Planning Commission
MEETING AGENDA

Thursday, July 17, 2025 - 1:00 PM
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 24, 2025 meeting.

3. New Business

a. Recommendation to the Town Council for Potential Revisions to the Planned Redevelopment Overlay District (PRD) Standards.

4. Old Business

a.

Application Number:	2025 - 1456
Applicant:	Lane Engineering LLC
Location:	9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court Tax Map 0025, Grid 0004, Parcels 0090 & 0092, Lots 1-4, 9, 10
Zoning District:	PUD
Request:	PUD recommendation to the Town Council and Subdivision Sketch Plat approval for the development of 365 residential units and two (2) commercial buildings with associated stormwater management facilities and other facility improvements.

5. Discussion Item

6. Adjournment

Town of Easton Planning Commission
Draft Decision Summary
Tuesday, June 24, 2025 at 1:00 p.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:

Commission Members:
Philip Toussaint, Chairperson
Michael Ports, Vice Chairperson
Tom Klein
Victoria McAndrews
William Ryall
Laurie Forster, Alternate

Staff:
Miguel Salinas, Planning and Zoning Director
Lynn B. Thomas AICP, Town Planner
Joseph Mayer, Plan Reviewer
Nicholas Johnson AICP, Planner
Sharon Van Emburgh, *Esq*. Town Attorney
Rick Van Emburgh P.E., Town Engineer
Samantha Smith, Administrative Specialist

1. **Call to Order** — Chairperson Toussaint called the meeting to order at 1:00 pm.

2. **Decision Summary Review** —

   Chairperson Toussaint moved to approve the May 15, 2025 Decision Summary. Vice Chairperson Ports seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

3. **Old Business**

   a. **File No.:** **2024 - 1148**
      Applicant: **128 S. West Street LLC**
      Location: 128 S. West Street, Easton, MD 21601

Tax Map 0104, Grid 00EA, Parcel 1190

Zoning: CB

Request: The Applicant is seeking approval to allow the existing 8' x 20' portable on demand storage (POD) unit to remain on-site for a long term basis.

Background: On April 18, 2024 the Commission granted approval for this request via a 4 - 1 vote for the POD to remain at 128 S. West Street for one (1) year of use (April 18, 2025). On May 12, 2025 the Applicant received Historic District Commission approval for a new auxiliary structure and significant restoration work to the principal structure at 128 S. West Street, a contributing structure to the Historic District (application 2025 - 1441).

Staff Presentation:
Joseph Mayer, Plan Reviewer
Ryan Heckler, Building Code Official
Susan Filbird, Code Enforcement Officer
Sharon Van Emburgh, *Esq*. Town Attorney

Applicant Presentation:
Noah Matten, 128 S. West Street LLC

Public Comment — None
Public Comment Written — None

Commissioner McAndrews moved to approve the request for one (1) year of use, extending until June 24, 2026. This approval is contingent upon maintaining an active building permit. Vice Chairperson Ports seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

b. File No.: 2025 - 1447
Applicant: Lowe's Home Centers, Inc. (Store #1982)
Location: 501 Glebe Road, Easton, MD 21601
Tax Map 0101, Grid 0000, Parcel 0265, Lot 4A
Zoning: PUD
Request: The Applicant is requesting an amendment to a previously approved display plan for the proposed location of the Seasonal Temporary Long-Term Storage area and screening barrier. The Applicant is proposing the addition of 16 parking spaces to the previously approved storage location, and an additional 39 spaces to be utilized for Seasonal Temporary Long-Term Storage between March 1st thru July 1st. The Applicant is also seeking a parking waiver from Section 28-1001.3.C of the Zoning Ordinance for four (4) customer parking

spaces from the 460 minimum vehicle space requirement. This request was tabled by the Commission at their May 15, 2025 meeting with the following recommendations:

1. The Applicant shall provide adequate details with elevations and profiles of the proposed plant species and fencing along the entire perimeter of the Seasonal/Long-Term Temporary Storage area.

2. The Applicant shall evaluate the site distance and visibility triangle at the intersection along the drive aisle adjacent to Ruby Tuesday.

3. The Applicant shall coordinate with the Building Inspection Division and Code Enforcement office for any outstanding issues.

Background: On April 18, 2019, the Planning Commission granted approval for the use of 27 parking spaces for temporary outside storage effective from April 18, 2019 to July 31, 2019. At their February 20, 2020 meeting, the Commission approved a temporary request for seasonal display with the condition of providing screening for the Ruby Tuesday restaurant and Easton Parkway. The Applicant was required to return to the July 16, 2020 meeting to identify a permanent location for the temporary seasonal storage and screening. This request was subsequently granted by the Commission on October 15, 2020 for a period of three (3) years subject to the condition that the Applicant submits a detailed site plan depicting the location of landscaping and/or screening buffers. The outdoor sales and display plan was approved by staff on February 16, 2021. On April 21, 2022, the display plan amendment request was first seen by the Commission in which the Commission voted to table the application pending the submission of additional elevations for the screening barrier.

Staff Presentation:
Joseph Mayer, Plan Reviewer
Rick Van Emburgh P.E., Town Engineer

Applicant Presentation:
Todd Bartok, Lowe's Home Centers, LLC

Public Comment — None
Public Comment Written — None

Vice Chairperson Ports moved to approve the amended display plan and parking waiver request subject to the following conditions:

1. **Vegetation must be removed from the interior curve of the parking lot. The two (2) southern mulch bays shall be relocated to the east side of the drive aisle. Planters are prohibited from obstructing the drive aisle.**

2. **The Applicant shall submit a revised site plan reflecting these changes to the Planning and Zoning Department within thirty (30) days.**

Commissioner Ryall seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

c. File No.: 2025 - 1370
Applicant: Easton Crossing LLC
% Gavin Daniels
Location: 505 Brookletts Avenue, Easton, MD 21601
Tax Map 0104, Grid 00EA, Parcel 1823, 1826 & 1833
Zoning: BC with a PRD Overlay
Request: The Applicant is seeking sketch site plan and architectural approval for the revised layout and architectural alterations of Building #409 and Building #411. Building #409 has been reduced to four (4) stories, with fewer apartments. To offset this reduction in units, Building #411 has been elongated. Additional site improvements include the reduction of parking spaces to correspond with the revised total unit count.

Background: On February 20, 2025, the Commission granted sketch site plan and waiver request approval via a 4-1 vote with multiple conditions including that the Applicant shall return for sketch site plan approval of building #409.

Staff Presentation:
Joseph Mayer, Plan Reviewer
Lynn Thomas, Town Planner
Miguel Salinas, Director of Planning and Zoning

Applicant Presentation:
Ross Benicasa, Fello Communities,
Virginia Richardson, Rauch Inc.

Public Comment — None

Public Comment Written:
Maury Schlesinger, 304 Winton Avenue

Vice Chairperson Ports moved to approve the amended sketch site plan and architectural alterations of Building #409 and Building #411 subject to the following conditions:

1. **The Applicant shall address all remaining Easton Staff Development Review (ESDR) comments.**

2. **The Applicant shall obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to development site plan approval. The following conditions below are relevant to the railroad corridor:**

    a. **The Town of Easton has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.**

        i. **The Applicant shall avoid the installation of permanent surface structures on the corridor***

        ii. **Features should be confined to one property or the other, and the Applicant shall not place any physical features or structures which sit on the property line itself, i.e., a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as it's clear which segments are on which parcel.**

    b. **The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement****

    c. **The use of the overhead gantry on the site requires the assignment of the existing property agreement to the Applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.**
    ***"Permanent" meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, IE utility access, buildings, or emergency access to buildings.**
    ****** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the Applicant.**

3. **The Applicant shall verify the total number of bedroom ~~dwelling~~ units and the overall total units proposed.**

4. **The Applicant shall submit a comprehensive landscaping plan that includes verification that the visibility triangles are clear of obstructions.**

Commissioner McAndrews seconded the motion.

Vote	4 - 1
FOR:	4 - Toussaint, Ports, McAndrews, Ryall
AGAINST:	1 - Klein
ABSTAIN:	0
ABSENT:	0

Chairperson Toussaint called for a brief recess at 2:32 p.m. The meeting was called to Order at 2:43 p.m.

d. File No.: 2024 - 1129
Applicant: Lane Engineering, LLC
Location: 7872 Ocean Gateway, Easton, MD 21601
Tax Map 0105, Grid 0000, Parcel 2990
Zoning: CG
Request: The Applicant is seeking an amendment to a previously approved sketch site plan. The applicant is proposing to reduce the size of the retail building from 19,250 square feet (sq ft), to 14,136 sq ft, and the addition of a restaurant component within the multi-tenant retail space. Additionally, the building has been repositioned further away from Route 50.

Background: On March 21, 2024, the Commission granted sketch site plan approval for the redevelopment of a two-story medical clinic, and a one-story retail store with the following conditions:

1. The Applicant shall provide a sidewalk from the existing sidewalk on the East side of Purdy Street within the existing utility easement along the entire length of the West property line to connect the proposed future Rail Trail on the Town of Easton parcel to the North (per Section 28-1016.C of the Town Zoning Code).

2. The Applicant shall provide a protective feature such as curb, or bollards between the stormwater management features and adjacent parking stalls.

