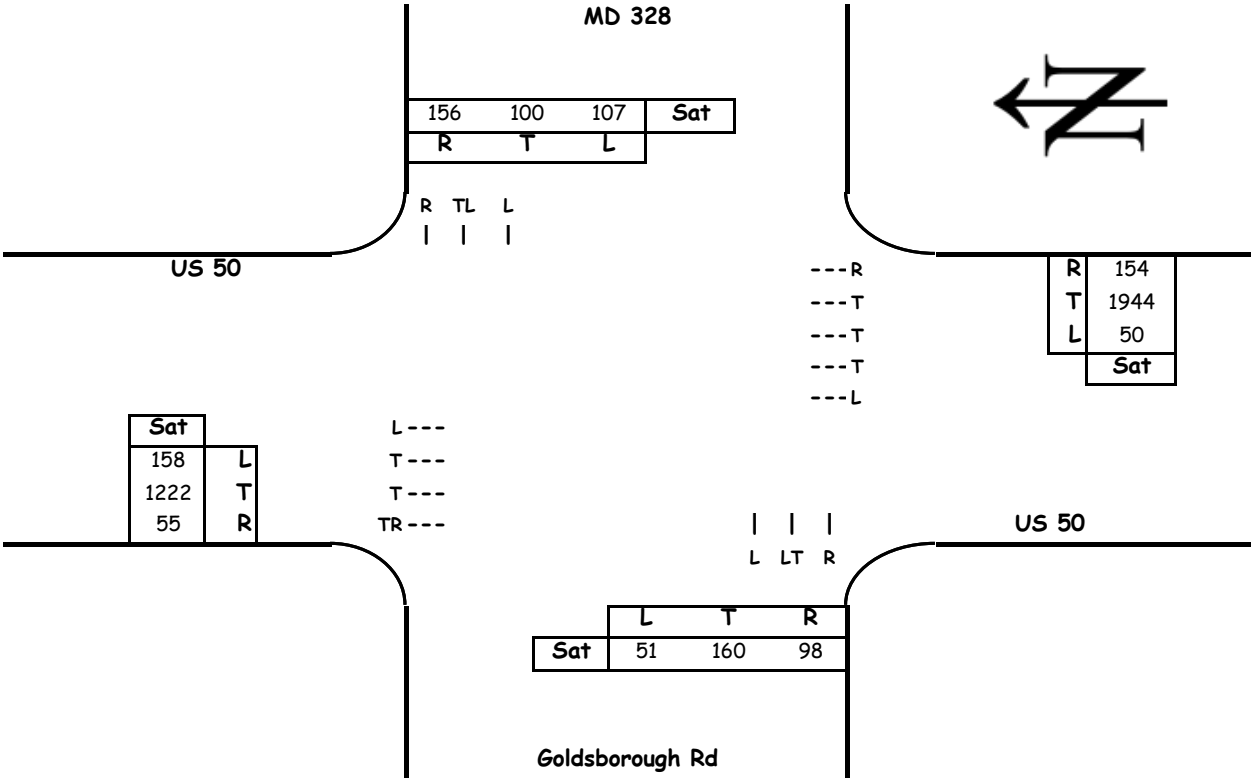
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Existing Traffic)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	160	1	160				160
SB	207	0.55	114				114
EB	1277	0.4	511	50	1	50	936
WB	1944	0.4	778	158	1	158	
						CLV TOTAL=	**1210**
						Level of Service (LOS)=	***C***

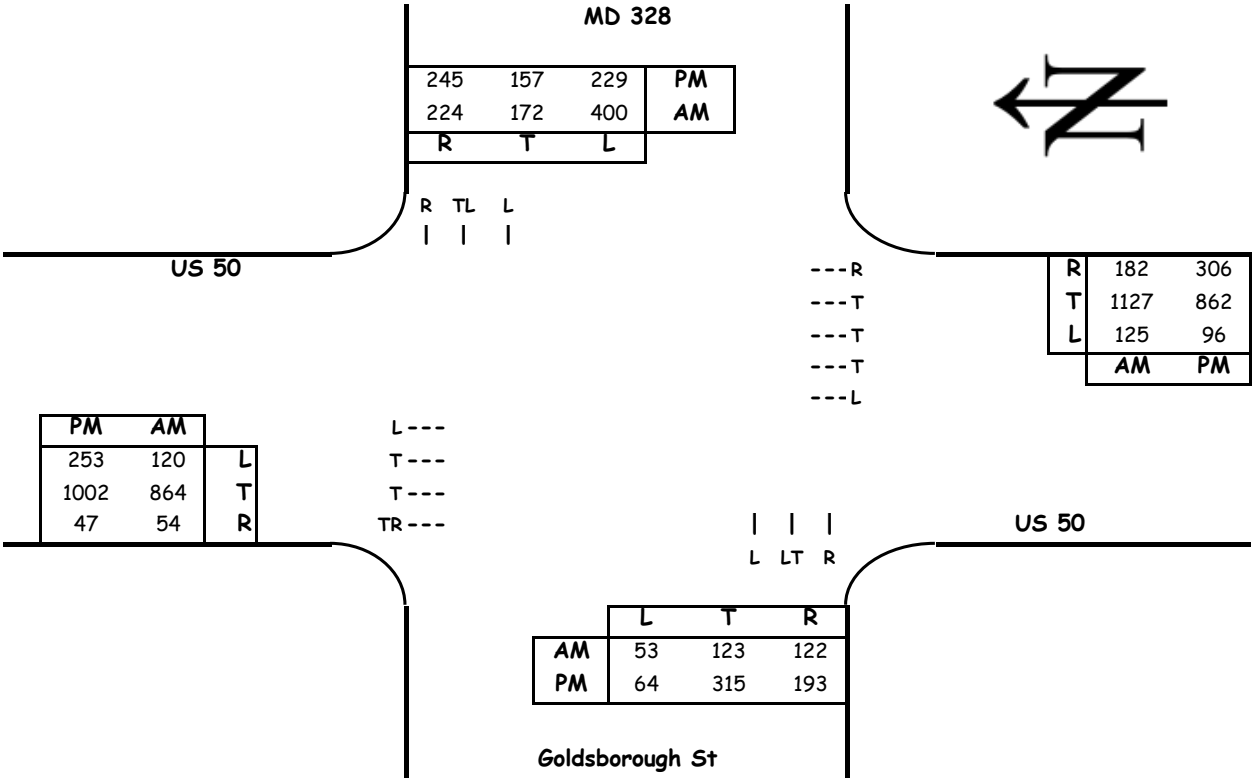
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Existing Traffic)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	123	1	123				123
SB	572	0.55	315				315
EB	918	0.4	367	125	1	125	571
WB	1127	0.4	451	120	1	120	
						CLV TOTAL=	1009
						Level of Service (LOS)=	B

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	315	1	315				315
SB	386	0.55	212				212
EB	1049	0.4	420	96	1	96	598
WB	862	0.4	345	253	1	253	
						CLV TOTAL=	1125
						Level of Service (LOS)=	B

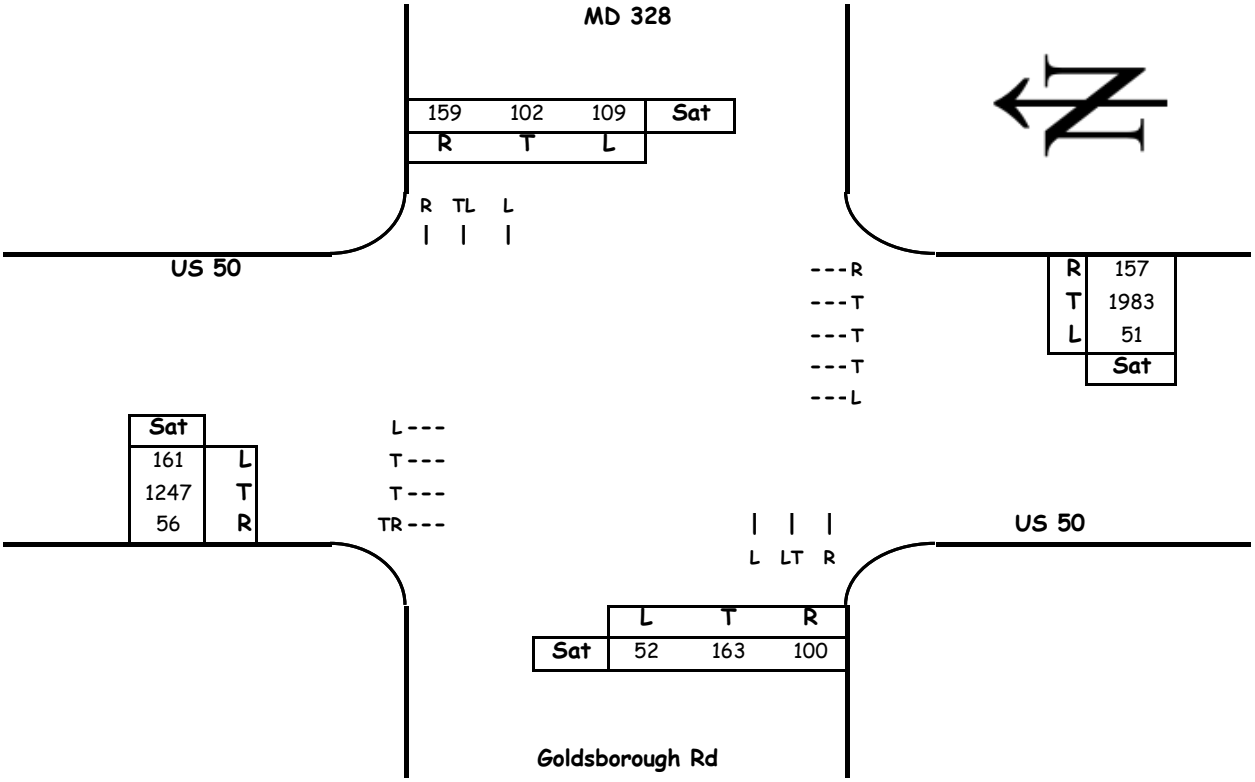
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Background Traffic)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	163	1	163				163
SB	211	0.55	116				116
EB	1303	0.4	521	51	1	51	954
WB	1983	0.4	793	161	1	161	
						CLV TOTAL=	**1233**
						Level of Service (LOS)=	***C***

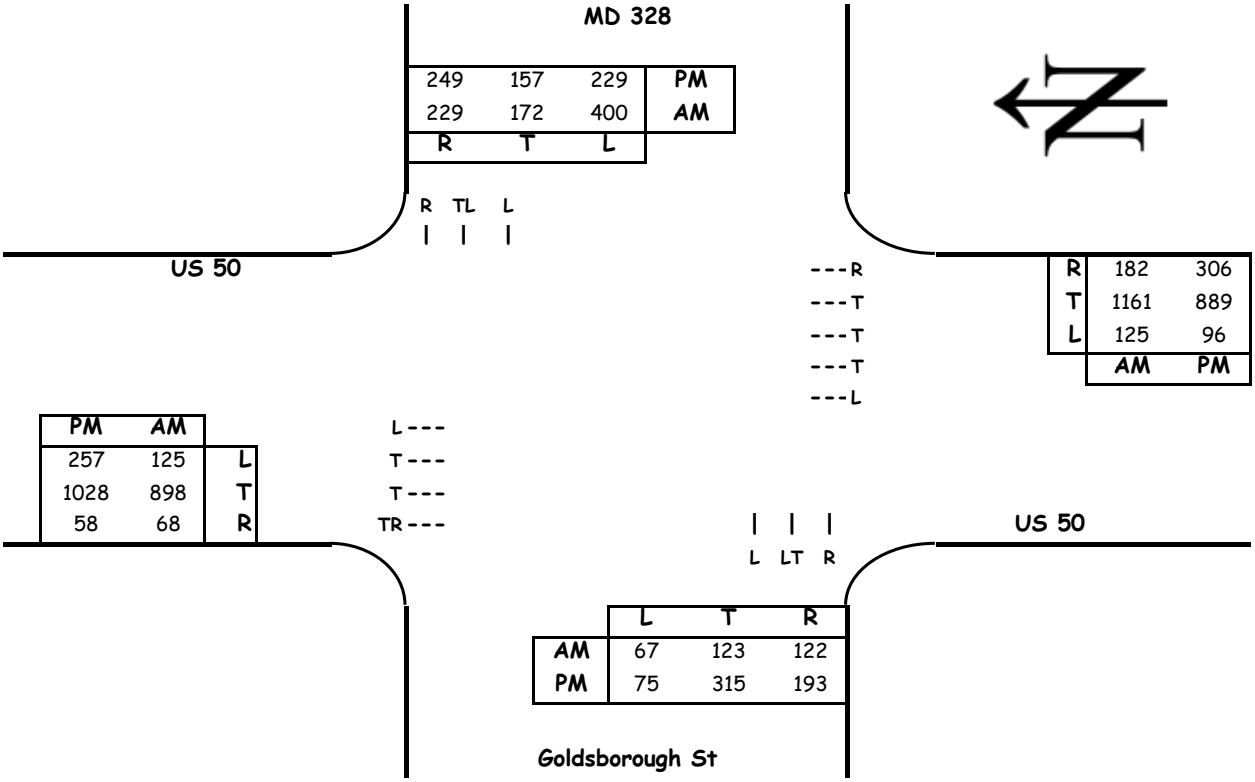
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Background Traffic)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	123	1	123				123
SB	572	0.55	315				315
EB	966	0.4	386	125	1	125	589
WB	1161	0.4	464	125	1	125	

CLV TOTAL= **1027**
Level of Service (LOS)= **B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	315	1	315				315
SB	386	0.55	212				212
EB	1086	0.4	434	96	1	96	613
WB	889	0.4	356	257	1	257	

CLV TOTAL= **1140**
Level of Service (LOS)= **B**

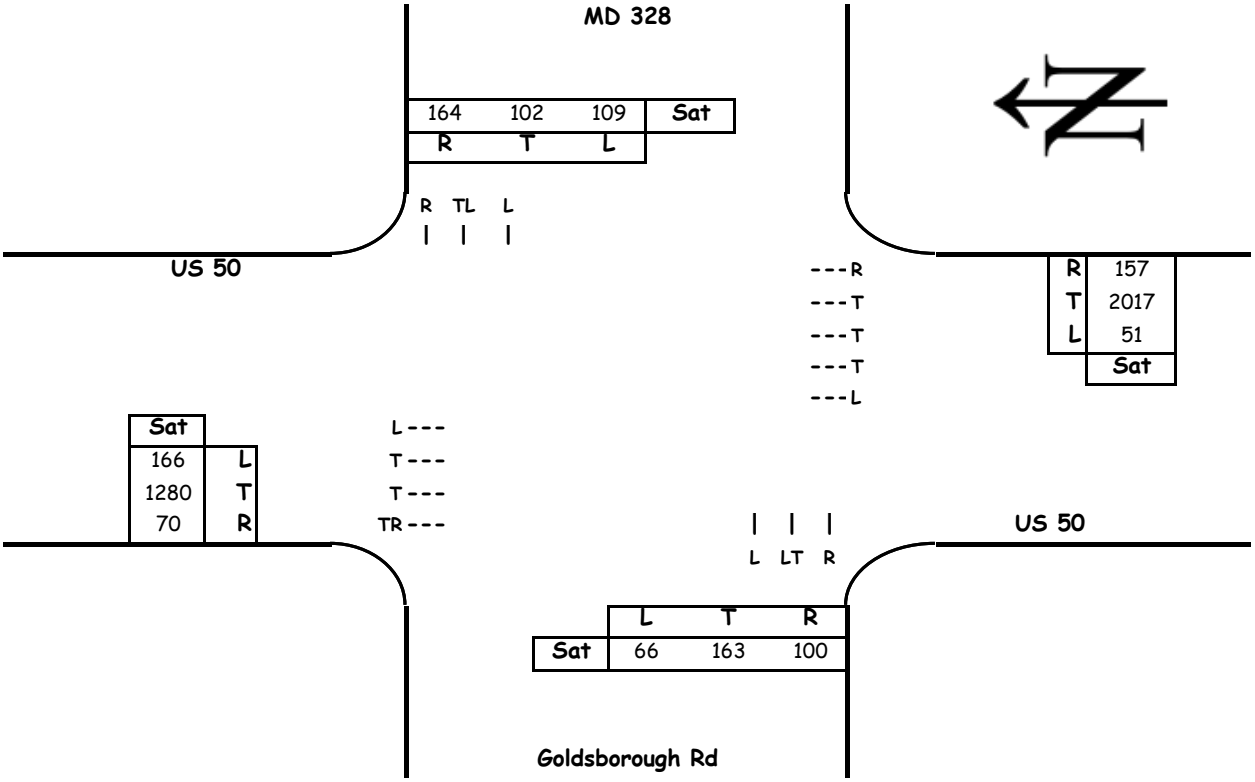
Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Total Traffic)	**Intersection** **3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: MD 328
and: US 50
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis - North/South Split

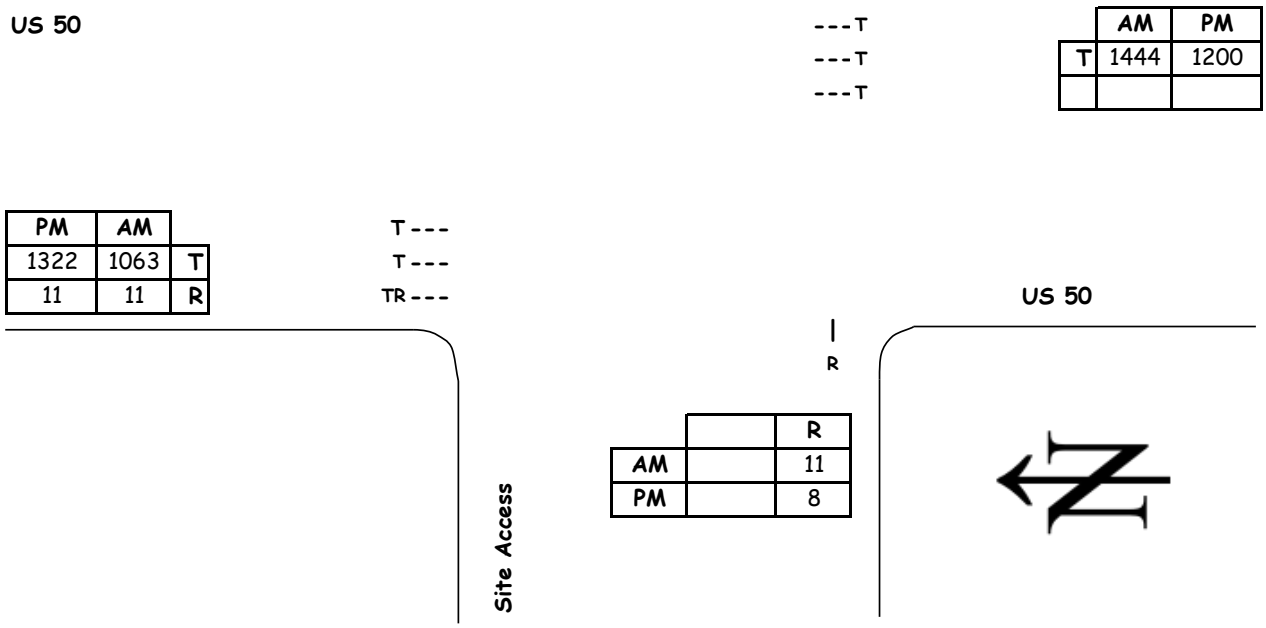
Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	163	1	163				163
SB	211	0.55	116				116
EB	1350	0.4	540	51	1	51	973
WB	2017	0.4	807	166	1	166	
						CLV TOTAL=	1252
						Level of Service (LOS)=	C

Critical Lane Volume Analysis Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning		MD 328 & US 50 (Total Traffic)	**Intersection** **3**

Critical Lane Volume (CLV) Methodology

Main Line: US 50
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting



Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	11	1.00	11				11
EB	1074	0.40	430	0	0.00	0	
WB	1444	0.40	578				578
						CLV TOTAL=	**589**
						Level of Service (LOS)=	**A**

Evening Peak Hour

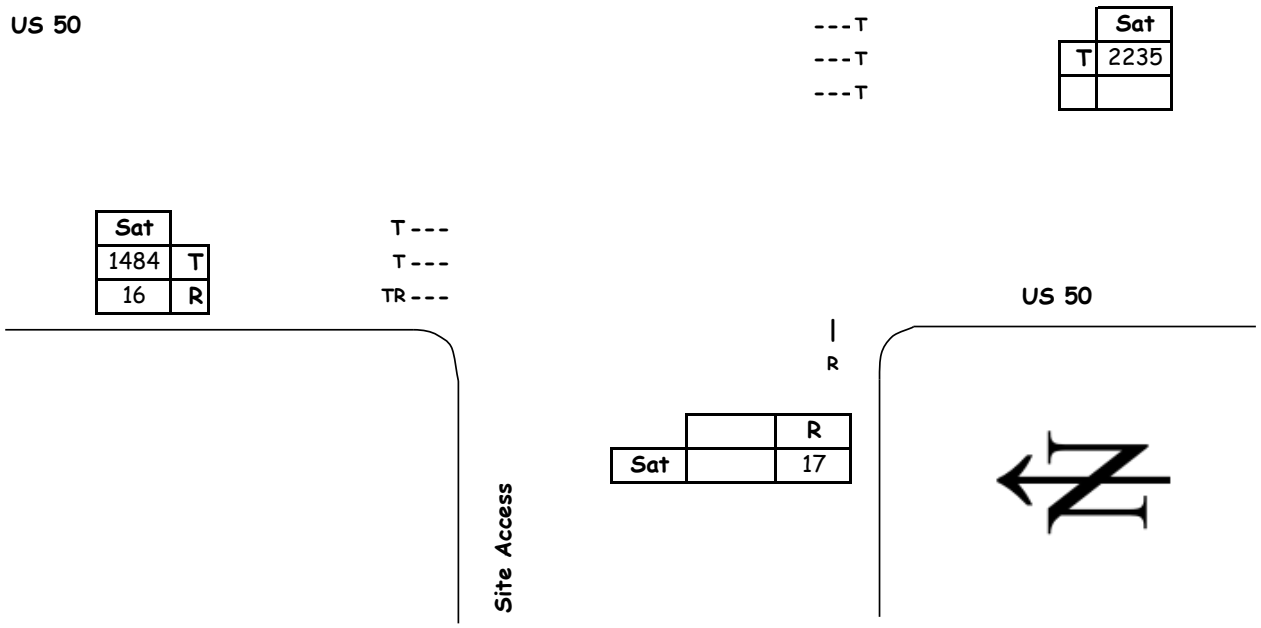
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	8	1.00	8				8
EB	1333	0.40	533	0	0.00	0	
WB	1200	0.40	480				533
						CLV TOTAL=	**541**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		US 50 & Site Access (Total Traffic)	**Intersection** **4**

Critical Lane Volume (CLV) Methodology

Main Line: US 50
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting



Critical Lane Volume Analysis

Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	17	1.00	17				17
EB	1500	0.40	600	0	0.00	0	894
WB	2235	0.40	894				
						CLV TOTAL=	**911**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis		US 50 & Site Access (Total Traffic)	**Intersection 4**

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Critical Lane Volume (CLV) Methodology

Main Line: US 50
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

US 50

---T
---T
---T

	AM	PM
T	1457	1213

PM	AM	
1289	1025	T
50	63	R

T---
T---
TR---

US 50

|
R

		R
AM		66
PM		53

Site Access

Critical Lane Volume Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
NB	66	1.00	66				66
EB	1088	0.40	435	0	0.00	0	
WB	1457	0.40	583				583
					CLV TOTAL=		**649**
					Level of Service (LOS)=		**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	53	1.00	53				53
EB	1339	0.40	536	0	0.00	0	
WB	1213	0.40	485				536
					CLV TOTAL=		**589**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

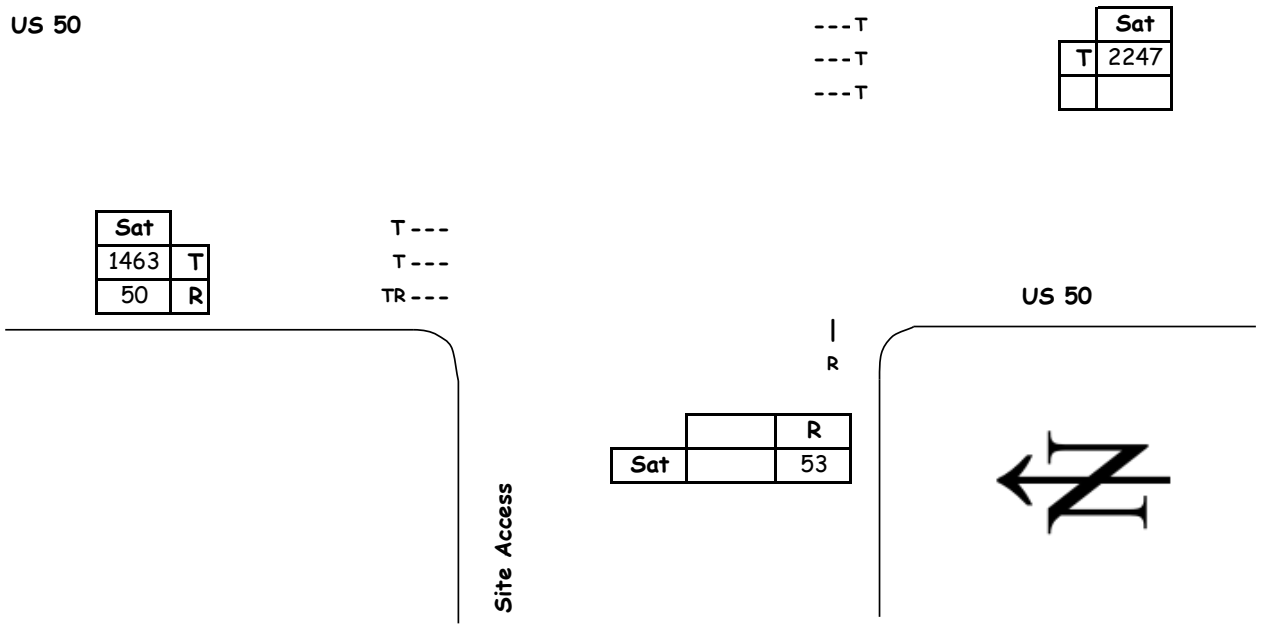
US 50 &
Site Access
(Total Traffic)

Intersection
5

Critical Lane Volume (CLV) Methodology

Main Line: US 50
Minor Street: Site Access
Study Period: Total Traffic

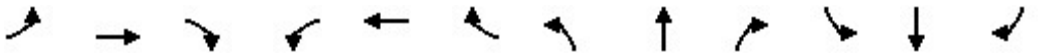
Analyst: Lenhart Traffic Consulting



Critical Lane Volume Analysis

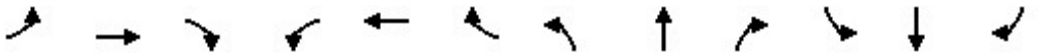
Weekend Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	53	1.00	53				53
EB	1513	0.40	605	0	0.00	0	899
WB	2247	0.40	899				
						CLV TOTAL=	**952**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		US 50 & Site Access (Total Traffic)	**Intersection** **5**



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	733	5	72	1074	71	27	45	75	82	75	93
Future Volume (vph)	38	733	5	72	1074	71	27	45	75	82	75	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1718			1815	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1718			1815	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	41	797	5	78	1167	77	29	49	82	89	82	101
RTOR Reduction (vph)	0	0	2	0	0	33	0	29	0	0	0	0
Lane Group Flow (vph)	41	797	3	78	1167	44	0	131	0	0	171	101
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	5.6	65.8	65.8	10.5	71.7	71.7		14.5			17.2	135.0
Effective Green, g (s)	7.6	70.8	70.8	12.5	76.7	76.7		17.5			20.2	135.0
Actuated g/C Ratio	0.06	0.52	0.52	0.09	0.57	0.57		0.13			0.15	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	96	1803	806	153	1881	841		222			271	1583
v/s Ratio Prot	0.02	c0.23		0.05	c0.35			c0.08			c0.09	
v/s Ratio Perm			0.00			0.03						0.06
v/c Ratio	0.43	0.44	0.00	0.51	0.62	0.05		0.59			0.63	0.06
Uniform Delay, d1	61.6	19.9	15.3	58.3	19.4	13.0		55.4			53.9	0.0
Progression Factor	1.00	1.00	1.00	1.24	0.37	1.00		1.00			1.00	1.00
Incremental Delay, d2	3.0	0.8	0.0	2.4	1.4	0.1		4.2			4.7	0.1
Delay (s)	64.6	20.7	15.3	74.5	8.5	13.1		59.6			58.6	0.1
Level of Service	E	C	B	E	A	B		E			E	A
Approach Delay (s)		22.8			12.7			59.6			36.9	
Approach LOS		C			B			E			D	

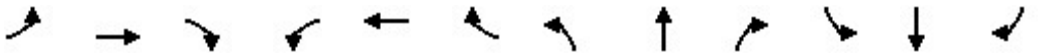
Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1003	0	0	1357	20	0	0	0	15	0	16
Future Volume (Veh/h)	21	1003	0	0	1357	20	0	0	0	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	1090	0	0	1475	22	0	0	0	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1497			1090			1645	2633	363	1895	2622	503
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1497			1090			1645	2633	363	1895	2622	503
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	61	100	97
cM capacity (veh/h)	444			636			61	22	633	41	22	514

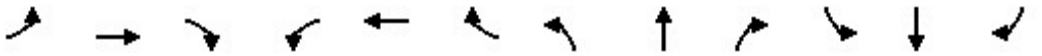
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	23	436	436	218	0	590	590	317	0	0	33	
Volume Left	23	0	0	0	0	0	0	0	0	0	16	
Volume Right	0	0	0	0	0	0	0	22	0	0	17	
cSH	444	1700	1700	1700	1700	1700	1700	1700	1700	1700	78	
Volume to Capacity	0.05	0.26	0.26	0.13	0.00	0.35	0.35	0.19	0.00	0.00	0.43	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	0	0	43	
Control Delay (s)	13.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	82.2	
Lane LOS	B								A	A	F	
Approach Delay (s)	0.3				0.0				0.0		82.2	
Approach LOS									A		F	

Intersection Summary				
Average Delay	1.1			
Intersection Capacity Utilization	36.7%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	847	53	123	1105	178	52	121	120	392	169	220
Future Volume (vph)	118	847	53	123	1105	178	52	121	120	392	169	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4716		1656	4759	1482	1681	1770	1583	1681	1734	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4716		1656	4759	1482	1681	1770	1583	1681	1734	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	122	873	55	127	1139	184	54	125	124	404	174	227
RTOR Reduction (vph)	0	5	0	0	0	105	0	0	111	0	0	177
Lane Group Flow (vph)	122	923	0	127	1139	79	54	125	13	283	295	50
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	14.1	53.2		15.8	54.9	54.9	13.5	13.5	13.5	28.5	28.5	28.5
Effective Green, g (s)	16.1	56.2		17.8	57.9	57.9	16.0	16.0	14.5	31.0	31.0	29.5
Actuated g/C Ratio	0.12	0.42		0.13	0.43	0.43	0.12	0.12	0.11	0.23	0.23	0.22
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	197	1963		218	2041	635	199	209	170	386	398	345
v/s Ratio Prot	0.07	0.20		c0.08	c0.24		0.03	c0.07		0.17	c0.17	
v/s Ratio Perm						0.05			0.01			0.03
v/c Ratio	0.62	0.47		0.58	0.56	0.12	0.27	0.60	0.08	0.73	0.74	0.14
Uniform Delay, d1	56.5	28.6		55.1	28.9	23.3	54.2	56.4	54.2	48.2	48.3	42.6
Progression Factor	0.74	0.87		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.8		6.0	1.1	0.4	0.9	4.8	0.2	7.0	7.3	0.2
Delay (s)	46.4	25.7		61.1	30.1	23.7	55.1	61.3	54.5	55.2	55.5	42.8
Level of Service	D	C		E	C	C	E	E	D	E	E	D
Approach Delay (s)		28.1			32.0			57.4			51.8	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



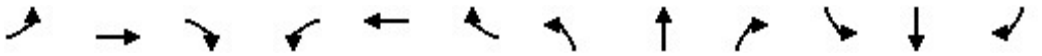
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	748	5	73	1096	72	28	46	77	84	77	95
Future Volume (vph)	39	748	5	73	1096	72	28	46	77	84	77	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1718			1816	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1718			1816	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	813	5	79	1191	78	30	50	84	91	84	103
RTOR Reduction (vph)	0	0	2	0	0	34	0	29	0	0	0	0
Lane Group Flow (vph)	42	813	3	79	1191	44	0	135	0	0	175	103
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	5.6	65.6	65.6	10.5	71.5	71.5		14.6			17.3	135.0
Effective Green, g (s)	7.6	70.6	70.6	12.5	76.5	76.5		17.6			20.3	135.0
Actuated g/C Ratio	0.06	0.52	0.52	0.09	0.57	0.57		0.13			0.15	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	96	1797	804	153	1876	839		223			273	1583
v/s Ratio Prot	0.02	c0.24		0.05	c0.36			c0.08			c0.10	
v/s Ratio Perm			0.00			0.03						0.07
v/c Ratio	0.44	0.45	0.00	0.52	0.63	0.05		0.61			0.64	0.07
Uniform Delay, d1	61.6	20.1	15.4	58.4	19.8	13.1		55.4			53.9	0.0
Progression Factor	1.00	1.00	1.00	1.25	0.37	1.00		1.00			1.00	1.00
Incremental Delay, d2	3.2	0.8	0.0	2.6	1.5	0.1		4.6			5.1	0.1
Delay (s)	64.8	20.9	15.4	75.3	8.7	13.2		60.0			59.0	0.1
Level of Service	E	C	B	E	A	B		E			E	A
Approach Delay (s)		23.1			12.9			60.0			37.2	
Approach LOS		C			B			E			D	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1023	0	0	1384	20	0	0	0	15	0	16
Future Volume (Veh/h)	21	1023	0	0	1384	20	0	0	0	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	1112	0	0	1504	22	0	0	0	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1526			1112			1676	2684	371	1932	2673	512
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1526			1112			1676	2684	371	1932	2673	512
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	58	100	97
cM capacity (veh/h)	433			624			58	20	627	38	21	507

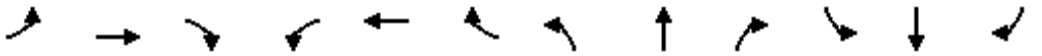
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	23	445	445	222	0	602	602	323	0	0	33	
Volume Left	23	0	0	0	0	0	0	0	0	0	16	
Volume Right	0	0	0	0	0	0	0	22	0	0	17	
cSH	433	1700	1700	1700	1700	1700	1700	1700	1700	1700	73	
Volume to Capacity	0.05	0.26	0.26	0.13	0.00	0.35	0.35	0.19	0.00	0.00	0.45	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	0	0	45	
Control Delay (s)	13.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	90.0	
Lane LOS	B								A	A	F	
Approach Delay (s)	0.3				0.0				0.0		90.0	
Approach LOS									A		F	

Intersection Summary				
Average Delay	1.2			
Intersection Capacity Utilization	37.2%	ICU Level of Service	A	
Analysis Period (min)	15			



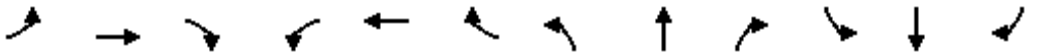
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	864	54	125	1127	182	53	123	122	400	172	224
Future Volume (vph)	120	864	54	125	1127	182	53	123	122	400	172	224
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4717		1656	4759	1482	1681	1770	1583	1681	1734	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4717		1656	4759	1482	1681	1770	1583	1681	1734	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	124	891	56	129	1162	188	55	127	126	412	177	231
RTOR Reduction (vph)	0	5	0	0	0	106	0	0	112	0	0	180
Lane Group Flow (vph)	124	942	0	129	1162	82	55	127	14	288	301	51
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	14.2	52.7		15.9	54.4	54.4	13.6	13.6	13.6	28.8	28.8	28.8
Effective Green, g (s)	16.2	55.7		17.9	57.4	57.4	16.1	16.1	14.6	31.3	31.3	29.8
Actuated g/C Ratio	0.12	0.41		0.13	0.43	0.43	0.12	0.12	0.11	0.23	0.23	0.22
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	198	1946		219	2023	630	200	211	171	389	402	349
v/s Ratio Prot	c0.07	0.20		0.08	c0.24		0.03	c0.07		0.17	c0.17	
v/s Ratio Perm						0.06			0.01			0.03
v/c Ratio	0.63	0.48		0.59	0.57	0.13	0.28	0.60	0.08	0.74	0.75	0.15
Uniform Delay, d1	56.5	29.1		55.1	29.5	23.6	54.1	56.4	54.2	48.1	48.2	42.4
Progression Factor	0.74	0.87		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	0.8		6.2	1.2	0.4	0.9	5.0	0.2	7.4	7.5	0.2
Delay (s)	46.5	26.1		61.2	30.7	24.0	55.0	61.4	54.4	55.5	55.7	42.5
Level of Service	D	C		E	C	C	E	E	D	E	E	D
Approach Delay (s)		28.5			32.5			57.4			51.9	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	37.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	787	5	78	1135	72	28	46	82	84	77	95
Future Volume (vph)	39	787	5	78	1135	72	28	46	82	84	77	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1715			1816	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1715			1816	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	855	5	85	1234	78	30	50	89	91	84	103
RTOR Reduction (vph)	0	0	2	0	0	34	0	30	0	0	0	0
Lane Group Flow (vph)	42	855	3	85	1234	44	0	139	0	0	175	103
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	5.6	65.1	65.1	10.8	71.3	71.3		14.8			17.3	135.0
Effective Green, g (s)	7.6	70.1	70.1	12.8	76.3	76.3		17.8			20.3	135.0
Actuated g/C Ratio	0.06	0.52	0.52	0.09	0.57	0.57		0.13			0.15	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	96	1785	798	157	1871	837		226			273	1583
v/s Ratio Prot	0.02	c0.25		0.05	c0.37			c0.08			c0.10	
v/s Ratio Perm			0.00			0.03						0.07
v/c Ratio	0.44	0.48	0.00	0.54	0.66	0.05		0.61			0.64	0.07
Uniform Delay, d1	61.6	20.8	15.6	58.3	20.3	13.2		55.3			53.9	0.0
Progression Factor	1.00	1.00	1.00	1.23	0.43	1.00		1.00			1.00	1.00
Incremental Delay, d2	3.2	0.9	0.0	3.4	1.7	0.1		4.9			5.1	0.1
Delay (s)	64.8	21.7	15.6	74.9	10.4	13.3		60.2			59.0	0.1
Level of Service	E	C	B	E	B	B		E			E	A
Approach Delay (s)		23.7			14.5			60.2			37.2	
Approach LOS		C			B			E			D	