Staff Presentation:
Joseph Mayer, Plan Reviewer
Rick Van Emburgh P.E., Town Engineer

Applicant Presentation:
Brett Ewing, Lane Engineering LLC
Brendan Mullaney, *Esq.*

Public Comment — None

Public Comment Written — None

Chairperson Toussaint moved to approve the amended sketch site plan as submitted. Commissioner Klein seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

4. New Business

a. File No.: 2025 - 1468
Applicant: Roto-Rooter Plumbing & Water Cleanup
% Steve Riedel
Location: 322 Hopkins Place, Easton, MD 21601
Tax Map 0104, Grid 0000, Parcel 1294, Lot 12
Zoning: R-7A
Request: The Applicant is seeking approval to allow the existing 8' x 20' portable on demand storage (POD) unit to remain on-site for a long term temporary basis.

Background: On March 23, 2025 the Applicant obtained a Zoning Certificate (application 2025-1468) for Temporary Use of a portable on demand storage (POD) to remain on-site for a 30 day time limit. On April 23, 2025, the use was extended by the Town Planner for an additional 30 day time period until the pending Planning Commission review at their June 24, 2025 meeting.

Staff Presentation:
Joseph Mayer, Plan Reviewer
Lynn Thomas, Town Planner
Rick Van Emburgh P.E., Town Engineer

Applicant Presentation:
Steve Riedel, Roto-Rooter Plumbing & Water Cleanup

Public Comment — None
Public Comment Written — None

Vice Chairperson Ports moved to approve the request for 90 days of use, extending until September 22, 2025 subject to the condition that the POD is relocated within the applicable building setbacks. Commissioner Ryall seconded the motion.

Vote	5 - 0

FOR: 5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST: 0
ABSTAIN: 0
ABSENT: 0

b. File No.: 2025 - 1454
Applicant: Rauch Inc.
Location: 52 S. Washington Street, Easton, MD 21601
Tax Map 0104, Grid 0000, Parcel 1463
Zoning: CB
Request: The Applicant is seeking sketch site plan and architectural approval for the construction of a two-story, 5,135 square foot (SF) office building, with associated parking, stormwater management facilities, and landscaping improvements. The Applicant is also seeking a landscape and buffering waiver from Chapter 28-1014.7.E.4.(a)&(b) & Chapter 28-1014.7.E.5.(c) 1 of the Zoning Code. The proposed building is intended for office use as well as for non-profit organizations and community groups.

Background: A Certificate of Appropriateness (COA) for the proposed development (application 2024-1318) was initially granted by the Town of Easton Historic District Commission on October 28, 2024. The Certificate subsequently lapsed as no building permit was obtained within six (6) months from the date of its issuance. On June 9, 2025 the Historic District granted a new COA for the same scope of work (application 2025-1485).

Staff Presentation:
Joseph Mayer, Plan Reviewer
Rick Van Emburgh P.E., Town Engineer

Applicant Presentation:
Brian Fitzgerald, Rauch Inc.
Keasha Haythe, Foundation of Hope Inc.
Alan Brock AIA, Crosby & Associates LLC

Public Comment:
Heather Grant, Talbot Thrive

Public Comment Written — None

Commissioner Ryall moved to approve the sketch site plan and architecture subject to the following conditions:

1. **The Applicant shall address all remaining Easton Staff Development Review (ESDR) comments.**

2. **The Applicant shall coordinate with the Planning and Zoning Department for the next available Historic District Commission meeting to obtain an extension to the previously approved Certificate of Appropriateness issued on October 28, 2024.**

3. **The Applicant shall adhere to the required ten (10) foot setback for any parking or maneuvering space to any street line, sidewalk or property line for a commercial use, or pursue a Variance from the Town of Easton Board of Zoning appeals for the Development Standard in Section 28-1001.2.K of the Zoning Ordinance.**

Vice Chairperson Ports seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

Chairperson Toussaint called for a brief recess at 3:22 p.m. The meeting was called to Order at 3:24 p.m.

c. **File No.:** **2025 - 1456**
Applicant: **Lane Engineering, LLC**
on behalf of Easton Sunrise Partners, LLC
Location: 9684, 9778, 9783, 9687 Technology Drive &
29001, 29004 I-Way Court, Easton, MD 21601
Tax Map 0025, Grid 0004, Parcels 0090 & 0092, Lots 1-4, 9, 10
Current Zoning: BC
Requested Zoning: PUD
Request: The Applicant is seeking sketch subdivision approval, and a Planning Commission recommendation to the Town Council for a Planned Unit Development (PUD). The proposed development on the former Easton Technology Center Phase II Subdivision includes 61 single-family detached dwellings, 47 neo-traditional single-family detached dwellings, 65 three-story 20' wide townhomes, 72 three-story 22' wide townhomes, and features four (4) four-story multifamily buildings with a total of 120 units. The development also incorporates two (2) two-story commercial buildings, which will house amenities such as a clubhouse with a pool and pickleball courts. Additional facility improvements include parking, stormwater management, and landscaping.

Outstanding Issues:

1. House Differentiation: The development should provide proposed houses differing from each other in at least two (2) of the five (5) criteria as listed in Section 28 – 1007.1.1.16.d of the Town Code.

2. Connectivity: The Town's Comprehensive Plan prioritizes connectivity to foster safety, accessibility, community building, and sustainability for both new and existing subdivision design. Staff requests a standard road connection to Goldsborough Neck Road to enhance the overall connectivity, rather than solely for emergency access.

3. County Access Permits: The Applicant shall coordinate with Talbot County regarding the Access Permits for Airport Road and Goldsborough Neck Road, which are County-owned and maintained, and address the requirements of a Traffic Impact Study.

4. 3-Dimensional Depictions: As per Section 28-701 H(1)l of the Town's Zoning Ordinance, a manipulatable 3-dimensional file of the project must be provided. The submission lacks essential components as required by the Zoning Ordinance.

Staff Presentation:
Joseph Mayer, Plan Reviewer
Lynn Thomas, Town Planner
Nicholas Johnson AICP, Planner
Sharon Van Emburgh, Esq., Town Attorney
Rick Van Emburgh P.E., Town Engineer
Ray Clarke P.E., Talbot County Department of Public Works

Applicant Presentation:
~~Scott Wagner, Esq.~~ **Lawrence Scott, Esq. on behalf of Easton Sunrise Partners**
Brett Ewing, Lane Engineering

Public Comment:
Ray Clarke P.E., Talbot County Department of Public Works
Tom Alspach, Talbot Preservation Alliance
Thomas J. Lane, Chairman of the Talbot County Public Works Advisory Board

Public Comment Written:
Maury Schlesinger, 304 Winton Avenue

Vice Chairperson Ports moved to continue the sketch subdivision plan application and Council recommendation to the July 17, 2025 Planning Commission meeting. Commissioner McAndrews seconded the motion.

Vote	5 - 0
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall

AGAINST: 0
ABSTAIN: 0
ABSENT: 0

5. **Discussion Items** — None

6. **Adjournment** — Chairperson Toussaint moved to adjourn. Vice Chairperson Ports seconded the motion. The meeting was adjourned at 5:18 p.m.

MEMORANDUM

TO: EASTON PLANNING & ZONING COMMISSION

FROM: LYNN B. THOMAS, JR., AICP, TOWN PLANNER

DATE: JULY 8, 2025

SUBJECT: POTENTIAL PLANNED REDEVELOPMENT OVERLAY DISTRICT AMENDMENT

At your monthly May meeting, staff presented a discussion item concerning potential revisions to the Planned Redevelopment Overlay District article of the Zoning Code, pursuant to a request from the Town Council and a subsequent workshop held with them. Attached is a proposed amended Article 5 of the Zoning Code that was started by Nick and tweaked by me to reflect what I think I heard during the May discussion. In it language proposed to be deleted is indicated in ~~strike-thru~~ and proposed new language is shown as in a red font.

The amendment essentially repurposes the PR district as one in which appropriately-scaled redevelopment, infill, rehab or adaptive reuse projects are incentivized through the flexibility that has historically been available in the PR, but does so with clearer definition of what projects qualify generally, and specifically which can be reviewed administratively and which will require Planning Commission review and approval. By implication then, anything beyond the established thresholds will have to either be redesigned to get under the limits, or proceed via some alternative path, which would presumably most often be the PUD-Infill process.

In addition to this proposal, Maury Schlesinger, who was following the PR discussion, has suggested the creation of developer-neighbor pre-application meetings for certain application types, of which PR projects would be one. I have attached a letter from Mr. Schlesinger addressed to the Commission in which he advocates for the creation of such pre-application meetings as an essential part of the review process for certain development types. The last page of his letter includes links to five Maryland Counties who already utilize this approach.

SECTION 28 – 501 PLANNED REDEVELOPMENT (PR) OVERLAY DISTRICT

A. PURPOSE

The purpose of the Planned Redevelopment Overlay District (PR) is to incentivize infill development, redevelopment, and adaptive reuse projects by streamlining the review of certain qualifying small scale developments of former industrial sites and older areas within the Town of Easton. ~~provide a mechanism for the redevelopment, rehabilitation, and general improvement of certain older areas within the Town of Easton that have fallen into a somewhat neglected or dilapidated state or have simply been used for a purpose that no longer serves the health, safety or general welfare of the neighborhood.~~ PR applications may be submitted only if the project is located within the Planned Redevelopment Overlay District. However, this mechanism is optional and shall not be required of all projects located within this zone. Projects not being developed in accordance with PR District standards shall be developed in accordance with the development standards of the underlying base zoning district.

The nature, size, scale or intensity of a proposed uses may cause a particular site not to be suitable for a specific PR proposal. Therefore, there is no general presumption that an application for such a use at a particular location is valid, inures to the general benefit of the Town, is compatible with surrounding uses, or is in compliance with the Town's Comprehensive Plan. Instead, each application will be evaluated according to its particular location and the degree to which the developer is willing or able to propose a development plan which ameliorates possible adverse impacts and furthers the goals and objectives of this Section and the Ordinance generally. Projects exceeding a certain scope and scale shall require an enhanced level of review and scrutiny to ensure that they remain compatible within the neighborhood in which they are proposed. Projects which exceed this threshold shall not be eligible for consideration as a PR project and may only be considered by other review options (e.g., a Zoning Map Amendment and site plan review or a Planned Unit Development).

B. APPLICABILITY

1. The following projects are eligible to be reviewed and approved administratively by staff but may be referred to the Planning Commission for review:
    a. Residential Projects
        i. Construction of a single-family detached home on any recorded lot
        ii. Construction of a duplex (Stacked or Side by Side)
        iii. Construction of a stacked triplex
        iv. Construction of a stacked fourplex
        v. Construction of a live-work unit

vi. Construction of an accessory dwelling unit
vii. Additions, renovations, and alterations to existing residential structures that violate the setback requirements of the underlying zoning district, but are no closer to the property line than the existing structure

b. Commercial Projects
i. Changes of use within an existing structure to a use that is permitted either by right or by special exception within the underlying Zoning District
ii. Additions to existing commercial buildings that do not exceed 5,000 square feet or 10% of the existing building footprint

2. The following projects are eligible to be reviewed and approved by the Planning Commission
a. Residential Projects
i. Construction of any middle housing type containing between five (5) and twelve (12) dwelling units.
ii. Residential development not exceeding fifteen (15) dwelling units.

b. Commercial Projects
i. Construction of non-residential uses that do not exceed 5,000 square feet of gross floor area.
ii. Changes of use within an existing structure to a use that is prohibited within the underlying zoning district where the underlying zoning is not R-7A or R-10A.
iii. Additions to existing commercial buildings that exceed 10% of the existing building's footprint but are less than 5,000 square feet of gross floor area.

c. Mixed-Use/Other
i. Development which consists of a commercial use on the ground floor and residential uses on subsequent floors provided the project does not exceed 7,500 square feet of commercial space and 15 dwelling units. Such development may not exceed three stories or forty-five (45) feet in height.
ii. Requests to operate a Mobile Food Use on a longer-term basis than otherwise permitted (i.e., as a Temporary Use) may be considered and approved by the Planning and Zoning Commission. Such requests shall only be permitted if the proposed use (i) is owned, operated or controlled by the entity that is entitled to the otherwise lawfully permitted use of the property where the mobile food use is located; and (ii) is operated as an expansion of or complement to a business operating an otherwise lawfully permitted use on said property. Any such request shall be made to the Planning and Zoning Commission and include a site plan indicating the proposed location of the mobile food use, a picture or sketch which accurately depicts the appearance of the proposed

structure, a statement indicating the expected impact of the proposed addition in terms of parking (including the expected additional demand and the existing and proposed supply), neighborhood impacts (e.g. traffic, noise, odor, lighting, etc.), and any other such information which the Town Planner reasonably determines would be necessary for the Planning and Zoning Commission to reach an informed conclusion as to the merits and impacts of the proposed addition.

C. REVIEW PROCESS

1. For all projects to be reviewed administratively, the review shall be conducted pursuant tothe building permit review process.
2. All projects requiring Planning Commission review shall be reviewed in accordance with the Site Plan Review Process as specified in Article IX.
3. Approval Criteria
    a. Adequate parking has been provided.
    b. The project complies with any applicable design guidelines.
    c. The project is consistent with the Comprehensive Plan and any applicable small area plans.
    d. The development is harmonious with the character of the surrounding neighborhood.
    e. Pedestrian and bicycle facilities are provided.
    f. Sensitive environmental features are preserved.
    g. All landscape improvements as specified in Article X are provided.
    h. Adequate open space is provided on-site (or a public park (excluding rails to trails) is located within ¼ mile of the site may satisfy this requirement).
4. Exemptions
    a. Any project located within the Historic Overlay District shall continue to require the approval of the Historic District Commission via the applicable process.
    b. No variance may be granted from any of the standards listed in subsection B

D. AMENDMENTS TO APPROVED APPLICATIONS

Amendments to approved PR applications shall be reviewed under the same standards prescribed above for new projects.

E. DESIGNATION OF FUTURE PLANNED REDEVELOPMENT OVERLAY DISTRICTS

In the future, additional lands may be designated as Planned Redevelopment Overlay. The process for so doing is as follows:

1. An application for Planned Redevelopment Overlay District Zoning shall be filed with the Town Planner and forwarded to the Planning and Zoning Commission for a recommendation before proceeding to the Town Council.

2. The application for PR Overlay District Zoning shall include a map of the area proposed for the designation and shall be accompanied by a metes and bounds description of the

proposed zoning boundaries as well as a complete listing of the names and addresses of all property owners within the proposed PR Overlay District.

3. The area proposed for PR Overlay District Zoning shall be contiguous and at least five (5) acres in size unless the proposed PR Overlay District is an extension of an existing PR Overlay District.

4. The application for establishing a new PR Overlay District shall be accompanied by a land use and housing/building survey which analyzes the appropriateness of the existing zoning, the conditions of the housing or commercial or industrial buildings within the proposed PR zone, etc.

5. The application shall include a petition or similar device indicating the support of the owners of at least fifty-one (51%) percent of the lots within the proposed PR District.

6. The Planning and Zoning Commission may require whatever additional studies or reports it deems necessary to adequately analyze the application.

7. The Planning and Zoning Commission shall make and forward a recommendation to the Town Council who shall schedule and hold a Public Hearing on the application in accordance with the provisions of Section 28 – 1403 of this Ordinance.

8. The Town Council shall vote as to whether or not to approve the proposed PR Overlay District. Before approving a request, the Town Council must make the following findings.

a. The structures within the proposed PR District are predominately in need of rehabilitation, deteriorated, or built to zoning (or before any zoning) that no longer is appropriate for the area.

b. The creation of the PR Overlay will allow for the rehabilitation and redevelopment of an area of the Town of Easton that is in need of such action.

c. The creation of the PR Overlay District will not cause undue traffic nor overburden the Town's community facilities (water, sewer, solid waste, etc.).

If the Town Council makes an affirmative finding of fact as to each of the criteria listed above, the Council may enact an ordinance granting the proposed PR district creation or expansion. The fact that an application for a PR district creation or expansion complies with the specific requirements listed above shall not require the Town Council to grant the application. The ordinance shall be subject to approval by the Mayor in accordance with the provisions of the Town Charter relating to mayoral vetoes.

The "change/mistake" rule, as codified in Maryland Annotated Code Land Use Article Section 4.05 is not applicable to the creation or expansion of PR districts nor to any project submitted in accordance with the regulations of this subsection.

To the Town of Easton Planning Commission

June 26, 2026

Proposal to Strengthen Community Engagement in Land Use Decisions

Pre-submission community meetings will enhance community involvement in our town's land use decisions. I am advocating for a thoughtful amendment to our zoning code: introducing a requirement for pre-submission community meetings for certain types of development projects. This policy, already in use in other jurisdictions, offers a valuable opportunity to increase transparency, inclusiveness, and efficiency in our planning process.

Too often as we have seen, residents become aware of proposed developments only after formal applications are submitted—when changes are difficult, costly or impossible to make. This leads to frustration, distrust, and delays. We saw the contrast between the lack of meetings with neighbors of the Silo Court project and the voluntary set of community meetings the same developer held for the Easton Crossing project. There was vehement objection by neighbors to the Silo Court project. And while there were still disagreements over some elements of the final plans for Easton Crossing, the developer did hear and incorporate community input into that design. By requiring early engagement, we offer developers and neighbors alike a chance to collaborate, air concerns, and clarify intentions before plans are set in stone. It's a proactive measure that builds trust and ensures that all voices are heard before irreversible decisions are made.

We are not venturing into uncharted territory. Several Maryland jurisdictions—such as Anne Arundel, Howard, Montgomery, Prince George's, and Harford counties—have already implemented these types of community meeting requirements. Their experiences have shown that early engagement results in smoother approvals, more efficient public hearings, and better-informed outcomes. Recent state legislation requiring community input for certain energy projects also signals a broader shift toward early and meaningful participation in land use matters.

Under this proposal, meetings would not be mandated for every project. Instead, they would target those most likely to have significant community impact—such as large-scale residential developments, traffic-generating commercial uses, and projects requesting special zoning consideration. Initially, such requirements might be limited to the PRD overlay district, and/or PUD proposals. This ensures a reasonable burden on applicants while promoting meaningful community dialogue where it counts most.

Public notice would be a cornerstone of the process. Developers would be required to inform nearby property owners by mail, post clear signage at the project site, and provide additional outreach through websites, local media, and social media platforms. The goal is to eliminate the

all-too-common scenario where neighbors find out about a project only after it's too late to make meaningful contributions, to ally the "stop growth" naysayers from animosity to all new developments, and to make public comment meaningful – not just angry words spoken at the Commission's hearings.