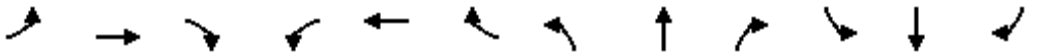
Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	981	86	169	1268	20	159	0	91	15	0	16
Future Volume (Veh/h)	21	981	86	169	1268	20	159	0	91	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	1066	93	184	1378	22	173	0	99	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1400			1159			2003	2926	402	2257	2962	470
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1400			1159			2003	2926	402	2257	2962	470
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			69			0	100	83	0	100	97
cM capacity (veh/h)	484			599			25	10	598	14	9	540

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	23	426	426	306	184	551	551	298	173	99	33	
Volume Left	23	0	0	0	184	0	0	0	173	0	16	
Volume Right	0	0	0	93	0	0	0	22	0	99	17	
cSH	484	1700	1700	1700	599	1700	1700	1700	25	598	28	
Volume to Capacity	0.05	0.25	0.25	0.18	0.31	0.32	0.32	0.18	6.91	0.17	1.19	
Queue Length 95th (ft)	4	0	0	0	32	0	0	0	Err	15	97	
Control Delay (s)	12.8	0.0	0.0	0.0	13.7	0.0	0.0	0.0	Err	12.2	446.4	
Lane LOS	B				B				F	B	F	
Approach Delay (s)	0.2				1.6				6364.1		446.4	
Approach LOS									F		F	

Intersection Summary				
Average Delay	569.4			
Intersection Capacity Utilization	55.7%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	898	69	125	1161	182	67	123	122	400	172	229
Future Volume (vph)	125	898	69	125	1161	182	67	123	122	400	172	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4708		1656	4759	1482	1681	1770	1583	1681	1734	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4708		1656	4759	1482	1681	1770	1583	1681	1734	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	129	926	71	129	1197	188	69	127	126	412	177	236
RTOR Reduction (vph)	0	6	0	0	0	104	0	0	112	0	0	184
Lane Group Flow (vph)	129	991	0	129	1197	84	69	127	14	288	301	52
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	14.5	52.6		15.9	54.0	54.0	13.6	13.6	13.6	28.9	28.9	28.9
Effective Green, g (s)	16.5	55.6		17.9	57.0	57.0	16.1	16.1	14.6	31.4	31.4	29.9
Actuated g/C Ratio	0.12	0.41		0.13	0.42	0.42	0.12	0.12	0.11	0.23	0.23	0.22
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	202	1938		219	2009	625	200	211	171	390	403	350
v/s Ratio Prot	c0.08	0.21		0.08	c0.25		0.04	c0.07		0.17	c0.17	
v/s Ratio Perm						0.06			0.01			0.03
v/c Ratio	0.64	0.51		0.59	0.60	0.13	0.34	0.60	0.08	0.74	0.75	0.15
Uniform Delay, d1	56.4	29.6		55.1	30.1	23.9	54.6	56.4	54.2	48.0	48.1	42.3
Progression Factor	0.78	0.88		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.4	0.9		6.2	1.3	0.4	1.2	5.0	0.2	7.2	7.4	0.2
Delay (s)	49.2	27.1		61.2	31.4	24.3	55.8	61.4	54.4	55.1	55.5	42.5
Level of Service	D	C		E	C	C	E	E	D	E	E	D
Approach Delay (s)		29.6			33.1			57.5			51.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1063	11	0	1444	0	11
Future Volume (Veh/h)	1063	11	0	1444	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1155	12	0	1570	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1167		1684	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1167		1684	391
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			594		85	608

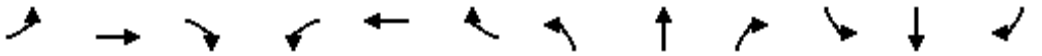
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	462	462	243	523	523	523	12
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	12	0	0	0	12
cSH	1700	1700	1700	1700	1700	1700	608
Volume to Capacity	0.27	0.27	0.14	0.31	0.31	0.31	0.02
Queue Length 95th (ft)	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.0
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1025	63	0	1457	0	66
Future Volume (Veh/h)	1025	63	0	1457	0	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1114	68	0	1584	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1182		1676	405
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1182		1676	405
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			587		86	595

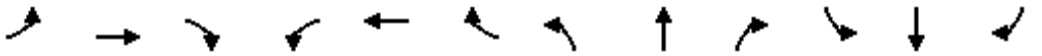
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	446	446	291	528	528	528	72
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	68	0	0	0	72
cSH	1700	1700	1700	1700	1700	1700	595
Volume to Capacity	0.26	0.26	0.17	0.31	0.31	0.31	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.9
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	787	5	78	1135	72	28	46	82	84	77	95
Future Volume (vph)	39	787	5	78	1135	72	28	46	82	84	77	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1715			1816	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1715			1816	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	855	5	85	1234	78	30	50	89	91	84	103
RTOR Reduction (vph)	0	0	2	0	0	34	0	30	0	0	0	0
Lane Group Flow (vph)	42	855	3	85	1234	44	0	139	0	0	175	103
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	5.6	65.1	65.1	10.8	71.3	71.3		14.8			17.3	135.0
Effective Green, g (s)	7.6	70.1	70.1	12.8	76.3	76.3		17.8			20.3	135.0
Actuated g/C Ratio	0.06	0.52	0.52	0.09	0.57	0.57		0.13			0.15	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	96	1785	798	157	1871	837		226			273	1583
v/s Ratio Prot	0.02	c0.25		0.05	c0.37			c0.08			c0.10	
v/s Ratio Perm			0.00			0.03						0.07
v/c Ratio	0.44	0.48	0.00	0.54	0.66	0.05		0.61			0.64	0.07
Uniform Delay, d1	61.6	20.8	15.6	58.3	20.3	13.2		55.3			53.9	0.0
Progression Factor	1.00	1.00	1.00	1.43	0.21	1.00		1.00			1.00	1.00
Incremental Delay, d2	3.2	0.9	0.0	3.3	1.6	0.1		4.9			5.1	0.1
Delay (s)	64.8	21.7	15.6	86.9	5.9	13.3		60.2			59.0	0.1
Level of Service	E	C	B	F	A	B		E			E	A
Approach Delay (s)		23.7			11.3			60.2			37.2	
Approach LOS		C			B			E			D	

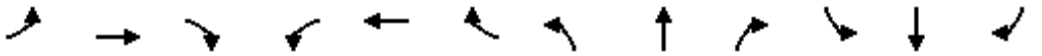
Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	981	86	169	1268	20	159	0	91	15	0	16
Future Volume (vph)	21	981	86	169	1268	20	159	0	91	15	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	5024		1770	5073			1770	1583		1692	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	5024		1770	5073			1770	1583		1692	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	1066	93	184	1378	22	173	0	99	16	0	17
RTOR Reduction (vph)	0	7	0	0	1	0	0	0	48	0	28	0
Lane Group Flow (vph)	23	1152	0	184	1399	0	0	173	51	0	5	0
Turn Type	Prot	NA		Prot	NA		Split	NA	custom	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									2			
Actuated Green, G (s)	3.9	54.8		19.2	70.1			24.5	70.1		18.5	
Effective Green, g (s)	3.9	54.8		19.2	70.1			24.5	70.1		18.5	
Actuated g/C Ratio	0.03	0.41		0.14	0.52			0.18	0.52		0.14	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	51	2039		251	2634			321	821		231	
v/s Ratio Prot	0.01	c0.23		c0.10	0.28			c0.10			c0.00	
v/s Ratio Perm									0.03			
v/c Ratio	0.45	0.56		0.73	0.53			0.54	0.06		0.02	
Uniform Delay, d1	64.5	30.9		55.4	21.5			50.1	16.1		50.4	
Progression Factor	0.80	0.65		0.73	0.54			1.00	1.00		1.00	
Incremental Delay, d2	5.7	1.0		9.2	0.7			6.4	0.1		0.2	
Delay (s)	57.6	21.2		49.9	12.4			56.5	16.3		50.6	
Level of Service	E	C		D	B			E	B		D	
Approach Delay (s)		21.9			16.8			41.8			50.6	
Approach LOS		C			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	898	69	125	1161	182	67	123	122	400	172	229
Future Volume (vph)	125	898	69	125	1161	182	67	123	122	400	172	229
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4708		1656	4759	1482	1681	1770	1583	1681	1734	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4708		1656	4759	1482	1681	1770	1583	1681	1734	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	129	926	71	129	1197	188	69	127	126	412	177	236
RTOR Reduction (vph)	0	6	0	0	0	104	0	0	112	0	0	184
Lane Group Flow (vph)	129	991	0	129	1197	84	69	127	14	288	301	52
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	14.5	52.6		15.9	54.0	54.0	13.6	13.6	13.6	28.9	28.9	28.9
Effective Green, g (s)	16.5	55.6		17.9	57.0	57.0	16.1	16.1	14.6	31.4	31.4	29.9
Actuated g/C Ratio	0.12	0.41		0.13	0.42	0.42	0.12	0.12	0.11	0.23	0.23	0.22
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	202	1938		219	2009	625	200	211	171	390	403	350
v/s Ratio Prot	c0.08	0.21		0.08	c0.25		0.04	c0.07		0.17	c0.17	
v/s Ratio Perm						0.06			0.01			0.03
v/c Ratio	0.64	0.51		0.59	0.60	0.13	0.34	0.60	0.08	0.74	0.75	0.15
Uniform Delay, d1	56.4	29.6		55.1	30.1	23.9	54.6	56.4	54.2	48.0	48.1	42.3
Progression Factor	0.61	0.83		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.1	0.9		6.2	1.3	0.4	1.2	5.0	0.2	7.2	7.4	0.2
Delay (s)	39.7	25.4		61.2	31.4	24.3	55.8	61.4	54.4	55.1	55.5	42.5
Level of Service	D	C		E	C	C	E	E	D	E	E	D
Approach Delay (s)		27.0			33.1			57.5			51.7	
Approach LOS		C			C			E			D	

Intersection Summary			
HCM 2000 Control Delay	37.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1063	11	0	1444	0	11
Future Volume (Veh/h)	1063	11	0	1444	0	11
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1155	12	0	1570	0	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				249		
pX, platoon unblocked					0.82	
vC, conflicting volume			1167		1684	391
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1167		1059	391
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			594		180	608

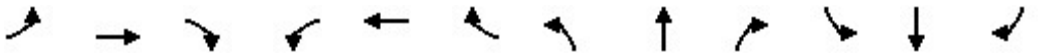
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	462	462	243	523	523	523	12
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	12	0	0	0	12
cSH	1700	1700	1700	1700	1700	1700	608
Volume to Capacity	0.27	0.27	0.14	0.31	0.31	0.31	0.02
Queue Length 95th (ft)	0	0	0	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.0
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.0
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	31.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1025	63	0	1457	0	66
Future Volume (Veh/h)	1025	63	0	1457	0	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1114	68	0	1584	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	382					
pX, platoon unblocked			0.83		0.83	0.83
vC, conflicting volume			1182		1676	405
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			500		1096	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			879		172	900

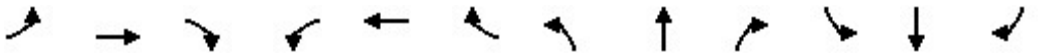
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	446	446	291	528	528	528	72
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	68	0	0	0	72
cSH	1700	1700	1700	1700	1700	1700	900
Volume to Capacity	0.26	0.26	0.17	0.31	0.31	0.31	0.08
Queue Length 95th (ft)	0	0	0	0	0	0	7
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.3
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.3
Approach LOS							A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	32.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	127	1102	5	92	975	139	56	94	66	76	50	67
Future Volume (vph)	127	1102	5	92	975	139	56	94	66	76	50	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1763			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1763			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	138	1198	5	100	1060	151	61	102	72	83	54	73
RTOR Reduction (vph)	0	0	2	0	0	74	0	9	0	0	0	0
Lane Group Flow (vph)	138	1198	3	100	1060	77	0	226	0	0	137	73
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	22.0	92.5	92.5	15.3	86.8	86.8		27.5			17.7	180.0
Effective Green, g (s)	24.0	97.5	97.5	17.3	91.8	91.8		30.5			20.7	180.0
Actuated g/C Ratio	0.13	0.54	0.54	0.10	0.51	0.51		0.17			0.11	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	229	1862	833	159	1689	755		298			207	1583
v/s Ratio Prot	0.08	c0.35		0.06	c0.32			c0.13			c0.08	
v/s Ratio Perm			0.00			0.05						0.05
v/c Ratio	0.60	0.64	0.00	0.63	0.63	0.10		0.76			0.66	0.05
Uniform Delay, d1	73.5	29.0	18.9	78.3	31.8	22.8		71.2			76.3	0.0
Progression Factor	1.00	1.00	1.00	0.63	1.26	3.63		1.00			1.00	1.00
Incremental Delay, d2	4.4	1.7	0.0	6.9	1.6	0.2		10.5			7.7	0.1
Delay (s)	77.9	30.7	18.9	56.3	41.8	83.0		81.8			84.0	0.1
Level of Service	E	C	B	E	D	F		F			F	A
Approach Delay (s)		35.6			47.6			81.8			54.8	
Approach LOS		D			D			F			D	

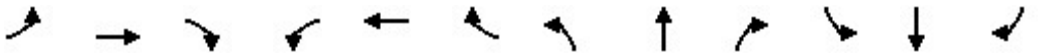
Intersection Summary			
HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1261	0	0	1126	22	0	0	0	15	0	16
Future Volume (Veh/h)	23	1261	0	0	1126	22	0	0	0	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	1371	0	0	1224	24	0	0	0	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1248			1371			1846	2669	457	1743	2657	420
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1248			1371			1846	2669	457	1743	2657	420
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	70	100	97
cM capacity (veh/h)	553			497			43	21	551	53	21	582

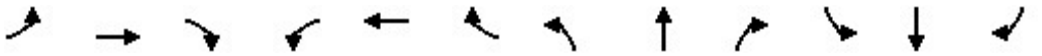
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	25	548	548	274	0	490	490	269	0	0	33	
Volume Left	25	0	0	0	0	0	0	0	0	0	16	
Volume Right	0	0	0	0	0	0	0	24	0	0	17	
cSH	553	1700	1700	1700	1700	1700	1700	1700	1700	1700	100	
Volume to Capacity	0.05	0.32	0.32	0.16	0.00	0.29	0.29	0.16	0.00	0.00	0.33	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	0	0	32	
Control Delay (s)	11.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.5	
Lane LOS	B								A	A	F	
Approach Delay (s)	0.2				0.0				0.0		57.5	
Approach LOS									A		F	

Intersection Summary					
Average Delay	0.8				
Intersection Capacity Utilization	34.4%	ICU Level of Service		A	
Analysis Period (min)	15				



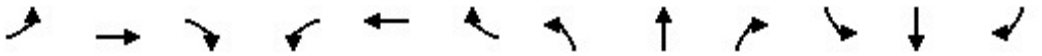
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	248	982	46	94	845	300	63	309	189	224	154	240
Future Volume (vph)	248	982	46	94	845	300	63	309	189	224	154	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1656	4727		1656	4759	1482	1681	1770	1583	1681	1743	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1656	4727		1656	4759	1482	1681	1770	1583	1681	1743	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	256	1012	47	97	871	309	65	319	195	231	159	247
RTOR Reduction (vph)	0	2	0	0	0	174	0	0	154	0	0	207
Lane Group Flow (vph)	256	1057	0	97	871	135	65	319	41	162	228	40
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	31.8	75.1		15.9	59.2	59.2	37.1	37.1	37.1	27.9	27.9	27.9
Effective Green, g (s)	33.8	78.1		17.9	62.2	62.2	39.6	39.6	38.1	30.4	30.4	28.9
Actuated g/C Ratio	0.19	0.43		0.10	0.35	0.35	0.22	0.22	0.21	0.17	0.17	0.16
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	310	2050		164	1644	512	369	389	335	283	294	254
v/s Ratio Prot	c0.15	c0.22		0.06	0.18		0.04	c0.18		0.10	c0.13	
v/s Ratio Perm						0.09			0.03			0.03
v/c Ratio	0.83	0.52		0.59	0.53	0.26	0.18	0.82	0.12	0.57	0.78	0.16
Uniform Delay, d1	70.3	37.2		77.6	47.2	42.4	57.0	66.8	57.4	68.8	71.5	65.1
Progression Factor	0.67	0.97		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.0	0.7		8.4	1.2	1.3	0.3	13.3	0.2	2.8	12.1	0.3
Delay (s)	60.4	36.8		85.9	48.4	43.7	57.2	80.1	57.6	71.6	83.6	65.3
Level of Service	E	D		F	D	D	E	F	E	E	F	E
Approach Delay (s)		41.4			50.1			69.9			73.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	75.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1124	5	94	995	142	57	96	67	78	51	68
Future Volume (vph)	130	1124	5	94	995	142	57	96	67	78	51	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1763			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1763			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1222	5	102	1082	154	62	104	73	85	55	74
RTOR Reduction (vph)	0	0	2	0	0	76	0	9	0	0	0	0
Lane Group Flow (vph)	141	1222	3	102	1082	78	0	230	0	0	140	74
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	22.0	91.9	91.9	15.5	86.4	86.4		27.8			17.8	180.0
Effective Green, g (s)	24.0	96.9	96.9	17.5	91.4	91.4		30.8			20.8	180.0
Actuated g/C Ratio	0.13	0.54	0.54	0.10	0.51	0.51		0.17			0.12	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	229	1850	827	161	1681	752		301			208	1583
v/s Ratio Prot	0.08	c0.36		0.06	c0.33			c0.13			c0.08	
v/s Ratio Perm			0.00			0.05						0.05
v/c Ratio	0.62	0.66	0.00	0.63	0.64	0.10		0.76			0.67	0.05
Uniform Delay, d1	73.6	29.8	19.2	78.2	32.4	23.0		71.1			76.3	0.0
Progression Factor	1.00	1.00	1.00	0.62	1.25	3.60		1.00			1.00	1.00
Incremental Delay, d2	4.9	1.9	0.0	7.2	1.7	0.3		10.9			8.3	0.1
Delay (s)	78.5	31.6	19.2	56.0	42.2	83.2		82.1			84.6	0.1
Level of Service	E	C	B	E	D	F		F			F	A
Approach Delay (s)		36.4			48.0			82.1			55.4	
Approach LOS		D			D			F			E	

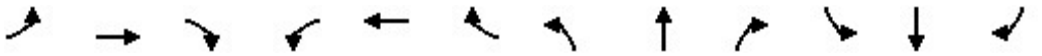
Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1286	0	0	1149	22	0	0	0	15	0	16
Future Volume (Veh/h)	23	1286	0	0	1149	22	0	0	0	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	1398	0	0	1249	24	0	0	0	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1273			1398			1881	2721	466	1777	2709	428
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1273			1398			1881	2721	466	1777	2709	428
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	95			100			100	100	100	68	100	97
cM capacity (veh/h)	541			485			41	19	543	50	20	575

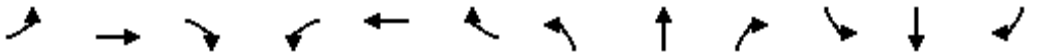
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	25	559	559	280	0	500	500	274	0	0	33	
Volume Left	25	0	0	0	0	0	0	0	0	0	16	
Volume Right	0	0	0	0	0	0	0	24	0	0	17	
cSH	541	1700	1700	1700	1700	1700	1700	1700	1700	1700	95	
Volume to Capacity	0.05	0.33	0.33	0.16	0.00	0.29	0.29	0.16	0.00	0.00	0.35	
Queue Length 95th (ft)	4	0	0	0	0	0	0	0	0	0	34	
Control Delay (s)	12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	61.9	
Lane LOS	B								A	A	F	
Approach Delay (s)	0.2				0.0				0.0		61.9	
Approach LOS									A		F	

Intersection Summary				
Average Delay	0.9			
Intersection Capacity Utilization	34.8%	ICU Level of Service	A	
Analysis Period (min)	15			



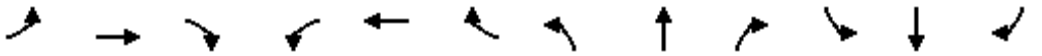
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	253	1002	47	96	862	306	64	315	193	229	157	245
Future Volume (vph)	253	1002	47	96	862	306	64	315	193	229	157	245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4727		1656	4759	1482	1681	1770	1583	1681	1743	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4727		1656	4759	1482	1681	1770	1583	1681	1743	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	261	1033	48	99	889	315	66	325	199	236	162	253
RTOR Reduction (vph)	0	2	0	0	0	175	0	0	157	0	0	212
Lane Group Flow (vph)	261	1079	0	99	889	140	66	325	42	165	233	41
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	32.2	74.5		16.0	58.3	58.3	37.4	37.4	37.4	28.1	28.1	28.1
Effective Green, g (s)	34.2	77.5		18.0	61.3	61.3	39.9	39.9	38.4	30.6	30.6	29.1
Actuated g/C Ratio	0.19	0.43		0.10	0.34	0.34	0.22	0.22	0.21	0.17	0.17	0.16
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	314	2035		165	1620	504	372	392	337	285	296	255
v/s Ratio Prot	c0.16	c0.23		0.06	0.19		0.04	c0.18		0.10	c0.13	
v/s Ratio Perm						0.09			0.03			0.03
v/c Ratio	0.83	0.53		0.60	0.55	0.28	0.18	0.83	0.13	0.58	0.79	0.16
Uniform Delay, d1	70.1	37.8		77.6	48.1	43.2	56.8	66.8	57.2	68.8	71.6	64.9
Progression Factor	0.67	0.96		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.3	0.8		8.6	1.3	1.4	0.3	13.8	0.2	2.8	12.9	0.3
Delay (s)	60.1	37.1		86.1	49.5	44.6	57.0	80.6	57.4	71.6	84.5	65.2
Level of Service	E	D		F	D	D	E	F	E	E	F	E
Approach Delay (s)		41.6			51.1			70.2			73.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1156	5	98	1026	142	57	96	71	78	51	68
Future Volume (vph)	130	1156	5	98	1026	142	57	96	71	78	51	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1761			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1761			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1257	5	107	1115	154	62	104	77	85	55	74
RTOR Reduction (vph)	0	0	2	0	0	76	0	10	0	0	0	0
Lane Group Flow (vph)	141	1257	3	107	1115	78	0	233	0	0	140	74
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	22.0	91.4	91.4	15.7	86.1	86.1		28.1			17.8	180.0
Effective Green, g (s)	24.0	96.4	96.4	17.7	91.1	91.1		31.1			20.8	180.0
Actuated g/C Ratio	0.13	0.54	0.54	0.10	0.51	0.51		0.17			0.12	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	229	1841	823	162	1676	750		304			208	1583
v/s Ratio Prot	0.08	c0.37		0.06	c0.34			c0.13			c0.08	
v/s Ratio Perm			0.00			0.05						0.05
v/c Ratio	0.62	0.68	0.00	0.66	0.67	0.10		0.77			0.67	0.05
Uniform Delay, d1	73.6	30.6	19.4	78.3	33.1	23.2		71.0			76.3	0.0
Progression Factor	1.00	1.00	1.00	0.67	1.21	3.05		1.00			1.00	1.00
Incremental Delay, d2	4.9	2.1	0.0	9.0	1.9	0.3		11.0			8.3	0.1
Delay (s)	78.5	32.7	19.5	61.2	41.9	70.9		82.0			84.6	0.1
Level of Service	E	C	B	E	D	E		F			F	A
Approach Delay (s)		37.2			46.7			82.0			55.4	
Approach LOS		D			D			F			E	

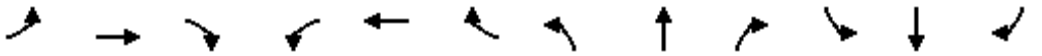
Intersection Summary			
HCM 2000 Control Delay	45.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	1252	69	135	1056	22	127	0	72	15	0	16
Future Volume (Veh/h)	23	1252	69	135	1056	22	127	0	72	15	0	16
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	25	1361	75	147	1148	24	138	0	78	16	0	17
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1172			1436			2142	2914	491	2036	2940	395
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1172			1436			2142	2914	491	2036	2940	395
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			69			0	100	85	23	100	97
cM capacity (veh/h)	592			469			20	10	523	21	10	604

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	25	544	544	347	147	459	459	254	138	78	33	
Volume Left	25	0	0	0	147	0	0	0	138	0	16	
Volume Right	0	0	0	75	0	0	0	24	0	78	17	
cSH	592	1700	1700	1700	469	1700	1700	1700	20	523	41	
Volume to Capacity	0.04	0.32	0.32	0.20	0.31	0.27	0.27	0.15	7.03	0.15	0.80	
Queue Length 95th (ft)	3	0	0	0	33	0	0	0	Err	13	76	
Control Delay (s)	11.4	0.0	0.0	0.0	16.1	0.0	0.0	0.0	Err	13.1	230.2	
Lane LOS	B				C				F	B	F	
Approach Delay (s)	0.2				1.8				6393.0		230.2	
Approach LOS									F		F	

Intersection Summary				
Average Delay	459.3			
Intersection Capacity Utilization	56.0%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	1028	58	96	889	306	75	315	193	229	157	249
Future Volume (vph)	257	1028	58	96	889	306	75	315	193	229	157	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4720		1656	4759	1482	1681	1770	1583	1681	1743	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4720		1656	4759	1482	1681	1770	1583	1681	1743	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	265	1060	60	99	916	315	77	325	199	236	162	257
RTOR Reduction (vph)	0	3	0	0	0	171	0	0	157	0	0	215
Lane Group Flow (vph)	265	1117	0	99	916	144	77	325	42	165	233	42
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	32.5	74.5		16.0	58.0	58.0	37.4	37.4	37.4	28.1	28.1	28.1
Effective Green, g (s)	34.5	77.5		18.0	61.0	61.0	39.9	39.9	38.4	30.6	30.6	29.1
Actuated g/C Ratio	0.19	0.43		0.10	0.34	0.34	0.22	0.22	0.21	0.17	0.17	0.16
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	317	2032		165	1612	502	372	392	337	285	296	255
v/s Ratio Prot	c0.16	c0.24		0.06	0.19		0.05	c0.18		0.10	c0.13	
v/s Ratio Perm						0.10			0.03			0.03
v/c Ratio	0.84	0.55		0.60	0.57	0.29	0.21	0.83	0.13	0.58	0.79	0.16
Uniform Delay, d1	70.0	38.2		77.6	48.7	43.6	57.1	66.8	57.2	68.8	71.6	65.0
Progression Factor	0.69	0.95		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.1	0.9		8.6	1.5	1.4	0.3	13.8	0.2	2.8	12.9	0.3
Delay (s)	62.3	37.3		86.1	50.2	45.0	57.5	80.6	57.4	71.6	84.5	65.3
Level of Service	E	D		F	D	D	E	F	E	E	F	E
Approach Delay (s)		42.1			51.6			70.0			73.7	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1322	11	0	1200	0	8
Future Volume (Veh/h)	1322	11	0	1200	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1437	12	0	1304	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1449		1878	485
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1449		1878	485
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			463		63	528

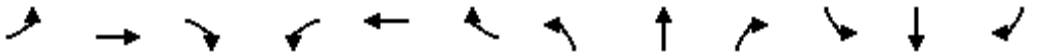
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	575	575	299	435	435	435	9
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	12	0	0	0	9
cSH	1700	1700	1700	1700	1700	1700	528
Volume to Capacity	0.34	0.34	0.18	0.26	0.26	0.26	0.02
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.9
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1289	50	0	1213	0	53
Future Volume (Veh/h)	1289	50	0	1213	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1401	54	0	1318	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1455		1867	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1455		1867	494
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			461		64	521

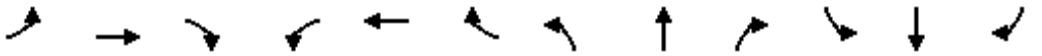
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	560	560	334	439	439	439	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	54	0	0	0	58
cSH	1700	1700	1700	1700	1700	1700	521
Volume to Capacity	0.33	0.33	0.20	0.26	0.26	0.26	0.11
Queue Length 95th (ft)	0	0	0	0	0	0	9
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.8
Approach LOS							B

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	130	1156	5	98	1026	142	57	96	71	78	51	68
Future Volume (vph)	130	1156	5	98	1026	142	57	96	71	78	51	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.96			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1761			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1761			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	141	1257	5	107	1115	154	62	104	77	85	55	74
RTOR Reduction (vph)	0	0	2	0	0	76	0	10	0	0	0	0
Lane Group Flow (vph)	141	1257	3	107	1115	78	0	233	0	0	140	74
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	22.0	91.4	91.4	15.7	86.1	86.1		28.1			17.8	180.0
Effective Green, g (s)	24.0	96.4	96.4	17.7	91.1	91.1		31.1			20.8	180.0
Actuated g/C Ratio	0.13	0.54	0.54	0.10	0.51	0.51		0.17			0.12	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	229	1841	823	162	1676	750		304			208	1583
v/s Ratio Prot	0.08	c0.37		0.06	c0.34			c0.13			c0.08	
v/s Ratio Perm			0.00			0.05						0.05
v/c Ratio	0.62	0.68	0.00	0.66	0.67	0.10		0.77			0.67	0.05
Uniform Delay, d1	73.6	30.6	19.4	78.3	33.1	23.2		71.0			76.3	0.0
Progression Factor	1.00	1.00	1.00	0.52	0.81	1.11		1.00			1.00	1.00
Incremental Delay, d2	4.9	2.1	0.0	9.0	1.9	0.3		11.0			8.3	0.1
Delay (s)	78.5	32.7	19.5	49.9	28.8	25.9		82.0			84.6	0.1
Level of Service	E	C	B	D	C	C		F			F	A
Approach Delay (s)		37.2			30.1			82.0			55.4	
Approach LOS		D			C			F			E	

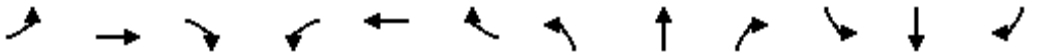
Intersection Summary			
HCM 2000 Control Delay	38.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	67.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	1252	69	135	1056	22	127	0	72	15	0	16
Future Volume (vph)	23	1252	69	135	1056	22	127	0	72	15	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	5045		1770	5070			1770	1583		1692	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	5045		1770	5070			1770	1583		1692	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	25	1361	75	147	1148	24	138	0	78	16	0	17
RTOR Reduction (vph)	0	3	0	0	1	0	0	0	65	0	29	0
Lane Group Flow (vph)	25	1433	0	147	1171	0	0	138	13	0	4	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	19.5	80.5		31.5	92.5			30.5	30.5		19.5	
Effective Green, g (s)	19.5	80.5		31.5	92.5			30.5	30.5		19.5	
Actuated g/C Ratio	0.11	0.45		0.18	0.51			0.17	0.17		0.11	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	191	2256		309	2605			299	268		183	
v/s Ratio Prot	0.01	c0.28		0.08	c0.23			c0.08			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.13	0.64		0.48	0.45			0.46	0.05		0.02	
Uniform Delay, d1	72.6	38.4		66.8	27.7			67.4	62.6		71.7	
Progression Factor	0.75	0.59		0.52	0.87			1.00	1.00		1.00	
Incremental Delay, d2	1.1	1.0		4.5	0.5			5.1	0.3		0.2	
Delay (s)	55.3	23.6		39.6	24.6			72.4	63.0		71.9	
Level of Service	E	C		D	C			E	E		E	
Approach Delay (s)		24.2			26.3			69.0			71.9	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	257	1028	58	96	889	306	75	315	193	229	157	249
Future Volume (vph)	257	1028	58	96	889	306	75	315	193	229	157	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1656	4720		1656	4759	1482	1681	1770	1583	1681	1743	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1656	4720		1656	4759	1482	1681	1770	1583	1681	1743	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	265	1060	60	99	916	315	77	325	199	236	162	257
RTOR Reduction (vph)	0	3	0	0	0	171	0	0	157	0	0	215
Lane Group Flow (vph)	265	1117	0	99	916	144	77	325	42	165	233	42
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	32.5	74.5		16.0	58.0	58.0	37.4	37.4	37.4	28.1	28.1	28.1
Effective Green, g (s)	34.5	77.5		18.0	61.0	61.0	39.9	39.9	38.4	30.6	30.6	29.1
Actuated g/C Ratio	0.19	0.43		0.10	0.34	0.34	0.22	0.22	0.21	0.17	0.17	0.16
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	317	2032		165	1612	502	372	392	337	285	296	255
v/s Ratio Prot	c0.16	c0.24		0.06	0.19		0.05	c0.18		0.10	c0.13	
v/s Ratio Perm						0.10			0.03			0.03
v/c Ratio	0.84	0.55		0.60	0.57	0.29	0.21	0.83	0.13	0.58	0.79	0.16
Uniform Delay, d1	70.0	38.2		77.6	48.7	43.6	57.1	66.8	57.2	68.8	71.6	65.0
Progression Factor	0.58	0.58		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.2	0.9		8.6	1.5	1.4	0.3	13.8	0.2	2.8	12.9	0.3
Delay (s)	54.7	23.1		86.1	50.2	45.0	57.5	80.6	57.4	71.6	84.5	65.3
Level of Service	D	C		F	D	D	E	F	E	E	F	E
Approach Delay (s)		29.1			51.6			70.0			73.7	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	50.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	77.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1322	11	0	1200	0	8
Future Volume (Veh/h)	1322	11	0	1200	0	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1437	12	0	1304	0	9
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				258		
pX, platoon unblocked					0.86	
vC, conflicting volume			1449		1878	485
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1449		1436	485
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	98
cM capacity (veh/h)			463		106	528

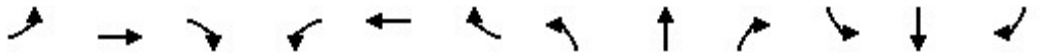
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	575	575	299	435	435	435	9
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	12	0	0	0	9
cSH	1700	1700	1700	1700	1700	1700	528
Volume to Capacity	0.34	0.34	0.18	0.26	0.26	0.26	0.02
Queue Length 95th (ft)	0	0	0	0	0	0	1
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	11.9
Lane LOS							B
Approach Delay (s)	0.0			0.0			11.9
Approach LOS							B

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	35.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1289	50	0	1213	0	53
Future Volume (Veh/h)	1289	50	0	1213	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1401	54	0	1318	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	302					
pX, platoon unblocked			0.78		0.78	0.78
vC, conflicting volume			1455		1867	494
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			610		1137	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	93
cM capacity (veh/h)			755		153	849

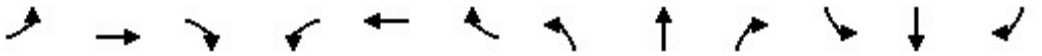
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	560	560	334	439	439	439	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	54	0	0	0	58
cSH	1700	1700	1700	1700	1700	1700	849
Volume to Capacity	0.33	0.33	0.20	0.26	0.26	0.26	0.07
Queue Length 95th (ft)	0	0	0	0	0	0	5
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.6
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.6
Approach LOS							A

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	36.0%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	90	1279	5	42	1986	109	19	53	60	75	49	101
Future Volume (vph)	90	1279	5	42	1986	109	19	53	60	75	49	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1737			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1737			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	1390	5	46	2159	118	21	58	65	82	53	110
RTOR Reduction (vph)	0	0	1	0	0	31	0	14	0	0	0	0
Lane Group Flow (vph)	98	1390	4	46	2159	87	0	130	0	0	135	110
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	13.4	154.9	154.9	8.5	151.0	151.0		15.5			15.5	221.4
Effective Green, g (s)	15.4	159.9	159.9	10.5	156.0	156.0		18.5			18.5	221.4
Actuated g/C Ratio	0.07	0.72	0.72	0.05	0.70	0.70		0.08			0.08	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	119	2483	1110	78	2333	1044		145			151	1583
v/s Ratio Prot	c0.06	0.40		0.03	c0.65			c0.08			c0.07	
v/s Ratio Perm			0.00			0.06						0.07
v/c Ratio	0.82	0.56	0.00	0.59	0.93	0.08		0.90			0.89	0.07
Uniform Delay, d1	101.7	14.3	8.6	103.3	27.8	10.3		100.5			100.5	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	34.9	0.9	0.0	10.9	7.8	0.2		45.4			43.4	0.1
Delay (s)	136.6	15.3	8.6	114.2	35.5	10.4		145.9			143.9	0.1
Level of Service	F	B	A	F	D	B		F			F	A
Approach Delay (s)		23.2			35.8			145.9			79.3	
Approach LOS		C			D			F			E	

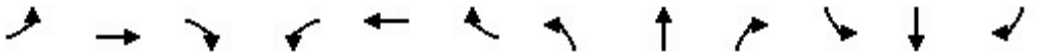
Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	221.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1415	0	0	2128	23	0	0	0	20	0	21
Future Volume (Veh/h)	24	1415	0	0	2128	23	0	0	0	20	0	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	1538	0	0	2313	25	0	0	0	22	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2338			1538			2384	3928	513	2890	3916	784
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2338			1538			2384	3928	513	2890	3916	784
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			100			100	100	100	0	100	93
cM capacity (veh/h)	208			428			15	3	506	7	3	336