These community meetings would serve as structured, informative sessions—not adversarial confrontations. Developers would present their proposals, share conceptual plans, and answer questions in an open forum. Participants would have the opportunity to voice concerns, suggest alternatives, and seek common ground. By holding these meetings after initial design but before detailed engineering, we strike a balance between flexibility for revisions and efficiency for applicants. If significant changes to the initial design are made as a result of the meeting, the applicant should hold a second meeting to disclose those changes to the community prior to its formal submission to the Town.

To ensure accountability, applicants would be required to submit documentation summarizing these meetings. This could take the form of a written affidavit that includes proof of advertisement, attendance records, meeting summaries, and any changes made in response to public feedback. Alternatively, a video recording of the session could serve the same purpose. This requirement guarantees that the engagement process is genuine—not simply a procedural formality.

Ultimately, the heart of this proposal is relationship-building. When people are informed and feel heard early in the process, their skepticism fades and their willingness to support good design grows. Early outreach prevents late-stage opposition, creating a more streamlined and constructive path through the approval process.

As a next step, we can determine which types of projects should trigger this requirement and develop templates to guide developers and community members through the process. With successful models already in use across Maryland, we can draw from existing statutes and best practices. As suggested above, we might even consider piloting this program in one district to assess what works best for our town.

This proposal is about giving our community a stronger voice—and giving our planning process a stronger foundation of trust, collaboration, and shared vision. Should you wish to proceed, I would be happy to volunteer my time to work with the Town's staff and counsel to draft proposed changes to the zoning code for your review.

Maurice Schlesinger
304 Winton Ave.
Easton, MD 21601

Web Resources:

Harford County Code:
Harford County, MD Concept Plans, Preliminary Subdivision Plans and/or Site Plans

PG County:
https://www.pgplanning.org/development-process/applications/pre-application-neighborhood-meeting/

Montgomery County:
https://montgomeryplanning.org/development/development-review-process/get-involved/

Anne Arundel County:
https://codelibrary.amlegal.com/codes/annearundel/latest/annearundelco_md/0-0-0-115610

Howard County:
https://www.howardcountymd.gov/planning-zoning/development-process-and-procedures

TOWN OF EASTON
PLANNING & ZONING
14 S Harrison Street, Easton MD 21601

Date of Hearing: June 24, 2025

4c

PLANNING COMMISSION
PUBLIC HEARING
STAFF REPORT

SUBJECT: **PUD application and Sketch Subdivision Plat Fox Chase Estates**

ELECTION WARD: Ward 1

CRITICAL ACTION DATE: At the pleasure of the Commission

STAFF CONTACTS: Joseph Mayer, Plan Reviewer
Miguel Salinas, Director of Planning and Zoning

APPLICANT: Easton Sunrise Partners, LLC % Scott Wagner

DOCUMENT CREATED ON: June 2, 2025

PURPOSE: The applicant, Easton Sunrise Partners, LLC, is seeking a sketch subdivision approval as well as a recommendation from the Planning Commission to the Town Council regarding a Planned Unit Development (PUD) request to construct sixty-one (61) single-family detached dwellings, forty-seven (47) neo-traditional single-family detached dwellings, sixty-five (65) three-story 20’ wide townhomes, seventy-two (72) three-story 22’ wide townhomes and four (4) four-story multifamily buildings with a total of 120 units, as well as two (2) two-story commercial buildings with amenities (clubhouse with pool and pickleball courts), associated parking, stormwater management facilities, and landscaping. The existing subdivision designates the land for industrial purposes. However, this proposed PUD project seeks to allow for primarily residential and some commercial development.

RECOMMENDATION: Should the Planning Commission approve the sketch subdivision plat as well as make a positive recommendation to the Town Council, staff recommends proposed conditions (see below).

APPLICATION INFORMATION:	
APPLICANT: Easton Sunrise Partners, LLC (Owner) Scott Wagner	**REPRESENTATIVE:** Lane Engineering, LLC (Agent): Brett Ewing MDSW (Agent): Lawrence Scott, Esq.

PARCELS/ACREAGE:

Parcel Information	Acreage
Map 025, Grid 0004, Parcels 90 & 92	112.816

ACCEPTANCE DATE: June 2, 2025	**LOCATION:** 9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court
EXISTING ZONING BC	**EXISTING LAND USE:** Vacant
HISTORIC DISTRICT: Not applicable	**FUTURE LAND USE MAP:** Industrial

CONTEXT:
Location/Site Access – The subject property, Lots 1 through 4, is located along Technology Drive. Lots 9 and 10 are located along I-Way Court, fronting on the North side..

Existing Conditions – The subject property is currently six vacant lots.

Surrounding Properties

- 28958, 28980 & Parcel 90 I-Way Court - BC
- 9630 & Parcel 161 Technology Drive - BC
- 29000 Information Lane - BC
- 9693 Goldsborough Neck Road - BC
- Parcel 129 Longwood Road - RH
- 29110 Airport Road - Talbot County

***Figure 1**: Vicinity Map*

PROPOSAL: Easton Sunrise Partners, LLC (Applicant) has applied for Sketch Subdivision Plat approval and a Planning Commission recommendation to the Town Council for a PUD. The proposed development on the site of the former Easton Technology Center Phase II Subdivision, which is zoned Business Commercial (BC), includes the following: 61 single-family detached dwellings, 47 neo-traditional single-family detached dwellings, 65 three-story 20' wide townhomes, 72 three-story 22' wide townhomes, and four four-story multifamily buildings totaling 120 units. The plan also features two two-story commercial buildings with amenities (clubhouse with pool and pickleball courts), along with associated parking, stormwater management, and landscaping.

The maximum density allowed on the property, based on the PUD (General) standards, is 16 dwelling units per acre which equals a maximum density of 1,738 dwelling units based on the property's size (108.631 acres). The total proposed density is 3.36 dwelling units per acre. The total gross area of the site (112.816 acres) requires a 30% gross floor area (33.845 acres) for open space. The applicant proposes 34.4% (38.794 acres) recreational open space.

The land has been planned for industrial uses. This PUD project is proposing a change to residential (primarily) and commercial.

BACKGROUND: Approved on September 10, 2021 were the Infrastructure Plans for Easton Technology Phase II. Subsequently, the Final Subdivision Plat, identified as KMD 89/148, was officially recorded on September 15, 2021. The applicant submitted an application to the Easton

Staff Development Review (ESDR) Committee on May 28, 2025 for the PUD and sketch subdivision plat (please see attached ESDR Determination Letter).

OUTSTANDING ISSUES:

1. **House Differentiation.** The development should provide proposed houses differing from each other in at least two (2) of the five criteria as listed in §28 – 1007.1.1.16.d of the Town Code.
2. **Connectivity.** The Town's Comprehensive Plan prioritizes connectivity for safety, accessibility, community building, and sustainability as a core principle. The Transportation Chapter specifically advocates retrofitting existing subdivisions and creating new ones with internal and external road connections to establish a more grid-like street system and improve neighborhood connectivity (p. 225). Similarly, the Community Character chapter emphasizes maximizing connectivity between neighboring properties in new developments, mirroring the desirable interconnectedness found in Easton's older sections (p. 110). These excerpts highlight the Comprehensive Plan's strong emphasis on fostering connectivity through both new and existing subdivision design. Therefore, Staff requests a standard road connection to Goldsborough Neck Road to enhance this connectivity, not just to be used as an emergency access point.

3. **County Access Permits.** The Applicant needs to coordinate with Talbot County to discuss the Access Permits that may be necessary for Airport Road and Goldsborough Neck Road (County-owned and County-maintained roads), as well as the requirements of the Traffic Impact Study.

4. **Three-Dimensional Depictions.** Per *§ Section 28-701 H(1)l* from the Town's Zoning Ordinance, *a 3-dimensional depiction of the project in a manipulatable file format (e.g., Google Sketchup or similar)* needs to be provided. The submission lacks essential components as required by the Zoning Ordinance. Instead of manipulatable 3D models, only three flat, 2D images were provided. These images depict only two housing types, townhomes and single-family dwellings, omitting the remaining proposed structures. The submitted visuals do not represent the majority of the project, including the Technology Drive entrance, a site plan-consistent streetscape, rear house views and alleys, the clubhouse, parks, wooded areas, trails, open spaces, lots 9 and 10, and the view from Goldsborough Neck. Notably, significant discrepancies exist between these images and the previously submitted elevations at ESDR and with the PC submission.

ZONING ANALYSIS:

A. Purpose and Intent

Section 28-701 A.

The purpose of a PUD District is to provide for carefully planned residential, mixed use and certain commercial developments at appropriate locations within the Town of Easton. It is the

intent of this Section to allow all aspects of a PUD District to be subject to public review and control by the Town with specific provisions to be made on a case-by-case basis for adequate open space, architectural appearance, the height, bulk and location of buildings, required public facilities, and a variety of housing types, densities, and/or compatible commercial or industrial uses as a part of a detailed development plan.

Not all locations in the Town are suitable for PUD development and the nature, size, scale or intensity of proposed uses may cause a particular site not to be suitable for a specific PUD proposal. Therefore, there is no general presumption that an application for such a use at a particular location is valid, inures to the general benefit of the Town or is in compliance with the Town's Comprehensive Plan. Instead, each application will be evaluated according to its particular location and the degree to which the developer is willing or able to propose a development plan which furthers the goals and objectives of this Section and the Ordinance generally.