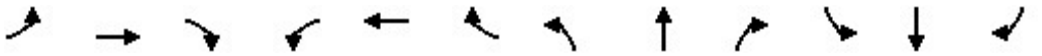
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	26	615	615	308	0	925	925	488	0	0	45	
Volume Left	26	0	0	0	0	0	0	0	0	0	22	
Volume Right	0	0	0	0	0	0	0	25	0	0	23	
cSH	208	1700	1700	1700	1700	1700	1700	1700	1700	1700	13	
Volume to Capacity	0.12	0.36	0.36	0.18	0.00	0.54	0.54	0.29	0.00	0.00	3.44	
Queue Length 95th (ft)	11	0	0	0	0	0	0	0	0	0	Err	
Control Delay (s)	24.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Err	
Lane LOS	C								A	A	F	
Approach Delay (s)	0.4				0.0				0.0		Err	
Approach LOS									A		F	

Intersection Summary				
Average Delay	114.2			
Intersection Capacity Utilization	51.6%	ICU Level of Service	A	
Analysis Period (min)	15			



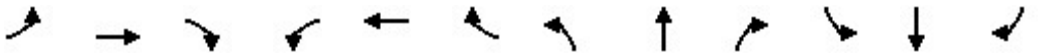
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	158	1222	55	50	1944	154	51	160	98	107	100	156
Future Volume (vph)	158	1222	55	50	1944	154	51	160	98	107	100	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1656	4728		1656	4759	1482	1681	1770	1583	1681	1748	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1656	4728		1656	4759	1482	1681	1770	1583	1681	1748	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	163	1260	57	52	2004	159	53	165	101	110	103	161
RTOR Reduction (vph)	0	2	0	0	0	43	0	0	89	0	0	144
Lane Group Flow (vph)	163	1315	0	52	2004	116	53	165	12	77	136	17
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	25.1	130.3		11.4	116.6	116.6	24.2	24.2	24.2	20.6	20.6	20.6
Effective Green, g (s)	27.1	133.3		13.4	119.6	119.6	26.7	26.7	25.2	23.1	23.1	21.6
Actuated g/C Ratio	0.13	0.63		0.06	0.57	0.57	0.13	0.13	0.12	0.11	0.11	0.10
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	213	2994		105	2703	842	213	224	189	184	191	162
v/s Ratio Prot	c0.10	0.28		0.03	c0.42		0.03	c0.09		0.05	c0.08	
v/s Ratio Perm						0.08			0.01			0.01
v/c Ratio	0.77	0.44		0.50	0.74	0.14	0.25	0.74	0.06	0.42	0.71	0.10
Uniform Delay, d1	88.6	19.6		95.3	33.9	21.3	82.9	88.5	82.2	87.4	90.5	85.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.4	0.5		7.5	1.9	0.3	0.7	12.3	0.2	1.5	11.8	0.3
Delay (s)	103.1	20.1		102.8	35.8	21.6	83.6	100.8	82.4	89.0	102.3	85.9
Level of Service	F	C		F	D	C	F	F	F	F	F	F
Approach Delay (s)		29.2			36.3			92.1			92.5	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	210.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1305	5	43	2026	111	19	54	61	77	50	103
Future Volume (vph)	92	1305	5	43	2026	111	19	54	61	77	50	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1737			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1737			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	1418	5	47	2202	121	21	59	66	84	54	112
RTOR Reduction (vph)	0	0	1	0	0	31	0	14	0	0	0	0
Lane Group Flow (vph)	100	1418	4	47	2202	90	0	132	0	0	138	112
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	13.4	154.9	154.9	8.5	151.0	151.0		15.5			15.5	221.4
Effective Green, g (s)	15.4	159.9	159.9	10.5	156.0	156.0		18.5			18.5	221.4
Actuated g/C Ratio	0.07	0.72	0.72	0.05	0.70	0.70		0.08			0.08	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	119	2483	1110	78	2333	1044		145			151	1583
v/s Ratio Prot	c0.06	0.41		0.03	c0.66			c0.08			c0.08	
v/s Ratio Perm			0.00			0.06						0.07
v/c Ratio	0.84	0.57	0.00	0.60	0.94	0.09		0.91			0.91	0.07
Uniform Delay, d1	101.8	14.5	8.6	103.4	28.8	10.3		100.6			100.7	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	38.5	1.0	0.0	12.4	9.4	0.2		49.2			48.2	0.1
Delay (s)	140.3	15.5	8.6	115.8	38.3	10.4		149.8			148.9	0.1
Level of Service	F	B	A	F	D	B		F			F	A
Approach Delay (s)		23.7			38.4			149.8			82.2	
Approach LOS		C			D			F			F	

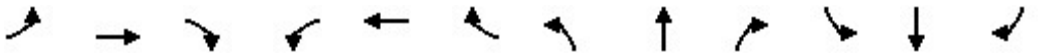
Intersection Summary			
HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	221.4	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1444	0	0	2171	23	0	0	0	20	0	21
Future Volume (Veh/h)	24	1444	0	0	2171	23	0	0	0	20	0	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	1570	0	0	2360	25	0	0	0	22	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2385			1570			2432	4007	523	2948	3994	799
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2385			1570			2432	4007	523	2948	3994	799
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	87			100			100	100	100	0	100	93
cM capacity (veh/h)	199			416			14	2	498	6	2	328

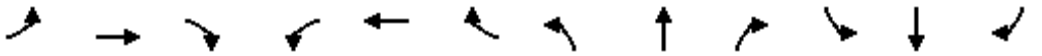
Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	26	628	628	314	0	944	944	497	0	0	45	
Volume Left	26	0	0	0	0	0	0	0	0	0	22	
Volume Right	0	0	0	0	0	0	0	25	0	0	23	
cSH	199	1700	1700	1700	1700	1700	1700	1700	1700	1700	12	
Volume to Capacity	0.13	0.37	0.37	0.18	0.00	0.56	0.56	0.29	0.00	0.00	3.83	
Queue Length 95th (ft)	11	0	0	0	0	0	0	0	0	0	Err	
Control Delay (s)	25.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	Err	
Lane LOS	D								A	A	F	
Approach Delay (s)	0.4				0.0				0.0		Err	
Approach LOS									A		F	

Intersection Summary					
Average Delay	111.9				
Intersection Capacity Utilization	52.5%	ICU Level of Service		A	
Analysis Period (min)	15				



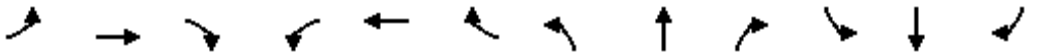
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	1247	56	51	1983	157	52	163	100	109	102	159
Future Volume (vph)	161	1247	56	51	1983	157	52	163	100	109	102	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1656	4728		1656	4759	1482	1681	1770	1583	1681	1748	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1656	4728		1656	4759	1482	1681	1770	1583	1681	1748	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	166	1286	58	53	2044	162	54	168	103	112	105	164
RTOR Reduction (vph)	0	2	0	0	0	43	0	0	91	0	0	147
Lane Group Flow (vph)	166	1342	0	53	2044	119	54	168	12	78	139	17
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	25.4	130.3		11.4	116.3	116.3	24.4	24.4	24.4	20.9	20.9	20.9
Effective Green, g (s)	27.4	133.3		13.4	119.3	119.3	26.9	26.9	25.4	23.4	23.4	21.9
Actuated g/C Ratio	0.13	0.63		0.06	0.57	0.57	0.13	0.13	0.12	0.11	0.11	0.10
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	215	2986		105	2690	837	214	225	190	186	193	164
v/s Ratio Prot	c0.10	0.28		0.03	c0.43		0.03	c0.09		0.05	c0.08	
v/s Ratio Perm						0.08			0.01			0.01
v/c Ratio	0.77	0.45		0.50	0.76	0.14	0.25	0.75	0.07	0.42	0.72	0.10
Uniform Delay, d1	88.8	20.0		95.6	34.9	21.7	83.0	88.8	82.3	87.5	90.6	85.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.1	0.5		7.8	2.1	0.4	0.7	13.0	0.2	1.5	12.4	0.3
Delay (s)	103.9	20.5		103.4	37.0	22.0	83.7	101.8	82.4	89.0	103.0	85.9
Level of Service	F	C		F	D	C	F	F	F	F	F	F
Approach Delay (s)		29.6			37.5			92.7			92.8	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	211.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1344	5	48	2064	111	19	54	66	77	50	103
Future Volume (vph)	92	1344	5	48	2064	111	19	54	66	77	50	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1732			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1732			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	1461	5	52	2243	121	21	59	72	84	54	112
RTOR Reduction (vph)	0	0	1	0	0	30	0	15	0	0	0	0
Lane Group Flow (vph)	100	1461	4	52	2243	91	0	137	0	0	138	112
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	12.0	151.9	151.9	10.1	151.0	151.0		15.5			15.5	220.0
Effective Green, g (s)	14.0	156.9	156.9	12.1	156.0	156.0		18.5			18.5	220.0
Actuated g/C Ratio	0.06	0.71	0.71	0.05	0.71	0.71		0.08			0.08	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	109	2451	1096	91	2348	1050		145			152	1583
v/s Ratio Prot	c0.06	0.42		0.03	c0.68			c0.08			c0.08	
v/s Ratio Perm			0.00			0.06						0.07
v/c Ratio	0.92	0.60	0.00	0.57	0.96	0.09		0.95			0.91	0.07
Uniform Delay, d1	102.4	15.7	9.1	101.4	28.9	9.9		100.3			99.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	60.0	1.1	0.0	8.4	10.7	0.2		58.3			46.3	0.1
Delay (s)	162.5	16.8	9.1	109.8	39.5	10.1		158.6			146.2	0.1
Level of Service	F	B	A	F	D	B		F			F	A
Approach Delay (s)		26.1			39.6			158.6			80.7	
Approach LOS		C			D			F			F	

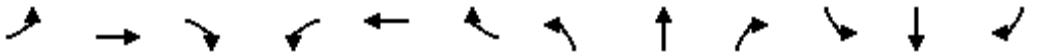
Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1408	81	155	2069	23	144	0	84	20	0	21
Future Volume (Veh/h)	24	1408	81	155	2069	23	144	0	84	20	0	21
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	26	1530	88	168	2249	25	157	0	91	22	0	23
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	2274			1618			2735	4236	554	3250	4268	762
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2274			1618			2735	4236	554	3250	4268	762
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	88			58			0	100	81	0	100	93
cM capacity (veh/h)	221			399			5	1	476	2	1	347

Direction, Lane #	EB 1	EB 2	EB 3	EB 4	WB 1	WB 2	WB 3	WB 4	NB 1	NB 2	SB 1	
Volume Total	26	612	612	394	168	900	900	475	157	91	45	
Volume Left	26	0	0	0	168	0	0	0	157	0	22	
Volume Right	0	0	0	88	0	0	0	25	0	91	23	
cSH	221	1700	1700	1700	399	1700	1700	1700	5	476	4	
Volume to Capacity	0.12	0.36	0.36	0.23	0.42	0.53	0.53	0.28	28.59	0.19	11.87	
Queue Length 95th (ft)	10	0	0	0	51	0	0	0	Err	17	Err	
Control Delay (s)	23.5	0.0	0.0	0.0	20.4	0.0	0.0	0.0	Err	14.3	Err	
Lane LOS	C				C				F	B	F	
Approach Delay (s)	0.4				1.4				6335.3		Err	
Approach LOS									F		F	

Intersection Summary				
Average Delay	462.5			
Intersection Capacity Utilization	68.2%	ICU Level of Service	C	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1280	70	51	2017	157	66	163	100	109	102	164
Future Volume (vph)	166	1280	70	51	2017	157	66	163	100	109	102	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1656	4722		1656	4759	1482	1681	1770	1583	1681	1748	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1656	4722		1656	4759	1482	1681	1770	1583	1681	1748	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	171	1320	72	53	2079	162	68	168	103	112	105	169
RTOR Reduction (vph)	0	3	0	0	0	43	0	0	91	0	0	151
Lane Group Flow (vph)	171	1389	0	53	2079	119	68	168	12	78	139	18
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	25.9	130.3		11.4	115.8	115.8	24.4	24.4	24.4	20.9	20.9	20.9
Effective Green, g (s)	27.9	133.3		13.4	118.8	118.8	26.9	26.9	25.4	23.4	23.4	21.9
Actuated g/C Ratio	0.13	0.63		0.06	0.56	0.56	0.13	0.13	0.12	0.11	0.11	0.10
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	218	2983		105	2679	834	214	225	190	186	193	164
v/s Ratio Prot	c0.10	0.29		0.03	c0.44		0.04	c0.09		0.05	c0.08	
v/s Ratio Perm						0.08			0.01			0.01
v/c Ratio	0.78	0.47		0.50	0.78	0.14	0.32	0.75	0.07	0.42	0.72	0.11
Uniform Delay, d1	88.6	20.3		95.6	35.8	21.9	83.7	88.8	82.3	87.5	90.6	85.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.2	0.5		7.8	2.3	0.4	1.0	13.0	0.2	1.5	12.4	0.3
Delay (s)	104.8	20.8		103.4	38.1	22.3	84.7	101.8	82.4	89.0	103.0	86.0
Level of Service	F	C		F	D	C	F	F	F	F	F	F
Approach Delay (s)		30.0			38.4			92.5			92.7	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	211.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1484	16	0	2235	0	17
Future Volume (Veh/h)	1484	16	0	2235	0	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1613	17	0	2429	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1630		2431	546
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1630		2431	546
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			394		26	482

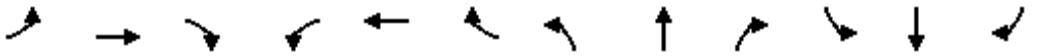
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	645	645	340	810	810	810	18
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	17	0	0	0	18
cSH	1700	1700	1700	1700	1700	1700	482
Volume to Capacity	0.38	0.38	0.20	0.48	0.48	0.48	0.04
Queue Length 95th (ft)	0	0	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.8
Approach LOS							B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1463	50	0	2247	0	53
Future Volume (Veh/h)	1463	50	0	2247	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1590	54	0	2442	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			1644		2431	557
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1644		2431	557
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	88
cM capacity (veh/h)			390		26	474

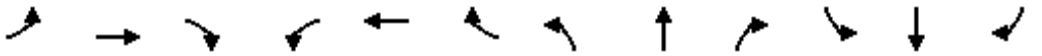
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	636	636	372	814	814	814	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	54	0	0	0	58
cSH	1700	1700	1700	1700	1700	1700	474
Volume to Capacity	0.37	0.37	0.22	0.48	0.48	0.48	0.12
Queue Length 95th (ft)	0	0	0	0	0	0	10
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	13.7
Lane LOS							B
Approach Delay (s)	0.0			0.0			13.7
Approach LOS							B

Intersection Summary			
Average Delay	0.2		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	1344	5	48	2064	111	19	54	66	77	50	103
Future Volume (vph)	92	1344	5	48	2064	111	19	54	66	77	50	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	2.0	2.0	5.0	2.0	2.0		3.5			3.5	1.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.94			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (prot)	1719	3438	1538	1656	3312	1482		1732			1808	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.97	1.00
Satd. Flow (perm)	1719	3438	1538	1656	3312	1482		1732			1808	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	100	1461	5	52	2243	121	21	59	72	84	54	112
RTOR Reduction (vph)	0	0	1	0	0	30	0	15	0	0	0	0
Lane Group Flow (vph)	100	1461	4	52	2243	91	0	137	0	0	138	112
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA		Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2						Free
Actuated Green, G (s)	12.0	151.9	151.9	10.1	151.0	151.0		15.5			15.5	220.0
Effective Green, g (s)	14.0	156.9	156.9	12.1	156.0	156.0		18.5			18.5	220.0
Actuated g/C Ratio	0.06	0.71	0.71	0.05	0.71	0.71		0.08			0.08	1.00
Clearance Time (s)	6.0	7.0	7.0	7.0	7.0	7.0		6.5			6.5	
Vehicle Extension (s)	3.0	6.0	6.0	3.0	6.0	6.0		3.0			3.0	
Lane Grp Cap (vph)	109	2451	1096	91	2348	1050		145			152	1583
v/s Ratio Prot	c0.06	0.42		0.03	c0.68			c0.08			c0.08	
v/s Ratio Perm			0.00			0.06						0.07
v/c Ratio	0.92	0.60	0.00	0.57	0.96	0.09		0.95			0.91	0.07
Uniform Delay, d1	102.4	15.7	9.1	101.4	28.9	9.9		100.3			99.9	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	60.0	1.1	0.0	8.4	10.7	0.2		58.3			46.3	0.1
Delay (s)	162.5	16.8	9.1	109.8	39.5	10.1		158.6			146.2	0.1
Level of Service	F	B	A	F	D	B		F			F	A
Approach Delay (s)		26.1			39.6			158.6			80.7	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	86.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1408	81	155	2069	23	144	0	84	20	0	21
Future Volume (vph)	24	1408	81	155	2069	23	144	0	84	20	0	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	
Frt	1.00	0.99		1.00	1.00			1.00	0.85		0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (prot)	1770	5044		1770	5077			1770	1583		1693	
Flt Permitted	0.95	1.00		0.95	1.00			0.95	1.00		0.98	
Satd. Flow (perm)	1770	5044		1770	5077			1770	1583		1693	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	1530	88	168	2249	25	157	0	91	22	0	23
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	76	0	41	0
Lane Group Flow (vph)	26	1615	0	168	2274	0	0	157	15	0	4	0
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases									4			
Actuated Green, G (s)	18.5	109.5		37.5	128.5			36.5	36.5		18.5	
Effective Green, g (s)	18.5	109.5		37.5	128.5			36.5	36.5		18.5	
Actuated g/C Ratio	0.08	0.50		0.17	0.58			0.17	0.17		0.08	
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5	4.5		4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0	3.0		3.0	
Lane Grp Cap (vph)	148	2510		301	2965			293	262		142	
v/s Ratio Prot	0.01	0.32		c0.09	c0.45			c0.09			c0.00	
v/s Ratio Perm									0.01			
v/c Ratio	0.18	0.64		0.56	0.77			0.54	0.06		0.03	
Uniform Delay, d1	93.7	40.8		83.7	34.5			84.0	77.3		92.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	2.6	1.3		7.3	2.0			6.9	0.4		0.3	
Delay (s)	96.2	42.1		90.9	36.4			90.9	77.7		92.8	
Level of Service	F	D		F	D			F	E		F	
Approach Delay (s)		43.0			40.2			86.0			92.8	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	44.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	220.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	1280	70	51	2017	157	66	163	100	109	102	164
Future Volume (vph)	166	1280	70	51	2017	157	66	163	100	109	102	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	5.0	3.5	3.5	5.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (prot)	1656	4722		1656	4759	1482	1681	1770	1583	1681	1748	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00
Satd. Flow (perm)	1656	4722		1656	4759	1482	1681	1770	1583	1681	1748	1583
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	171	1320	72	53	2079	162	68	168	103	112	105	169
RTOR Reduction (vph)	0	3	0	0	0	43	0	0	91	0	0	151
Lane Group Flow (vph)	171	1389	0	53	2079	119	68	168	12	78	139	18
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		3	3		4	4	
Permitted Phases						2			3			4
Actuated Green, G (s)	25.9	130.3		11.4	115.8	115.8	24.4	24.4	24.4	20.9	20.9	20.9
Effective Green, g (s)	27.9	133.3		13.4	118.8	118.8	26.9	26.9	25.4	23.4	23.4	21.9
Actuated g/C Ratio	0.13	0.63		0.06	0.56	0.56	0.13	0.13	0.12	0.11	0.11	0.10
Clearance Time (s)	5.5	6.5		5.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.5	5.0		5.0	5.0	5.0	3.5	3.5	3.5	3.0	3.0	3.0
Lane Grp Cap (vph)	218	2983		105	2679	834	214	225	190	186	193	164
v/s Ratio Prot	c0.10	0.29		0.03	c0.44		0.04	c0.09		0.05	c0.08	
v/s Ratio Perm						0.08			0.01			0.01
v/c Ratio	0.78	0.47		0.50	0.78	0.14	0.32	0.75	0.07	0.42	0.72	0.11
Uniform Delay, d1	88.6	20.3		95.6	35.8	21.9	83.7	88.8	82.3	87.5	90.6	85.7
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	16.2	0.5		7.8	2.3	0.4	1.0	13.0	0.2	1.5	12.4	0.3
Delay (s)	104.8	20.8		103.4	38.1	22.3	84.7	101.8	82.4	89.0	103.0	86.0
Level of Service	F	C		F	D	C	F	F	F	F	F	F
Approach Delay (s)		30.0			38.4			92.5			92.7	
Approach LOS		C			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	44.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	211.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1484	16	0	2235	0	17
Future Volume (Veh/h)	1484	16	0	2235	0	17
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1613	17	0	2429	0	18
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				268		
pX, platoon unblocked					0.66	
vC, conflicting volume			1630		2431	546
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			1630		1361	546
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	96
cM capacity (veh/h)			394		92	482

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	645	645	340	810	810	810	18
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	17	0	0	0	18
cSH	1700	1700	1700	1700	1700	1700	482
Volume to Capacity	0.38	0.38	0.20	0.48	0.48	0.48	0.04
Queue Length 95th (ft)	0	0	0	0	0	0	3
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	12.8
Lane LOS							B
Approach Delay (s)	0.0			0.0			12.8
Approach LOS							B

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	46.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1463	50	0	2247	0	53
Future Volume (Veh/h)	1463	50	0	2247	0	53
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1590	54	0	2442	0	58
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)	312					
pX, platoon unblocked			0.76		0.76	0.76
vC, conflicting volume			1644		2431	557
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			765		1794	0
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	93
cM capacity (veh/h)			645		55	829

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1
Volume Total	636	636	372	814	814	814	58
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	54	0	0	0	58
cSH	1700	1700	1700	1700	1700	1700	829
Volume to Capacity	0.37	0.37	0.22	0.48	0.48	0.48	0.07
Queue Length 95th (ft)	0	0	0	0	0	0	6
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	9.7
Lane LOS							A
Approach Delay (s)	0.0			0.0			9.7
Approach LOS							A

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B12	NB	SB
Directions Served	L	T	T	R	L	T	T	R	T	LTR	LT
Maximum Queue (ft)	107	286	266	4	159	269	250	34	11	213	238
Average Queue (ft)	33	163	139	0	61	101	93	3	0	107	129
95th Queue (ft)	80	263	247	2	128	214	200	16	8	183	211
Link Distance (ft)		1193	1193			2869	2869		783	632	535
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	280			300	310			420			
Storage Blk Time (%)		1	0			0					
Queuing Penalty (veh)		0	0			0					

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	WB	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	46	11	676	364	72
Average Queue (ft)	12	0	23	23	22
95th Queue (ft)	37	8	338	351	51
Link Distance (ft)		1796	1796	1796	318
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	1				

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	219	262	279	284	224	461	435	342	192	123	251	24
Average Queue (ft)	88	148	160	165	136	295	256	181	19	27	154	1
95th Queue (ft)	174	240	247	255	254	418	380	298	105	107	247	17
Link Distance (ft)		1796	1796	1796		1044	1044	1044			700	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)					1	22		1	0	0	35	
Queuing Penalty (veh)					3	28		2	0	0	52	

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	318	405	329
Average Queue (ft)	203	255	39
95th Queue (ft)	304	348	165
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)	0	1	0
Queuing Penalty (veh)	0	3	0

Network Summary

Network wide Queuing Penalty: 88

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LT
Maximum Queue (ft)	304	518	497	3	334	532	539	368	319	218
Average Queue (ft)	145	292	263	0	108	206	215	43	189	130
95th Queue (ft)	287	476	441	2	258	454	471	239	304	209
Link Distance (ft)		1193	1193			2869	2869		632	535
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			300	310			420		
Storage Blk Time (%)	0	9	5		0	4	2	0		
Queuing Penalty (veh)	1	12	0		0	4	3	0		

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	B12	WB	WB	SB
Directions Served	L	T	T	TR	LTR
Maximum Queue (ft)	43	9	5	733	73
Average Queue (ft)	10	0	0	24	23
95th Queue (ft)	34	6	4	371	56
Link Distance (ft)		2869	1795	1795	198
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	2				

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	408	432	391	390	225	497	451	345	254	124	572	243
Average Queue (ft)	210	213	239	253	132	317	275	204	88	32	361	16
95th Queue (ft)	358	364	391	400	256	462	410	330	224	116	511	144
Link Distance (ft)		1795	1795	1795		1044	1044	1044			700	
Upstream Blk Time (%)											0	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	1				2	29		2	0	0	59	0
Queuing Penalty (veh)	3				5	28		7	1	0	133	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	365	410	274
Average Queue (ft)	181	249	38
95th Queue (ft)	323	360	162
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)	0	1	0
Queuing Penalty (veh)	0	3	0

Network Summary

Network wide Queuing Penalty: 202

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B12	B12	NB	SB
Directions Served	L	T	T	R	L	T	T	R	T	T	LTR	LT
Maximum Queue (ft)	305	458	429	2	258	1228	1254	445	368	587	406	388
Average Queue (ft)	138	231	216	0	65	494	501	113	19	25	220	236
95th Queue (ft)	268	465	445	1	176	1034	1037	425	190	222	406	459
Link Distance (ft)		1193	1193			2869	2869		784	784	632	535
Upstream Blk Time (%)									0	0		8
Queuing Penalty (veh)									0	0		0
Storage Bay Dist (ft)	280			300	310			420				
Storage Blk Time (%)	4	5	3			17	14	0				10
Queuing Penalty (veh)	24	5	0			7	16	1				10

Intersection: 1: Chapel Rd. & US 50

Movement	SB
Directions Served	R
Maximum Queue (ft)	89
Average Queue (ft)	36
95th Queue (ft)	234
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	420
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	WB	WB	WB	SB
Directions Served	L	T	T	T	TR	LTR
Maximum Queue (ft)	61	16	686	1361	1645	118
Average Queue (ft)	21	1	23	48	129	38
95th Queue (ft)	52	11	343	500	891	86
Link Distance (ft)		784	1795	1795	1795	198
Upstream Blk Time (%)					1	
Queuing Penalty (veh)					7	
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	5					
Queuing Penalty (veh)	26					

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	352	342	332	328	225	796	770	666	255	124	446	104
Average Queue (ft)	193	130	132	130	82	502	459	365	84	29	249	3
95th Queue (ft)	321	284	276	276	193	788	755	651	272	107	412	74
Link Distance (ft)		1795	1795	1795		1044	1044	1044			700	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	1	0			1	32		16	0	0	59	
Queuing Penalty (veh)	3	0			4	16		26	0	0	74	

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	232	302	138
Average Queue (ft)	103	171	31
95th Queue (ft)	221	261	97
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 219

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LT
Maximum Queue (ft)	144	324	287	3	189	300	279	28	223	243
Average Queue (ft)	30	173	149	0	63	117	110	2	106	126
95th Queue (ft)	91	285	264	2	138	239	224	14	190	207
Link Distance (ft)		1193	1193			2869	2869		632	535
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			300	310			420		
Storage Blk Time (%)		1	0		0	0	0			
Queuing Penalty (veh)		0	0		0	0	0			

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	LT	R	LTR
Maximum Queue (ft)	46	12	15	29	187	33	324	325	80
Average Queue (ft)	12	1	1	4	82	1	292	223	27
95th Queue (ft)	38	6	11	18	157	18	328	417	61
Link Distance (ft)		251	251	251		286	284	284	318
Upstream Blk Time (%)							78	53	
Queuing Penalty (veh)							0	0	
Storage Bay Dist (ft)	50				100				
Storage Blk Time (%)	1				8	0			
Queuing Penalty (veh)	2				33	0			

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	L
Maximum Queue (ft)	233	250	271	283	225	433	399	313	180	125	280	327
Average Queue (ft)	98	144	152	166	141	297	251	160	13	42	157	200
95th Queue (ft)	187	233	238	253	269	417	358	270	76	127	254	299
Link Distance (ft)		1452	1452	1452		1044	1044	1044			700	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200				230	100		350
Storage Blk Time (%)					3	22		1	0	0	38	0
Queuing Penalty (veh)					11	27		1	0	0	59	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	370	262
Average Queue (ft)	248	25
95th Queue (ft)	342	131
Link Distance (ft)	1212	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		350
Storage Blk Time (%)	1	0
Queuing Penalty (veh)	3	0

Intersection: 4: Site Access & US 50

Movement	NB
Directions Served	R
Maximum Queue (ft)	30
Average Queue (ft)	10
95th Queue (ft)	32
Link Distance (ft)	216
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Site Access & US 50

Movement	WB	WB	NB
Directions Served	T	T	R
Maximum Queue (ft)	302	605	72
Average Queue (ft)	20	30	32
95th Queue (ft)	298	374	59
Link Distance (ft)	1452	1452	181
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 137

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LT
Maximum Queue (ft)	304	542	496	131	334	596	616	445	423	233
Average Queue (ft)	163	320	295	9	122	263	273	61	222	128
95th Queue (ft)	312	508	482	95	291	504	525	295	364	212
Link Distance (ft)		1193	1193			2869	2869		632	535
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			300	310			420		
Storage Blk Time (%)	0	12	8	0	0	6	2	0		
Queuing Penalty (veh)	0	15	0	0	0	6	3	0		

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	LT	R	LTR
Maximum Queue (ft)	44	16	34	164	130	44	163	127	91
Average Queue (ft)	11	1	3	68	8	2	131	68	26
95th Queue (ft)	37	9	17	134	56	26	172	148	67
Link Distance (ft)		204	204		233	233	125	125	198
Upstream Blk Time (%)							72	13	
Queuing Penalty (veh)							0	0	
Storage Bay Dist (ft)	50			100					
Storage Blk Time (%)	0			6	0				
Queuing Penalty (veh)	2			22	0				

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	407	398	376	394	225	553	502	413	255	124	598	444
Average Queue (ft)	221	207	231	256	147	340	298	207	87	35	382	55
95th Queue (ft)	366	363	385	409	271	501	451	360	211	118	573	314
Link Distance (ft)		1505	1505	1505		1044	1044	1044			700	
Upstream Blk Time (%)											1	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	1	0			2	32		2	0	0	62	0
Queuing Penalty (veh)	2	0			6	31		7	0	0	142	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	317	401	280
Average Queue (ft)	184	246	47
95th Queue (ft)	303	356	180
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)	0	1	0
Queuing Penalty (veh)	0	4	0

Intersection: 4: US 50

Movement	NB
Directions Served	R
Maximum Queue (ft)	28
Average Queue (ft)	5
95th Queue (ft)	24
Link Distance (ft)	145
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: US 50

Movement	WB	WB	NB
Directions Served	T	T	R
Maximum Queue (ft)	6	625	59
Average Queue (ft)	0	31	28
95th Queue (ft)	4	391	54
Link Distance (ft)	1505	1505	167
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 244

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B12	B12	NB	SB
Directions Served	L	T	T	R	L	T	T	R	T		LTR	LT
Maximum Queue (ft)	304	527	494	4	292	1030	1003	445	93	106	314	386
Average Queue (ft)	189	256	233	0	79	531	535	88	3	4	165	239
95th Queue (ft)	312	522	487	2	215	1014	1027	376	66	75	300	463
Link Distance (ft)		1193	1193			2869	2869		515	515	632	535
Upstream Blk Time (%)										0		4
Queuing Penalty (veh)										0		0
Storage Bay Dist (ft)	280			300	310			420				
Storage Blk Time (%)	7	6	4			18	16	0				9
Queuing Penalty (veh)	44	6	0			9	17	1				9

Intersection: 1: Chapel Rd. & US 50

Movement	SB
Directions Served	R
Maximum Queue (ft)	176
Average Queue (ft)	30
95th Queue (ft)	212
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	420
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	LT	R	LTR
Maximum Queue (ft)	53	28	4	27	165	106	50	148	139	182
Average Queue (ft)	18	1	0	3	65	5	3	130	41	94
95th Queue (ft)	49	14	3	17	130	44	27	145	135	207
Link Distance (ft)		213	213	213		244	244	125	125	198
Upstream Blk Time (%)								100	18	16
Queuing Penalty (veh)								0	0	0
Storage Bay Dist (ft)	50				100					
Storage Blk Time (%)	5				5	0				
Queuing Penalty (veh)	24				32	0				

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	365	377	375	370	221	882	814	645	255	124	527	105
Average Queue (ft)	173	143	148	156	71	518	466	363	80	43	274	14
95th Queue (ft)	311	317	321	345	174	823	767	617	269	130	453	153
Link Distance (ft)		1494	1494	1494		1044	1044	1044			700	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	0	0			0	33		16	0	0	63	0
Queuing Penalty (veh)	2	0			0	17		25	1	0	84	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	266	302	131
Average Queue (ft)	98	173	41
95th Queue (ft)	229	266	110
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: US 50

Movement	WB	WB	NB
Directions Served	T	T	R
Maximum Queue (ft)	42	63	43
Average Queue (ft)	1	2	14
95th Queue (ft)	30	35	39
Link Distance (ft)	213	213	146
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: US 50

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	T	T	T	R
Maximum Queue (ft)	11	6	878	1178	1243	71
Average Queue (ft)	0	0	29	77	112	30
95th Queue (ft)	8	4	367	612	770	58
Link Distance (ft)	244	244	1494	1494	1494	157
Upstream Blk Time (%)			0	0	1	
Queuing Penalty (veh)			0	0	6	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 277

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	LTR	LT
Maximum Queue (ft)	78	305	288	4	191	305	262	25	206	279
Average Queue (ft)	29	163	143	0	63	109	104	2	108	134
95th Queue (ft)	69	254	243	2	134	236	222	12	187	230
Link Distance (ft)		1193	1193			2869	2869		632	535
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	280			300	310			420		
Storage Blk Time (%)		0	0		0	0				
Queuing Penalty (veh)		0	0		0	0				

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	95	189	211	203	230	293	294	224	242	76	62
Average Queue (ft)	19	113	112	119	126	96	101	48	121	33	19
95th Queue (ft)	59	175	185	196	202	208	211	139	203	60	46
Link Distance (ft)		194	194	194		315	315	315	284	284	318
Upstream Blk Time (%)		0	0	1		0	0	0	0		
Queuing Penalty (veh)		1	1	2		1	0	0	0		
Storage Bay Dist (ft)	50				100						
Storage Blk Time (%)	4	41			33	2					
Queuing Penalty (veh)	14	9			140	3					

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	L
Maximum Queue (ft)	226	301	307	316	225	484	429	330	143	125	279	326
Average Queue (ft)	90	158	171	194	159	313	263	182	16	39	155	196
95th Queue (ft)	173	253	270	294	274	441	383	301	87	124	249	303
Link Distance (ft)		1425	1425	1425		1044	1044	1044			700	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	400				200				230	100		350
Storage Blk Time (%)					3	24		1	0	0	39	0
Queuing Penalty (veh)					11	30		2	0	0	60	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	390	311
Average Queue (ft)	251	37
95th Queue (ft)	356	170
Link Distance (ft)	1212	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		350
Storage Blk Time (%)	1	0
Queuing Penalty (veh)	4	0

Intersection: 4: Site Access & US 50

Movement	EB	EB	EB	WB	NB
Directions Served	T	T	TR	T	R
Maximum Queue (ft)	40	17	60	12	29
Average Queue (ft)	2	1	3	0	10
95th Queue (ft)	20	10	28	9	33
Link Distance (ft)	532	532	532	194	150
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Site Access & US 50

Movement	WB	WB	WB	NB
Directions Served	T	T	T	R
Maximum Queue (ft)	307	588	580	57
Average Queue (ft)	11	20	19	30
95th Queue (ft)	206	287	294	54
Link Distance (ft)	1425	1425	1425	200
Upstream Blk Time (%)	0	0	0	
Queuing Penalty (veh)	0	0	0	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 278

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B12	B12	NB	SB
Directions Served	L	T	T	R	L	T	T	R	T	T	LTR	LT
Maximum Queue (ft)	304	543	515	68	246	534	542	197	102	207	390	235
Average Queue (ft)	167	319	297	2	85	130	122	10	3	7	217	133
95th Queue (ft)	319	522	490	46	171	358	357	93	72	105	345	215
Link Distance (ft)		1193	1193			2869	2869		523	523	632	535
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (ft)	280			300	310			420				
Storage Blk Time (%)	0	12	8			0	0	0				
Queuing Penalty (veh)	0	16	0			0	0	0				

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR	
Maximum Queue (ft)	199	226	229	230	230	255	282	252	140	88	80	
Average Queue (ft)	34	137	136	142	97	147	173	129	105	32	24	
95th Queue (ft)	107	250	251	265	196	263	284	258	165	69	60	
Link Distance (ft)		204	204	204		233	233	233	125	125	198	
Upstream Blk Time (%)	0	3	3	5	0	2	4	1	14	0		
Queuing Penalty (veh)	0	15	14	21	0	8	14	4	0	0		
Storage Bay Dist (ft)	50				100							
Storage Blk Time (%)	9	33			9	9						
Queuing Penalty (veh)	36	8			31	12						

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	404	521	370	376	225	548	500	381	255	125	639	369
Average Queue (ft)	210	155	172	204	149	341	298	201	90	38	407	58
95th Queue (ft)	388	344	333	368	270	496	449	357	217	125	622	319
Link Distance (ft)		1505	1505	1505		1044	1044	1044			700	
Upstream Blk Time (%)											1	
Queuing Penalty (veh)											0	
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	3	0			3	34		3	0	0	62	0
Queuing Penalty (veh)	11	0			9	33		9	0	0	143	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	326	404	236
Average Queue (ft)	191	253	41
95th Queue (ft)	321	373	166
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)	0	1	0
Queuing Penalty (veh)	0	4	0

Intersection: 4: US 50

Movement	EB	EB	EB	B12	B12	WB	WB	WB	NB
Directions Served	T	T	TR	T	T	T	T	T	R
Maximum Queue (ft)	192	188	200	563	567	118	238	50	42
Average Queue (ft)	30	29	39	19	19	7	11	2	9
95th Queue (ft)	118	120	139	396	400	68	92	29	31
Link Distance (ft)	523	523	523	2869	2869	204	204	204	145
Upstream Blk Time (%)						0	0	0	
Queuing Penalty (veh)						0	1	0	
Storage Bay Dist (ft)									
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 5: US 50

Movement	EB	WB	WB	WB	NB
Directions Served	TR	T	T	T	R
Maximum Queue (ft)	17	229	267	482	76
Average Queue (ft)	1	31	44	26	31
95th Queue (ft)	9	134	169	246	58
Link Distance (ft)	233	1505	1505	1505	167
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Network Summary

Network wide Queuing Penalty: 390

Intersection: 1: Chapel Rd. & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	B12	B12	B12	NB
Directions Served	L	T	T	R	L	T	T	R	T	T		LTR
Maximum Queue (ft)	304	454	437	67	334	1216	1298	445	564	575	545	379
Average Queue (ft)	132	230	214	2	74	768	806	119	188	260	62	223
95th Queue (ft)	261	453	429	45	222	1244	1288	438	598	703	340	400
Link Distance (ft)		1193	1193			2869	2869		515	515	515	632
Upstream Blk Time (%)									1	3	0	
Queuing Penalty (veh)									5	23	3	
Storage Bay Dist (ft)	280			300	310			420				
Storage Blk Time (%)	0	6	4	0	0	22	22	0				
Queuing Penalty (veh)	0	5	0	0	0	11	24	0				

Intersection: 1: Chapel Rd. & US 50

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	481	356
Average Queue (ft)	302	71
95th Queue (ft)	542	340
Link Distance (ft)	535	
Upstream Blk Time (%)	9	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		420
Storage Blk Time (%)	15	0
Queuing Penalty (veh)	15	0

Intersection: 2: Site Access/Driveway & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	TR	L	T	T	TR	LT	R	LTR
Maximum Queue (ft)	144	239	257	255	244	299	299	286	149	90	93
Average Queue (ft)	29	196	202	205	172	229	228	200	121	33	35
95th Queue (ft)	89	280	278	275	260	335	345	335	171	68	76
Link Distance (ft)		213	213	213		244	244	244	125	125	198
Upstream Blk Time (%)	0	21	23	25	2	19	15	8	23		
Queuing Penalty (veh)	0	104	113	125	0	141	115	57	0		
Storage Bay Dist (ft)	50				100						
Storage Blk Time (%)	11	45			51	27					
Queuing Penalty (veh)	54	11			350	41					

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	UL	T	T	TR	UL	T	T	T	R	L	LT	R
Maximum Queue (ft)	424	621	605	605	224	931	858	720	255	125	463	139
Average Queue (ft)	223	282	305	324	79	559	519	418	84	44	276	20
95th Queue (ft)	414	554	589	610	186	859	804	711	275	132	482	177
Link Distance (ft)		1494	1494	1494		1044	1044	1044			700	
Upstream Blk Time (%)						0					0	
Queuing Penalty (veh)						0					0	
Storage Bay Dist (ft)	400				200				230	100		500
Storage Blk Time (%)	0	4			0	36		20	0	0	62	0
Queuing Penalty (veh)	1	7			0	18		31	0	0	82	0

Intersection: 3: Goldsborough St./MD 328 & US 50

Movement	SB	SB	SB
Directions Served	L	LT	R
Maximum Queue (ft)	226	271	166
Average Queue (ft)	99	172	42
95th Queue (ft)	218	259	115
Link Distance (ft)		1212	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	350		350
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: US 50

Movement	EB	EB	EB	B12	WB	WB	WB	NB
Directions Served	T	T	TR	T	T	T	T	R
Maximum Queue (ft)	261	270	282	9	251	248	210	60
Average Queue (ft)	81	85	100	0	101	130	48	13
95th Queue (ft)	211	217	244	6	256	279	165	42
Link Distance (ft)	515	515	515	2869	213	213	213	146
Upstream Blk Time (%)					1	1	0	
Queuing Penalty (veh)					5	11	1	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 5: US 50

Movement	EB	EB	WB	WB	WB	NB
Directions Served	T	TR	T	T	T	R
Maximum Queue (ft)	11	6	1102	1281	1436	79
Average Queue (ft)	0	0	236	313	242	30
95th Queue (ft)	8	4	695	846	792	59
Link Distance (ft)	244	244	1494	1494	1494	157
Upstream Blk Time (%)				0	0	
Queuing Penalty (veh)				0	2	
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Network Summary

Network wide Queuing Penalty: 1357

Appendix C

Traffic Signal Warrant Analysis - Phase 1

US 50 at Site Access/Driveway (full build out)

MUTCD Warrants for Analysis	Results
Warrant 1, Eight Hour Vehicular Volume	**Satisfied**
Warrant 2, Four Hour Vehicular Volume	**Satisfied**
Warrant 3, Peak Hour	Not Evaluated
Warrant 4, Pedestrian Volume	n/a
Warrant 5, School Crossing	n/a
Warrant 6, Coordinated Signal System	n/a
Warrant 7, Crash Experience	Not Evaluated
Warrant 8, Roadway Network	n/a

NOTE:

1). The Maryland State Highway Administration does not utilize Warrant 3 (Peak Hour Warrant) in evaluating and approving signalization.