B. Location

Section 28-701 B. The PUD is a floating zone. That means that while provisions and regulations are made to govern development within any PUD District, no such District will be pre-mapped on the Zoning Map. A PUD District may be established in any parent zoning district provided the requirements outlined in this subsection are met.

Analysis - The current process of the Town of Easton Zoning Ordinance is for the Planning and Zoning Commission to review the material submitted and forward a recommendation to the Mayor and Town Council. The Commission may include recommended changes to the PUD sketch plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion, the Commission shall make recommendations addressing the factors in § 28-701.H(2) (see below).

C. Off-Street Parking

28-1001.3 Parking Requirements

	Use/Activity	Minimum Vehicle Spaces	Maximum Vehicle Spaces	Minimum Bicycle Spaces	Notes
	Residential Buildings				
1	Single-Family Detached	2 per du	–	–	
2	Single-Family Attached	2 per du	–	–	
4	Multifamily	1 per du	2 per du	0.5 per du	
	Commercial				
14	Office or Bank without Drive-Thru	1 per 250 sf GFA	1 per 140 sf GFA	1 per 10 vehicle spaces	

Total Site Parking Required:

Single-Family Detached:	2 Spaces per dwelling unit required-Minimum
	108 units x 2 = 216 spaces required-Minimum
	Total Provided: 216 spaces
Single-Family Attached:	2 Spaces per dwelling unit required-Minimum
(Townhomes)	137 units x 2 = 274 spaces required-Minimum
	Total Provided: 274 spaces
Multifamily	120 units x 1 = 120 spaces required-Minimum
	120 units x 2 = 240 spaces required-Minimum
	Total Provided: 187 spaces
Commercial (Lot 9)	1 Space /250 SF GFA; 80 Spaces Required- Minimum
	1 Space /140 SF GFA; 143 Spaces Required- Maximum
	Total Provided: 80 spaces
Commercial (Lot 10)	1 Space /250 SF GFA; 92 Spaces Required- Minimum
	1 Space /140 SF GFA; 164 Spaces Required- Maximum
	Total Provided: 106 spaces

Bike Racks Required:	Multifamily	- 0.5 Bike Space/DU; 60 Bike Spaces Required
	Lot 9	- 1 Bike Space/10 Vehicle Spaces; 8 Bike Spaces Required
	Lot 10	- 1 Bike Space/10 Vehicle Spaces; 11 Bike Spaces Required

Analysis- The Applicant has provided adequate parking within the minimum and maximum requirements The Applicant believes the proposed parking is adequate to support the daily operation of this property. Bike spaces are required for the two commercial lots as specified above.

D. DEVELOPMENT STANDARDS

Section 28-701.G.
Applications for any type of Planned Unit Development shall meet the following requirements:

(1) The area proposed for a planned unit development shall be in one (1) ownership, or, if in several ownerships, the proposal shall be filed jointly by all the owners of the property included in the development plan.

Analysis - The Property is owned by a single entity.

(2) The site shall be of a configuration suitable for the development proposed.

Analysis - The site includes 112.816 acres and has direct access onto Airport Road from Technology Drive. The planned layout and proposed site design provide for a functionally designed site. However connectivity should be provided on Goldsborough Neck Road.

(3) Public water and sewerage shall be available, although it may be made available in conjunction with the development of the PUD.

Analysis - There's adequate water and sewer service on-site to serve the proposed Project. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted.

(4) The site shall be located adjacent to adequate transportation facilities capable of serving existing traffic and that expected to be generated by the proposed development. Private roads may only be approved in commercial and multifamily projects or portions of projects. Such roads shall be internal to the development. Private roads shall comply with any standards developed and adopted for such roads by the Town Council. The Town shall bear no responsibility for construction or maintenance of private roads. Development on private roads may not be entitled to all Town services.

Analysis - The Project has one existing access point from Airport Road, a Talbot County-owned road. A Traffic Impact Study ("TIS") was conducted by Lenhart Traffic Consulting, Inc. (May 8, 2025) which is included with the submittal of this Application. The TIS demonstrates that all intersections of interest near the Project will continue to operate at a Level of Service (LOS) of "D" after the Project is completed.

(5) The owners or developers must indicate that they plan to begin construction of the development within three (3) years after final approval. If there is no action on the part of the applicant at any point in the process for a period of three (3) years, the zoning of the site shall revert to its previous classification unless a time extension is requested by the developer and granted by the Planning and Zoning Commission. For projects constructed in parts or phases, the PUD approval applicable to any portion not improved in accordance with said PUD approval, shall expire if no development activity occurs for a period of five years.

Analysis - The Applicant intends to commence construction upon approval from the Town Council, in light of the time incurred in obtaining all necessary building permits.

(6) The setback, lot size, lot coverage, height, minimum frontage, minimum open space, and yard requirements shall be established for each individual project by the Town Council in the ordinance granting the application. The Planning and Zoning Commission shall make recommendations to the Town Council with regard to these requirements. The Town recognizes that it is necessary and encourages such uniquely established standards.

Analysis - The minimum bulk requirements for the Project will remain consistent with the development standards.

(7) Off-street parking shall be provided for each individual use in the planned unit development in accordance with the requirements of Section 1001. Mixed-use PUD's that integrate coordinated pedestrian and bicycle circulation systems throughout the development, shall be permitted to reduce the required off-street parking by 20% of the required standard without the need for a parking variance, waiver, or deferral.

Analysis - Adequate off-street parking has been provided.

(8) No more than 50% of the off-street parking area for the entire property of a major retail or shopping center use, shall be located between the front façade of the principal building(s) and the primary abutting street.

Analysis - Not Applicable.

In addition, some development standards will vary according to the type of PUD in accordance with the following Table:

Standard	**PUD Sub District**	
	PUD- General	**9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court**
Minimum Size	**5 acres**	N/A
Maximum Size	**N/A**	112.816 acres
Maximum Residential Density (per gross residential acre)**	**16 du/acre******	3.36 du/ac
Minimum Open Space Requirement***	**30% of total gross area shall be developed as recreational areas or designated for common use of the residents of the PUD.**	Required: 30% of total gross area = 33.845 acres. Proposed: 34.4% of total gross area = 38.794 acres.
Applicability	**Lands not qualifying as infill or redevelopment.**	The property qualifies as PUD-General.

*****The Town Council may consider projects with a density of up to 25% more than the maximum stated in this table upon a finding that such increased density is in keeping with the***

existing or intended character of the neighborhood (as expressed in the Comprehensive Plan or, if applicable, any adopted Small Area Plans) and that any potential detrimental impacts from such increased density are ameliorated to the satisfaction of the Council. Additionally, if residential use is part of a vertically-mixed use project (i.e., non-residential uses are present on the ground floor with residential units on non-ground floors), there shall be no limit on the residential density.

Analysis - As explained above, the Applicant is requesting approval of the PUD allowing a density of 3.36 dwelling units per acre, less than the potential maximum of 16 dwelling units per acre and will not result in any detriment to neighboring properties or nearby traffic patterns and public right of ways. The Property is situated between commercial, industrial and regional healthcare uses. Approval of the requested density is consistent with the goals of the Comprehensive Plan.

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******The Town Council may consider projects with less than the minimum open space required as specified in this Table, upon a finding that unique circumstances or conditions exist which warrant such a reduction and further provide that the applicant addresses the open space requirement in another acceptable means.***

Analysis - The required open space has been provided.

*******In the PUD General sub district, for any residential units proposed in excess of the maximum residential density permitted in base residential zoning districts (3.5 du/ac), at least 25% must be devoted to affordable housing, or the developer may contribute a fee-in-lieu to an entity to be determined by the Town.***

Analysis - The Applicant is requesting approval of the PUD allowing a density of 3.36 dwelling units per acre, less than the potential maximum of dwelling units per acre. The applicant's cover letter dated May 7, 2025, indicates that the proposed project will surpass the code requirement of allocating 25% of residential units to affordable housing. Based on an estimated calculation in their ESDR Comment Response Letter dated June 2, 2025, this 25% affordability target will be met using a portion of the 120 proposed condominium units and the 65 twenty-foot-wide townhomes. While the development plan incorporates a mix of housing types, including single-family homes, multi-family units, and townhomes, the inclusion of middle housing options would offer a wider variety of dwelling units for the site if incorporated into the design of the PUD.

E. Forest Conservation

Easton Forest Conservation Ordinance #718, Article III,* § 31-3.1 *Relevance

A. Any person making an application for a subdivision, project plan, grading, or sediment and erosion control approval on units of land 40,000 square feet or greater after the effective date of this Ordinance.

Analysis - The development of this site has already been mitigated for Forest Conservation under the 2020 Forest Conservation Plan, recorded on record plat KMD 4/80G. Any impact into the existing Forest Conservation area would require an updated plan.

F. Traffic Impact Analysis

The Traffic Impact Analysis (TIA) was submitted by the applicant on May 8, 2025. The documents prepared by Lenhart Traffic Consulting, Inc. described that the primary access to the site is via Technology Drive and Airport Road. There's a proposed emergency access point along Goldsborough Neck Road which will not support regular vehicular traffic.