2). The Maryland State Highway Administration controls crash data and therefore Warrant 7 (Crash Experience) was not evaluated.

Table 4C-1. Warrant 1, Eight Hour Vehicular Volume

Condition A -- Minimum Vehicular Volume									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher volume minor street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B -- Interruption of Continuous Traffic									
Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher volume minor street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

Source: Manual on Uniform Traffic Control Devices (MUTCD) 2003 Edition

[a] Basic minimum hourly volume.

[b] Used for combination of Conditions A and B after adequate trial of other remedial measures.

[c] May be used when the major street speed exceeds 40 mph or in an isolated community with a population < 10,000.

[d] May be used in combination of Conditions A and B after adequate trial of other remedial measures when the major street exceeds 40 mph or in an isolated community with a population of < 10,000.

Intersection Turning Movement Count

Hour Beginning	Site Access			Driveway			US 50			US 50		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM								179			412	
7:00 AM								440			714	
8:00 AM								864			1095	
9:00 AM								866			1170	
10:00 AM								755			953	
11:00 AM								730			810	
12:00 PM								724			891	
1:00 PM								953			981	
2:00 PM								897			817	
3:00 PM								889			871	
4:00 PM								1003			1085	
5:00 PM								1156			1046	
6:00 PM								1121			1046	

Note: The volumes above have been flowed from the intersection of US 50 & MD 328/Goldsborough St. The 13 hour count for US 50 & MD 328/Goldsborough St has been included in Appendix A.

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Mainline US 50 Volumes Flowed from Intersection of US 50 & MD 328/Goldsborough St	**Exhibit** **C-2a**

Intersection Turning Movement Count

Hour Beginning	Site Access			Driveway			US 50			US 50		
	Northbound			Southbound			Eastbound			Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM								190			437	
7:00 AM								467			758	
8:00 AM								917			1162	
9:00 AM								919			1242	
10:00 AM								801			1011	
11:00 AM								775			860	
12:00 PM								768			946	
1:00 PM								1011			1041	
2:00 PM								952			867	
3:00 PM								944			924	
4:00 PM								1065			1152	
5:00 PM								1227			1110	
6:00 PM								1190			1110	

Note: A 1.5% growth rate was applied for 4 years to the volumes on Exhibit C-4a due to the count data being collected in 2017.

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Mainline US 50 Volumes with Growth Flowed from Intersection of US 50 & MD 328/Goldsborough St	**Exhibit** **C-2b**

Calculation of Average Daily Traffic (ADT)

(based on ITE Trip Generation Manual, 10th Edition)

Hotel Room (ITE-310)	# of rooms	Average Daily Traffic
Daily Trips = 8.36 x Rooms	82 rooms	686

Calculation of Hourly Trips

(based on Diurnal Percentages)

Time	Hotel Room (ITE-310)					
	Diurnal Percentages from ITE 10th Edition			Trips Generated ADT = 686		
	Total	In	Out	Total	In	Out
6:00 AM - 7:00 AM	2.9%	1.7%	1.2%	20	12	8
7:00 AM - 8:00 AM	4.6%	2.7%	1.9%	32	19	13
8:00 AM - 9:00 AM	6.2%	3.7%	2.5%	43	25	17
9:00 AM - 10:00 AM	6.7%	4.0%	2.7%	46	27	19
10:00 AM- 11:00 AM	6.0%	3.5%	2.5%	41	24	17
11:00 AM - 12:00 PM	3.9%	2.3%	1.6%	27	16	11
12:00 PM - 1:00 PM	4.6%	2.3%	2.3%	32	16	15
1:00 PM - 2:00 PM	4.6%	2.3%	2.3%	32	16	15
2:00 PM - 3:00 PM	6.0%	3.1%	2.9%	41	21	20
3:00 PM - 4:00 PM	8.2%	4.2%	4.0%	56	29	28
4:00 PM - 5:00 PM	7.0%	3.6%	3.4%	48	24	24
5:00 PM - 6:00 PM	7.1%	3.6%	3.5%	49	25	24
6:00 PM - 7:00 PM	5.4%	2.8%	2.6%	37	19	18
Total 6:00 AM - 7:00 PM	**73.2%**	**39.8%**	**33.4%**	**504**	**275**	**229**

Notes:

1. Total diurnal percentages taken from ITE Trip Generation Manual, 10th Edition and represent the percentage of daily traffic during each 60-minute period. These rates are then split by the percentage of traffic In and Out of the site during each hour, as described in Note 2, below.
2. ITE does not provide In/Out splits by hour. Therefore, In/Out splits for all AM hours are taken from the AM peak hour In/Out split. In/Out splits for all PM hours are taken from the PM peak hour In/Out split. See table below.
3. The sum of the total diurnal percentages does not equal 100% because not all vehicles travel into or out of the site between the hours of 6:00 AM to 7:00 PM. The remaining percentage represents the vehicular trips outside of this timeframe (7:00 PM to 6:00 AM).

ITE Peak Hour Directional Distribution		
	In	Out
AM	59%	41%
PM	51%	49%

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Diurnal Hourly Traffic Volumes for Existing Quality Inn

Exhibit C-2c

Calculation of Average Daily Traffic (ADT)

(based on ITE Trip Generation Manual, 10th Edition)

High Turnover (Sit-Down) Restaurant (ITE-932)	square feet	Average Daily Traffic
Daily Trips = 112.18 x ksf	6,500 square feet	729

Calculation of Hourly Trips

(based on Diurnal Percentages)

Time	High Turnover (Sit-Down) Restaurant (ITE-932)					
	Diurnal Percentages from ITE 10th Edition			Trips Generated ADT = 729		
	Total	In	Out	Total	In	Out
6:00 AM - 7:00 AM	1.3%	0.7%	0.6%	9	5	4
7:00 AM - 8:00 AM	2.1%	1.2%	0.9%	15	8	7
8:00 AM - 9:00 AM	3.2%	1.8%	1.4%	23	13	10
9:00 AM - 10:00 AM	3.6%	2.0%	1.6%	26	14	12
10:00 AM- 11:00 AM	4.7%	2.6%	2.1%	34	19	15
11:00 AM - 12:00 PM	9.3%	5.1%	4.2%	68	37	31
12:00 PM - 1:00 PM	12.0%	7.4%	4.6%	87	54	33
1:00 PM - 2:00 PM	8.3%	5.1%	3.2%	61	38	23
2:00 PM - 3:00 PM	4.4%	2.7%	1.7%	32	20	12
3:00 PM - 4:00 PM	3.6%	2.2%	1.4%	26	16	10
4:00 PM - 5:00 PM	5.2%	3.2%	2.0%	38	24	14
5:00 PM - 6:00 PM	8.9%	5.5%	3.4%	65	40	25
6:00 PM - 7:00 PM	9.9%	6.1%	3.8%	72	45	27
Total 6:00 AM - 7:00 PM	**76.5%**	**45.7%**	**30.8%**	**556**	**333**	**223**

Notes:

1. Total diurnal percentages taken from ITE Trip Generation Manual, 10th Edition and represent the percentage of daily traffic during each 60-minute period. These rates are then split by the percentage of traffic In and Out of the site during each hour, as described in Note 2, below.
2. ITE does not provide In/Out splits by hour. Therefore, In/Out splits for all AM hours are taken from the AM peak hour In/Out split. In/Out splits for all PM hours are taken from the PM peak hour In/Out split. See table below.
3. The sum of the total diurnal percentages does not equal 100% because not all vehicles travel into or out of the site between the hours of 6:00 AM to 7:00 PM. The remaining percentage represents the vehicular trips outside of this timeframe (7:00 PM to 6:00 AM).

ITE Peak Hour Directional Distribution		
	In	Out
AM	55%	45%
PM	62%	38%

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Diurnal Hourly Traffic Volumes for Existing Denny's

Exhibit C-2d

Primary Trip Assignment for Quality Inn

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM				2		2	3	-3			-3	3
7:00 AM				3		4	5	-5			-5	5
8:00 AM				4		5	6	-6			-7	7
9:00 AM				5		5	7	-7			-7	7
10:00 AM				4		5	6	-6			-6	6
11:00 AM				3		3	4	-4			-4	4
12:00 PM				4		4	4	-4			-4	4
1:00 PM				4		4	4	-4			-4	4
2:00 PM				5		5	5	-5			-6	6
3:00 PM				7		7	7	-7			-8	8
4:00 PM				6		6	6	-6			-6	6
5:00 PM				6		6	6	-6			-7	7
6:00 PM				5		4	5	-5			-5	5

Note: The southbound left and right movements include trips exiting the site (orange). The eastbound left and westbound right movements includes trips entering the site (green). The trip distribution percentages are detailed below. It is assumed that 50% of trips to/from the Quality Inn will use alternate intersections to enter/exit and will not pass through the study intersection.

Hotel Trips

50% of trips are assumed to use an alternate driveway to access US 50

Outbound

50% of trips are generated west of the intersection (southbound right outbound)

50% of trips are generated east of the intersection (southbound left outbound)

Inbound

50% of trips are generated west of the intersection (eastbound left inbound)

50% of trips are generated east of the intersection (westbound right inbound)

Primary Trip Assignment for Denny's Restaurant

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM				2		2	3	-3			-2	2
7:00 AM				4		3	4	-4			-4	4
8:00 AM				5		5	7	-7			-6	6
9:00 AM				6		6	7	-7			-7	7
10:00 AM				8		7	10	-10			-9	9
11:00 AM				16		15	19	-19			-18	18
12:00 PM				17		16	27	-27			-27	27
1:00 PM				12		11	19	-19			-19	19
2:00 PM				6		6	10	-10			-10	10
3:00 PM				5		5	8	-8			-8	8
4:00 PM				7		7	12	-12			-12	12
5:00 PM				13		12	20	-20			-20	20
6:00 PM				14		13	23	-23			-22	22

Note: The southbound left and right movements include trips exiting the site (orange). The eastbound left and westbound right movements includes trips entering the site (green). The trip distribution percentages are detailed below.

Hotel Trips

Outbound

50% of trips are generated west of the intersection (southbound right outbound)

50% of trips are generated east of the intersection (southbound left outbound)

Inbound

50% of trips are generated west of the intersection (eastbound left inbound)

50% of trips are generated east of the intersection (westbound right inbound)

Intersection Turning Movement Count

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	0	0	0	4	0	4	6	184	0	0	432	5
7:00 AM	0	0	0	7	0	7	9	458	0	0	749	9
8:00 AM	0	0	0	9	0	10	13	904	0	0	1149	13
9:00 AM	0	0	0	11	0	11	14	905	0	0	1228	14
10:00 AM	0	0	0	12	0	12	16	785	0	0	996	15
11:00 AM	0	0	0	19	0	18	23	752	0	0	838	22
12:00 PM	0	0	0	21	0	20	31	737	0	0	915	31
1:00 PM	0	0	0	16	0	15	23	988	0	0	1018	23
2:00 PM	0	0	0	11	0	11	15	937	0	0	851	16
3:00 PM	0	0	0	12	0	12	15	929	0	0	908	16
4:00 PM	0	0	0	13	0	13	18	1047	0	0	1134	18
5:00 PM	0	0	0	19	0	18	26	1201	0	0	1083	27
6:00 PM	0	0	0	19	0	17	28	1162	0	0	1083	27

Note: The volumes shown on this sheet were obtained by summing the existing turning movment count plus growth on Exhibit C-2b with the trip generations for the Denny's and Quality Inn on Exhibits C-2e and C-2f.

Intersection Input Values

Major = 2 Lane(s)
Minor = 1 Lane(s)

Reduced Voluomes (Y/N)?[c] Y

Required Traffic Volumes

	Major	Minor
Condition A Use	420	105
	Major	Minor
Condition B Use	630	53
Combination A & B Use	Major	Minor
for Condition A	336	84
	&	&
for Condition B	504	42

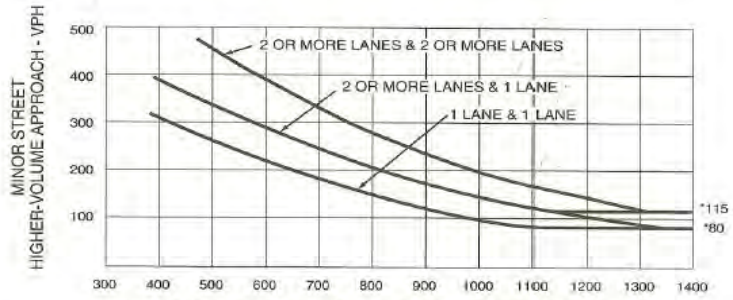
Results of Warrant 1 Analysis

Time Begin	Main Line	Minor - Southbound	Warrant #1 Condition A	Condition B	Condition A&B
6:00 AM	627	8	0	0	0
7:00 AM	1225	14	0	0	0
8:00 AM	2079	19	0	0	0
9:00 AM	2161	22	0	0	0
10:00 AM	1812	24	0	0	0
11:00 AM	1635	37	0	0	0
12:00 PM	1714	41	0	0	0
1:00 PM	2052	31	0	0	0
2:00 PM	1819	22	0	0	0
3:00 PM	1868	24	0	0	0
4:00 PM	2217	26	0	0	0
5:00 PM	2337	37	0	0	0
6:00 PM	2300	36	0	0	0
Number of Hours Satisfied?			0	0	0
Condition Satisfied?			No	No	No

Eight Hours must be satisfied to satisfy Warrant #1 →
***Results →

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Traffic Signal Warrant Analysis Under Existing Conditions **** Warrant #1 is Not Satisfied ****	**Exhibit** **C-3a**

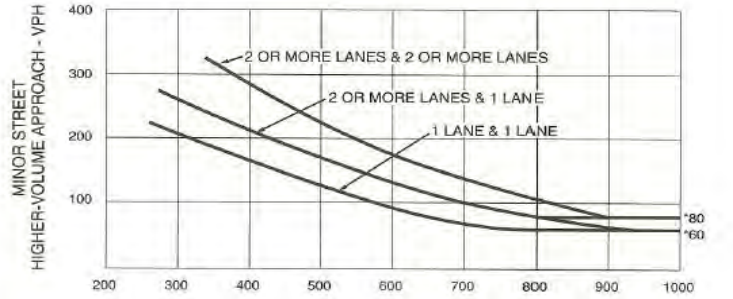
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection Input Values

Major =	2	Lane(s)
Minor =	1	Lane(s)
Reduced Voluomes (Y/N)?[c]	Y	

Results of Warrant 2 Analysis

Time Begin	Main Line	Minor - Southbound	Warrant #2 Regular	Warrant #2 Reduced (70% Factor)
6:00 AM	627	8		0
7:00 AM	1225	14		0
8:00 AM	2079	19		0
9:00 AM	2161	22		0
10:00 AM	1812	24		0
11:00 AM	1635	37		0
12:00 PM	1714	41	N/A	0
1:00 PM	2052	31		0
2:00 PM	1819	22		0
3:00 PM	1868	24		0
4:00 PM	2217	26		0
5:00 PM	2337	37		0
6:00 PM	2300	36		0
Number of Hours Satisfied?			0	0
Warrant 2 Satisfied?			No	No

← 4 Hours Required

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	Traffic Signal Warrant Analysis Under Existing Conditions **** Warrant #2 is Not Satisfied ****	**Exhibit C-3b**

Calculation of Average Daily Traffic (ADT)

(based on ITE Trip Generation Manual, 10th Edition)

Fast-Food w/ Drive-Thru (ITE-934)	square feet	Average Daily Traffic
Daily Trips = 470.95 x ksf	3,350 square feet	1578

Calculation of Hourly Trips

(based on Diurnal Percentages)

Time	Fast-Food w/ Drive-Thru (ITE-934)					
	Diurnal Percentages from ITE 10th Edition			Trips Generated ADT = 1578		
	Total	In	Out	Total	In	Out
6:00 AM - 7:00 AM	2.1%	1.1%	1.0%	33	17	16
7:00 AM - 8:00 AM	3.0%	1.5%	1.5%	47	24	23
8:00 AM - 9:00 AM	3.3%	1.7%	1.6%	52	27	26
9:00 AM - 10:00 AM	3.2%	1.6%	1.6%	50	26	25
10:00 AM- 11:00 AM	3.9%	2.0%	1.9%	62	31	30
11:00 AM - 12:00 PM	8.4%	4.3%	4.1%	133	68	65
12:00 PM - 1:00 PM	11.8%	6.1%	5.7%	186	97	89
1:00 PM - 2:00 PM	8.3%	4.3%	4.0%	131	68	63
2:00 PM - 3:00 PM	6.1%	3.2%	2.9%	96	50	46
3:00 PM - 4:00 PM	5.6%	2.9%	2.7%	88	46	42
4:00 PM - 5:00 PM	6.6%	3.4%	3.2%	104	54	50
5:00 PM - 6:00 PM	7.3%	3.8%	3.5%	115	60	55
6:00 PM - 7:00 PM	6.5%	3.4%	3.1%	103	53	49
Total 6:00 AM - 7:00 PM	**76.1%**	**39.3%**	**36.8%**	**1200**	**621**	**579**

Notes:

1. Total diurnal percentages taken from ITE Trip Generation Manual, 10th Edition and represent the percentage of daily traffic during each 60-minute period. These rates are then split by the percentage of traffic In and Out of the site during each hour, as described in Note 2, below.
2. ITE does not provide In/Out splits by hour. Therefore, In/Out splits for all AM hours are taken from the AM peak hour In/Out split. In/Out splits for all PM hours are taken from the PM peak hour In/Out split. See table below.
3. The sum of the total diurnal percentages does not equal 100% because not all vehicles travel into or out of the site between the hours of 6:00 AM to 7:00 PM. The remaining percentage represents the vehicular trips outside of this timeframe (7:00 PM to 6:00 AM).

ITE Peak Hour Directional Distribution		
	In	Out
AM	51%	49%
PM	52%	48%

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Diurnal Hourly Traffic Volumes for Proposed Burger King

Exhibit C-4a

Calculation of Average Daily Traffic (ADT)

(based on ITE Trip Generation Manual, 10th Edition)

Convenience (Super) Market/Gas Station (ITE-960)	square feet	Average Daily Traffic
Daily Trips = 837.58 x ksf	5,530 square feet	4632

Calculation of Hourly Trips

(based on Diurnal Percentages)

Time	Convenience/Service Station with Convenience Market (ITE-945)					
	Diurnal Percentages from ITE 10th Edition			Trips Generated ADT = 4632		
	Total	In	Out	Total	In	Out
6:00 AM - 7:00 AM	4.8%	2.4%	2.4%	222	111	111
7:00 AM - 8:00 AM	6.1%	3.1%	3.1%	283	141	141
8:00 AM - 9:00 AM	6.1%	3.1%	3.1%	283	141	141
9:00 AM - 10:00 AM	5.5%	2.8%	2.8%	255	127	127
10:00 AM- 11:00 AM	5.4%	2.7%	2.7%	250	125	125
11:00 AM - 12:00 PM	5.3%	2.7%	2.7%	245	123	123
12:00 PM - 1:00 PM	5.9%	3.0%	3.0%	273	137	137
1:00 PM - 2:00 PM	5.6%	2.8%	2.8%	259	130	130
2:00 PM - 3:00 PM	6.1%	3.1%	3.1%	283	141	141
3:00 PM - 4:00 PM	6.6%	3.3%	3.3%	306	153	153
4:00 PM - 5:00 PM	6.8%	3.4%	3.4%	315	157	157
5:00 PM - 6:00 PM	6.8%	3.4%	3.4%	315	157	157
6:00 PM - 7:00 PM	6.1%	3.1%	3.1%	283	141	141
Total 6:00 AM - 7:00 PM	**77.1%**	**38.6%**	**38.6%**	**3572**	**1788**	**1784**

Notes:

1. Total diurnal percentages taken from ITE Trip Generation Manual, 10th Edition and represent the percentage of daily traffic during each 60-minute period. These rates are then split by the percentage of traffic In and Out of the site during each hour, as described in Note 2, below.
2. ITE does not provide In/Out splits by hour. Therefore, In/Out splits for all AM hours are taken from the AM peak hour In/Out split. In/Out splits for all PM hours are taken from the PM peak hour In/Out split. See table below.
3. The sum of the total diurnal percentages does not equal 100% because not all vehicles travel into or out of the site between the hours of 6:00 AM to 7:00 PM. The remaining percentage represents the vehicular trips outside of this timeframe (7:00 PM to 6:00 AM).
4. Diurnal percentages are not provided for the Convenience (Super) Market/Gas Station (ITE-960). Therefore, the diurnal percentages for Gasoline/Service Station with Conveniene Market (ITE-945) were used.

ITE Peak Hour Directional Distribution		
	In	Out
AM	50%	50%
PM	50%	50%

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Diurnal Hourly Traffic Volumes for Proposed Royal Farms

Exhibit C-4b

Primary Trip Assignment for Fast Food Portion of Development

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	4		4					1	3	5		
7:00 AM	5		5					1	4	7		
8:00 AM	6		6					1	5	7		
9:00 AM	6		6					1	5	7		
10:00 AM	7		7					2	6	9		
11:00 AM	15		14					4	12	19		
12:00 PM	20		20					5	17	27		
1:00 PM	14		14					3	12	19		
2:00 PM	10		10					3	9	14		
3:00 PM	9		9					2	8	13		
4:00 PM	11		11					3	10	15		
5:00 PM	12		12					3	11	17		
6:00 PM	11		11					3	10	15		

Note: The westbound left and thru movements include trips exiting the site (orange). The eastbound thru and northbound right movements includes trips entering the site (green). The trip distribution percentages are detailed below.

Fast Food Trips

50% of trips both in/out of the site from ExhibitC-4a are pass-by trips which are assigned on Exhibit C-5b. The remaining 50% are primary trips that are assigned on this sheet.

Outbound

45% of trips are generated west of the intersection (northbound left outbound)

55% of trips are generated east of the intersection (northbound right outbound)

20% of of outbound trips to the east will exit the site at an alternate intersection. These trips will pass through the study intersection as eastbound through movements.

Inbound

45% of trips are generated west of the intersection (eastbound right inbound)

20% of inbound trips from the west will use an alternate access point and will not pass through the study intersection.

55% of trips are generated east of the intersection (westbound left inbound)

Pass-by Trip Assignment for Fast Food Portion of Development

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	4		2					-2	2	4	-4	
7:00 AM	6		3					-3	3	6	-6	
8:00 AM	7		3					-3	3	7	-7	
9:00 AM	6		3					-3	3	7	-7	
10:00 AM	8		4					-4	4	8	-8	
11:00 AM	16		8					-9	9	17	-17	
12:00 PM	22		11					-12	12	24	-24	
1:00 PM	16		8					-9	9	17	-17	
2:00 PM	12		6					-6	6	13	-13	
3:00 PM	11		5					-6	6	12	-12	
4:00 PM	13		6					-7	7	14	-14	
5:00 PM	14		7					-8	8	15	-15	
6:00 PM	12		6					-7	7	13	-13	

Note: The westbound left and thru movements include trips exiting the site (orange). The eastbound thru and northbound right movements includes trips entering the site (green). The trip distribution percentages are detailed below.

Fast Food Trips

50% of trips both in/out of the site from ExhibitC-4a are pass-by trips which are assigned on this sheet.

Outbound

50% of trips are generated west of the intersection (northbound left outbound)

50% of trips are generated east of the intersection (northbound right outbound)

50% of of outbound trips to the east will exit the site at an alternate intersection. These trips will not impact the study intersection

Inbound

50% of trips are generated west of the intersection (eastbound right inbound)

50% of inbound trips from the west will use an alternate access point and will not impact the study intersection.

50% of trips are generated east of the intersection (westbound left inbound)

Primary Trip Assignment for Convenience Market/Gas Portion of Development

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	12		7					6	6	15		
7:00 AM	15		9					8	7	19		
8:00 AM	15		9					8	7	19		
9:00 AM	14		8					7	7	17		
10:00 AM	14		8					7	7	17		
11:00 AM	13		8					7	6	16		
12:00 PM	15		9					7	8	18		
1:00 PM	14		9					7	7	17		
2:00 PM	15		9					8	7	19		
3:00 PM	17		10					8	9	20		
4:00 PM	17		10					8	9	21		
5:00 PM	17		10					8	9	21		
6:00 PM	15		9					8	7	19		

Note: The westbound left and thru movements include trips exiting the site (orange). The eastbound thru and northbound right movements includes trips entering the site (green). The trip distribution percentages are detailed below.

Warehouse Trips

76% of trips both in/out of the site from ExhibitC-4a are pass-by trips which are assigned on Exhibit C-5d. The remaining 24% are primary trips that are assigned on this sheet.

Outbound

45% of trips are generated west of the intersection (northbound left outbound)

55% of trips are generated east of the intersection (northbound right outbound)

50% of of outbound trips to the east will exit the site at an alternate intersection. These trips will not impact the study intersection

Inbound

45% of trips are generated west of the intersection (eastbound right inbound)

50% of of inbound trips from the west will exit the site at an alternate intersection. These trips will pass through the study intersection as eastbound through traffic

55% of trips are generated east of the intersection (westbound left inbound)

Pass-by Trip Assignment for Convenience Market/Gas Portion of Development

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	42		21					-21	21	42	-42	
7:00 AM	54		27					-27	27	54	-54	
8:00 AM	54		27					-27	27	54	-54	
9:00 AM	48		24					-24	24	48	-48	
10:00 AM	48		24					-24	24	48	-48	
11:00 AM	47		23					-23	23	47	-47	
12:00 PM	52		26					-26	26	52	-52	
1:00 PM	49		25					-25	25	49	-49	
2:00 PM	54		27					-27	27	54	-54	
3:00 PM	58		29					-29	29	58	-58	
4:00 PM	60		30					-30	30	60	-60	
5:00 PM	60		30					-30	30	60	-60	
6:00 PM	54		27					-27	27	54	-54	

Note: The northbound left and right movements include trips exiting the site (orange). The eastbound right and westbound left movements includes trips entering the site (green). The trip distribution percentages are detailed below.

Warehouse Trips

76% of trips both in/out of the site from ExhibitC-4a are pass-by trips which are assigned on this sheet.

Outbound

50% of trips are generated west of the intersection (northbound left outbound)

50% of trips are generated east of the intersection (northbound right outbound)

50% of of outbound trips to the east will exit the site at an alternate intersection. These trips will not impact the study intersection

Inbound

50% of trips are generated west of the intersection (eastbound right inbound)

50% of of inbound trips from the west will exit the site at an alternate intersection. These trips will not impact the study intersection

50% of trips are generated east of the intersection (westbound left inbound)

Intersection Turning Movement Count

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	8	0	6	4	0	4	6	183	5	9	428	5
7:00 AM	11	0	8	7	0	7	9	456	7	13	743	9
8:00 AM	13	0	9	9	0	10	13	902	8	14	1142	13
9:00 AM	12	0	9	11	0	11	14	903	8	14	1221	14
10:00 AM	15	0	11	12	0	12	16	783	10	17	988	15
11:00 AM	31	0	22	19	0	18	23	747	21	36	821	22
12:00 PM	42	0	31	21	0	20	31	730	29	51	891	31
1:00 PM	30	0	22	16	0	15	23	982	21	36	1001	23
2:00 PM	22	0	16	11	0	11	15	934	15	27	838	16
3:00 PM	20	0	14	12	0	12	15	925	14	25	896	16
4:00 PM	24	0	17	13	0	13	18	1043	17	29	1120	18
5:00 PM	26	0	19	19	0	18	26	1196	19	32	1068	27
6:00 PM	23	0	17	19	0	17	28	1158	17	28	1070	27

Note: Volumes above are the Existing Turning Movement Count with Growth (ExC-3b) plus the trip assignments for the Fast Food portion of the site (Exhibits C-5a and C-5b).

Intersection Input Values

Major = 2 Lane(s)
Minor = 2 Lane(s)

Reduced Voluomes (Y/N)?[c] Y

Required Traffic Volumes

	Major	Minor
Condition A Use	420	140
Condition B Use	630	70
Combination A & B Use		
for Condition A	336	112
&	&	&
for Condition B	504	56

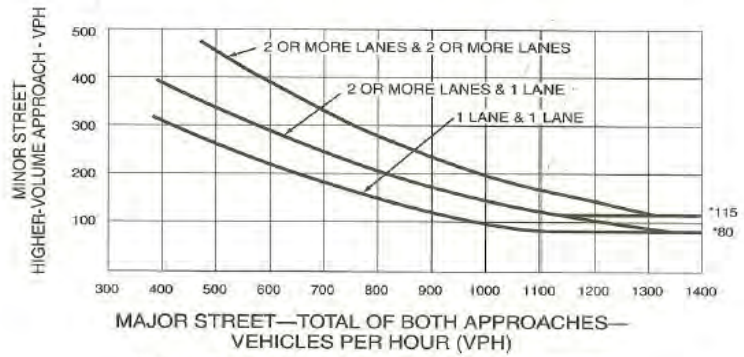
Results of Warrant 1 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #1 Condition A	Condition B	Condition A&B
6:00 AM	636	14	0	0	0
7:00 AM	1237	19	0	0	0
8:00 AM	2092	22	0	0	0
9:00 AM	2174	21	0	0	0
10:00 AM	1829	26	0	0	0
11:00 AM	1670	53	0	0	0
12:00 PM	1763	73	0	1	0
1:00 PM	2086	52	0	0	0
2:00 PM	1845	38	0	0	0
3:00 PM	1891	34	0	0	0
4:00 PM	2245	41	0	0	0
5:00 PM	2368	45	0	0	0
6:00 PM	2328	40	0	0	0
Number of Hours Satisfied?			0	1	0
Condition Satisfied?			No	No	No

Eight Hours must be satisfied to satisfy Warrant #1 →
***Results →

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 2: Fast Food Developed First **** Warrant #1 is Not Satisfied ****	**Exhibit** **C-6a**

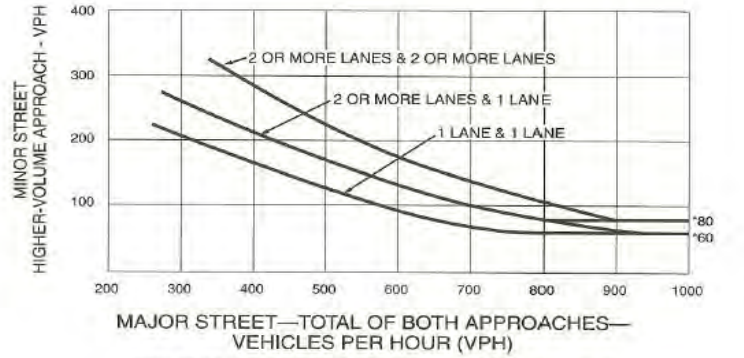
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection Input Values

Major =	2	Lane(s)
Minor =	2	Lane(s)
Reduced Voluomes (Y/N)?[c]	Y	

Results of Warrant 2 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #2 Regular	Warrant #2 Reduced (70% Factor)
6:00 AM	636	14		0
7:00 AM	1237	19		0
8:00 AM	2092	22		0
9:00 AM	2174	21		0
10:00 AM	1829	26		0
11:00 AM	1670	53		0
12:00 PM	1763	73	N/A	0
1:00 PM	2086	52		0
2:00 PM	1845	38		0
3:00 PM	1891	34		0
4:00 PM	2245	41		0
5:00 PM	2368	45		0
6:00 PM	2328	40		0
Number of Hours Satisfied?			0	0
Warrant 2 Satisfied?			No	No

← 4 Hours Required

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 2: Fast Food Developed First **** Warrant #2 is Not Satisfied ****	**Exhibit** **C-6b**

Intersection Turning Movement Count

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	54	0	28	4	0	4	6	169	27	57	390	5
7:00 AM	69	0	36	7	0	7	9	439	34	73	695	9
8:00 AM	69	0	36	9	0	10	13	885	34	73	1095	13
9:00 AM	62	0	32	11	0	11	14	888	31	65	1180	14
10:00 AM	62	0	32	12	0	12	16	768	31	65	948	15
11:00 AM	60	0	31	19	0	18	23	736	29	63	791	22
12:00 PM	67	0	35	21	0	20	31	718	34	70	863	31
1:00 PM	63	0	34	16	0	15	23	970	32	66	969	23
2:00 PM	69	0	36	11	0	11	15	918	34	73	797	16
3:00 PM	75	0	39	12	0	12	15	908	38	78	850	16
4:00 PM	77	0	40	13	0	13	18	1025	39	81	1074	18
5:00 PM	77	0	40	19	0	18	26	1179	39	81	1023	27
6:00 PM	69	0	36	19	0	17	28	1143	34	73	1029	27

Note: Volumes above are the Existing Turning Movement Count with Growth (ExC-3b) plus the trip assignments for the Convenience Market portion of the site (Exhibits C-5c and C-5d).