This TIA has been prepared in accordance with the scooping correspondence contained in Appendix A of the report. The Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) methodologies were utilized to evaluate the study intersections. The key roads in the study area are:

- US 50 – a four-lane roadway classified as a principal arterial. The roadway has a posted speed limit of 55 MPH.
- Airport Road– a two-lane roadway classified as a major collector. The roadway has a posted speed limit of 35 MPH.
- Goldsborough Neck Road – a two-lane roadway classified as a local road. The roadway has a posted speed limit of 35 MPH.
- Glebe Road – a two-lane roadway classified as a local road. The roadway has a posted speed limit of 40 MPH.

Existing Conditions

MD 662 is closed between Airport Road and Hiners Lane for UMMS Easton Hospital construction. Peak hour traffic counts from September 2024 and April 2025 (Exhibit 3a) are adjusted in Exhibit 3b to account for rerouted traffic due to the closure. Minimal local traffic rerouting is expected upon reopening. Exhibit 3c removes construction traffic (90% of the area's traffic) using MD 662, and Exhibit 3d shows the resulting existing peak hour volumes analyzed in this study. HCM and CLV analysis results for the existing condition are in Exhibits 10a and 10b.

Background Conditions

Past 10-year traffic data for the Average Daily Traffic Volumes (ADT's) shows an average yearly decrease of -0.43%. For a conservative analysis, a 1% growth rate was applied for 3 years to

current peak hour volumes (Exhibit 4a). Background developments are located in Appendix C (Exhibit C-1), with trip generation (Exhibit C-2) and assignment (Exhibits C-3 to C-8). Combined background trip assignment is in Exhibit 4b. Background peak hour volumes, including regional growth and approved developments, are in Exhibit 5. HCM and CLV analysis results for the background condition are in Exhibits 10a and 10b.

Projected Conditions with Site

A mixed-use development is proposed for the site, with the exact plan still under review. A conservative analysis considered 137 townhouses, 108 detached single-family homes, 120 multifamily units, 33,000 sq ft of office space, and a 10,000 sq ft daycare center. Trip generation, distribution, and assignment (Exhibits 6-8) were based on the ITE Trip Generation Manual (11th ed.). Total peak hour volumes are shown in Exhibit 9.

The total peak hour traffic volumes shown on Exhibit 9 were evaluated using the CLV and HCM methodologies. The results of the CLV and HCM analyses are shown on Exhibits 10a and 10b, respectively. The results show that all intersections operate at LOS D or better under total conditions with the exception of US 50 & Airport Road (Intersection 5).

To resolve operational issues at the US 50 & Airport Rd (Intersection 5) intersection, the westbound Black Dog Alley approach shoulder is proposed to be improved and/or striped as a right turn lane for about 200 feet. This would create designated left-turn, through, and right-turn lanes. According to the CLV methodology, as illustrated in Exhibit 10a, this enhancement would result in the intersection operating at LOS D, meeting MDOT SHA standards. Exhibit 10b shows that under the HCM methodology, the intersection would operate at LOS D for all periods except the evening peak hours. Nevertheless, this improvement will significantly reduce delays compared to existing conditions and will lead to acceptable levels of service and/or fully mitigate the development's impact on the intersection.

It should also be noted that the approach to US 50 along Airport Road has limited storage area due to the road paralleling US 50 (MD 662 (Longwoods Road) / Centreville Road). It is recommended that “Do Not Block Intersection” signage and pavement markings be installed per Section 3B.17 of the MD MUTCD for this intersection. A detail from the MD MUTCD showing the potential recommended improvements is shown on Figure 3B-18.

In the conclusion of the findings contained in the report, it is recommended by Lenhart Traffic Consulting, Inc. that the proposed development be approvedBased on the analyses contained in this report:

- All study intersections operate at LOS D or better under existing, background, and total conditions using the CLV methodology with the exception of US 50 & Airport Road / Black Dog Alley (Intersection 5)

  o It is recommended the shoulder on the westbound Black Dog Alley approach be improved and/or restriped to provide three lanes (left turn/ through / right turn). With this

improvement, the results of the CLV analyses indicate that the intersection will operate at LOS D for all traffic conditions.

- All signalized study intersections operate at LOS D or better and each stop controlled approach operates with LOS C or better under existing, background, and total conditions using the HCM methodology also with the exception of US 50 & Airport Road / Black Dog Alley (Intersection 5).

  o The recommendation detailed above results in the intersection operating at LOS D and/or with lesser overall delay when compared to background conditions and therefore fully mitigates the impact of the development on the intersection and should be considered acceptable.

- It is recommended that "Do Not Block Intersection" signage and pavement markings be installed per Section 3B.17 of the MD MUTCD for Intersection 4 (Airport Road & Longwoods Road/Centreville Road).

POLICY ANALYSIS:

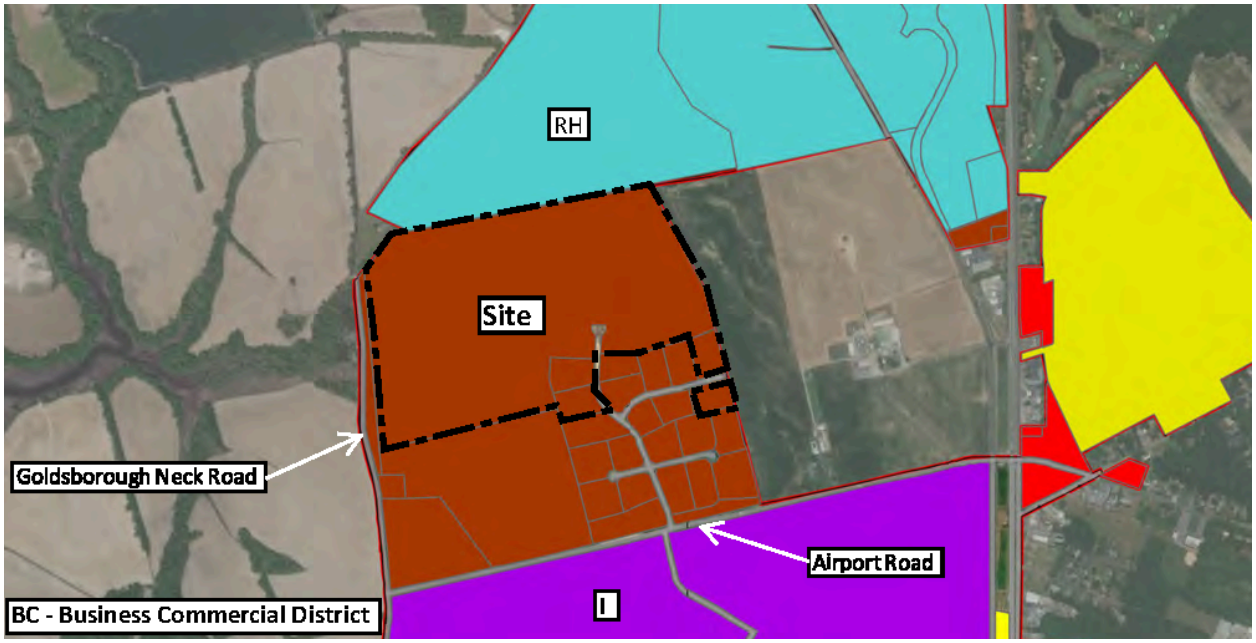

Figure 2: Zoning Map

Section 28-901.2.G of the Town Code states that the submission of a site plan for a proposed use or development activity shall not be approved unless it meets the factors below:

1. The site plan meets the design principles and standards and required improvements set forth in this Ordinance, the Town Comprehensive Plan, the Town of Easton Subdivision Regulations, and other ordinances, regulations, and policies established by the Town of Easton.

Analysis - The Comprehensive Plan promotes interconnected new subdivisions and the modification of existing ones to improve connectivity. Staff recommends a standard connection to Goldsborough Neck Road, beyond just emergency access. The applicant has proactively included potential future connections at the intersections of Technology Drive and I-Way Court. However, it should be understood that these provisions do not guarantee that those connections will ultimately be realized. The proposed subdivision adheres to the Town of Easton's design standards, including the Zoning Code and Design Guidelines. However, certain staff comments remain to be addressed, which can be resolved before the Final Record Plat is recorded.

Town of Easton 2010 Comprehensive Plan Design Principles (Principle #1) Integrated uses are desirable- Applicant's response: *This development proposal establishes attainable housing at a time when demand is high but is extremely low. Easton's housing market is in need of a new community with housing opportunities provided herein.*

The Applicant's, May 7, 2025, Cover Letter states that the project will exceed the code requirement of providing 25% of the residential density being devoted to affordable housing. An estimated tabulation from the Applicant's ESDR Comment Response Letter, June 2, 2025, depicts that 25% of affordable housing will be using a certain number of the 120 condo units and the 65 twenty foot wide townhomes. The proposed development includes an integrated use of housing options, such as single-family homes, multi-family units and townhomes. However, middle housing units would create a greater selection of diverse dwelling units for this site.

(Principle #2) Natural features should determine design – Applicant's response: *A perennial stream with buffers; site layout is dictated to avoid buffers by maximizing density, compliance with town zoning and subdivision design standards, reducing impacts to neighboring properties and providing ideal locations for amenity/recreational open space and mixed residential and commercial uses.*

The property includes significant natural features, specifically Forest Conservation Areas and Stream Buffers, as noted by staff.

(Principle #3) Automobiles should not determine design – Applicant's response: *Community design focuses on parks/green space as main focal points and to reduce impacts to neighboring properties. Sidewalks provided throughout to improve pedestrian circulation to accommodate and utilize the surrounding recreation and commercial spaces.*

Staff notes that the applicant has provided adequate off-street parking interior to the site.

(Principle #4) Ample Open Space should be provided within & around neighborhoods – Applicant's response: *The project complies with the town's PUD standards of 30% open space, and the Forest Conservation requirements of 25.434 acres and will provide adequate passive and active recreational opportunities for the residents.*

Staff notes that open space requirements have been met.

(Principle #5) Architecture should respect Easton's Historical Development – Applicant's response: *The application proposes architecture compatible with Easton's workforce housing, single & multifamily developments and utilizes materials and detailing commonly found through-out Easston.*

Staff notes that elevations should provide proposed houses differing from each other in at least two (2) of the five criteria as listed in §28 – 1007.1.1.16.d of the Town Code. Upon permit review, the Town's Staff will determine whether the single-family dwelling unit is similar in appearance to any dwelling unit near the proposed building prior to permit approval.

(Principle #6) Signs should inform but not dominate – Applicant's response: *Signage will comply with base zoning requirements.*

Staff notes that any proposed monument sign will require a Signage Application to be submitted prior to installation.

(Principle #7) Neighborhoods should contain a diversity of housing types – *Applicant's response: Multiple dwelling/townhome options, each with multiple extension options, are available from the developer/applicant.*

Staff notes that the multifamily units, townhomes and single family dwellings offer a diverse pairing of housing types on the project site.

(Principle #8) Residential neighborhoods should be interesting places – *Applicant's response: Community/multiuse parks integrated throughout the development to enhance the character of the neighborhood.*

(Principle #9) Neighborhoods should connect – *Applicant's response: Two vehicular access points for future interconnection are proposed; community provides sidewalks throughout to improve pedestrian movement and access to community park and commercial space.*

Staff notes the Town's Comprehensive Plan emphasizes connectivity for safety, accessibility, community building, and sustainability. This is a key principle. The Town of Easton's Comprehensive Plan's Transportation Chapter states that "where possible, retrofit existing subdivisions with road connections within and between subdivisions to more closely approximate a gridded street system and increase connectivity between neighborhoods." (p. 225). The Community Character chapter of the Comprehensive Plan also states "The one new Design Principle to be added in this 2009 Plan concerns the connectivity of neighborhoods and subdivisions. In short, we believe that they should be connected to neighboring properties to the maximum extent possible. This is a fundamental characteristic of the older parts of Easton that is essential to emulate in new development projects." (p. 110). These quotes demonstrate the Comprehensive Plan's focus on creating new subdivisions and retrofitting existing subdivisions to connect. The Comprehensive Plan emphasizes the creation of new interconnected subdivisions and the retrofitting of existing ones to enhance connectivity. Staff

requests connectivity to Goldsborough Neck Road via a standard connection, not merely for emergency access.

2. The site plan avoids or minimizes adverse impacts upon features (whether on-site or off-site) of historical, cultural or ecological significance.

Analysis - The site is not within the Historic District and is not within the Critical Area. This project would provide 365 residential units with improved amenities; adequate parking, stormwater management facilities and landscaping.

3. The proposed use or development activity will not substantially increase traffic hazards due to traffic generated by the proposed use, the location of curb cuts or the layout of internal traffic circulation.

Analysis - The proposed use and activity will not increase traffic hazards in the surrounding area. Adequate off-street parking is provided.

4. The site plan and the proposed use or uses do not cause any adverse impact upon the health or safety of persons residing or working in the area surrounding the site or upon the character of the neighborhood surrounding the site; and

Analysis - There would be no adverse impacts. The existing property is located within the Business Commercial zoning district. The project would provide a residential and commercial use with associated parking, stormwater management facilities and landscaping.

5. ***The site plan improves the water quality of the Chesapeake Bay or its tributaries.***

Analysis - The proposed site would meet required design practices for stormwater management.

Section 28-701.H.2
The Planning and Zoning Commission shall review the material submitted and following the presentation from the applicant, shall forward a recommendation to the Mayor and Town Council. The Planning and Zoning Commission's transmittal to the Town Council may include recommended changes to the PUD Sketch Plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion as to the merits of the project, the Commission shall make recommendations addressing the following:

a. Whether the proposed PUD development conforms to the Town of Easton Comprehensive Plan;

Analysis - The proposed PUD does not conform to the future planned land use of the property. Staff requests connectivity to Goldsborough Neck Road via a standard connection, not merely for emergency access. Technology Drive and I-Way Court should extend to the property line and end at a temporary barricade.

b. Whether the proposed PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request;

Analysis - This PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request.

c. Whether the proposed PUD development complies with all Town engineering and design regulations and standards;

Analysis - The overall development conceptually conforms with Town engineering and design regulations and standards. Staff notes the sketch plan will still need to submit a development site plan, upon approval of the PUD, for further review of site infrastructure.

d. Whether the proposed PUD development complies with any other applicable Town, County, State, or Federal regulations, policies or plans, except those standards proposed for modification. If the standards of any jurisdiction other than the Town of Easton are proposed for modification, any PUD project approval, should it subsequently be granted by the Town Council, shall be subject to the applicant successfully obtaining approval of said modification and demonstrating proof of such approval to the Town's satisfaction.

Analysis - Currently, this PUD development generally complies with the standards of any jurisdiction other than the Town of Easton. The Applicant needs to coordinate with Talbot County to discuss the Access Permits that may be necessary for Airport Road and Goldsborough Neck Road (County-owned and County-maintained roads), as well as the requirements of the Traffic Impact Study.

e. Whether the proposed PUD will be superior to or more innovative than conventional development and how it will provide greater public benefit without additional probable significant adverse impacts to public health, safety or the environment, than would be available through the use of conventional zoning and/or development standards.

Analysis - The proposed PUD does not have homogeneous housing types, rather it's horizontally integrated with single family, multifamily and townhouse units. The development's proximity to the proposed hospital will provide greater public benefit without additional significant adverse impacts to public health, safety or the environment. The development provides a walkable design to support a pedestrian-oriented community, parking, landscaping, stormwater management and forest conservation.The applicant's cover letter dated May 7, 2025, indicates that the proposed project will surpass the zoning code's affordable housing requirement, which mandates that 25% of residential units be designated as affordable. According to estimates presented in the Applicant's ESDR Comment Response Letter dated June 2, 2025, this 25% target for affordable housing will be achieved by allocating a specific number of the 120 condominium units and the 65 twenty-foot wide townhomes.

CHAPTER 25, ARTICLE IV-SECTION 401 SKETCH PLAT PROCEDURES

(f) The Planning and Zoning Commission shall not approve a sketch subdivision plan unless they determine that the proposed subdivision satisfies each of the following requirements. Failure to satisfy any single requirement shall be just cause to deny a subdivision application, even if all others are satisfied. For each subdivision, the Planning Commission shall make findings that:

(1) The proposed subdivision provides against such scattered or premature subdivision of land as would involve danger or injury to health, safety, or prosperity by reason of the lack of water supply, drainage, transportation, schools, fire protection, or other public services, or necessitate the excessive expenditure of public funds for the supply of such services;

Analysis - The proposed project in the Business Commercial zoning district, which is outside the Critical Area, is not anticipated to pose any danger or cause injury to the surrounding environment. The development will include residential and commercial spaces, along with necessary parking, stormwater management, and landscaping. Existing water and sewer infrastructure adjacent to the property is sufficient for the project's needs. The applicant will manage all required utility extensions to connect to Town services and will collaborate with Easton Utilities to secure the necessary permits and approvals.

(2) The proposed subdivision provides for harmonious development of the municipality and its environs;

Analysis - The existing subdivision designates the land for industrial purposes. However, this proposed PUD project seeks to allow for primarily residential and some commercial development, changing the preferred land use of the property as indicated in the 2010 Comprehensive Plan. The planned subdivision fosters harmonious development by integrating diverse housing options—townhomes, multi-family, and single-family dwellings—that complement the adjacent Business Commercial District. This integrated approach is well-suited for the site and its diverse surroundings, which include commercial, healthcare, and industrial uses. The development's proximity to these varied properties enhances public benefit without likely causing significant negative impacts on public health, safety, or the environment. Its walkable design promotes a pedestrian-friendly community and incorporates parking, landscaping, and stormwater management.

(3) The proposed subdivision requires the proper arrangement and coordination of streets within subdivisions in relation to other existing or planned streets;

Analysis - The Town's Comprehensive Plan prioritizes connectivity for safety, accessibility, community building, and sustainability, as a guiding principle. The Transportation Chapter advocates retrofitting existing subdivisions with road connections to create a more gridded street system and improve neighborhood connectivity (p. 225). Similarly, the Community Character chapter emphasizes maximizing connectivity between neighboring properties in new developments, echoing a key characteristic of Easton's older areas (p. 110). These excerpts illustrate the Comprehensive Plan's dedication to fostering interconnected subdivisions, both

new and retrofitted. Therefore, staff recommends a standard connection to Goldsborough Neck Road, not just emergency access, to align with the Plan's emphasis on connectivity.