Intersection Input Values

Major = 2 Lane(s)
Minor = 2 Lane(s)

Reduced Voluomes (Y/N)?[c] Y

Required Traffic Volumes

	Major	Minor
Condition A Use	420	140
Condition B Use	630	70
Combination A & B Use		
for Condition A	336	112
&	&	&
for Condition B	504	56

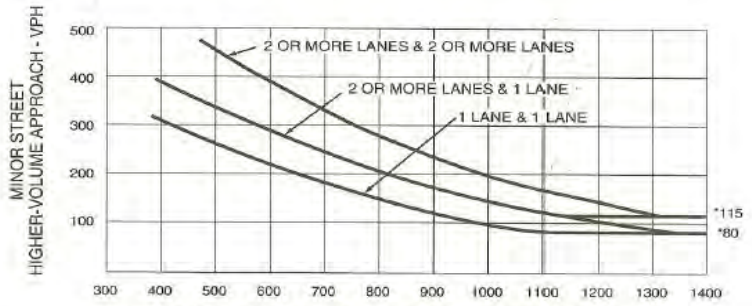
Results of Warrant 1 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #1 Condition A	Condition B	Condition A&B
6:00 AM	654	82	0	1	0
7:00 AM	1259	105	0	1	0
8:00 AM	2113	105	0	1	0
9:00 AM	2192	94	0	1	0
10:00 AM	1843	94	0	1	0
11:00 AM	1664	91	0	1	0
12:00 PM	1747	102	0	1	0
1:00 PM	2083	97	0	1	0
2:00 PM	1853	105	0	1	0
3:00 PM	1905	114	0	1	1
4:00 PM	2255	117	0	1	1
5:00 PM	2375	117	0	1	1
6:00 PM	2334	105	0	1	0
Number of Hours Satisfied?			0	13	3
Condition Satisfied?			No	Yes	No

Eight Hours must be satisfied to satisfy Warrant #1 →
***Results →

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 1: Convenience Store Developed First **** Warrant #1 is Satisfied ****	**Exhibit** **C-7a**

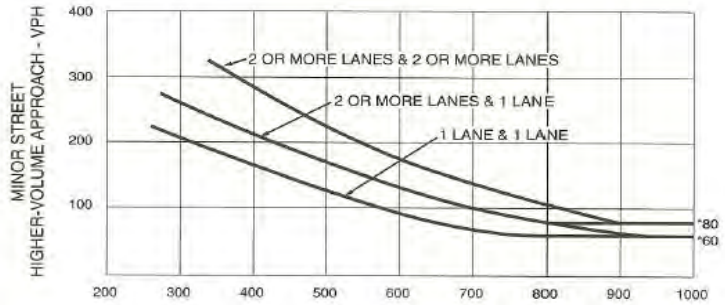
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection Input Values

Major =	2	Lane(s)
Minor =	2	Lane(s)
Reduced Voluomes (Y/N)?[c]	Y	

Results of Warrant 2 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #2 Regular	Warrant #2 Reduced (70% Factor)
6:00 AM	654	82		0
7:00 AM	1259	105		1
8:00 AM	2113	105		1
9:00 AM	2192	94		1
10:00 AM	1843	94		1
11:00 AM	1664	91		1
12:00 PM	1747	102	N/A	1
1:00 PM	2083	97		1
2:00 PM	1853	105		1
3:00 PM	1905	114		1
4:00 PM	2255	117		1
5:00 PM	2375	117		1
6:00 PM	2334	105		1
		Number of Hours Satisfied?	0	12
		Warrant 2 Satisfied?	No	Yes

← 4 Hours Required

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 1: Convenience Store Developed First **** Warrant #2 is Satisfied ****	**Exhibit** **C-7b**

Intersection Turning Movement Count

Hour Beginning	Site Access Northbound			Driveway Southbound			US 50 Eastbound			US 50 Westbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
6:00 AM	62	0	34	4	0	4	6	168	32	66	386	5
7:00 AM	80	0	44	7	0	7	9	437	41	86	689	9
8:00 AM	82	0	45	9	0	10	13	883	42	87	1088	13
9:00 AM	74	0	41	11	0	11	14	886	39	79	1173	14
10:00 AM	77	0	43	12	0	12	16	766	41	82	940	15
11:00 AM	91	0	53	19	0	18	23	731	50	99	774	22
12:00 PM	109	0	66	21	0	20	31	711	63	121	839	31
1:00 PM	93	0	56	16	0	15	23	964	53	102	952	23
2:00 PM	91	0	52	11	0	11	15	915	49	100	784	16
3:00 PM	95	0	53	12	0	12	15	904	52	103	838	16
4:00 PM	101	0	57	13	0	13	18	1021	56	110	1060	18
5:00 PM	103	0	59	19	0	18	26	1174	58	113	1008	27
6:00 PM	92	0	53	19	0	17	28	1139	51	101	1016	27

Note: Volumes above are the Existing Turning Movement Count with Growth (ExC-3a) plus all Trip Assignments for the site (ExC-5a - ExC-5d).

Intersection Input Values

Major = 2 Lane(s)
Minor = 2 Lane(s)

Reduced Voluomes (Y/N)?[c] Y

Required Traffic Volumes

	Major	Minor
Condition A Use	420	140
Condition B Use	630	70
Combination A & B Use	Major	Minor
for Condition A	336	112
&	&	&
for Condition B	504	56

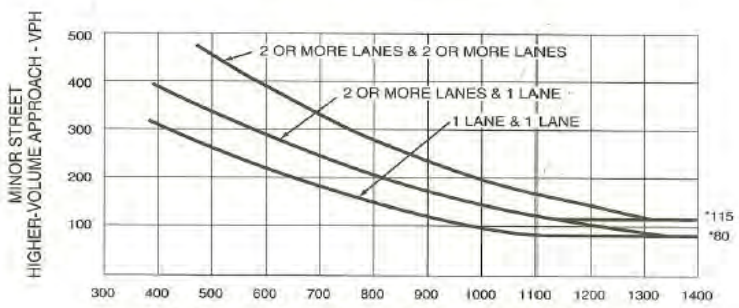
Results of Warrant 1 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #1 Condition A	Condition B	Condition A&B
6:00 AM	663	96	0	1	0
7:00 AM	1271	124	0	1	1
8:00 AM	2126	127	0	1	1
9:00 AM	2205	115	0	1	1
10:00 AM	1860	120	0	1	1
11:00 AM	1699	144	1	1	1
12:00 PM	1796	175	1	1	1
1:00 PM	2117	149	1	1	1
2:00 PM	1879	143	1	1	1
3:00 PM	1928	148	1	1	1
4:00 PM	2283	158	1	1	1
5:00 PM	2406	162	1	1	1
6:00 PM	2362	145	1	1	1
Number of Hours Satisfied?			8	13	12
Condition Satisfied?			Yes	Yes	Yes

Eight Hours must be satisfied to satisfy Warrant #1 →
***Results →

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 3: Full Build Out **** Warrant #1 is Satisfied ****	**Exhibit** **C-8a**

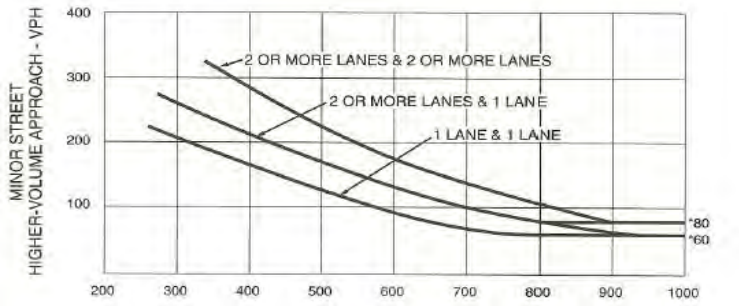
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection Input Values

Major =	2	Lane(s)
Minor =	2	Lane(s)
Reduced Voluomes (Y/N)?[c]	Y	

Results of Warrant 2 Analysis

Time Begin	Main Line	Minor - Northbound	Warrant #2 Regular	Warrant #2 Reduced (70% Factor)
6:00 AM	663	96		0
7:00 AM	1271	124		1
8:00 AM	2126	127		1
9:00 AM	2205	115		1
10:00 AM	1860	120		1
11:00 AM	1699	144		1
12:00 PM	1796	175	N/A	1
1:00 PM	2117	149		1
2:00 PM	1879	143		1
3:00 PM	1928	148		1
4:00 PM	2283	158		1
5:00 PM	2406	162		1
6:00 PM	2362	145		1
		Number of Hours Satisfied?	0	12
		Warrant 2 Satisfied?	No	Yes

← 4 Hours Required

Lenhart Traffic Consulting, Inc. Traffic Engineering & Transportation Planning	TSWA under Total Conditions - Scenario 3: Full Build Out **** Warrant #2 is Satisfied ****	**Exhibit C-8b**

June12, 2025

Easton Board of Zoning Appeals
Town of Easton
14 South Harrison Street
P.O. Box 520
Easton, Maryland 21601

Re: Easton Board of Zoning Appeals Special Exception Application
8493 Ocean Gateway, Easton, Maryland

Ladies and Gentlemen:

Please be advised that PKZ, LLC, the owner of the above captioned property (the "Property"), authorizes and supports the Application by BGFY, LLC, seeking a Special Exception to permit the operation of a cannabis dispensary on the Property.

Sincerely,

PKZ, LLC

By: Amit parbadia (Jun 13, 2025 09:43 EDT)

Name: Amit parbadia

Title: Managing Mambei

Exhibit B

Certification is made that all taxes due on the property indicated in this deed have been paid.
Finance Office of Talbot County
Clay B. Stamp Fin. Officer
JJ 10/23/2024

BOOK: 3145 PAGE: 403

Please Do Not Publish.

Talbot County Finance Office
Recordation Tax $16,200.00
CL 10/23/2024
Prop ID: 01-063960

File No.: CCN-EA-117375
Tax ID No.: 01-063960

Talbot County Cir Crt

IMP FD SURE	$40.00
RECORDING FEE	$20.00
TR TAX STATE	$6,750.00
TR TAX CTY	$13,500.00
TOTAL	$20,310.00

KMD CV
Oct 23, 2024 03:39 pm

DEED

THIS DEED is made this 10th day of October, 20 24 by and between

Nielsen Land Venture, II, LLC

Party of the First Part

and

PKZ, LLC

Party of the Second Part

WITNESSETH, that for and in consideration of the sum of **One Million Three Hundred Fifty Thousand Dollars and No Cents** ($1,350,000.00) the said Party of the First Part does hereby grant and convey unto PKZ, LLC the said Party of the Second Part, its personal representatives, heirs and assigns in fee simple, with the improvements, easements and appurtenances thereunto belonging, situate, lying and being in the County of Talbot in the State of Maryland, namely:

SEE ATTACHED EXHIBIT "A"

TO HAVE AND TO HOLD the same unto and to the use of the said Party of the Second Part, in fee simple.

AND the said Party of the First Part covenants to warrant specially the property hereby conveyed, subject, however, to the easements, restrictions, covenants and encroachments of record, and to execute such further assurances of said land as may be requisite.

WITNESS my hand and seal.

Nielsen Land Venture, II, LLC

_____ (SEAL)
By: Marvin E. Nielsen, Jr., Sole Member:

STATE OF Maryland

COUNTY OF Talbot

On this 10th day of October, 20 24, before me, the undersigned officer, personally appeared, Marvin E. Nielsen, Jr., Sole Member of **Nielsen Land Venture, II, LLC**, being authorized so to do, executed the foregoing instrument for the purposes therein contained, by signing the name of the limited liability company by himself/herself/themselves as .

In witness hereof I hereunto set my hand and official seal.

_____
Notary Public

My Commission Expires: _____

PENNY B. ASCHE
Notary Public
Caroline County, Maryland
My Commission Expires 07/02/2027

THIS IS TO CERTIFY that the within Deed was prepared by, or under the supervision of the undersigned, an Attorney duly admitted to practice before the Supreme Court of Maryland.

By: _____
Stephen T. Greenwood, Esq.

RETURN TO:
PKZ, LLC
8005 Norwich Court
Port Tobacco, MD 20677

PREPARED BY:
Community Title Network
113A E Dover Street
Easton, MD 21601
File No: **CCN-EA-117375**
Title Insurer: **First American Title Insurance Company**

EXHIBIT "A"

ALL that lot of ground of approximately 1.803 acres situate on U. S. Route 50, Easton, Maryland, in the First Election District of Talbot County Maryland and described as follows, that is to say:

BEGINNING for the same at a Concrete Monument on the easterly side of the Public Road known as U.S. Maryland Route 50, said Monument being at the southwesterly corner of the herein described land and the northwesterly corner of the land of Elizabeth M. Swailes (Liber 572, Folio 395) and from said Place of Beginning running (1) by and with the easterly side of said U.S. Maryland Route 50, North 10 degrees 26 minutes 30 seconds East 225.50 feet to a Concrete Monument set; thence by and with a new division line between the herein described land and other land of Whalen Properties Limited Partnership, Easton Series II, the following four courses and distances: (2) South 79 degrees 33 minutes 30 seconds East 293.04 feet to a Concrete Monument set and the side of a 60 foot wide utility right-of-way; thence by and with the westerly side of said utility right-of-way, the following 2 courses and distances: (3) South 10 degrees 31 minutes 30 seconds West 95.81 feet to a Concrete Monument; thence (4) South 05 degrees 04 minutes 23 seconds West 270.89 feet to a Concrete Monument; thence (5) North 79 degrees 33 minutes 30 seconds West 90.24 feet to the land of the aforementioned Elizabeth M. Swailes; thence by and with the said Swailes land the following 2 courses and distances: (6) North 10 degrees 26 minutes 30 seconds East 140.00 feet to a Concrete Monument; thence (7) North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning containing 1.803 Acres of Land, more or less, and BEING SUBJECT to the following 4 right-of-ways or easements:

1) A 15 foot wide Easement for Utilities leading from a 60 foot wide Utility Right of Way to the land of Elizabeth M. Swailes, the southerly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 4th Course of the above description and running by and with the 5th Course of said description, North 79 degrees 33 minutes 30 seconds West 90.24 feet, and

2) A Drainage Easement leading from a 60 foot wide Utility Right of Way to U. S. Maryland Route 50, said Easement being more particularly described as follows: Beginning for the same at the Place of Beginning of the above description and running (1) North 10 degrees 26 minutes 30 seconds East 30.00 feet; thence (2) South 79 degrees 33 minutes 30 seconds East 302.27 feet; thence (3) South 05 degrees 04 minutes 23 seconds West 44.13 feet; thence (4) North 69 degrees 28 minutes 38 seconds West 79.63 feet to the land of Elizabeth M. Swailes (Liber 572, Folio 395); thence (5) by and with the said Swailes land North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning, and

3) A 27 foot wide Crossover Right of Way leading from the land of Elizabeth M. Swailes to a 40 foot wide Joint Access Easement, the westerly side of said Right of Way being more particularly described as follows: Beginning for the same at a Point which bears South 79 degrees 33 minutes 30 seconds East 30.00 feet from the Place of Beginning of the above description and running North 10 degrees 26 minutes 30 seconds East 185.50 feet to the southerly side of the aforementioned 40 foot wide Joint Access Easement, and

4) A 40 foot wide Joint Access Easement leading from U.S. Maryland Route 50 to the 27 foot wide Crossover Easement described in 3) above, the northerly side of said Easement being more particularly described as follows: beginning for the same at the end of the first Course of the above description and running South 79 degrees 33 minutes 30 seconds East 57.00 feet; and TOGETHER WITH the following two Storm Water Management Easement Areas:

ONE A 40 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the easterly side of said Easement being more particularly described as follows: Beginning for the same a the end of the 2nd Course of the above description and running North 10 degrees 31 minutes 30 seconds East 130.00 feet, and
TWO A 20 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the westerly side of said Easement being more particularly described as follows: Beginning for the same at a Point which bears North 10 degrees 31 minutes 30 seconds East 130.00 feet from the end of the 2nd Course of the above description and running (1) South 10 degrees 31 minutes 30 seconds West 225.81 feet; thence (2) South 05 degrees 04 minutes 23 seconds West 139.19 feet.

For informational purposes only: The improvements thereon are known as 8493 Ocean Gateway.

Tax ID No.: 01-063960

Being the same property conveyed to Nielsen Land Venture II, LLC, a Maryland limited liability company by virtue of Deed from Marvin E. Nielsen, Jr., dated January 3, 2023, recorded January 19, 2023, among the Land Records of Talbot County, Maryland, in Liber 3028, folio 463.

MARYLAND FORM
WH-AR

Certification of Exemption from Withholding Upon Disposition of Maryland Real Estate Affidavit of Residence or Principal Residence

2024

Based on the certification below, Transferor claims exemption from the tax withholding requirements of §10-912 of the Tax-General Article, Annotated Code of Maryland. Section 10-912 provides that certain tax payments must be withheld and paid when a deed or other instrument that effects a change in ownership of real property is presented for recordation. The requirements of §10-912 do not apply when a transferor provides a certification of Maryland residence or certification that the transferred property is the transferor's principal residence.

1. Transferor Information

Name of Transferor **Nielsen Land Venture, II, LLC**

2. Description of Property (Street address. If no address is available, include county, district, subdistrict and lot numbers).

8493 Ocean Gateway, Easton, MD 21601

3. Reasons for Exemption

Resident Status

☐ As of the date this form is signed, I, Transferor, am a resident of the State of Maryland.

☑ Transferor is a resident entity as defined in Code of Maryland Regulations (COMAR)03.04.12.02B(11), I am an agent of Transferor, and I have authority to sign this document on Transferor's behalf.

Principal Residence

☐ Although I am no longer a resident of the State of Maryland, the Property is my principal residence as defined in IRC 121 (principal residence for 2 (two) of the last 5 (five) years) and is currently recorded as such with the State Department of Assessments and Taxation.

Under penalty of perjury, I certify that I have examined this declaration and that, to the best of my knowledge, it is true, correct, and complete.

3a. Individual Transferors

Witness

Nielsen Land Venture, II, LLC
Name **Date

Signature

3b. Entity Transferors

PBT
Witness/Attest

Nielsen Land Venture, II, LLC
Name of Entity

Marvin E. Nielsen Jr.
By

Marvin E. Nielsen Jr. 10/16/24
Name **Date

Sole Member
Title

** Form must be dated to be valid.

Note: Form is only valid if it was executed on the date the Property was transferred and is properly recorded with the Clerk of the Court.

To the Clerk of the Court: Only an un-altered Form WH-AR should be considered a valid certification for purposes of Section 10-912

01/24

State of Maryland Land Instrument Intake Sheet

[ ] Baltimore City [X] County: Talbot

Information provided is for the use of the Clerk's Office and State Department of Assessments and Taxation, and the County Finance Office only.

(Type or Print in Black Ink Only All Copies Must Be Legible)

1 Type(s) of Instruments — [ ] Check Box if Addendum Intake Form is Attached.

1	Deed		Mortgage		Other		Other
	Deed of Trust		Lease				

2 Conveyance Check Box

X	Improved Sale Arms-Length *[1]*		Unimproved Sale Arms-Length *[2]*		Multiple Arms Length *[3]*		Not an Arms-Length Sale *[9]*

3 Tax (If Applicable) Cite or Explain

Recordation	Sale
State Transfer	Sale
County Transfer	Sale

4 Consideration and Tax Calculations

Consideration	Amount
Purchase Price/Consideration	$1,350,000 00
Any New Mortgage	
Balance of Existing Mortgage	
Other	
Other	
Full Cash Value	

Finance Office Use Only	
Transfer and Recordation Tax Consideration	
Transfer Tax Consideration	$
x ( ) %	= $
Less Exemption Amount	- $
Total Transfer Tax	= $
Recordation Tax Consideration	$
x ( ) per $500	= $
TOTAL DUE	$

5 Fees

Amount of Fees	Doc. 1	Doc. 2
Recording Charge	$60 00	$
Surcharge		$
State Recordation Tax	$16,200 0	$
State Transfer Tax	$6,750 00	$
County Transfer Tax	$13,500 0	$
Other		$
Other		$

Agent:

Tax Bill:

C.B. Credit:

Ag. Tax/Other:

6 Description of Property

SDAT requires submission of all applicable information. A maximum of 40 characters will be indexed in accordance with the priority cited in Real Property Article Section 3-104(g)(3)(i).

District	Property Tax ID No.(1)	Grantor Liber/Folio	Map	Parcel	Var LOG
	01-063960	3028/463			[ ](5)

Subdivision Name	Lot	Block(3b)	Sect/AR(	Plat Ref.	SqFt/Acreage(4)
				/	

Location/Address of Property Being Conveyed (2)

8493 Ocean Gateway, Easton, MD 21601

Other Property Identifiers (if applicable)	Water Meter Account No.

Residential [X] or Non-Residential [ ]	Fee Simple [X] or Ground Rent [ ]	Amount: $N/A
Partial Conveyance? [ ] Yes [X] No	Description/Amt. of SqFt/Acreage Transferred.	N/A

If Partial Conveyance, List Improvements Conveyed. N/A

7 Transferred From

Doc. 1 – Grantor(s) Name(s)	Doc. 2 – Grantor(s) Name(s)
Nielsen Land Venture, II, LLC	
Doc. 1 - Owner(s) of Record, if Different from Grantor(s)	Doc. 2 – Owner(s) of Record, if Different from Grantor(s)

8 Transferred To

Doc. 1 – Grantee(s) Name(s)	Doc. 2 – Grantee(s) Name(s)
PKZ, LLC	

New Owner's (Grantee) Mailing Address

8005 Norwich Court, Port Tobacco MD 20677

9 Other Names to Be Indexed

Doc. 1 – Additional Names to be Indexed (Optional)	Doc. 2 - Additional Names to be Indexed (Optional)

10 Contact/Mail Information

Instrument Submitted By or Contact Person

Post Closing

Firm Community Title Network

Address: 113A E Dover Street Easton, MD 21601

Phone: (410) 482-2245

[ ] Return to Contact Person

[ ] Hold for Pickup

[X] Return Address Provided

11 IMPORTANT: *BOTH* THE ORIGINAL DEED *AND* A PHOTOCOPY MUST ACCOMPANY EACH TRANSFER

Assessment Information

[ ] Yes [X] No Will the property being conveyed be the grantee's principal residence?

[ ] Yes [X] No Does transfer include personal property? If yes, identify:

[ ] Yes [X] No Was property surveyed? If yes, attach copy of survey (if recorded, no copy

Assessment Use Only - Do Not Write Below This Line

[ ] Terminal Verification [ ] Agricultural Verification [ ] Whole [ ] Part [ ] Tran. Process Verification

Transfer Number: Date Received: Deed Reference: Assigned Property No.

Year			Geo.	Map	Sub	Block
Land			Zoning	Grid	Plat	Lot
Buildings			Use	Parcel	Section	Occ. Cd.
Total			Town Cd	Ex. St.	Ex. Cd.	

REMARKS

CCN-EA-117375

LIBER 597 PAGE 150

RECFEE 19.00
RECTAX 822.00
TRFTAX 1250.00
TOTL 2091.00
CHEK 2091.00
02 01985 3-13 13:32

THIS DEED, Made this 11TH day of MARCH, 1985, by and between WHALEN PROPERTIES LIMITED PARTNERSHIP, EASTON SERIES II, a Maryland Limited Partnership, Grantor, and MARVIN E. NIELSON, JR. and RUTH N. NIELSON, his wife, Grantees.

WITNESSETH, that in consideration of the sum of Two Hundred Fifty Thousand Dollars ($250,000.00), the receipt of which is hereby acknowledged, the said Whalen Properties Limited Partnership, Easton Series II, a Maryland Limited Partnership, does grant and convey to the said Marvin E. Nielson Jr. and Ruth N. Nielson, his wife, as tenants by the entireties, their assigns and the heirs and assigns of the survivor of them, in fee simple, all that lot or parcel of ground situate in the First Election District of Talbot County, Maryland, in or near the Town of Easton, and described as follows, that is to say:

Beginning for the same at a Concrete Monument on the easterly side of the Public Road known as U.S. Maryland Route 50, said Monument being at the southwesterly corner of the herein described land and the northwesterly corner of the land of Elizabeth M. Swailes (Liber 572, Folio 395) and from said Place of Beginning running (1) by and with the easterly side of said U.S. Maryland Route 50, North 10 degrees 26 minutes 30 seconds East 225.50 feet to a Concrete Monument set; thence by and with a new division line between the herein described land and other land of Whalen Properties Limited Partnership, Easton Series II, the following four courses and distances: (2) South 79 degrees 33 minutes 30 seconds East 293.04 feet to a Concrete Monument set and the side of a 60 foot wide utility right-of-way; thence by and with the westerly side of said utility right-of-way, the following 2 courses and distances: (3) South 10 degrees 31 minutes 30 seconds West 95.81 feet to a Concrete Monument; thence (4) South 05 degrees 04 minutes 23 seconds West 270.89 feet to a Concrete Monument; thence (5) North 79 degrees 33 minutes 30 seconds West 90.24 feet to the land of the aforementioned Elizabeth M. Swailes; thence by and with the said Swailes land the following 2 courses and distances: (6) North 10 degrees 26 minutes 30 seconds East 140.00 feet to a Concrete Monument; thence (7) North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning containing 1.803 Acres of Land, more or less; and BEING SUBJECT to the following 4 right-of-ways or easements:

Examined and returned to William S. Horne, Esq. Federal St. Easton, Md. 21601 3 29 85

WILLIAM S. HORNE
ATTORNEY AT LAW
EASTON, MARYLAND
TEL.: 822-0470

1) A 15 foot wide Easement for Utilities leading from a 60 foot wide Utility Right of Way to the land of Elizabeth M. Swailes, the southerly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 4th Course of the above description and running by and with the 5th Course of said description, North 79 degrees 33 minutes 30 seconds West 90.24 feet, and

2) A Drainage Easement leading from a 60 foot wide Utility Right of Way to U.S. Maryland Route 50, said Easement being more particularly described as follows: Beginning for the same at the Place of Beginning of the above description and running (1) North 10 degrees 26 minutes 30 seconds East 30.00 feet; thence (2) South 79 degrees 33 minutes 30 seconds East 302.27 feet; thence (3) South 05 degrees 04 minutes 23 seconds West 44.13 feet; thence (4) North 69 degrees 28 minutes 38 seconds West 79.63 feet to the land of Elizabeth M. Swailes (liber 572, Folio 395); thence (5) by and with the said Swailes land North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning, and

3) A 27 foot wide Crossover Right of Way leading from the land of Elizabeth M. Swailes to a 40 foot wide Joint Access Easement, the westerly side of said Right of Way being more particularly described as follows: Beginning for the same at a Point which bears South 79 degrees 33 minutes 30 seconds East 30.00 feet from the Place of Beginning of the above description and running North 10 degrees 26 minutes 30 seconds East 185.50 feet to the southerly side of the aforementioned 40 foot wide Joint Access Easement, and

4) A 40 foot wide Joint Access Easement leading from U.S. Maryland Route 50 to the 27 foot wide Crossover Easement described in 3) above, the northerly side of said Easement being more particularly described as follows: Beginning for the same at the end of the first Course of the above description and running South 79 degrees 33 minutes 30 seconds East 57.00 feet; and TOGETHER WITH the following two Storm Water Management Easement Areas:

ONE A 40 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the easterly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 2nd Course of the above description and running North 10 degrees 31 minutes 30 seconds East 130.00 feet, and

TWO A 20 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the westerly side of said Easement being more particularly described as follows: Beginning for the same at a Point which bears North 10 degrees 31 minutes 30 seconds East 130.00 feet from the end of the 2nd Course of the above description and running (1) South 10 degrees 31 minutes 30 seconds West 225.81 feet; thence (2) South 05 degrees 04 minutes 23 seconds West 139.19 feet; and

BEING part of the land described in a deed from Easton Joint Venture to Whalen Properties Limited partnership, Easton Series II, dated September

WILLIAM S. HORNE
ATTORNEY AT LAW
EASTON, MARYLAND
TEL.: 822-0470

17, 1979 and recorded in the Land Record Books of Talbot County, Maryland under Liber 537, Folio 530.

TOGETHER with the building and improvements thereupon erected, made or being and all and every of the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or anywise appertaining.

TO HAVE and to hold the said lot or parcel of ground and premises, above described and mentioned, and hereby intended to be conveyed; together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said Marvin E. Nielson, Jr. and Ruth N. Nielson, his wife, as tenants by the entireties their heirs, personal representatives, and assigns, in fee simple.

SUBJECT, however, to the terms, provisions and conditions of the following:

1. No part of any building constructed on the property shall be any closer than fifty-seven (57) feet to the westerly property line bordering the Route No. 50 right-of-way.

2. For a period of twenty (20) years from the date of this Deed, the property, or any part thereof, shall not be used, or sold or leased for use by others, for a fast food restaurant specializing in roast beef sandwiches, and/or hamburgers, and/or chicken. It is expressly understood and agreed between the parties that Bonanza Family Steak House will not constitute a violation of this restriction.

AND the said Grantor hereby covenant that he has not done or suffered to be done any act, matter or thing whatsoever, to encumber the property hereby conveyed; that he will warrant specially the property granted and that he will execute such further assurances of the same as may be requisite.

WITNESS the hand and seal of said Grantor.

WITNESS:

WHALEN PROPERTIES LIMITED PARTNERSHIP, EASTON SERIES II

By: Stephen W. Whalen, Jr.
Stephen W. Whalen, Jr.
General Partner

WILLIAM S. HORNE
ATTORNEY AT LAW
EASTON, MARYLAND
TEL.: 822-0470

STATE OF MARYLAND, ~~TALBOT~~ Caroline COUNTY, to wit:

I HEREBY CERTIFY, that on this 11th day of March, 1985, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Stephen W. Whalen, Jr., known to me (or satisfactorily proven) to be the person whose name is subscribed to the within instrument, and acknowledged himself to be General Partner of Whalen Properties Limited Partnership, Easton Series II, a Maryland Limited Partnership.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

Cindy R. Bradley
NOTARY PUBLIC

My Commission Expires:
July 1, 1986

A CERTIFICATE IS HEREBY GIVEN THAT ALL TAXES DUE ON THE PROPERTY INDICATED IN THIS INSTRUMENT HAVE BEEN PAID.
TAX COLLECTING OFFICER OF TALBOT COUNTY.
BLENDA W. ARMISTEAD, FIN. OFFICER
DATE 3-13-85

I HEREBY CERTIFY THAT THE PROPERTY DESCRIBED HEREIN HAS BEEN ASSESSED IN THE ASSESSMENT RECORDS OF TALBOT COUNTY.
[illegible] W. [illegible], JR.
SUPERVISOR OF ASSESSMENTS
PER [illegible]

WILLIAM S. HORNE
ATTORNEY AT LAW
EASTON, MARYLAND
TEL.: 822-0470

LIBER 597 PAGE 153

RECFEE 27.00
POST .50
TOTL 27.50
5943CHEK 27.50
02 01935 3-13 P3:33

Examined and mailed to Whalen Properties Catonsville Professional Center Suite 210 405 Frederick Rd. Catonsville, Md. 21228 3 29 85

STORMWATER MANAGEMENT/MAINTENANCE AGREEMENT
JOINT USE ACCESS EASEMENT AND MAINTENANCE AGREEMENT

THIS AGREEMENT, made and entered into this 11th day of March, 1985, by and between **WHALEN PROPERTIES LIMITED PARTNERSHIP, EASTON, SERIES II**, a Maryland limited partnership, hereinafter "Whalen Properties", and **MARVIN E. NIELSON** and **RUTH N. NIELSON**, hereinafter, collectively, "Nielson".

WHEREAS, the parties hereto are the owners of adjoining properties in the town of Easton, Talbot County, Maryland; Whalen Properties having acquired its property by deed from Easton Joint Venture, dated September 17, 1979, and recorded among the Land Records of Talbot County, Maryland, at Liber JTB No. 537, Folio No. 530; Nielson having acquired its approximately 1.8 acre property from Whalen Properties by deed of even date herewith and intended to be recorded in the Land Records of Talbot County, Maryland, immediately prior hereto, and

WHEREAS, there is or will be a stormwater management and retention pond located on the property of Whalen Properties, which pond does or will occupy a strip of land parallel to, east of, and bounded on its westernmost extreme by the joint property line which represents the easternmost boundary of the above-described Nielson property and also the westerly side of a sixty (60) foot wide right-of-way shown on a plat made by J.R. McCrone, Inc., and recorded in the Plat Records for Talbot County at Liber #54, Folio #37. Said pond will not exceed twenty-five (25) feet in width from east to west, and 365 feet in length from north to south, all within said right-of-way. Additionally, the stormwater pond shall occupy an additional area, contiguous to and just west of, the above-described right-of-way, being approximately forty (40) feet in width from east to west, and one hundred thirty (130) feet in length from north to south, and being located contiguous to, and just north of the extreme northeast corner of the Nielson property. The total area occupied by the entire stormwater pond described in this paragraph is approximately 14,325 square feet, more or less. The stormwater management pond is further outlined on a subdivision record plat entitled "Lot #4 of the Lands of Whalen Properties Limited Partnership, Easton, Series II", for the Nielson property, to be recorded in the Plat Record Books of Talbot County, said plat having been prepared by J.R. McCrone, Inc., and here incorporated by reference, and

WHEREAS, the parties hereto agree that the initial installation and repairs, maintenance and all other costs of operation of said storm water retention pond shall be borne solely by Nielson and its assigns, until Whalen Properties' contiguous land to the north of the Nielson property is developed, at which time Whalen Properties, or it successors or assigns, shall bear a prorata share of ongoing maintenance, repair, and other usage costs of the pond (exclusive of initial construction costs, which shall be solely Nielson's responsibility), commencing from the date a certificate of occupancy is issued for the development on Whalen Properties' adjacent property, and subject further to the pond actually being utilized by that adjacent development. Nielson's prorata share of the pond maintenance and repair cost shall be 70% and Whalen Properties' share shall be 30%, based upon the actual land areas estimated to be serviced by the stormwater pond by Nielson's civil engineer, J.R. McCrone, Inc., and

WHEREAS, Nielson hereby grants to Whalen Properties, and its successors and assigns, an access easement, for joint use in common with others, for vehicular ingress, egress and travel, over a strip of land thirty seven feet (37') wide, located at the northernmost extreme of the Nielson property, said 37 foot wide access easement area being perpendicular to and bounded by both Route #50 on the west and by the above-referenced 60 foot wide right-of-way on the east, and parallel to and bounded by the 293.04 foot long mutual property line between the Nielson property and the Reserved Lands of Whalen Properties to the north thereof, and

WHEREAS, the parties hereto agree that in any future transfer of the said respective properties, they will bind and commit any tranferee to perform its respective obligations under this Agreement, whether it be payment of expenses, maintenance of said pond or joint access easement area, permission to enter the other's property, or any other obligation hereunder.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that in consideration of the premises herein contained, and of the sum of One Dollar ($1.00) to each in hand paid, by the other, the receipt of which is hereby acknowledged, the parties hereto do hereby covenant and agree, each with the other, as follows:

1. That the said storm water retention pond, and all its components parts, shall be utilized mutually and jointly, each herewith permitting the other to do so, and shall be installed, kept and maintained as agreed above for the initial use of the holding of storm water runoff from the Nielson property, and upon subsequent development, for the holding of stormwater runoff from the contiguous Whalen Properties' parcel.

2. That the cost of installation, maintenance and repair of said storm-water retention pond, and each of its component parts, shall be borne solely by Nielson, until Whalen Properties' adjacent land to the north is developed, at which time the repair and maintenance cost shall be prorated between the parties, commencing on the date specified above, and according to the proration formula provided above. Real estate taxes and related assessments shall be a maintenance cost for purposes of this paragraph, and shall be apportioned based on the ratio of the stormwater easement area (14,325 square feet) to the land area of the tax lot on which said easement is located, multiplied by the taxes allocable to the land portion only (excluding improvements) of the appropriate tax bills.

3. That each of the parties shall have and enjoy the right to go upon and cross over the property of the other for the purpose of installation, use, maintenance, repair, inspection, and replacement of said stormwater retention pond, or any of its component parts, and said joint access easement area and the improvements thereon.

4. That Whalen Properties, it successors, or assigns, subject to prior approval of any modification by the Town of Easton, Talbot County, and any other applicable governmental agency with review and approval authority over said pond, shall have the right, at its own sole cost and expense, upon notice to Nielson but without the necessity of any approval therefrom, to modify, enlarge, relocate, reposition, reconfigure, decrease in size, or replace said pond with a structure of the same or different design, and to modify this Agreement and the limits of the related easement area herein defined accordingly, as long as Nielson's maintenance and operating costs shall not be increased in any way from that of the present design reflected on Nielson's Site and Grading Plan, as prepared by J.R. McCrone, Inc. and approved by the Town of Easton. In the event that the size of the pond is modified, then the prorata shares of Nielson and Whalen Properties shall be recalculated by J.R. McCrone, Inc., or any other mutually acceptable civil engineer, to reflect the revised proportion of Nielson's property to the entire land area serviced by the modified design, and the revised prorata shares shall be applied to pond maintenance and repair costs from the data of completion of construction of any modification.

5. That the initial cost of designing and constructing a paved driving lane within the 37 foot wide joint access easement area between Route #50 and the 60 foot wide right-of-way, in accordance with the site development plan approved by the Town of Easton for the Nielson property, shall be at Nielson's sole cost and expense. Maintenance of said access easement improvements shall be Nielson's sole responsibility, as long as said access easement is not actually being utilized by Whalen Properties, its successors, or assigns. However, commencing upon the actual utilization of the access easement area by Whalen Properties, or its successors or assigns, the additional users shall be responsible for their prorata share of maintenance and repair expenses to that portion of the access easement area paving and improvements actually utilized by those users. Determination of the prorata share of maintenance expenses shall be based upon the number of parking spaces on the properties of each user, and shall be readjusted as necessary when additional users of the access easement commence utilization of same. Whalen Properties, its successors, and assigns, at its own sole cost and expense, subject to the approval of all required governmental authorities, and with prior notice to Nielson, may construct additional paving, curbs, gutters, etc., within the access easement area necessary to provide access to adjoining parcels, as long as such additional improvements do not unreasonably interfere with the use and operation of the Nielson property.

6. That the parties hereto do agree to so bind their respective successors in interest to the land and improvements and their assigns, and this Agreement shall be construed as a covenant running with the land, and shall run to, and bind, the heirs and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have affixed their hands and seals on the day and year first above written.

WHALEN PROPERTIES LIMITED PARTNERSHIP, EASTON, SERIES II

Witness

By _____ (SEAL)
Stephen W. Whalen, Jr.
General Partner

Witness

_____ (SEAL)
Marvin E. Nielson

Witness

_____ (SEAL)
Ruth N. Nielson

STATE OF MARYLAND, COUNTY OF Caroline, to wit:

I HEREBY CERTIFY that on this 11th day of March 1985, before me, the subscriber, a Notary Public in and for the State of Maryland, personally appeared STEPHEN W. WHALEN, JR., who acknowledged himself to be a General Partner of Whalen Properties Limited Partnership, Easton, Series II, a Maryland Limited Partnership, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within instrument, and he acknowledged that he executed the same for the purpose therein contained, as a duly authorized General Partner of said Limited Partnership by signing the name of the Limited Partnership by himself as a General Partner.

AS WITNESS my hand and Notarial Seal.

SEAL NOTARY PUBLIC CAROLINE CO. MD.

Cindy R. Bradley
Notary Public

My Commission Expires: July 1, 1986

Caroline
STATE OF MARYLAND, COUNTY OF ~~TALBOT~~, to wit:

I HEREBY CERTIFY that on this 11th day of March, 1985, before me, the subscriber, a Notary Public in and for the State of Maryland, personally appeared Marvin E. Nielson and Ruth N. Nielson, known to me or satisfactorily proven, who each acknowledged themselves to be the person whose name is subscribed to the within instrument executed by his (her) own hand for the purpose therein stated. Winess my hand and notarial seal.

SEAL NOTARY PUBLIC CAROLINE CO. MD.

Cindy R. Bradley
Notary Public

My Commission Expires: July 1, 1986

EXHIBIT "A"

MCRONE

Engineers • Land Planners • Land Surveyors

REPLY TO: 107 N. West Street
Easton, MD 21601

DESCRIPTION OF A PART OF THE LAND OF WHALEN PROPERTIES LIMITED PARTNERSHIP EASTON SERIES II, IN THE TOWN OF EASTON, TALBOT COUNTY, MARYLAND:

Beginning for the same at a Concrete Monument on the easterly side of the Public Road known as U.S. Maryland Route 50, said Monument being at the southwesterly corner of the herein described land and the northwesterly corner of the land of Elizabeth M. Swailes (Liber 572, Folio 395) and from said Place of Beginning running (1) by and with the easterly side of said U.S. Maryland Route 50, North 10 degrees 26 minutes 30 seconds East 225.50 feet to a Concrete Monument set; thence by and with a new division line between the herein described land and other land of Whalen Properties Limited Partnership, Easton Series II the following four courses and distances: (2) South 79 degrees 33 minutes 30 seconds East 293.04 feet to a Concrete Monument set and the side of a 60-foot-wide Utility Right-of-Way; thence by and with the westerly side of said Utility Right-of-Way the following 2 courses and distances: (3) South 10 degrees 31 minutes 30 seconds West 95.81 feet to a Concrete Monument; thence (4) South 05 degrees 04 minutes 23 seconds West 270.89 feet to a Concrete Monument; thence (5) North 79 degrees 33 minutes 30 seconds West 90.24 feet to the land of the aforementioned Elizabeth M. Swailes; thence by and with the said Swailes land the following 2 courses and distances: (6) North 10 degrees 26 minutes 30 seconds East 140.00 feet to a Concrete Monument; thence (7) North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning containing 1.803 Acres of Land, more or less; and BEING SUBJECT to the following four

Right-of-Ways or Easements:

ONE: A 15-foot-wide Easement for utilities leading from a 60-foot wide Utility Right-of-Way to the land of Elizabeth M. Swailes, the southerly side of said Easement being more particularly described as follows:. Beginning for the same at the end of the 4th Course of the above description and running by and with the 5th Course of said description, North 79 degrees 33 minutes 30 seconds West 90.24 feet, and

TWO: A Drainage Easement leading from a 60-foot-wide Utility Right-of-Way to U.S. Maryland Route 50, said Easement being more particularly described as follows: Beginning for the same at the Place of Beginning of the above description and running (1) North 10 degrees 26 minutes 30 seconds East 30.00 feet; thence (2) South 79 degrees 33 minutes 30 seconds East 302.27 feet; thence (3) South 05 degrees 04 minutes 23 seconds West 44.13 feet; thence (4) North 69 degrees 28 minutes 38 seconds West 79.63 feet to the land of Elizabeth M. Swailes (Liber 572, Folio 395); thence (5) by and with the said Swailes land, North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning, and

THREE: A 27-foot-wide Crossover Right-of-Way leading from the land of Elizabeth M. Swailes to a 40-foot-wide Joint Access Easement, the westerly side of said Right-of-Way being more particularly described as follows: Beginning for the same at a Point which bears South 79 degrees 33 minutes 30 seconds East 30.00 feet from the Place of Beginning of the above description and running North 10 degrees 26 minutes 30 seconds East 185.50 feet to the southerly side of the aforementioned 40-foot-wide Joint Access Easement, and

FOUR: A 40-foot-wide Joint Access Easement leading from U.S. Maryland Route 50 to the 27-foot-wide Crossover Easement described in three above, the northerly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 1st Course of the above description and running

South 79 degrees 33 minutes 30 seconds East 57.00 feet; and TOGETHER WITH the following two Storm Water Management Easement Areas:

ONE: A 40-foot-wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the easterly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 2nd Course of the above description and running North 10 degrees 31 minutes 30 seconds East 130.00 feet, and

TWO: A 20-foot-wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the westerly side of said Easement being more particularly described as follows: Beginning for the same at a Point which bears North 10 degrees 31 minutes 30 seconds East 130.00 feet from the end of the 2nd Course of the above description and running (1) South 10 degrees 31 minutes 30 seconds West 225.81 feet; thence (2) South 05 degrees 04 minutes 23 seconds West 139.19 feet; and

Being part of the land described in a deed from Easton Joint Venture to Whalen Properties Limited Partnership, Easton Series II, dated September 17, 1979 and recorded in the Land Record Books of Talbot County, Maryland under Liber 537, Folio 530.

McCrone, Inc.
By: Ralph A. Porter
Property Line Surveyor
(Maryland 19)

March 6, 1985

RECFEE 19.00
RECTAX 627.00
TRFTAX 950.00
CTYTAX 1400.00
POST .50
TOTAL 2996.50
CHECK 2996.50
12-20 09:40

THIS DEED, made this 15TH day of DECEMBER, in the year nineteen hundred eighty-nine, by and between WHALEN PROPERTIES LIMITED PARTNERSHIP EASTON SERIES II a Maryland Limited Partnership, party of the first part; and GEORGE A. SYLVIA, JR., and THERESA P. SYLVIA, his wife, parties of the second part.

WITNESSETH, that for and in consideration of the sum of $190,000.00, the receipt of which is hereby acknowledged, the said party of the first part does hereby grant and convey unto the said parties of the second part, as tenants by the entireties, their assigns, and unto the survivor of them, his or her heirs and assigns, in fee simple, the following described real estate, to wit:

ALL that lot or parcel of land, lying and being in Easton, Talbot County, Maryland, located on the east side of U.S. Route #50, being shown immediately to the east of Lot No. 2 on a Plat of the lands of Whalen Properties Limited Partnership, Easton, Series II, as recorded in the plat record books of Talbot County, Maryland in Plat Book J.T.B. No. 59, folio 52, and being more specifically described according to a metes and bounds legal description prepared by J. R. McCrone, Jr., Inc., Civil Engineers, attached hereto as Exhibit A, and herein incorporated by reference.

BEING a part of the same land granted and conveyed unto the Grantor herein by deed from Easton Joint Venture, dated September 17, 1979, and recorded in Liber J.T.B. No. 537, folio 530 of the Land Records of Talbot County.

THIS CONVEYANCE, is subject to the existing easements, rights of way and agreements for roadways, electric transmission lines and telephone lines and the service and maintenance thereof.

TOGETHER with the buildings and improvements thereupon erected, made or being, and all and every the rights, roads and/or alleys, ways, waters, privileges, appurtenances and advantages to the same belonging or in anywise appertaining.

TO HAVE AND TO HOLD the said lot or parcel of land and premises, unto and to the use of the said parties of the second part, as tenants by the entireties, their assigns, and unto the survivor of them, his or her heirs and assigns, in fee simple, forever.

AND the said party of the first part does hereby covenant that it has not done, nor suffered to be done, any

act, matter or thing whatsoever to encumber the property hereby granted and conveyed; that it will warrant specially the property hereby granted and conveyed; and that it will execute such further assurances of said land as may be requisite.

WITNESS the hand and seal of the said Grantor.

WITNESS:

WHALEN PROPERTIES LIMITED PARTNERSHIP EASTON SERIES II, a Maryland Limited Partnership

BY: Stephen W. Whalen, Jr. (SEAL)
STEPHEN W. WHALEN, JR.
General Partner

STATE OF MARYLAND, QUEEN ANNE'S COUNTY, TO WIT:

I HEREBY CERTIFY, that on this 15th day of December, 1989, before me, the subscriber, a Notary Public of the State and County aforesaid, personally appeared Stephen W. Whalen, Jr. who acknowledged himself to be a general partner of Whalen Properties Limited Partnership Easton Series II, a Maryland Limited Partnership, and that he, as such General Partner, being authorized to do so, executed the aforegoing Deed for the purposes therein contained by signing the name of the Partnership by himself as a General Partner.

WITNESS my hand and Notarial Seal.

Notary Public
My commission expires: 6/1/90

The undersigned does hereby certify that this instrument has been prepared by an attorney admitted to practice before the Court of Appeals, under his supervision.

J. Donald Braden

LAW OFFICES FOSTER & BRADEN

CERTIFICATION IS MADE THAT ALL TAXES DUE ON THE PROPERTY INDICATED IN THIS DEED HAVE BEEN PAID.
FISCAL OFFICER OF TALBOT COUNTY
BLENDA W. ARMISTEAD, FIN. OFFICER
DATE BW 12/20/89

THIS IS TO CERTIFY THAT THE PROPERTY DESCRIBED HEREIN HAS BEEN TRANSFERED ON THE ASSESSMENT RECORDS OF TALBOT COUNTY.
HENRY V. TRIPPE, JR.
SUPERVISOR OF ASSESSMENTS
PER BLENDA W. ARMISTEAD, FIN. OFFICER
BW 12/20/89

LIBER 679 PAGE 730

EXHIBIT A

Beginning for the same at a Concrete Monument on the westerly side of a 60-foot-wide Utility Right-of-Way, said Monument being at the southeasterly corner of the herein described land and the northeasterly corner of the land of Jeanne Associates Joint Venture (Liber 557, Folio 771), and from said Place of Beginning running (1) by and with the said Jeanne Associates Joint Venture land, North 79 degrees 33 minutes 30 seconds West 171.24 feet to the land of Easton Donut Company, Inc. (Liber 566, Folio 70); thence (2) by and with the said Easton Donut Company, Inc. land, North 10 degrees 26 minutes 30 seconds East 90.00 feet to the land of Elizabeth M. Swailes (Liber 572, Folio 395); thence (3) by and with the said Swailes land and the land of Marvin E. Nielson, Jr. and Ruth N. Nielson (Liber 597, Folio 150), South 79 degrees 33 minutes 30 seconds East 162.96 feet to a Concrete Monument and the side of the aforementioned 60-foot-wide Utility Right-of-Way; thence by and with the said Utility Right-of-Way and other land of Whalen Properties Limited Partnership, Easton Series II, the following two courses and distances: (4) South 05 degrees 04 minutes 23 seconds West 86.71 feet; thence (5) South 07 degrees 52 minutes 32 seconds West 3.68 feet to the Place of Beginning, containing 15,046 Square Feet of Land, more or less; BEING SUBJECT TO the following three Easements: ONE: A 10-foot-wide Utility Easement, the westerly side of which corresponds to the 2nd Course of the above description; TWO:

A 20-foot-wide Storm Drainage Easement, the southerly side of which corresponds to the 1st Course of the above description; and THREE: A 15-foot-wide Utility Easement, the northerly side of which corresponds to the 3rd Course of the above description; TOGETHER WITH a 15-foot-wide Utility Easement over the land of Elizabeth M. Swailes and Marvin E. Nielson, Jr. and Ruth N. Nielson, the southerly side of which corresponds to the 3rd Course of the above description;

SHA 63.11-25 3/1/90

Mailing Address:
Records and Research Section
707 North Calvert Street
Baltimore, Maryland 21202

DEED

TO
THE STATE OF MARYLAND
TO THE USE OF
THE STATE HIGHWAY ADMINISTRATION
OF THE
MARYLAND DEPARTMENT OF TRANSPORTATION

Right of Way Item No. 103304

R/W Contract No. TA322A31

THIS DEED made this 27TH day of July in the year **2013.**

From **Whalen ~~Properties~~ PROPERTIES Limited Partnership Easton Series II, a Maryland limited partnership,** Grantor, unto the State of Maryland to the use of the State Highway Administration of the Maryland Department of Transportation, Grantee.

WHEREAS, the State Highway Administration of the Maryland Department of Transportation, acting for and on behalf of the State of Maryland, finds it necessary to acquire the land, easements, rights and/or controls, located in Talbot County and shown and/or indicated on State Highway Administration Plat numbered **58515** , which plat has been or is intended to be filed for record with and electronically recorded by the Maryland State Archives, in order to lay out, open, establish, construct, extend, widen, straighten, grade and improve as a part of the State Roads System of Maryland, a highway and/or bridge, together with the appurtenances thereto belonging, known as MD Rte. 328 from U.S. Rte. 0 to Elliot Road under its Contract Number TA322A31, and to thereafter use, maintain and/or further improve said highway and/or bridge, as a part of the Maryland State Roads System; and

WHEREAS, the total payment per §10-912(b) of the Tax-General Article of the Annotated Code of Maryland is Twelve Thousand Nine Hundred Fifty and 00/100 Dollars ($12,950.00); and

Grantor is a resident entity under Section 10-912 (a) (4) of the Tax-General Article of the Annotated Code of Maryland, the undersigned is an agent of Grantor, and the undersigned has the authority to sign this document on Grantor's behalf.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the above premises, One Dollar ($1.00) and other good and valuable consideration, the receipt whereof is hereby acknowledged, Grantor(s) does hereby grant and convey unto the STATE OF MARYLAND, TO THE USE OF THE STATE HIGHWAY ADMINISTRATION OF THE MARYLAND DEPARTMENT OF TRANSPORTATION, its successors and assigns, FOREVER IN FEE SIMPLE, all right, title and interest, free and clear of all liens and encumbrances, in and to:

> ALL THE LAND, containing 218 square feet or 0.005 of an acre of land, more or less, together with the appurtenances thereto belonging, or in anywise appertaining, lying between the outermost lines designated "Right of Way Line" as shown shaded on State Highway Administration Plat numbered 58515 , all of which plat is made a part hereof, so far as the property and/or rights may be affected by the said proposed highway and/or bridge, and the appurtenances thereto belonging, or in anywise appertaining.

A reduced copy of State Highway Administration Plat numbered 58515 is attached hereto and incorporated herein as **Exhibit No. 1**.

AND GRANTOR DOES FURTHER GRANT unto the State of Maryland, to the use of the State Highway Administration of the Maryland Department of Transportation, its successors and assigns, the perpetual right to create, use and maintain on that area of land, containing 524

LIBER2171 FOLIO111

square feet or 0.012 of an acre of land, more or less, and shown hatched thus ▨ on State Highway Administration Plat numbered 58515, an easement for the purpose of utilities and drainage.

TOGETHER with the temporary right during the period of construction to use that area of land containing 132 square feet or 0.003 of an acre of land, more or less, shown hatched thus ▨ on State Highway Administration Plat numbered 58515 , for the purpose of sediment and erosion control and fine grading . Upon completion of this construction, all right to utilize this area by the State Highway Administration shall cease to exist.

BEING a part of the same property conveyed by a deed dated September 17, 1979 and recorded among the Land Records of Talbot County, Maryland, in Liber No. 537, folio 530, from Easton Joint Venture, a General Partnership, unto Whalen Properties Limited Partnership Easton Series II.

TOGETHER with the buildings and improvements thereupon erected, made or being and all and every the rights, roads, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or anywise appertaining.

AND GRANTOR DOES hereby covenant and agree, on behalf of itself, its successors and assigns, to abide by and respect each and every control or restriction set forth in this instrument of writing, it being the intention of this conveyance to perpetuate all the rights and privileges granted to the State of Maryland, to the use of the State Highway Administration, by this deed. It is expressly understood and agreed that these covenants shall run with and bind upon Grantor, its successors and assigns, forever.

IT IS UNDERSTOOD AND AGREED that the actual consideration paid by Grantee to Grantor shall constitute full and final payment for the Grantee's acquisition of the land, easements, rights, privileges and controls, as well as Grantee's use thereof, all as described herein including, if applicable, any damages available under Section 12-104 of the Real Property Article of the Annotated Code of Maryland.

TO HAVE AND TO HOLD the land and premises above described and mentioned and hereby intended to be conveyed unto the proper use and benefit of the State of Maryland, to the use of the State Highway Administration of the Maryland Department of Transportation, its successors and assigns, forever in fee simple, together with the rights, easements, privileges and controls hereinbefore mentioned.

AND Grantor covenants that it has neither done, nor suffered to be done, anything to encumber the property, easements and/or rights, etc., hereby conveyed and that they will execute such other and further assurance of same as may be requisite and will specially warrant the herein conveyed property.

The actual consideration paid by Grantee to Grantor is Twelve Thousand Nine Hundred Fifty and 00/100 Dollars ($12,950.00).

IN WITNESS WHEREOF Grantor has hereunto caused this instrument to be executed and delivered by its proper and duly authorized partner as the act and deed of said entity.

ATTEST:

CERTIFICATION IS MADE THAT ALL TAXES DUE ON THE PROPERTY INDICATED IN THIS DEED HAVE BEEN PAID
FINANCE OFFICER OF TALBOT COUNTY
Clay B. Stamp, Fin. officer

DATE 5/15/14

TALBOT COUNTY FINANCE OFFICE
RECORDATION TAX
AMT: $0
DATE: 5/15/2014
INITIALS: KBenson
Prop ID: 06-006851

LIBER 217 FOLIO 112

WHALEN PROPERTIES LIMITED PARTNERSHIP
EASTON SERIES II

By: _____ (Seal)
Stephen W. Whalen, Jr.
General Partner

STATE OF MARYLAND - COUNTY OF Kent

I hereby certify that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for Kent County, personally appeared Stephen W. Whalen. Jr., who acknowledged himself to be the General Partner of Whalen Properties Limited Partnership Easton Series II ("Partnership") and that he, as such officer, being authorized so to do executed the foregoing deed on behalf of the Partnership and certified that this conveyance is not part of a transaction in which there is a sale, lease, exchange or other transfer of all or substantially all of the property and assets of the Partnership.

AS ~~WITNESS MY HAND AND NOTARIAL SEAL~~ this 27th day of Feb in the year 2013

DEBORAH J. KENNY
NOTARY PUBLIC
KENT COUNTY
MARYLAND
My Commission Expires

My Commission Expires: 7/1/14

_____ (Seal)
Notary Public

Return Recorded Deed to:
Chief
Records and Research Section
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

I HEREBY CERTIFY that this instrument was prepared under my supervision, an attorney admitted to practice by the Court of Appeals of Maryland.

_____
Assistant Attorney General

As a transfer of property to an agency of the State of Maryland, this instrument is not subject to recordation tax (Pursuant to Section 12-108(a) of the Tax-Property Article of the Annotated Code of Maryland) and transfer tax (Pursuant to Section 13-207(a)(1) of the Tax-Property Article of the Annotated Code of Maryland.

This instrument is being presented for recording by, or on behalf of, an agency of the State of Maryland, which is a party to this instrument. Therefore, for the reasons described in a letter from the Office of the Attorney General dated December 21, 2001, this instrument is to be recorded without charge for the recording fee and Real Property Records Improvement Fund surcharge which would otherwise be due pursuant to Section 3-601 of the Real Property Article and Section 13-604 of the Courts and Judicial Proceedings Article, respectively, of the Annotated Code of Maryland.

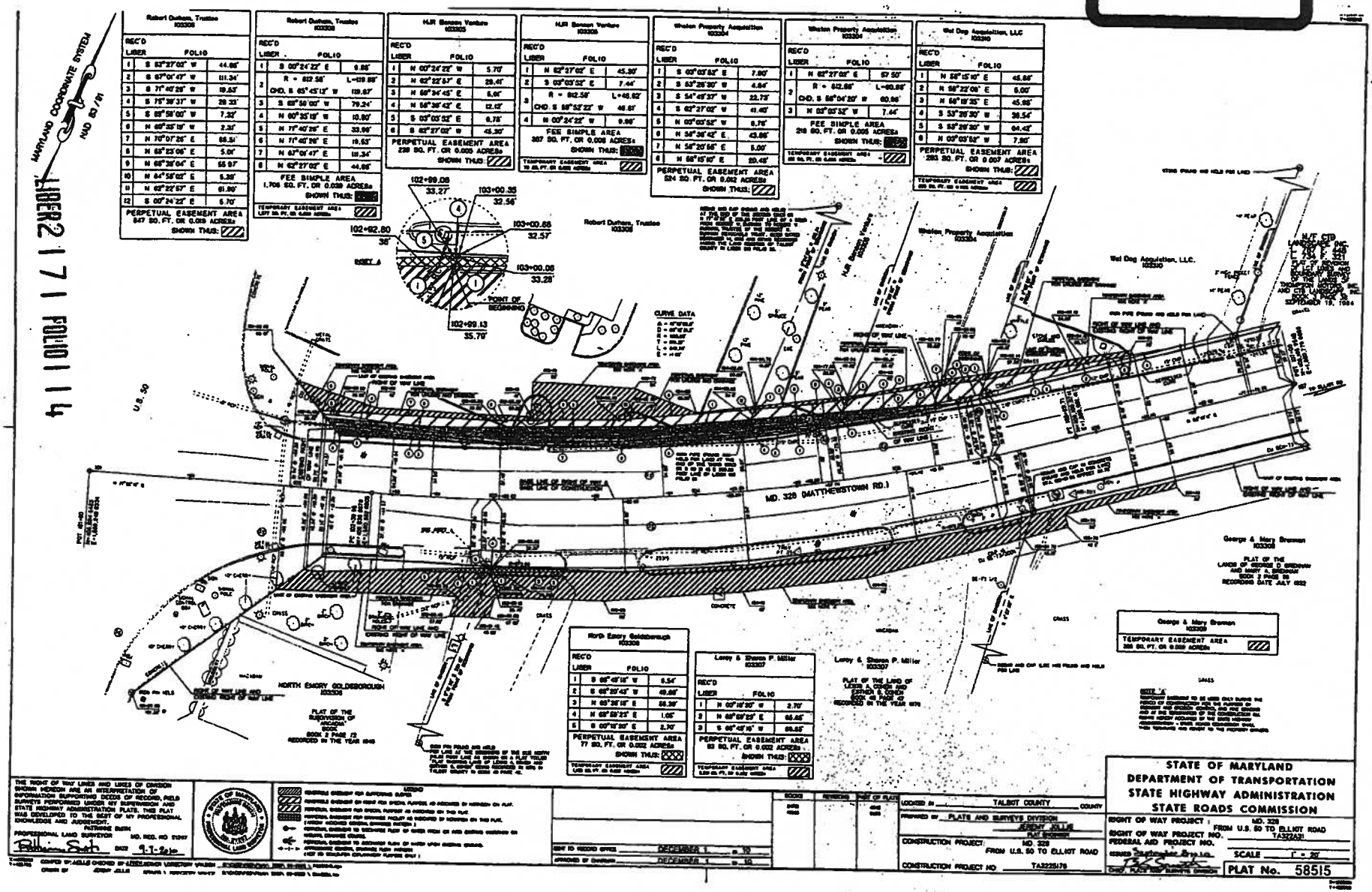
THIS IS TO CERTIFY THAT THE PROPERTY DESCRIBED HEREIN HAS BEEN TRANSFERRED ON THE ASSESSMENT RECORDS OF TALBOT COUNTY.

DAVID H. EWING
SUPERVISOR OF ASSESSMENTS
Clay B. Stamp, Fin. Officer
PER
5/15/14

LIBER2171 FOLIO113

EXHIBIT 1

tabbies



Mary Ann Shortall, Clerk
Circuit Court For Talbot County
11 N. Washington St., Suite 16
Easton, Maryland 21601

License and Recording
(410) 822-2611 Ext. 4

LR - Government Instrument 0.00
Agency Name: state highway administration
Instrument List: Deed
Describe Other:
Reference/Control #: 2171/111
==========
Total: 0.00
#2794508-1
05/15/2014 12:18 CC20-DR
#2794508 CC0205 - Talbot County/CC02.05.01 - Register 01 B92

DOCUMENT VALIDATION
(excluded from page count)

LIBER2171 FOLIO115

State of Maryland Land Instrument Intake Sheet

☐ Baltimore City ☒ County: TALBOT

Information provided is for the use of the Clerk's Office, State Department of Assessments and Taxation, and County Finance Office Only.)

(Type or Print in Black Ink Only—All Copies Must Be Legible)

Space Reserved for Circuit Court Clerk Recording Validation

1 Type(s) of Instruments (☐ Check Box if addendum Intake Form is Attached.)

☐ Deed	☐ Mortgage	☐ Other _____	☐ Other _____
☐ Deed or Trust	☐ Lease		

2 Conveyance Type Check Box

☐ Improved Sale Arms-Length [1]	☐ Unimproved Sale Arms-Length [2]	☐ Multiple Accounts Arms-Length [3]	☐ Not an Arms-Length Sale [9]

3 Tax Exemptions (If Applicable) Cite or Explain Authority

Recordation	Statutory Authority
State Transfer	
County Transfer	

4 Consideration and Tax Calculations

Consideration Amount		Finance Office Use Only Transfer and Recordation Tax Consideration	
Purchase Price/Consideration	$ 12,950	Transfer Tax Consideration	$
Any New Mortgage	$	X ( ) % =	$
Balance of Existing Mortgage	$	Less Exemption Amount –	$
Other:	$	Total Transfer Tax =	$
Other:	$	Recordation Tax Consideration	$
		X ( ) per $500 =	$
Full Cash Value:	$ 12,950	TOTAL DUE	$

5 Fees

Amount of Fees	Doc. 1	Doc. 2	
Recording Charge	$	$	Agent:
Surcharge	$	$	Tax Bill:
State Recordation Tax	$ Statutory Authority	$	
State Transfer Tax	$	$	C.B. Credit:
County Transfer Tax	$	$	
Other	$	$	Ag. Tax/Other:
Other	$	$	

6 Description of Property

SDAT requires submission of all applicable information. A maximum of 40 characters will be indexed in accordance with the priority cited in Real Property Article Section 3-104(g)(3)(i).

District	Property Tax ID No. (1)	Grantor Liber/Folio	Map	Parcel No.	Var. LOG
01	006851			2938	☐ (5)

Subdivision Name	Lot (3a)	Block (3b)	Sect/AR (3c)	Plat Ref.	SqFt/Acreage (4)
					26,610 AC

Location/Address of Property Being Conveyed (2)

Other Property Identifiers (if applicable) | Water Meter Account No.

Residential ☐ or Non-Residential ☐ | Fee Simple ☐ or Ground Rent ☐ Amount:

Partial Conveyance? ☒ Yes ☐ No | Description/Amt. of SqFt/Acreage Transferred: 218 SQ FT

If Partial Conveyance, List Improvements Conveyed:

7 Transferred From

Doc. 1 - Grantor(s) Name(s)	Doc. 2 - Grantor(s) Name(s)
WARLOW PROP LT Partnership	
Doc. 1 - Owner(s) of Record, if Different from Grantor(s)	**Doc. 2 - Owner(s) of Record, if Different from Grantor(s)**

8 Transferred To

Doc. 1 - Grantee(s) Name(s)	Doc. 2 - Grantee(s) Name(s)
MD State Highway	

New Owner's (Grantee) Mailing Address

615 Mariner Rd, Chesterton MD 21620

9 Other Names to Be Indexed

Doc. 1 - Additional Names to be Indexed (Optional)	Doc 2 - Additional Names to be Indexed (Optional)

10 Contact/Mail Information

Instrument Submitted By or Contact Person

Name: D Bonny

Firm MD State Highway

Address: 615 Mariner Rd

Chesterton MD Phone: (410) 810 3265

☒ Return to Contact Person ☐ Hold for Pickup ☐ Return Address Provided

11 IMPORTANT: *BOTH* THE ORIGINAL DEED *AND* A PHOTOCOPY MUST ACCOMPANY EACH TRANSFER

Assessment Information

☐ Yes ☒ No Will the property being conveyed be the grantee's principal residence?

☐ Yes ☒ No Does transfer include personal property? If yes, identify: _____

☒ Yes ☐ No Was property surveyed? If yes, attach copy of survey (if recorded, no copy required). Plat 5815

Assessment Use Only - Do Not Write Below This Line

☐ Terminal Verification ☐ Agricultural Verification ☐ Whole ☐ Part ☐ Tran. Process Verification

Transfer Number: Date Received: Deed Reference: Assigned Property No.:

Year	20	20	Geo.	Map	Sub	Block
Land			Zoning	Grid	Plat	Lot
Buildings			Use	Parcel	Section	Occ. Cd.
Total			Town Cd.	Ex. St.	Ex. Cd.	

REMARKS:

Space Reserved for County Validation

Distribution: White - Clerk's Office; Canary - SDAT; Pink - Office of Finance; Goldenrod - Preparer

AOC-CC-300 (6/95)

LIBER 2 1 7 1 FOLIO 1 1 6

Talbot County Cir Crt
IMP FD SURE $40.00
RECORDING FEE $20.00

TOTAL $60.00
KMD MG
Jan 19, 2023 03:36 pm

EXEMPT TRANSFER PURSUANT TO §12-108(bb), §13-207(a)(18), and §13-405(c), TAX-PROPERTY ARTICLE NO CONSIDERATION

PROPERTY NO. 01-063960

This Deed has been prepared by Parker Goodman Gordon & Hammock, LLC using information furnished it by the parties and without title examination, and it makes no representation or warranty as to the title of the property herein conveyed.

THIS DEED, made this 3rd day of January, 2023, by and between **MARVIN E. NIELSEN, JR.** ("Grantor") and **NIELSEN LAND VENTURE II, LLC, a Maryland limited liability company** ("Grantee").

WHEREAS, the Grantor has owned the hereinafter described property as a real estate enterprise principally involved in the buying, selling, leasing and managing of real estate; and

WHEREAS, the Grantee was organized as a Maryland limited liability company pursuant to Articles of Organization filed with the Maryland State Department of Assessments and Taxation on January 3, 2023; and

WHEREAS, the recordation of this Deed is exempt from recordation and transfer taxes pursuant to Section 12-108(bb), Section 13-207(a)(18) and Section 13-405(c) of the Tax Property Article of the Annotated Code of Maryland in that (i) the transfer of the hereinafter described property is for no consideration other than the issuance of membership interests in the Grantee to Grantor, (ii) Grantor is the sole member of Grantee, (iii) Grantors' allocation of the profits and losses in Grantee is identical to Grantors' allocation of the profits and losses of the conveying real estate enterprise, (iv) the transfer is part of the discontinuance of the real estate enterprise and (v) all real property owned by Grantor and used in the conduct of any real estate enterprise is being conveyed to Grantee.

WITNESSETH that for no consideration, said Grantor does hereby grant and convey unto said Grantee, its successors and assigns, in fee simple, to the following described property:

ALL that lot of ground of approximately 1.803 acres situate on U. S. Route 50, Easton, Maryland, in the First Election District of Talbot County Maryland and described as follows, that is to say:

BEGINNING for the same at a Concrete Monument on the easterly side of the Public Road known as U.S. Maryland Route 50, said Monument being at the southwesterly corner of the herein described land and the northwesterly corner of the land of Elizabeth M. Swailes (Liber 572, Folio 395) and from said Place of Beginning running (1) by and with the easterly side of said U.S. Maryland Route 50, North 10 degrees 26 minutes 30 seconds East 225.50 feet to a Concrete Monument set; thence by and with a new division line between the herein described land and other land of Whalen Properties Limited Partnership, Easton Series II, the following four courses and distances: (2) South 79 degrees 33 minutes 30 seconds East 293.04 feet to a Concrete Monument set and the side of a 60 foot wide utility right-of-way; thence by and with the westerly side of said utility right-of-way, the following 2 courses and distances: (3) South 10 degrees 31 minutes 30 seconds West 95.81 feet to a Concrete Monument; thence (4) South 05 degrees 04 minutes 23 seconds West 270.89 feet to a Concrete Monument; thence (5) North 79 degrees 33 minutes 30 seconds West 90.24 feet to the land of the aforementioned Elizabeth M. Swailes; thence by and with the said Swailes land the following 2 courses and distances: (6) North 10 degrees 26 minutes 30 seconds East 140.00 feet to a Concrete Monument; thence (7) North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning containing 1.803 Acres of Land, more or less, and **BEING SUBJECT** to the following 4 right-of-ways or easements:

1) A 15 foot wide Easement for Utilities leading from a 60 foot wide Utility Right of Way to the land of Elizabeth M. Swailes, the southerly side of said Easement being more particularly described as follows: Beginning for the same at the end of the 4th Course of the above description and running by and with the 5th Course of said description, North 79 degrees 33 minutes 30 seconds West 90.24 feet, and

2) A Drainage Easement leading from a 60 foot wide Utility Right of Way to U. S. Maryland Route 50, said Easement being more particularly described as follows: Beginning for the same at the Place of Beginning of the above description and running (1) North 10 degrees 26 minutes 30 seconds East 30.00 feet; thence (2) South 79 degrees 33 minutes 30 seconds East 302.27 feet; thence (3) South 05 degrees 04 minutes 23 seconds West 44.13 feet; thence (4) North 69 degrees 28 minutes 38 seconds West 79.63 feet to the land of Elizabeth M. Swailes (Liber 572, Folio 395); thence (5) by and with the said Swailes land North 79 degrees 33 minutes 30 seconds West 228.00 feet to the Place of Beginning, and

3) A 27 foot wide Crossover Right of Way leading from the land of Elizabeth M. Swailes to a 40 foot wide Joint Access Easement, the westerly side of said Right of Way being more particularly described as follows: Beginning for the same at a Point which bears South 79 degrees 33 minutes 30 seconds East 30.00 feet from the Place of Beginning of the above description and running North 10 degrees 26 minutes 30 seconds East 185.50 feet to the southerly side of the aforementioned 40 foot wide Joint Access Easement, and

4) A 40 foot wide Joint Access Easement leading from U.S. Maryland Route 50 to the 27 foot wide Crossover Easement described in 3) above, the northerly side of said Easement being more particularly described as follows: beginning for the same at the end of the first Course of the above description and running South 79 degrees 33 minutes 30 seconds East 57.00 feet; and **TOGETHER WITH** the following two Storm Water Management Easement Areas:

ONE A 40 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the easterly side of said Easement being more particularly described as follows: Beginning for the same a the end of the 2nd Course of the above description and running North 10 degrees 31 minutes 30 seconds East 130.00 feet, and

TWO A 20 foot wide Easement over the reserved land of Whalen Properties Limited Partnership Easton Series II, the westerly side of said Easement being more particularly described as follows: Beginning for the same at a Point which bears North 10 degrees 31 minutes 30 seconds East 130.00 feet from the end of the 2nd Course of the above description and running (1) South 10 degrees 31 minutes 30 seconds West 225.81 feet; thence (2) South 05 degrees 04 minutes 23 seconds West 139.19 feet.

BEING the same property conveyed unto Grantor by the following Deeds (i) Deed dated January 24, 1994 and recorded among the Land Records of Talbot County, Maryland in Liber No. 771, folio 944, and (ii) Deed dated March 11, 1985 and recorded among the Land Records of Talbot County, Maryland in Liber No. 597, folio 150.

TOGETHER with the buildings and improvements thereon erected, made or being; and all and every the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging or in any wise appertaining.

TO HAVE AND TO HOLD said lot or parcel of ground and premises above described and mentioned, and hereby intended to be conveyed; together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining, unto and to the proper use and benefit of the said Grantee, its successors and assigns, in fee simple.

AND the said Grantor hereby covenants that he has not done or suffered to be done any act, matter or thing whatsoever to encumber the property hereby conveyed; that he will warrant specially the property hereby granted; and that he will execute such further assurances of the same as may be requisite.

AS WITNESS the hand and seal of the Grantor the day and year first above written.

WITNESS:

C. Lee Gordon

Marvin E. Nielsen, Jr. (SEAL)

Marvin E. Nielsen, Jr.

STATE OF MARYLAND, COUNTY OF Talbot, to wit:

I HEREBY CERTIFY that on this 3rd day of January, 2023, before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared **MARVIN E. NIELSEN, JR.** and acknowledged that he executed the aforegoing Deed for the purposes therein contained and further acknowledged said instrument to be his act.

AS WITNESS my hand and notarial seal.

C. LEE GORDON
NOTARY PUBLIC
TALBOT COUNTY
MARYLAND
MY COMMISSION EXPIRES 11/06/24

C. Lee Gordon

Notary Public

CERTIFICATION

I hereby certify that I am an attorney admitted to practice before the Court of Appeals of Maryland and that the aforegoing Deed was prepared by me or under my supervision.

C. Lee Gordon

S:\Lee\Estate Planning\Nielsen, Marvin E. (Jr.) & Catherine N\Deed to LLC - 8493 Ocean Gateway, Easton, MD 21601.doc

State of Maryland Land Instrument Intake Sheet

☐ Baltimore City ☑ County: Talbot

Information provided is for the use of the Clerk's Office, State Department of Assessments and Taxation, and County Finance Office Only.

(Type or Print in Black Ink Only—All Copies Must Be Legible)

Space Reserved for Circuit Court Clerk Recording Validation

1 Type(s) of Instruments (☐ Check Box if addendum Intake Form is Attached.)

X Deed / ☐ Deed of Trust	☐ Mortgage / ☐ Lease	☐ Other _____ / ☐ _____	☐ Other _____ / ☐ _____	

2 Conveyance Type Check Box

☐ Improved Sale Arms-Length [1]	☐ Unimproved Sale Arms-Length [2]	☐ Multiple Accounts Arms-Length [3]	☐ Not an Arms-Length Sale [9]

3 Tax Exemptions (If applicable) Cite or Explain Authority

Recordation	§12-108(bb) Tax-Property Article
State Transfer	§13-207(a)(18) Tax-Property Article
County Transfer	§13-405(c) Tax-Property Article

4 Consideration and Tax Calculations

Consideration Amount		Finance Office Use Only Transfer and Recordation Tax Consideration	
Purchase Price/Consideration	$ 0.00	Transfer Tax Consideration	$
Any New Mortgage	$	X ( )% =	$
Balance of Existing Mortgage	$	Less Exemption Amount −	$
Other:	$	Total Transfer Tax =	$
Other:	$	Recordation Tax Consideration	$
		X ( ) per $500 =	$
Full Cash Value:	$	TOTAL DUE	$

5 Fees

Amount of Fees	Doc. 1	Doc. 2	
Recording Charge	$ 20.00	$	Agent:
Surcharge	$ 40.00	$	Tax Bill:
State Recordation Tax	$	$	
State Transfer Tax	$	$	C.B. Credit:
County Transfer Tax	$	$	
Other	$	$	Ag. Tax/Other:
Other	$	$	

6 Description of Property SDAT requires submission of all applicable information. A maximum of 40 characters will be indexed in accordance with the priority cited in Real Property Article Section 3-104(g)(3)(i).

District	Property Tax ID No. (1)	Grantor Liber/Folio	Map	Parcel No.	Var. LOG
01	063960	771/844	0102	2938B	☐ (5)

Subdivision Name	Lot (3a)	Block (3b)	Sect/AR (3c)	Plat Ref.	SqFt/Acreage (4)
	4				1.803 acres

Location/Address of Property Being Conveyed (2): 8493 Ocean Gateway, Easton, Maryland 21601

Other Property Identifiers (If applicable): | Water Meter Account No.:

Residential ☐ or Non-Residential ☑ | Fee Simple ☑ or Ground Rent ☐ Amount:

Partial Conveyance? ☐ Yes ☑ No | Description/Amt. of SqFt/Acreage Transferred:

If Partial Conveyance, List Improvements Conveyed:

7 Transferred From

Doc. 1 – Grantor(s) Name(s)	Doc. 2 – Grantor(s) Name(s)
Marvin E. Nielsen, Jr.	
Doc. 1 – Owner(s) of Record, if Different from Grantor(s)	Doc. 2 – Owner(s) of Record, if Different from Grantor(s)

8 Transferred To

Doc. 1 – Grantee(s) Name(s)	Doc. 2 – Grantee(s) Name(s)
Nielsen Land Venture II, LLC	

New Owner's (Grantee) Mailing Address: 27938 Oaklands Circle, Easton, Maryland 21601

9 Other Names to Be Indexed

Doc. 1 – Additional Names to be Indexed (Optional)	Doc. 2 – Additional Names to be Indexed (Optional)

10 Contact/Mail Information

Instrument Submitted By or Contact Person

Name: C. Lee Gordon, Esq.

Firm Parker Counts

Address: 129 N. Washington Street, P.O. Box 1209

Easton, Maryland 21601 Phone: (410) 822-1122

☑ Return to Contact Person ☐ Hold for Pickup ☐ Return Address Provided

11 IMPORTANT: *BOTH* THE ORIGINAL DEED *AND* A PHOTOCOPY MUST ACCOMPANY EACH TRANSFER

Assessment Information

☐ Yes ☑ No Will the property being conveyed be the grantee's principal residence?

☐ Yes ☑ No Does transfer include personal property? If yes, identify: _____

☐ Yes ☑ No Was property surveyed? If yes, attach copy of survey (if recorded, no copy required).

Space Reserved for County Validation

Assessment Use Only – Do Not Write Below This Line

Terminal Verification | Agricultural Verification | Whole | Part | Tran. Process Verification

Transfer Number | Date Received: | Deed Reference: | Assigned Property No.:

Year	20	20	Geo.	Map	Sub	Block
Land			Zoning	Grid	Plat	Lot
Buildings			Use	Parcel	Section	Occ. Cd.
Total			Town Cd.	Ex. St.	Ex. Cd.	

REMARKS:

Distribution: White – Clerk's Office; Pink – Office of Finance; Canary – SDAT; Goldenrod – Preparer

AOC-CC-300 (5/2007)

Exhibit B


AMERICA'S DINER

RECEIPT

TOWN OF EASTON

Planning & Zoning Department

14 South Harrison Street
Easton, Maryland 21601

APPLICATION #	DATE
2025 - 1489	6/18/2025
PROJECT ID	**RECEIPT #**
SE 25 - 07	10719

TO:

BGFY, LLC
c/o Zachary A. Smith, Esq.
114 Bay Street, BLDG C
Easton, Maryland 21601

RE: Application 2025 - 1489 / SE 25 - 07

8493 Ocean Gateway
Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4
Easton, Maryland 21601

Date	Description	Transaction	Amount
06/16/2025	BOZA SPECIAL EXCEPTION	*Cashiers Check No. 245363*	700.00
			-
			-
			-
			-
			-
			-
			-
			-
			-
Thank you!		**TOTAL**	**$700.00**

Paid in full. Thank you!

If you have any questions about this receipt, please contact
Samantha N. Smith, Administrative Specialist (410) 822-1943, ssmith@eastonmd.gov

Exhibit B

TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

June 27, 2025

BGFY, LLC
% Zachary A. Smith, *Esq.*
114 Bay Street, BLDG C
Easton, Maryland 21601

Re: BOZA Application SE-1489 / SE 25-07
8493 Ocean Gateway
Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4
Easton, Maryland 21601

Mr. Smith,

The above matter has been scheduled for a public hearing before the Town of Easton Board of Zoning Appeals on ***Tuesday, July 15, 2025 at 9:00 A. M.*** in the Chambers of the Mayor and Council of Easton. You should appear at the above time and place, together with any witnesses you may care to present and be prepared to submit evidence, which will establish:

1. the proposed use conforms in all aspects to minimum requirements of the district in which it is located;

2. the proposed use is not adversely affecting the health, safety, and general welfare of residents of the area;

3. the proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exception;

4. the proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

5. the proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

6. the proposed use will not adversely affect the established character of the area;

7. the proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complementary to uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance.

NOTE: In the event your application pending before the Easton Board of Zoning Appeals requires a recommendation to the Board from the Easton Planning and Zoning Commission, the Appeals Board will not hear your application until it is in receipt of the Planning and Zoning Commission's recommendation. It is your responsibility to see that the recommendation required is before the Board of Zoning Appeals before any evidence is heard.

If there are any restrictions attached to the deed of the property subject to this application, please advise the Board thereof.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning and Zoning Department
410-822-1943 ssmith@eastonMD.gov

TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

June 30, 2025

Dear Resident,

The Easton Board of Zoning Appeals will hold a public meeting on **Tuesday, July 15, 2025 at 9:00 a.m.** in the Easton Town Council Chambers located on the second floor of 14 South Harrison Street. The Town of Easton Zoning Ordinance requires that owners of property located within 400 feet of a parcel on which certain types of applications are pending be given notice of upcoming meetings or hearings. If you are a tenant in or an owner of a multi-unit building, please distribute or post this notice in a visible location for all other tenants or owners to view. If you are a tenant of a rental property, please notify the property owner that this notice letter has been distributed to their property. Notice has also been sent to the Star Democrat, a sign has been posted at the subject property and the hearing agenda has been posted on the Town of Easton website: http://eastonmd.gov/.

This letter is sent to inform you that Application SE-1489 / SE 25-07 has been filed by Zachary A. Smith, Esq. on behalf of BGFY, LLC, pursuant to Section 28-1303.5.B of the Town of Easton Zoning Ordinance (Ordinance) to obtain a Special Exception for use (6) 603.1 in Table 2.1 of Section 28-201 to be utilized as a Cannabis Dispensary* in the CG - Commercial General Zoning District. The property is located at 8493 Ocean Gateway, Easton, Maryland, also known as Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4, and is situated in the CG - Commercial General Zoning District. The property is owned by PKZ LLC.

Copies of the proposed application are on file and available for public review in the Town's Planning Office at 14 South Harrison Street between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday. **In addition, digital copies will be available for review one week prior to the scheduled meeting via the Town's website at** https://www.eastonmd.gov/129/Agendas-Minutes. If you have any questions regarding this application, please contact the Planning Office at (410) 822-1943 or via email at ssmith@eastonMD.gov.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning & Zoning Department
410-822-1943 ssmith@eastonMD.gov

Subject property posting pursuant to Section 28-901.2.H.2 of the Town of Easton Zoning Code - June 27, 2025.

Exhibit C

THE STAR DEMOCRAT - ONE TIME - SATURDAY, JUNE 28, 2025

NOTICE

Notice is hereby given that Application SE-1489 / SE 25-07 has been filed by Zachary A. Smith, Esq. on behalf of BGFY, LLC, pursuant to Section 28-1303.5.B of the Town of Easton Zoning Ordinance (Ordinance) to obtain a Special Exception for use (6) 603.1 in Table 2.1 of Section 28-201 to be utilized as a Cannabis Dispensary* in the CG - Commercial General Zoning District. The property is located at 8493 Ocean Gateway, Easton, Maryland, also known as Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4, and is situated in the CG - Commercial General Zoning District. The property is owned by PKZ LLC.

A copy of the application may be inspected during normal business hours in the Department of Planning and Zoning. The undersigned Board will hold a public hearing with respect to said application on Tuesday, July 15, 2025 at 9:00 A.M. in the Town Council Chambers, second floor, located at 14 S. Harrison Street. All interested parties are invited to attend. Please continue to check our website at https://eastonmd.gov/129/Agendas-Minutes for agenda updates.

TOWN OF EASTON BOARD OF ZONING APPEALS

Notice to Star Democrat: Please publish as indicated above and send Certificate of Publication to Planning and Zoning, Town of Easton, P.O. Box 520, Easton, Maryland 21601, prior to date of hearing.

APG Media of Chesapeake, LLC

29088 Airpark Drive
Easton, MD 21601

06/30/25
3083751

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND
COUNTY OF: Talbot County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "SE-1489 / SE 25-07...**" was published in the:**

The Star Democrat 06/28/25

NOTICE

Notice is hereby given that Application SE-1489 / SE 25-07 has been filed by Zachary A. Smith, Esq. on behalf of BGFY, LLC, pursuant to Section 28-1303.5.B of the Town of Easton Zoning Ordinance (Ordinance) to obtain a Special Exception for use (6) 603.1 in Table 2.1 of Section 28-201 to be utilized as a Cannabis Dispensary* in the CG - Commercial General Zoning District. The property is located at 8493 Ocean Gateway, Easton, Maryland, also known as Tax Map 0102, Grid 00EA, Parcel 2938B, Lot 4, and is situated in the CG - Commercial General Zoning District. The property is owned by PKZ LLC.

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TOWN OF EASTON BOARD OF ZONING APPEALS

3083751 SD 6/28/2025

James F. Normandin
President & Publisher

Objection: Dennys building to be a cannabis dispensary.

1 message

ramesh patel <ramesh501@comcast.net>
To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Tue, Jul 1, 2025 at 11:14 AM

Dear Members of the Zoning Board of Appeals,

I hope this message finds you well. My name is Ramesh Patel, and I am writing on behalf of Asiya Hospitality, owners of the Holiday Inn Express, located at 8561 Ocean Gateway, Easton, MD. I am writing to formally express our opposition to the proposed marijuana dispensary at 8493 Ocean Gateway, Easton MD, which is directly adjacent to our hotel.

As a business serving families, business travelers, and tourists, we am concerned about the potential negative impact on customer perception, safety, and our long-term viability as a hospitality provider. While cannabis sales are now legal under state law, the placement of such a business next to a hotel poses unique challenges, which are supported by current research and industry data.

Key Concerns:

1. Negative Impact on Guest Perception

Academic research suggests that the proximity of cannabis dispensaries can deter certain demographics, especially families and business travelers. One study found that even with legal compliance, public perception of safety and area desirability is adversely affected (Dragone et al., 2020).

2. Public Safety and Nuisance Behavior

Studies have linked cannabis dispensaries with increased calls for police service and concerns about loitering and public use, particularly in urban or mixed-use zones (Kepple & Freisthler, 2012).

3. Economic Harm to Hotels

Research from Cornell Hospitality Quarterly shows that hotel operators near dispensaries report difficulties with occupancy rates, event bookings, and guest satisfaction due to reputational concerns (Gursoy et al., 2022).

I strongly urge the board to consider these impacts when evaluating the proposed location. Approving a dispensary in this area would be detrimental to the numerous hotels and hospitality businesses in the immediate vicinity. A marijuana dispensary would be counterproductive to the town's economic and community development goals.

Please feel free to contact me directly if you would like additional information or copies of the studies referenced.

Thank you for your time and public service.

Sincerely,

Ramesh Patel

[Phone 302-632-9371]

[Email ramesh501@comcast.net]

List of Cited Studies and Sources

1. Dragone, D., Prarolo, G., Vanin, P., & Zanella, G. (2020).
Crime and the legalization of recreational marijuana.
Regional Science and Urban Economics, 83, 103533.
https://www.sciencedirect.com/science/article/abs/pii/S0167268118300386

2. Kepple, N. J., & Freisthler, B. (2012).
Exploring the Ecological Association Between Crime and Medical Marijuana Dispensaries.
Journal of Studies on Alcohol and Drugs, 73(4), 523–530.
https://pubmed.ncbi.nlm.nih.gov/22630790/

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Thanks.

Ramesh Patel
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Dover DE 19901
Phone: 302-724-9445
Cell: 302-632-9371
(Email: ramesh501@comcastl.net)

"It Is Very Simple To Be Happy, But It Is Very Difficult To Be Simple."

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Ms. Samantha N. Smith
Administrative Specialist
Planning & Zoning Department
14 South Harrison St
Easton, Maryland 21601

July 1, 2025

By Email: ssmith@eastonMD.gov
& UPS Tracking# *1ZY2X2400290367977*

Ref: SE-1489/ SE 25-07 Proposed Cannabis Dispensary at 8493 Ocean Gateway, Easton, MD

Dear Ms. Smith:

This office represents Asiya Hospitality, Ramesh Patel, Rakesh Patel, Dharmesh Patel, Janki Richard and Ajay Patel, collectively hereinafter the "Owners" of lodging facility Holiday Inn Express located at 8561 Ocean Gateway, Easton, Maryland.

If the Cannabis Dispensary is permitted by the Town of Easton, it will have controlled consequences from the use of "controlled substance" in the neighborhood of Holiday Inn Express, e.g., abuse, misuse of Hotel's common areas, parking lot and lodging facilities.

Franchisor of Holiday Inn brand require owners to operate the Hotel in full compliance with state and local laws against foul smells, odors, smoke, harassment, and protect their guest experience free from uncontrolled substance abuse. Distribution by the dispensary in the immediate vicinity of the Hotel is in violation of brand reputation, environment and guest experience. Adverse guest reviews are also the grounds to terminate the franchise. Town of Easton stands to lose significant tax revenues from the loss of economic activity at the major commercial artery of Easton, the "Ocean Gateway" as a result of distribution of the controlled substance.

We remain willing and able to work with you to retain and improve the business environment at Ocean Gateway in Easton, Maryland.

Respectfully submitted,

Asiya Hospitality LLC

By: _____
Onkar N. Sharma
Managing Attorney

Sd
By: _____
Ramesh Patel

Sd
By: _____
Rakesh Patel

By: Sd _____
Dharmesh Patel

By: Sd _____
Janki Richard

By: Sd _____
Ajay Patel

QUALITY INN
8523 OCEAN GATEWAY, EASTON, MD 21601
Email Address # patelankit9797@gmail.com, # raughtonmegam@gmail.com

Contact# 609-553-0522 (Andy Patel /owner)

 # 443-225-3161 (Megan / General Manager)

Date: 07-01-2025

To:
Zoning & Planning Department
Talbot county , Maryland

215 Bay Street, Suite 2
Easton, MD 21601

Subject: Objection to Proposed Cannabis Dispensary near Quality Inn located at 8523 ocean gateway, Easton, MD 21601

Dear Members of the Zoning and Planning Department,

I am writing as a concerned citizen and community stakeholder to formally object to the proposed establishment of a cannabis dispensary at 8493 Ocean Gateway, Eastom, MD 21601, which is located directly adjacent to Quality Inn, a local hospitality business that plays a vital role in our town's tourism and economy Since 2000.

While I respect the legal framework permitting cannabis retail establishments, placing one next to a hotel raises several serious concerns:

Negative Impact on Tourism and Guest Experience
Hotels serve as a welcoming gateway for visitors. The presence of a dispensary right next may deter families, business travelers, and event organizers who may perceive the location as less appealing or inappropriate for their guests. Families come from all around the nation and world to visit our great town with their kids. And according to location, the first thing they will see is a Marijuana Dispensary.

Concerns over Public Safety and Nuisance
Cannabis dispensaries can sometimes attract increased foot traffic and loitering, particularly in parking areas. This raises valid concerns about guest safety, noise, and after-hours disturbances that could negatively affect hotel operations.

Conflict with Community Character and Zoning Intent
The proposed location appears to be inconsistent with the intended use and character of the surrounding area, which includes hospitality, retail, and family-friendly spaces. Allowing a dispensary next door could set a precedent that alters the nature and appeal of the neighborhood.

Potential Huge Financial Harm to the Hotel and Local Businesses (And Possibly the Town)
The hotel may experience booking cancellations or a drop in occupancy due to perceived reputational issues, which in turn could reduce local tax revenue and impact surrounding small businesses that rely on hotel guests, Which is all year around. And although I understand Maryland has imposed an 18% tax on all adult cannabis, I feel as though the extra revenue will just be going into the added vehicle collisions and disputes this place of business could bring.

There will always be an Odor Issue
There are four hotels very close by which add to gather around 300 guest rooms or plus. There is an outdoor pool, a nice sitting area and rooms in very close vicinity. And this odor will not only affect the mentioned properties, but the entire bypass itself.

General Traffic Safety
If a place of substances is placed directly off of the main highway, it's a given that traffic accidents and disputes will gain a higher percentage in the area. It's not a matter of if, it's a matter of when and how often.

In conclusion, I respectfully urge the Town and Zoning Department to reconsider this location and instead guide such establishments toward zones that are more suitable and better aligned with the town's long-term vision for community development.

Thank you for your attention and for considering the voices of local residents and business owners. I am happy to provide additional information or participate in a public hearing to further express these concerns.

Sincerely,
Ankitkumar Patel.

Samantha Smith <ssmith@eastonmd.gov>

Cannabis dispensary Concerns

1 message

quality inn <qi.eastonmd@gmail.com> Wed, Jul 2, 2025 at 11:24 AM
To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Hi, my names' Tristen Raughton. I work here at the quality inn and I would just like to express my concerns on the matter, so I've put together a short essay. I really hope the appropriate authorities listen to what it says.

In an era of expanding cannabis legalization, communities are grappling with the challenges of integrating dispensaries into their economic and social landscapes. While the tax benefits of cannabis sales are often emphasized, location matters significantly. The proposal to situate a cannabis dispensary adjacent to a hotel that serves as a key economic driver—particularly one located off a major highway—presents a host of potential risks. These include economic destabilization, reputational damage, traffic safety concerns, and adverse social perceptions, all of which could undermine long-term community prosperity.

The hotel in question likely contributes substantial tax revenue to the municipality through lodging, tourism, food services, and associated hospitality expenditures. Hotels situated near major highways often serve as gateway hubs for travelers, corporate guests, and families. These guests choose accommodations based on a perceived standard of safety, cleanliness, and professionalism. Placing a cannabis dispensary directly beside such a hotel may influence the perception of the area, potentially discouraging bookings, lowering guest satisfaction, and reducing return rates. As a result, the town risks jeopardizing a consistent and reliable revenue stream in exchange for a new, but uncertain, source of income.

Furthermore, a dispensary near a highway-facing hotel could increase congestion, loitering, and law enforcement demand. The proximity to a major thoroughfare raises significant public safety considerations, particularly in areas already managing high traffic volume. Drivers impaired by cannabis, whether legally or illegally obtained, pose a risk not only to themselves but to the broader commuting public. While dispensaries themselves are not the source of impaired driving, their placement near transit corridors increases the likelihood of such incidents. This risk, compounded by increased foot and vehicular traffic, could strain emergency services and lower the overall quality of life in the surrounding area.

Another concern lies in the social and reputational implications. Hotels often host business meetings, conferences, and family events—functions that thrive in environments with a clear sense of professionalism. The presence of a cannabis dispensary nearby could be viewed by some clientele as incongruent with the atmosphere they expect, particularly in more conservative or family-oriented communities. While societal views on cannabis are evolving, stigmas persist. These perceptions, fair or not, could dissuade certain demographics from patronizing the hotel, leading to a decline in revenue and reputation.

Moreover, from an urban planning perspective, the clustering of incompatible land uses—such as hospitality and cannabis retail—can create long-term friction within the economic ecosystem of a town. Strategic zoning should aim to maximize complementary businesses and minimize the potential for conflict between divergent consumer bases. Instead of placing a dispensary in such a sensitive location, municipalities might consider designating commercial zones further from critical tourist infrastructure to balance access with economic prudence.

In conclusion, while cannabis dispensaries have a rightful place in regulated economies, their placement must be approached with caution, particularly when they risk undermining existing economic pillars. Positioning one beside a high-revenue hotel near a major highway could result in far-reaching and irreversible consequences. Municipal leaders must weigh short-term tax gains against the long-term sustainability and reputation of their town, ensuring that progress does not come at the cost of stability.

MDSW MCALLISTER DETAR SHOWALTER & WALKER

Anthony P. Kupersmith
(410) 934-3910 Direct
akupersmith@mdswlaw.com

July 14, 2025

VIA HAND-DELIVERY AND EMAIL
Town of Easton Board of Zoning Appeals
c/o Samantha N. Smith, Administrative Specialist
Planning & Zoning Department
14 S. Harrison Street
Easton, Maryland 21601

RE: BGFY, LLC's Application No. SE-1489/SE 25-07 for Proposed Cannabis Dispensary at 8493 Ocean Gateway, Easton, MD

Dear Chairman Cotter and Members of the Board:

This firm represents Driller Ventures, LLC ("Driller Ventures"), which received a special exception from the Town of Easton Board of Zoning Appeals (the "Board") to operate a cannabis dispensary at 8171 Elliott Road, Easton, Maryland. A copy of Driller Ventures' special exception, SE-1364/SE25-01, issued by the Board on February 18, 2025, is attached hereto as Exhibit A.

As the Board is aware, the application referenced above is *the second* special exception that the applicant, BGFY, LLC ("BGFY"), has sought to operate a cannabis dispensary in the Town of Easton. BGFY already holds a special exception for a cannabis dispensary at 8223 Elliott Road, Easton, Maryland pursuant to SE-1346/SE 24-09, a copy of which is attached hereto as Exhibit B. Under the conditional letters of approval from the Maryland Cannabis Administration, BGFY is only entitled to operate *a single* cannabis dispensary in Talbot County, Maryland. A copy of the MCA's October 1, 2024 letter to BGFY granting conditional approval to operate a standard dispensary in Talbot County is attached hereto as Exhibit C. The MCA's website lists only two cannabis dispensaries approved for Talbot County, BGFY and Driller Ventures, which were awarded under the MCA's social equity licensing round and represent the maximum number of licenses awarded for the first round under § 36-404(d) of the Alcoholic Beverage and Cannabis Article, Md. Code Ann. A copy of the relevant MCA webpage is attached hereto as Exhibit D.

Accordingly, Driller Ventures respectfully requests that if the Board decides to grant BGFY's second application for a special exception, the Board imposes a condition on such approval requiring the relinquishment of BGFY's first special exception to operate a dispensary at 8223 Elliott Road, Easton, Maryland.

MDSW

Sincerely,

Anthony P. Kupersmith /ROS

Anthony P. Kupersmith

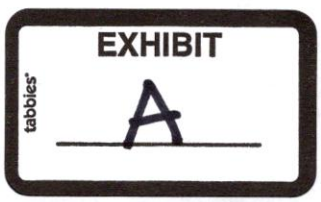
IN THE MATTER OF	:	BEFORE THE EASTON BOARD
THE APPLICATION OF	:	OF ZONING APPEALS
DRILLER VENTURES, LLC	:	**APPLICATION NO. SE - 1364 / SE 25 - 01**

: : : : : : :

FINDINGS AND DECISION

The Easton Board of Zoning Appeals (the "Board") met on Tuesday, January 21, 2025, at 9:00 a.m., to hear and decide the application of Driller Ventures, LLC (the "Applicant") for a Special Exception pursuant to Section 28-1303.5.B of the Zoning Code of the Town of Easton ("the "Code"). The property is located at 8171 Elliott Road, Easton, Maryland (Talbot County Tax Map 109, Parcel 4582) (the "Subject Property"). The underlying zoning for the Subject Property is Commercial General ("CG") Zoning District. The Subject Property is best described as a 0.82-acre lot containing a vacant 3,192 square foot commercial structure. The Subject Property is bounded by Elliot Road on the west, to the north by an access road for the shopping center known as the Shoppes at Easton, and to the south and east by 8155 Elliot Road, a CG Zoned property. Vehicular access to the Subject Property is provided through the 8155 Elliot Road property, owned by Wal-Mart Real Estate Business Trust ("Wal-Mart"). Public sidewalk exists along the Elliott Road frontage of the Subject Property but does not directly connect to the site. The Subject Property is owned by Bristol Elliott, L.L.C. There are twenty-two (22) off-street parking spaces located on the Subject Property.

The application proposes to establish a cannabis dispensary in an existing commercial building located within the CG Zoning District. Cannabis dispensaries are permitted to operate in the CG Zoning District as a special exception subject to the supplemental standards set for in Code § 28-1007.2.A.18.



The Board was comprised of Chair Peter Cotter, Vice Chair Gary Molchan, Zakary Krebeck, and alternate Paul Weber. Also present at the hearing were staff members Miguel Salinas, Director of Planning and Zoning, Lynn Thomas, Town Planner, Joseph Mayer, Plan Reviewer, Nicholas Johnson, Town Planner, Sharon VanEmburgh, Esq., Town Attorney, Aaron Cooper, Esq., Legal Associate, and Samantha Smith, Administrative Specialist.

The Planning and Zoning Staff provided a detailed staff report to the Board.

The Applicant was represented by Anthony Kupersmith, Esq. The Applicant presented Michael Dunaway and Darryl Hill to testify at the hearing regarding the proposed use.

APPLICANT'S CASE

Anthony Kupersmith, Esq. presented on behalf of the Applicant. Mr. Kupersmith stated that the Subject Property is subdivided, and is Zoned CG, along with all surrounding properties. Mr. Kupersmith stated that the existing building is approximability 3,020 square feet, with 22 off-street parking spaces. He stated that there would be approximately 24 employees, with 15 maximum per shift. Mr. Kupersmith also stated that hours of operation would be from 9am to 8pm. Mr. Kupersmith also stated that the Applicant has already engaged with an engineering company regarding odor control and performed a traffic study regarding the proposed use.

Mr. Kupersmith presented Mr. Michael Dunaway to testify on behalf of the Applicant. Mr. Dunaway first testified that he was present on behalf of his wife, Ms. Mae Hauschel, who was unwell the morning of the hearing. Mr. Dunaway testified that Ms. Hauschel has six years of experience in the cannabis industry, and is currently the senior inventory manager at the cannabis dispensary in Cambridge, Maryland. Mr. Dunaway testified that the Applicant has partnered with Claggett Engineering regarding odor control, and will mitigate any odors through the use of negative air lock spaces, comprehensive carbon filtration, and through the use of prepackaged goods. Mr. Dunaway stated that there will be onsite security enforcing no loitering, and stated

that the use of drive-through facilities may also assist in this regard. Mr. Dunaway stated that the State of Maryland requires "responsible vendor training" which Ms. Hauschel has completed. Mr. Dunaway stated that the current utilities are sufficient for the proposed use. Mr. Dunaway stated that the proposed use functions similarly to "high-end retail" with personalized service. Mr. Dunaway also testified that Ms. Hauschel will serve as a local point of contact, and that she lives in Easton, Maryland.

Mr. Kupersmith also presented Mr. Darryl Hill to testify on behalf of the Applicant. Mr. Hill stated that he has seven to eight years of experience in the cannabis industry, beginning in California. Mr. Hill stated that Mr. Dunaway is his business partner in California. Mr. Hill testified that he believes that a cannabis dispensary can be a big economic boom for the Town and Talbot County. Mr. Hill testified that the location and structure on the Subject Property is preferred due to the existing vault, and the drive-through. Mr. Hill testified that there will be no negative impact on the surrounding community.

Mr. Kupersmith then addressed the findings that need to be made by the Board to grant a special exception. Regarding the first requirement that the proposed use meets the minimum requirements of the district in which it is located, Mr. Kupersmith noted the supplemental standards set forth in Code § 28-1007.2.A.18. Mr. Kupersmith stated that the Applicant has been granted a conditional license to operate a dispensary in Talbot County satisfying Code § 28-1007.2.A.18(a). Regarding Code § 28-1007.2.A.18(b), Mr. Kupersmith stated that the Subject Property meets all setback requirements at this time. Mr. Kupersmith stated that while there is another special exception granted for a cannabis dispensary across the street and within one-half mile, he believes that the Board can grant a special exception for both, as there is no existing dispensary. Regarding Code § 28-1007.2.A.18(c), Mr. Kupersmith testified that Ms. Hauschel

will serve as the local contact person for the Applicant. Regarding Code § 28-1007.2.A.18(d), Mr. Kupersmith testified that, although odors are minimal at dispensary locations, the Applicant has engaged with Claggett Engineering to provide a certificate that proposed odor control measures will effectively eliminate outdoor odors for all odor sources. Regarding Code § 28-1007.2.A.18(e), Mr. Kupersmith testified that the Applicant will follow the hours of operation set forth by the Code, i.e. no earlier than 9:00 a.m. and no later than 9:00 p.m. Regarding Code § 28-1007.2.A.18(f), Mr. Kupersmith testified that Subject Property has 22 off-street parking spaces, and that this has been studied and addressed in the Lenhart Traffic Report submitted in the application. Mr. Kupersmith stated that the there is a reciprocal easement with Wal-Mart, which will satisfy the total requirement of 32 parking spaces. Mr. Kupersmith noted that in the Lenhart Traffic Report, the required number of parking spaces as stated by the ITE calculation is only 18 spaces.

Mr. Kupersmith stated that the Subject Property was previously used as retail bank, and the nearest residential property is over 1000 feet away. He further stated there will be no need for additional utilities as it is an existing retail space and the proposed use will not be substantially different than the prior use as a bank. Regarding smoke, order, noise, and drainage, Mr. Kupersmith stated that there will not be any undue, if any, as the proposed use makes use of existing facilities, and cited the Applicant's work with Claggett Engineering to ensure no undue odors. Lastly, Mr. Kupersmith stated that the proposed use is in conformity with the Easton Comprhensive Plan, as the Subject Property has been identified as commercial, and the proposed use is also commercial.

The Board questioned Mr. Kupersmith regarding the minimum requirements of the district, specifically, if the Board could grant a special exception to two neighboring cannabis

dispensaries where Code § 28-1007.2.A.18(b) requires a one-half mile separation. Mr. Kupersmith stated that each of the proposed uses have to satisfy certain conditions prior to getting a certificate of occupancy, including local and state permitting, months of construction, and a final State approval before operations can commence. The Board questioned at what point rights vest, and Mr. Kupersmith stated that, he would understand that point to be the final approval from the Town which is granting of the certificate of occupancy. Regarding other sites available for cannabis dispensaries in Talbot County, Mr. Kupersmith noted that there are few ideal locations that satisfy the unique setbacks and are commercially attractive.

In response to Public Comment regarding the Board's grant of a special exception for a proposed use of a cannabis dispensary for a neighboring property, Mr. Kupersmith stated that there is no current dispensary, so there is no violation of the Town Code. He further stated that there will not be two dispensaries that operate next to each other, that ultimately only one will be entitled to operate. Regarding the parking easement with Wal-Mart, Mr. Kupersmith stated that he had conversations with the owner of the Subject Property, and through the reading of the deed for the Subject Property, ensured that there is a reciprocal nature to the parking easement between the Subject Property and Walmart satisfies this requirement.

PUBLIC COMMENT

The following comments were then made by members of the Public:

BGFY, LLC – represented by Zach Smith, stated that there are issues with the parking easement, and with the Board granting two special exceptions for neighboring cannabis dispensaries where Code § 28-1007.2.A.18(b) requires a one-half mile separation. Regarding parking, Mr. Smith stated that the parking easement does not allow for reciprocal parking and that the Applicant will not be able to meet the parking requirements. Regarding Code § 28-

1007.2.A.18(b), Mr. Smith stated that BGFY, LLC has been granted an approval by the Board for its special exception application to operate a cannabis dispensary at a property 143 feet from the Subject Property. Mr. Smith argued that due to this prior approval, the Board cannot now grant one for the Subject Property. Mr. Smith stated that a "foot-race" is not in the public interest and would violate the Comprehensive Plan as it encourages disorderly development, and wasted efforts by at least one of the parties. While Mr. Smith argued that the Board cannot grant this special exception, he did not cite to any legal authority for the proposition that the Board lacked the authority to grant this special exception or that his client had acquired vested rights in its special exception approval.

Jackie Weisman – asked "why bother?" to obtain an approval for special exception, where another applicant can later come along for a nearby location. She stated that she does not see this is a "tale of two applicants" but "an applicant who is trying to beat the other 'certificate holder.'"

Brooke Kimbrough – stated that she is a small business owner, and that she was a small business owner in North Carolina. She stated that she was put out of business by Walmart in North Carolina, and that she believed this was a similar situation where a larger business was squeezing out the smaller business of BGFY, LLC.

Noah Matten – owner of BGFY, LLC, stated that BGFY, LLC is diligently moving forward to comply with all conditions necessary regarding its own grant of a special exception. Mr. Matten noted that he had concerns about funding where two special exceptions for neighboring properties would be granted. He stated that he obtained loans from investors, and now the potential of not meeting all the conditions of Code § 28-1007.2.A.18(b), puts those loans at risk. He stated that he does not believe it is fair for this later application to also be granted.

Chris Cook – from Bristol Realty and manager of the Subject Property. Mr. Cook spoke in favor of the application, stating that he is working diligently with the Applicant, and stated that the Applicant has followed through with everything it said it would do. Mr. Cook stated that both the Applicant and BGFY, LLC have spent a lot of money to get where they are today.

BOARD'S DECISION

Preliminarily, the Board finds that the Subject Property was properly posted and that the required notice of the application was given in the Easton *Star Democrat*. *See* Exhibits "C" and "D" of the Application. In addition, property owners within 400 feet of the Subject Property were mailed a notice. *See* Exhibit "C" of the Application.

The Board also entered closed session to obtain legal advice regarding the application and Code § 28-1007.2.A.18(b).

The Board considered the special exception request and pursuant to Section 28-1303.5.B made the following findings of fact relative to the application for a special exception:

1. The proposed use conforms in all aspects to minimum requirements of the district in which it is located.

The proposed use and existing building conform with the minimum requirements of the CG Zoning District regarding the structure height, setbacks, and building size. In fact, as the cannabis dispensary use is proposed to locate in an existing building, no changes are proposed to any of the dimensional zoning standards. Cannabis dispensaries are regulated through supplemental standards found in Code § 28-1007.2.A.18. The proposed use meets all of these requirements at this time as there is no current, operating cannabis dispensary within the one-half mile satisfying Code § 28-1007.2.A.18(b) as further discussed below.

2. The proposed use will not adversely affect the health, safety, and general welfare of residents of the area.

There is no adverse impact on the health, safety, and general welfare of residents of the area. The surrounding area is commercial in nature with the nearest residential property being located greater than 1000 feet from the building in which the proposed use will take place.

3. The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions.

The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions. The Subject Property is already served by public facilities as an existing facility and building. It has onsite parking and will be required to supplement with off-site shared parking, and the building was previously used for commercial purposes as a bank, which has a comparable demand on public facilities.

4. The proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided.

The proposed use will not create additional congestion in the street or any undue traffic hazards. Additionally, adequate ingress and egress are provided. There are no modifications, or reconfigurations of the established ingress and egress on the Subject Property with the proposed use. Lenhart Traffic Consulting Inc. that finds "the proposed dispensary will not have a substantial impact on traffic as compared to prior uses or other uses allowed by right." January 2025, Traffic and Parking Analysis.

5. The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access.

The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access. There is no onsite consumption permitted and thus, no smoke associated with the proposed use. Code § 28-1007.2.A.18(d) states that:

> All cannabis dispensaries shall install odor control technology, as necessary, in order to control ventilation at the establishment in such a manner that no odor from cannabis products can be detected outside the building on the same property or on adjacent properties or public rights-of-way, or within any other unit located within the same building as the cannabis dispensary, if the use occupies only a portion of the building. The Operator shall properly maintain all odor mitigation equipment to ensure maximum efficiency. Applicant shall provide certification by a Professional Engineer, Certified Industrial Hygienist, or other equivalently qualified professional that proposed odor control measures will effectively eliminate outdoor odors for all odor sources.

The Code ensures no odors will emanate from the proposed use, and requires certification of this fact, and the Applicant will be required to comply with all applicable Code sections and is working with an engineering firm to ensure certification in compliance with the above. The proposed use is retail in nature, and will generate no additional noise than that typically associated with retail sales, and accordingly, is not undue. The proposed use will take place in a pre-existing commercial building with adequate existing access, and proper drainage, and there will be no changes with the proposed use regarding drainage or access.

6. The proposed use will not adversely affect the established character of the area.

The proposed use will not adversely affect the established character of the area. The surrounding area is overwhelmingly commercial in nature which is consistent with the proposed use. The Subject Property is an existing retail shopping center and the proposed use is retail in nature. The proposed use will take place in and will fill an existing and vacant building.

7. The proposed use is in conformity with the provisions of the Easton Comprehensive Plan.

The proposed use is in conformity with the Easton Comprehensive Plan. The Comprehensive Plan's future land use map identifies this property as appropriate for commercial uses which is consistent with the proposed use which is retail in nature. The Comprehensive Plan strongly supports infill development and the adaptive reuse of existing buildings. The

proposed use will fill a vacancy in an existing shopping center, thereby making the center more vibrant.

8. The adverse effects of the proposed use are not greater at this location than would be generally elsewhere within the zoning district.

The cannabis dispensary in the CG Zoning District has been legislatively predetermined to be conditionally compatible with the uses permitted as of right in that zoning district. In reviewing a special exception, the Board must determine whether the adverse effects of the proposed use are greater in this location than they would be generally elsewhere within the zoning district. The Board finds that the proposed use would not have any greater impact at this location than it would in other locations in the CG Zoning Districts.

That Board also finds that under this Board's review of the application, it may grant a special exception to the Applicant even where the Board also granted a special exception to another entity for a neighboring property for use as a cannabis dispensary and both entities will not be able to ultimately operate due to the setback requirements of Code § 28-1007.2.A.18(b). The Board finds that BGFY, LLC has not yet obtained any vested right that precludes the Board from granting this application for a special exception as it has not begun operations, obtained any permits or occupancy certificates. *See Rockville Fuel and Feed Co, Inc. v. City of Gaithersburg*, 266 Md. 117, 124, 291 A.2d 672, 676 (1972); *see also Powell v. Calvert County,* 368 Md. 400, 411, 795 A.2d 96, 101, (2002). Additionally, the Board finds that the reciprocal parking easement with the neighboring properties may satisfy Code § 28-1007.2.A.18(f).

Upon consideration of the testimony given, and upon the motion of Chair Cotter, seconded by Mr. Krebeck, the Board recorded the following vote on whether the application of Driller Ventures, LLC, for a Special Exception to establish a cannabis dispensary in the CG Zoning District should be approved with six conditions (1) that the Applicant provide, prior to

the issuance of an occupancy permit, the required contact person prescribed in Code § 28-1007.2.A.18(c), (2) that the Applicant provide, prior to the issuance of an occupancy permit, a certification compliant with Code § 28-1007.2.A.18(d) regarding odors, (3) that the hours of operation shall not be earlier than 9 a.m. or later than 9 p.m. in compliance with Code § 28-1007.2.A.18(e), (4) that the approval here runs with the Applicant and any subsequent change in ownership, tenancy, or operation will require a new application and approval for the continuation of the special exception use, (5) the Applicant shall obtain a certificate of occupancy within two (2) years from the date of the Board's hearing (by January 21, 2026) or the special exception approval shall lapse and void this approval, and (6) the Applicant shall provide documentation, in a form acceptable to the Town Attorney and Town staff, evidencing that it has satisfied the required parking through a combination of on-site and off-site shared parking :

Mr. Cotter – Yes

Mr. Molchan – No

Mr. Krebeck – Yes

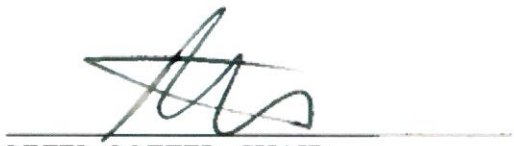
It is, therefore, this 18th day of Februrary 2025, by the Easton Board of Zoning Appeals, ordered that, the special exception requested by, and the same hereby is, GRANTED.

Gary Molchan

GARY MOLCHAN, MEMBER

Zakary Krebeck

ZAKARY KREBECK, MEMBER



PETER COTTER, CHAIR

IN THE MATTER OF	:	BEFORE THE EASTON BOARD
THE APPLICATION OF	:	OF ZONING APPEALS
BGFY LLC	:	**APPLICATION NO. SE - 1346 / SE 24 - 09**

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FINDINGS AND DECISION

The Easton Board of Zoning Appeals (the "Board") met on Tuesday, December 17, 2024, at 9:00 a.m., to hear and decide the application of BGFY LLC (the "Applicant") for a Special Exception pursuant to Section 28-1303.5.B of the Zoning Code of the Town of Easton ("the "Code") to permit a cannabis dispensary located within a Planned Unit Development ("PUD"). The underlying zoning for the property is Commercial General ("CG") Zoning District. The property is located at 8223 Elliott Road, Easton, Maryland (Talbot County Tax Map 109, Parcel 4582, Lot 3) (the "Subject Property"). The Subject Property is part of the Shoppes at Easton shopping center which is best described as a 112,985 square foot shopping center and is bounded by Teal Drive on the north and east, Elliot Road on the west, and two commercial properties on the south. In addition to the primary commercial structure, there is an existing 2,700 square foot commercial building located in the south-western corner of the Subject Property. This existing 2,700 square foot commercial building was previously used as a bank, but is currently vacant. It is within this existing commercial building that the Applicant seeks to operate a cannabis dispensary. Vehicular access to the Subject Property is provided by Elliot Road, and Teal Drive and pedestrian access is provided by Elliot Road. The Subject Property is also serviced by public transportation via Maryland Upper Shore Transit. The Subject Property is owned by 8223 Elliott Road LLC. There are nineteen (19) off-street parking spaces located directly adjacent to the site, as well as 622 off-street parking spaces serving the entire shopping center.

EXHIBIT
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The application proposes to establish a cannabis dispensary in an existing commercial building located within a PUD. Code § 28-701.D states that "uses which are permitted in the underlying zoning district by special exception shall be permitted in a PUD District provided that… such uses are approved by the Board of Appeals pursuant to the provisions of Section 1303 of this Ordinance." Cannabis dispensaries are permitted to operate in the CG Zoning District as a special exception subject to the supplemental standards set for in Code § 28-1007.2.A.18.

The Board was comprised of Chair Peter Cotter, Vice Chair Gary Molchan, Zakary Krebeck, and alternate Paul Weber. Also present at the hearing were staff members Nicholas Johnson, Town Planner, Joseph Mayer, Plan Reviewer, Sharon VanEmburgh, Esq., Town Attorney, Aaron Cooper, Esq., Legal Associate, and Samantha Smith, Administrative Specialist.

The Planning and Zoning Staff provided a detailed staff report to the Board.

The Applicant was represented by Zachary Smith, Esquire. The Applicant presented Mr. Mackie Barch to testify at the hearing regarding the proposed use.

APPLICANT'S CASE

Zach Smith, Esquire presented on behalf of the Applicant. He testified that the proposed use is strictly for a cannabis dispensary and that there would be no growing, processing, or consumption onsite.

Mr. Smith presented Mr. Mackie Barch to testify on behalf of the Applicant. Mr. Barch testified that he is a shareholder of CULTA, LLC, which owns three cannabis dispensaries in the State of Maryland, and is a co-founder of the Maryland Wholesale Medical Cannabis Trades Association (CANMD), a trade association that represents cannabis growers and processors in the State of Maryland. Mr. Barch provided background regarding the State of Maryland's regulation of the cannabis industry including regular inspections, and tracking by the Maryland Cannabis Administration. Mr. Barch testified that typical operating hours of a dispensary are from 9-10 a.m

to 7-8 p.m., but never greater than twelve (12) hours per day—the State of Maryland's limit on hours of operation for a cannabis dispensary. He testified that the retail staff, like any retail business, fluctuates with demand and volume, but is generally around 5 to 10 staff members. Mr. Barch testified that all operators are required to have FBI background checks, submit to fingerprinting, and are required to have state issued badges.

The Board questioned Mr. Barch on several matters. Mr. Molchan, Mr. Krebek, and Mr. Weber asked about the types of products that would be sold. Mr. Barch stated that the products are sold for medical and adult recreational use, and all are Maryland products, tested by a third-party lab, and are sold to the consumer as pre-packaged goods in child-proof, sealed containers. Regarding odors, Mr. Barch stated that there is very little odor at retail as opposed to the growing or processing sites, similar to a grocery store as opposed to a chicken processing plant.

Mr. Smith, with the background provided by Mr. Barch, then addressed the findings that would need to be made by the Board in order to grant a special exception. Regarding the first requirement that the proposed use meets the minimum requirements of the district in which it is located, Mr. Smith noted the supplemental standards set forth in Code § 28-1007.2.A.18. Mr. Smith testified that the Applicant has been granted a conditional license to operate a dispensary in Talbot County satisfying Code § 28-1007.2.A.18(a). Regarding Code § 28-1007.2.A.18(b), Mr. Smith stated that there is a pre-existing House of Worship located on Canvasback Drive that is within five hundred (500) feet if measured from the closest portion of the affected properties. Mr. Smith then testified that the Applicant will be purchasing, and creating a subdivision for, a 20,000 square foot portion of the Subject Property that will contain the existing 2,700 square foot commercial building, and some limited portions of the surrounding property. Mr. Smith testified with this proposed subdivision, the affected properties far exceed the required distances of the supplemental

standards. Regarding Code § 28-1007.2.A.18(c), Mr. Smith testified that he can serve as the contact person for the Applicant prior to operations beginning, to be replaced once additional staffing is setup. Regarding Code § 28-1007.2.A.18(d), Mr. Smith testified that, although odors are minimal at dispensary locations, the Applicant will have a professional provide a certificate that proposed odor control measures will effectively eliminate outdoor odors for all odor sources. Regarding Code § 28-1007.2.A.18(e), Mr. Smith testified that the Applicant will follow the hours of operation set forth by the Code, i.e. no earlier than 9:00 a.m. and no later than 9:00 p.m. Regarding Code § 28-1007.2.A.18(f), Mr. Smith testified that the parking requirement for the 2,700 foot building is nineteen (19) parking spaces, the lot to be created by the proposed subdivision will include at least nineteen (19) parking spaces. Additionally, 8223 Elliot RD, LLC—the owner of the Subject Property— has provided authorization of the use of "an additional twenty-five (25) adjacent parking spaces located within the Shoppes at Easton Shopping Center, or however many spaces would be required." Owner Authorization Letter dated November 18, 2024.

Included with the application, is a report prepared by Lenhart Traffic Consulting, Inc. The report is a Traffic Impact Analysis (TIA) that was prepared for the proposed use as a cannabis dispensary in the existing building that had previously been used as a bank. The TIA states that "the proposed redevelopment will not significantly increase traffic volume on any road segment or intersection within the study area." November 2024 Traffic Impact Study, pg. 24. Mr. Smith also noted that residents of Talbot County currently have to travel to other counties to obtain cannabis. Having a location in Talbot County will be more convenient for residents purchasing the cannabis product.

In response to Public Comment, Mr. Smith stated that it is critical for the Applicant to obtain the discretionary special exception approval first, before expending funds on obtaining a subdivision. Otherwise, approval of special exceptions would forever be caught in a "chicken and egg" situation, as a condition, such as odor control, cannot be satisfied until after a special exception—with a condition requiring odor control—be granted and the occupancy and proposed use begin.

PUBLIC COMMENT

The following comments were then made by members of the Public:

Greenstar Management, LLC, 3943 Peace Cliff Road, Trappe, Maryland – Greenstar Management LLC ("Greenstar"), was represented by Anthony P. Kupersmith, Esq. Mr. Kupersmith stated that he represented Greenstar and its affiliates, including Driller Ventures, LLC.[1] He stated that Greenstar and its affiliates are in discussions to lease 8171 Elliot Road, Easton, Maryland—one of the neighboring properties to the south of the Subject Property. Mr. Kupersmith identified the requirement that the dispensary be greater than five hundred feet (500') from any house of worship found in Code § 28-1007.2.A.18(b). Mr. Kupersmith argued that the Board does not have the authority to follow the Planning and Zoning Staff's recommendation that the Board approve the application subject to a subdivision occurring. Mr. Kupersmith argues that the Board's authority to grant a special exception subject to conditions is limited to such things as adding screening, or adding a landscape buffer, or limiting hours of operation, or something limited of that nature. Mr. Kupersmith specifically argued that the Board does not have the authority to grant a special exception with the condition that a subdivision be obtained, and therefore, the

[1] Driller Ventures is one of two entities that won the Maryland Cannabis Authority Lottery and were issued a conditional license to operate a dispensary in Talbot County, Maryland. The Applicant is the other cannabis lottery winner for Talbot County.

application must be disapproved or stayed as the proposed use does not meet minimum requirements of the district in which it is located, i.e. the required 500-foot separation between a property containing a pre-existing house of worship. Mr. Kupersmith also noted that there is a "music school" within 500 feet of the Subject Property.

BOARD'S DECISION

Preliminarily, the Board finds that the Subject Property was properly posted and that the required notice of the application was given in the Easton *Star Democrat*. *See* Exhibits "C" and "D" of the Application. In addition, property owners within 400 feet of the Subject Property were mailed a notice. *See* Exhibit "C" of the Application.

The Board considered the special exception request and pursuant to Section 28-1303.5.B made the following findings of fact relative to the application for a special exception:

1. The proposed use conforms in all aspects to minimum requirements of the district in which it is located.

The proposed use and existing building conform with the minimum requirements of the PUD Zoning District regarding the structure height, setbacks, and building size. In fact, as the cannabis dispensary use is proposed to locate in an existing building, no changes are proposed to any of the dimensional zoning standards. Cannabis dispensaries are regulated through supplemental standards found in Code § 28-1007.2.A.18. The proposed use meets all of these requirements at this time with the exception of the 500-foot separation from a property containing a pre-existing house of worship. *See* Code § 28-1007.2.A.18(b) ("No medical cannabis dispensary shall be permitted within five hundred feet (500') (measured from the closest portion of the affected properties) of any of the following uses: … Pre-existing Houses of Worship…"). However, where a subdivision is obtained that results in compliance with the separation standards in Code § 28-1007.2.A.18(b), the Applicant will also meet this supplemental standard. Mr. Kupersmith argued

that a music school is located within 500 feet of the proposed cannabis dispensary, and the Code includes schools in the uses for which there is a 500-foot separation requirement. The Board notes that the definition of school in the Code is "a facility that provides curriculum of elementary and secondary academic instruction, including kindergartens, elementary schools, junior high schools, and high schools." A place that teaches music would not be included within the definition of school, and thus, the proposed cannabis dispensary will not violate the separation requirement for schools and except as noted above, will conform with all aspects of the minimum requirements of the district.

2. The proposed use will not adversely affect the health, safety, and general welfare of residents of the area.

There is no adverse impact on the health, safety, and general welfare of residents of the area. The surrounding area is commercial in nature with the nearest residential property being located approximately 1,200 feet from the building in which the proposed use will take place.

3. The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions.

The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions. The Subject Property is already served by public facilities as an existing facility and building. It has onsite parking and the building was previously used for commercial purposes as a bank, which has a comparable demand on public facilities.

4. The proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided.

The proposed use will not create additional congestion in the street or any undue traffic hazards. Additionally, adequate ingress and egress are provided. There are no modifications, or reconfigurations of the established ingress and egress on the Subject Property with the proposed

use. A TIA was performed by Lenhart Traffic Consulting Inc. that finds "the proposed redevelopment will not significantly increase traffic volume on any road segment or intersection within the study area." November 2024 Traffic Impact Study, pg. 24. There is more than adequate off-street parking to serve this use located directly adjacent to the existing building (i.e. 19 spaces) and elsewhere within the shopping center (i.e. 622 spaces). The owner of the Subject Property has provided a letter to the Town ensuring as many parking spaces as required for the proposed use. *See* Owner Authorization Letter dated November 18, 2024.

5. The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access.

The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access. There is no onsite consumption permitted and thus, no smoke associated with the proposed use. Code § 28-1007.2.A.18(d) states that:

> All cannabis dispensaries shall install odor control technology, as necessary, in order to control ventilation at the establishment in such a manner that no odor from cannabis products can be detected outside the building on the same property or on adjacent properties or public rights-of-way, or within any other unit located within the same building as the cannabis dispensary, if the use occupies only a portion of the building. The Operator shall properly maintain all odor mitigation equipment to ensure maximum efficiency. Applicant shall provide certification by a Professional Engineer, Certified Industrial Hygienist, or other equivalently qualified professional that proposed odor control measures will effectively eliminate outdoor odors for all odor sources.

The Code ensures no odors will emanate from the proposed use, and requires certification of this fact, and the Applicant will be required to comply with all applicable Code sections. The proposed use is retail in nature, and will generate no additional noise than that typically associated with retail sales, and accordingly, is not undue. The proposed use will take place in a pre-existing commercial

building with adequate existing access, and proper drainage, and there will be no changes with the proposed use regarding drainage or access.

6. The proposed use will not adversely affect the established character of the area.

The proposed use will not adversely affect the established character of the area. The surrounding area is overwhelmingly commercial in nature which is consistent with the proposed use. The Subject Property is an existing retail shopping center and the proposed use is retail in nature. The proposed use will take place in and will fill an existing and vacant building.

7. The proposed use is in conformity with the provisions of the Easton Comprehensive Plan.

The proposed use is in conformity with the Easton Comprehensive Plan. The Comprehensive Plan's future land use map identifies this property as appropriate for commercial uses which is consistent with the proposed use which is retail in nature. The Comprehensive Plan strongly supports infill development and the adaptive reuse of existing buildings. The proposed use will fill a vacancy in an existing shopping center, thereby making the center more vibrant.

8. The adverse effects of the proposed use are not greater at this location than would be generally elsewhere within the zoning district.

The cannabis dispensary in the CG/PUD Zoning District has been legislatively predetermined to be conditionally compatible with the uses permitted as of right in that zoning district. In reviewing a special exception, the Board must determine whether the adverse effects of the proposed use are greater in this location than they would be generally elsewhere within the zoning district. The Board finds that the proposed use would not have any greater impact at this location than it would in other locations in the CG or PUD Zoning Districts.

The Board finds that it has the authority to approve an application with the conditions recommended by the Planning and Zoning Staff. Code § 28-1303.5 provides the Board's Powers

and Duties. Under Code § 28-1303.5(B), the Board has the broad power to "prescribe appropriate conditions and safeguards in conformity with this Ordinance." Similarly, case law in Maryland also supports the imposition of conditions on the grant of a special exception and affirms that it is the function of the Board of Zoning Appeals to put those limits or conditions upon its approval. See *J. Roland Dashiell Realty Co. v. Wicomico County*, 122 Md. App. 239, 712 A.2d 104 (1998) and *Skipjack Cove Marina v. Board of County Comm'rs of Cecil County*, 264 Md. 381, 287 A.2d 49 (1972). While Mr. Kupersmith argued that the Board does not have the authority to make the subdivision of the property a condition to the approval, he did not cite to any legal authority for the proposition that the Board lacked the authority to do so. Accordingly, the Board finds that it has the Power to grant the application subject to conditions and safeguards that are in conformity with the Ordinance, including the power to approve an application for special exception subject to the condition that the Applicant obtain a subdivision to meet the minimum requirements of the district. If the Applicant fails to meet the conditions of approval, it loses the ability to continue under the special exception.

Upon consideration of the testimony given, and upon the motion of Chair Cotter, seconded by Mr. Krebeck, the Board recorded the following vote on whether the application of BGFY LLC, for a Special Exception to establish a cannabis dispensary in the CG Zoning District should be approved with six conditions (1) that the Applicant provide the required contact person prescribed in Code § 28-1007.2.A.18(c), (2) that the Applicant provide a certification compliant with Code § 28-1007.2.A.18(d) regarding odors, (3) that the hours of operation shall not be earlier than 9 a.m. or later than 9 p.m. in compliance with Code § 28-1007.2.A.18(e), (4) and that a subdivision plat in compliance with the Code be filed that meets the restrictions set forth in Code § 28-1007.2.A.18(b) and includes at least nineteen (19) parking spaces within that subdivision, (5) that

the approval here runs with the Applicant and any subsequent change in ownership, tenancy, or operation will require a new application and approval for the continuation of the special exception use, and (6) the Applicant shall obtain a certificate of occupancy within two (2) years from the date of the Board's hearing (by December 17, 2026) or the special exception approval shall lapse and void this approval:

Mr. Cotter – Yes

Mr. Molchan – Yes

Mr. Krebeck – Yes

It is, therefore, this 21st day of January 2025, by the Easton Board of Zoning Appeals, ordered that, the special exception requested by, and the same hereby is, GRANTED.

GARY MOLCHAN, MEMBER

ZAKARY KREBECK, MEMBER

PETER COTTER, CHAIR

MCA
MARYLAND
CANNABIS
ADMINISTRATION

Wes Moore, Governor - Aruna Miller, Lt. Governor - William Tilburg, Director

10/1/2024

Noah Alan Matten
BGFY LLC
bgfyllc@gmail.com

Dear Noah Alan Matten

Congratulations! This letter is to inform you that BGFY LLC has been awarded a Conditional License to operate a Standard Dispensary - Talbot by the Maryland Cannabis Administration!

Next Steps

The next step in the licensing process is to complete and submit a Supplemental Application. A Conditional Licensee **must** complete the Supplemental Application and provide any requested supporting documentation in order to be considered for final licensure. The Supplemental Application must be submitted to the Maryland Cannabis Administration (MCA) within six months of the award of a Conditional License, or 4/3/2025. Additionally, under statute conditional licensees must be operational within 18 months from the award of a Conditional License, or 4/3/2026. Failure to submit the Supplemental Application within 6 months of award, or become operational within 18 months of award, may result in recession of the conditional license.

During the Conditional License period you must also secure a location for the business and complete any necessary build-out of the premises in coordination with your assigned MCA investigator, Tyson Brice at tyson.brice1@maryland.gov.

The location of a licensed cannabis business is limited to the region or jurisdiction in which the business applied and was awarded. A Conditional Licensee must notify the MCA, through their assigned investigator, once legal control of a location has been established. This means upon signing a Letter of Intent or lease, whichever occurs first, a conditional licensee must notify the MCA and provide a copy of the letter or lease. The licensee must also demonstrate planning and zoning approval by the relevant county or municipal zoning authority prior to MCA issuing a final license. The MCA has developed this tool to assist with conditionally licensed standard dispensaries in exploring which areas may comply with the current statutory restrictions on licensed locations. This tool should only be used for educational purposes, and does not constitute local approval, as the local planning and zoning authorities may reduce, or in certain instances increase these limitations.

A Conditional Licensee may bring on additional equity investors, provided that any transfers comply with the guidance issued by MCA on April 17, 2024.

EXHIBIT
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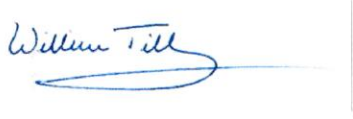
Important Reminders

- During the Conditional License phase, the conditional licensee may not grow, process, or distribute cannabis.
- A Conditional License is not transferable - it may not be sold, gifted, or otherwise transferred.
- Any changes to the business ownership, name, structure or other material aspects of the conditional licensee's application must be submitted to MCA for review and approval.
    - For any proposed changes to ownership, please submit this form to MCA for review and approval.
    - For any other proposed changes (e.g., legal name, business name), please complete and return Attachment A (included below) to your assigned MCA investigator. Any necessary supporting documentation should accompany the submission of Attachment A.
- The Cannabis Reform Act requires that a conditional licensee become operational within 18 months of the date of this letter. If the conditional licensee fails to become operational in that time period, the MCA may rescind the conditional license.
- A complete Supplemental Application includes demonstrating that you have obtained adequate capitalization as described in the Application Instructions.

MCA will contact you in the next few weeks with information on a webinar to discuss the requirements of the supplemental application. The webinar will include information on avoiding or troubleshooting common challenges and issues businesses face in completing the supplemental application and becoming operational, and responses to frequently asked questions.

Questions should be sent via email to your assigned MCA investigator, Tyson Brice at tyson.brice1@maryland.gov.

Thank you for your continued collaboration. MCA looks forward to working with you,



Will Tilburg
Director
Maryland Cannabis Administration

Attachment A: Updated Information Form

Date: _____

Entity Name: _____

Lottery Number:_____

Primary Contact Name:_____

Primary Contact Email:_____

Brief description of Change:

_____
_____
_____
_____
_____
_____
_____
_____
_____

Does this change affect any document(s) previously submitted to the MCA? If so - please identify which document, and provide as a separate attachment to the MCA updated document(s):

- ☐ Yes
- ☐ No

Document Name:_____

Cannabis Business Licensing

Selected Applicants

On March 14 and June 28, MCA conducted lotteries for the social equity licensing round. A total of 205 applicants were selected across the micro and standard grower, processor and dispensary categories. These drawings collectively represent the maximum number of licenses the MCA was authorized to award for the first round under 36-404(d) of the Alcoholic Beverages and Cannabis Article.

The self-reported demographic breakdown of selected applicants may be viewed **here**.

Frequently asked questions about the lottery process and the licensing rounds can be found **here**.

A list of selected applicants, by region or jurisdiction, is included below. Click the table to enlarge the image.

SELECTED APPLICATIONS			
Class	Type	Jurisdiction	Entity Name
Standard	Dispensary	Allegany	Canna Stand LLC
Standard	Dispensary	Anne Arundel	ICANIVEST
Standard	Dispensary	Anne Arundel	Roll Up Delivery Service LLC
Standard	Dispensary	Anne Arundel	Kilimanjaro Road Partners LLC
Standard	Dispensary	Anne Arundel	Knoxon Hill LLC
Standard	Dispensary	Anne Arundel	Sasek Enterprises LLC
Standard	Dispensary	Baltimore City	DAEY JV LLC
Standard	Dispensary	Baltimore City	BNJ Health Services LLC
Standard	Dispensary	Baltimore City	GasLyte
Standard	Dispensary	Baltimore City	OK Mary LLC
Standard	Dispensary	Baltimore City	Show Me The Beans 2 LLC
Standard	Dispensary	Baltimore City	BEVSON80 LLC
Standard	Dispensary	Baltimore City	Nentego LLC
Standard	Dispensary	Baltimore City	Florean Botanicals
Standard	Dispensary	Baltimore City	Maryland otc3 LLC
Standard	Dispensary	Baltimore City	Chronic Corners LLC
Standard	Dispensary	Baltimore City	SOL of Baltimore LLC
Standard	Dispensary	Baltimore	HerbCentric LLC
Standard	Dispensary	Baltimore	M.Q LLC
Standard	Dispensary	Baltimore	The Righteous Hippie
Standard	Dispensary	Baltimore	Jai Shiv Shakti LLC
Standard	Dispensary	Baltimore	Addy EOH LLC
Standard	Dispensary	Baltimore	MJMS LLC
Standard	Dispensary	Caroline	Caroline Pharma
Standard	Dispensary	Carroll	Elevated Botanics LLC
Standard	Dispensary	Carroll	AMCW JV
Standard	Dispensary	Cecil	The Pines
Standard	Dispensary	Cecil	RLP Ventures
Standard	Dispensary	Charles	Botanical Bliss, Inc.
Standard	Dispensary	Charles	Green Glow
Standard	Dispensary	Dorchester	Cana-Equity Enterprise and Holdings LLC
Standard	Dispensary	Frederick	DSM Partners Holdings LLC
Standard	Dispensary	Frederick	North Star MD LLC
Standard	Dispensary	Frederick	Heber Brown LLC
Standard	Dispensary	Garrett	Hillenwood Collaborative LLC
Standard	Dispensary	Harford	Mary & Bud LLC
Standard	Dispensary	Harford	Charlie Katlyn LLC
Standard	Dispensary	Harford	Taj Organics LLC
Standard	Dispensary	Howard	HOWD
Standard	Dispensary	Howard	One Love Holding LLC
Standard	Dispensary	Howard	Ever Growing Ventures LLC
Standard	Dispensary	Kent	Arock Holdings LLC
Standard	Dispensary	Montgomery	Crabtree Dispensary LLC
Standard	Dispensary	Montgomery	Gold Star Logistics LLC
Standard	Dispensary	Montgomery	AS Healing LLC
Standard	Dispensary	Montgomery	Bethesda Ventures I LLC
Standard	Dispensary	Montgomery	Pooja, L.L.C
Standard	Dispensary	Montgomery	MD Supply LLC
Standard	Dispensary	Montgomery	JG And ND LLC
Standard	Dispensary	Montgomery	Crabgrass of MD LLC
Standard	Dispensary	Montgomery	SOL of Montgomery
Standard	Dispensary	Prince George's	Mint Green Inc.

SELECTED APPLICATIONS			
Class	Type	Jurisdiction	Entity Name
Standard	Dispensary	Prince George's	Unity Leaf LLC
Standard	Dispensary	Prince George's	Innovation&Co
Standard	Dispensary	Prince George's	Hart Services Unlimited LLC.
Standard	Dispensary	Prince George's	My Herb Garden Cannabis and Wellness LLC
Standard	Dispensary	Prince George's	Kaya 301 LLC
Standard	Dispensary	Prince George's	Broady Strategies LLC
Standard	Dispensary	Prince George's	Laugh Now LLC
Standard	Dispensary	Prince George's	Beauty Capital
Standard	Dispensary	Queen Anne's	Equerishi LLC
Standard	Dispensary	Somerset	Kindequity LLC
Standard	Dispensary	St. Mary's	Checks and Balance LLC
Standard	Dispensary	St. Mary's	Esperanza Enterprises LLC
Standard	Dispensary	Washington	1208 Strong LLC
Standard	Dispensary	Washington	MDSA CORP
Standard	Dispensary	Washington	The Maryland Evolution LLC
Standard	Dispensary	Wicomico	Elevated Mind & Wellness LLC
Standard	Dispensary	Wicomico	DMV Exclusives
Standard	Dispensary	Worcester	Guru Ventures Inc.
Micro	Dispensary	Central	Ember DMV LLC
Micro	Dispensary	Central	Silver Apple LLC
Micro	Dispensary	Eastern	Arock Holdings LLC
Micro	Dispensary	Eastern	Neon Rootz LLC
Micro	Dispensary	Southern	Salem Street Farms LLC
Micro	Dispensary	Southern	ShayShayTreats Delivery Service LLC
Micro	Dispensary	Western	Wonderland LLC
Micro	Dispensary	Western	Washington Wellness LLC
Standard	Grower	Central	Emerald Essence, Inc.
Standard	Grower	Central	Ever Growing Ventures LLC
Standard	Grower	Central	La Sirene Holdings LLC
Standard	Grower	Central	Brand Houz LLC
Standard	Grower	Eastern	K21 Maryland LLC
Standard	Grower	Eastern	Floriat LLC
Standard	Grower	Eastern	Premium Cannabis LLC
Standard	Grower	Eastern	Trilogy Group LLC
Standard	Grower	Southern	La Famille Raje LLC
Standard	Grower	Southern	CHO Cultivation LLC
Standard	Grower	Southern	Robust Wellness
Standard	Grower	Southern	Sharron Sample, Enterprises
Standard	Grower	Western	MDWRG
Standard	Grower	Western	Carr Cann LLC
Standard	Grower	Western	Consultor LLC
Standard	Grower	Western	Harborlinx LLC
Micro	Grower	Central	Green Genie LLC
Micro	Grower	Central	ABOFA,LLC
Micro	Grower	Central	Shubh Labh LLC
Micro	Grower	Central	Jai Shiv Shakti LLC
Micro	Grower	Central	Say Yas LLC
Micro	Grower	Central	Dragonfly Cultivation LLC
Micro	Grower	Eastern	Brandon Holdings LLC
Micro	Grower	Eastern	FluffyCat Farms LLC
Micro	Grower	Eastern	Choptank Cannabis Company LLC
Micro	Grower	Eastern	Mimosa Cannabis Company LLC

SELECTED APPLICATIONS			
Class	Type	Jurisdiction	Entity Name
Micro	Grower	Eastern	Quality Cannabis LLC
Micro	Grower	Eastern	Mind of Life Genetics LLC
Micro	Grower	Southern	Maa Chamunda LLC
Micro	Grower	Southern	The Helium Group LLC
Micro	Grower	Southern	L&M75
Micro	Grower	Southern	HWPO
Micro	Grower	Southern	Esperanza Enterprises LLC
Micro	Grower	Southern	High End Society LLC
Micro	Grower	Western	Potent Luxe
Micro	Grower	Western	Wonderland LLC
Micro	Grower	Western	B Green Tony LLC
Micro	Grower	Western	Jai Mahakal LLC
Micro	Grower	Western	Roche Approach LLC
Micro	Grower	Western	Earthly Leaf Wellness Solution LLC
Standard	Processor	Central	Krishnav Investments LLC
Standard	Processor	Central	SOL of Maryland LLC
Standard	Processor	Central	Baylight Parters LLC
Standard	Processor	Central	NuDay Processor Plant LLC
Standard	Processor	Central	The God Leaf Inc.
Standard	Processor	Central	Ruby Waves LLC
Standard	Processor	Central	Midnights LLC
Standard	Processor	Central	Pebbles and Marbles LLC
Standard	Processor	Eastern	IWNS LLC
Standard	Processor	Eastern	Ray Ray's Pharmacy LLC
Standard	Processor	Eastern	Sterlings Dream LLC
Standard	Processor	Eastern	KBB Med Dispensaries LLC
Standard	Processor	Eastern	Solomon Holdings LLC
Standard	Processor	Eastern	Pneuma Solventless, Inc.
Standard	Processor	Eastern	Lady Grace LLC
Standard	Processor	Eastern	NWILKS Holdings LLC
Standard	Processor	Western	Joppa Retail Business LLC
Standard	Processor	Western	CannaBarons LLC
Standard	Processor	Western	Pure Leaf LLC
Standard	Processor	Western	Salutary,LLC
Standard	Processor	Western	Monocacy Partners LLC
Standard	Processor	Western	Harborlinx LLC
Standard	Processor	Western	Strains of Life LLC
Standard	Processor	Western	Touche Cannabis LLC
Standard	Processor	Southern	CHO Processing LLC
Standard	Processor	Southern	Mindful Extractions LLC
Standard	Processor	Southern	RastaShata Inc.
Standard	Processor	Southern	Eyes of The World LLC
Standard	Processor	Southern	Renee's Sun
Standard	Processor	Southern	Longley Wellness Center LLC
Standard	Processor	Southern	Longley Food & Beverage LLC
Standard	Processor	Southern	L&J Wellness Services LLC
Micro	Processor	Central	C4C LLC
Micro	Processor	Central	Platinum Vantage Solutions LLC
Micro	Processor	Central	Boho Blendz LLC
Micro	Processor	Central	MUNCHNFLY LLC
Micro	Processor	Central	Koot LLC
Micro	Processor	Central	Get So Jaded Hair LLC

SELECTED APPLICATIONS			
Class	Type	Jurisdiction	Entity Name
Micro	Processor	Eastern	GRUV LLC
Micro	Processor	Eastern	Slack Tide Solventless, Inc.
Micro	Processor	Eastern	Pure Bliss Haven Inc.
Micro	Processor	Eastern	Morning Dew, LLC
Micro	Processor	Eastern	BGFY LLC
Micro	Processor	Eastern	Stoic Farms LLC
Micro	Processor	Western	HWR Holdings LLC
Micro	Processor	Western	MD Green Fire LLC
Micro	Processor	Western	Three Prisms Consulting LLC
Micro	Processor	Western	FlowaTree Health LLC
Micro	Processor	Western	Fat Ash Rolling Company LLC
Micro	Processor	Western	High Bastards Incorporated
Micro	Processor	Southern	Omega Holistic
Micro	Processor	Southern	Taste-Budz Bakery LLC
Micro	Processor	Southern	Legacy Leaf LLC
Micro	Processor	Southern	Cherron Kent
Micro	Processor	Southern	Common Sales LLC
Micro	Processor	Southern	Livin' Proof Farms LLC

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Class	Type	Location	Entity Name
Standard	Dispensary	Calvert	Sadgirl Collective, LLC
Standard	Dispensary	Calvert	Greenman, LLC
Standard	Dispensary	Calvert	Ruby Waves, LLC
Standard	Dispensary	Talbot	Driller Ventures, LLC
Standard	Dispensary	Talbot	BGFY, LLC
Micro	Dispensary	Central	JATaylor I, LLC
Micro	Dispensary	Central	Elle Tori, LLC
Standard	Grower	Central	Nature's Remedies, LLC
Standard	Grower	Eastern	Hanson Street Partners, LLC
Standard	Grower	Southern	Sharob, LLC
Standard	Grower	Western	JWVEHN CORP
Micro	Grower	Central	Dynamic Pharmaceutical Consulting, LLC
Micro	Grower	Eastern	Equity Essence Farms, LLC
Micro	Grower	Eastern	East Tuckahoe Enterprises, LLC
Micro	Grower	Southern	Harmony Harvest, LLC
Micro	Grower	Southern	Devaj, LLC
Micro	Grower	Western	Robert Jared Gajarsa
Standard	Processor	Central	KS Dynamics, LLC
Standard	Processor	Central	C & D Enterprize, LLC
Standard	Processor	Eastern	RTACKETT HOLDINGS, LLC
Standard	Processor	Eastern	Leaf Legacy, LLC
Standard	Processor	Western	Hillenwood Collaborative, LLC
Standard	Processor	Western	Energy Cann, LLC
Standard	Processor	Southern	Joyful Grass Inc.
Standard	Processor	Southern	Mary and Main 3
Micro	Processor	Central	Katia Fortune
Micro	Processor	Eastern	Haunted, LLC
Micro	Processor	Eastern	NuDay Processor Plant, LLC
Micro	Processor	Western	Kief & The Cobbler
Micro	Processor	Southern	Ruth's Orchid LLC
Micro	Processor	Southern	Pleasant Service, LLC

- **WATCH**: Conditional License Process and Supplemental Application Webinar Recording
- **WATCH:** Completion of the Social Equity Cannabis License Lottery on June 28
- Official Results from Social Equity Cannabis License June 28 Lottery Drawing
- Official Results from March 14 Lottery Drawing

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