Access to the residential and commercial areas will be via Technology Drive and I-Way Court, with an exit onto Airport Road.The Traffic Impact Analysis (TIA), prepared by Lenhart Traffic Consulting, Inc., described the CLV analysis indicating that all study intersections operate at LOS D under total conditions All signalized study intersections operate at LOS D or better and each stopcontrolled approach operates with LOS C or better under existing, background, and total conditions using the HCM methodology also with the exception of US 50 & Airport Road / Black Dog Alley. It is recommended that “Do Not Block Intersection” signage and pavement markings be installed per Section 3B.17 of the MD MUTCD for Intersection 4 (Airport Road & Longwoods Road/Centreville Road).

(4) The proposed subdivision provides for open spaces of adequate proportions (or satisfies this requirement by other acceptable means, when and as specified herein);

Analysis - The proposed subdivision meets the open space requirement.

(5) The proposed subdivision provides suitably located streets of sufficient width to accommodate existing and prospective traffic and afford adequate light, air, and access for fire fighting apparatus and equipment to buildings, and is coordinated so as to compose a convenient system; Town of Easton 9 Subdivision Regulations Effective DECEMBER 12, 2023

Analysis - The proposed subdivision provides adequate street widths necessary for maneuverability and access for parking spaces and garages. The Applicant will need to work with the Easton Fire Department to ensure that access for fire fighting apparatus and equipment to buildings are adequate.

(6) The proposed subdivision provides parks of reasonable size for neighborhood playgrounds or other recreational uses on land suitable for such uses (or satisfies this requirement by other acceptable means) in accordance with the standards of Section 708 of these Regulations;

Analysis - The proposed subdivision provides *open space* to meet the park requirement by creating a tot-lot, dog park, natural trails, pickleball courts and clubhouse with pool.

(7) The land indicated on the plats submitted to the Planning Commission is of such character that it can be used for building purposes without danger to public health, safety, or general welfare;

Analysis - The proposed subdivision indicated on the Sketch Plat can be used for building purposes without danger to public health, safety, or general welfare.

(8) The proposed subdivision prescribes minimum areas of lots in conformance with the Town's Zoning Ordinance and such additional areas as may be needed for each lot for on-site sanitary facilities (if needed);

Analysis - The proposed subdivision offers adequate lot sizes with applicable utilities.

(9) The proposed subdivision promotes the orderly growth of the Town of Easton, providing for public and other open space and for proper development of land while preventing, through the Commission's discretion, such scattered, premature and undesirable subdivision and development of land as would involve danger, or injury to health, safety or property, by reason of lack of water supply, sewage, drainage, transportation, or other public services or would necessitate in the Commission's judgment an excessive expenditure of public funds for the supply of such services, or would be injurious to maintenance of the integrity of the adopted Town Comprehensive Plan;

Analysis - The proposed subdivision meets open space and park needs through the development of a tot-lot, dog park, natural trails, pickleball courts, and a clubhouse with a pool. The project anticipates no harmful impacts to the surrounding area. It will integrate residential and commercial elements, including parking, stormwater management, landscaping, and internal pedestrian connectivity. Existing and adjacent water and sewer infrastructure are sufficient for the project. The Applicant will manage the necessary utility extensions to connect to Town services and will collaborate with Easton Utilities to secure all required permits and approvals.

(10) The proposed subdivision satisfies all technical requirements of these Regulations; and

Analysis - The proposed subdivision satisfies the technical requirements, notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

(11) The proposed subdivision meets all design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines as may be adopted by the Town Council. The Planning Commission may approve a sketch subdivision plat subject to conditions intended to insure compliance with these requirements.

Analysis - The Comprehensive Plan emphasizes the creation of new interconnected subdivisions and the retrofitting of existing ones to enhance connectivity. Staff requests connectivity to Goldsborough Neck Road via a standard connection, not merely for emergency access. The proposed subdivision does meet the design requirements of the Town of Easton, including those described in the Town's Zoning Code, and any Design Guidelines, notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

RECOMMENDED CONDITION:
Staff recommends the Planning Commission table the Applicant's request and provide the following items necessary to return to the July 17th Planning Commission meeting:

- Address the outstanding issues noted above.

DRAFT MOTIONS:

1. I move that the Planning Commission table the project and the Applicant provide the items required by the staff.

OR

2. I move that the Planning Commission forward the applications to the July 17th Commission meeting for further discussion.

OR

3. I move that the Planning Commission approve the sketch plat conditioned on Council approval of the PUD with a recommendation specific to conformity of the PUD to the Comprehensive Plan. I also move that the Planning Commission forward a positive recommendation of the PUD to the Town Council, subject to staff's Outstanding Issues..

ATTACHMENTS:
1. 2025.06.02 Building Renderings - Fox Chase Estates, paper copy & PDF
2. 2025.06.02 CommentResponseLetter - Fox Chase Estates, paper copy & PDF
3. 2025.06.02 PUD Sketch Site Plan- Fox Chase Estates, paper copy & PDF
4. 2025.06.02 Subdivision Application - Fox Chase Estates, paper copy & PDF
5. 2025.06.06 Technology Drive - EUC Review Comments_Optimized, paper copy & PDF
6. 2025-05-07 Application - ESDR Fox Chase Estates, paper copy & PDF
7. 2025-05-07 Application - PUD Fox Chase Estates, paper copy & PDF
8. 2025-05-07 Cover Letter for PUD Application Fox Chase Estates, paper copy & PDF
9. 2025-05-07 Stormwater Mgmt Report Fox Chase Estates, paper copy & PDF
10. 2025-05-30 Fox Chase Project Status and Comments Return - ESDR, paper copy & PDF
11. 2025-06-03-Fox Chase-3D, paper copy & PDF
12. May 2025 TIS - Technology Park, paper copy & PDF

EASTON UTILITIES

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Easton Utilities Commission

Plan Review Comments

Date: 06/06/25
To: Sierra Clem, Nancy Pinkney
From: Kia Gibbs on behalf of Aaron Goller, PE
Address: Technology Drive
Project Name: Fox Chase Estates
Phase: Sketch Site Plan
SUBM: 1
Status: **APPROVED AS NOTED**

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

An **"Approved As Noted"** status means plans do not require resubmission to Easton Utilities. We ask that you implement the notes provided prior to Easton Utilities signing off on your plans. Notes are provided on the attached mark-up summary sheets.

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

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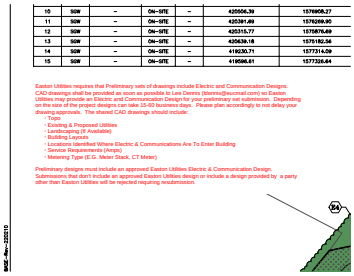
Electric (1)



10	SGW	–	ON–SITE	–	420606.39	1576806.27
11	SGW	–	ON–SITE	–	420391.69	1576269.90
12	SGW	–	ON–SITE	–	420215.77	1575879.69
13	SGW	–	ON–SITE	–	420630.18	1575182.56
14	SGW	–	ON–SITE	–	419230.71	1577314.09
15	SGW	–	ON–SITE	–	419586.61	1577326.44

Easton Utilities requires that Preliminary sets of drawings include Electric and Communication Designs. CAD drawings shall be provided as soon as possible to Lee Dennis (ldennis@eucmail.com) so Easton Utilities may provide an Electric and Communication Design for your preliminary set submission. Depending on the size of the project designs can take 15-60 business days. Please plan accordingly to not delay your drawing approvals. The shared CAD drawings should include:

- Topo
- Existing & Proposed Utilities
- Landscaping (If Available)
- Building Layouts
- Locations Identified Where Electric & Communications Are To Enter Building
- Service Requirements (Amps)
- Metering Type (E.G. Meter Stack, CT Meter)

Preliminary designs must include an approved Easton Utilities Electric & Communication Design. Submissions that don't include an approved Easton Utilities design or include a design provided by a party other than Easton Utilities will be rejected requiring resubmission.

Subject: Electric
Page Label: 3 OF 6
Date: 6/4/2025 9:24:57 AM

Easton Utilities requires that Preliminary sets of drawings include Electric and Communication Designs. CAD drawings shall be provided as soon as possible to Lee Dennis (ldennis@eucmail.com) so Easton Utilities may provide an Electric and Communication Design for your preliminary set submission. Depending on the size of the project designs can take 15-60 business days. Please plan accordingly to not delay your drawing approvals. The shared CAD drawings should include:

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- Metering Type (E.G. Meter Stack, CT Meter)

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ESD SUMMARY CHART

DRAINAGE AREA	TYPE OF ESD PRACTICE	TYPE OF ESD PRACTICE (STRUCTURE NAME)	ON-SITE OR OFF-SITE STRUCTURE	RUNOFF CURVE NUMBER (RCN) WEIGHTED	MARYLAND GRID COORDINATE NAD 83 METERS NORTHING	MARYLAND GRID COORDINATE NAD 83 METERS EASTING	ESD PRACTICE TOTAL DRAINAGE AREA (ACRES)	ESD PRACTICE IMPERVIOUS DRAINAGE AREA (ACRES)	SURFACE AREA OF ESD PRACTICE (ACRES)	TARGET PE (IN)	ACTUAL PE (IN)	TARGET ESDv (FT^3)	ACTUAL ESDv (FT^3)
1	SGW	–	ON-SITE	–	419188.37	1576174.97	13.56	3.77	0.48	–	–	24,893	33,969
7	SGW	–	ON-SITE	–	419856.51	1575073.59	16.94	7.66	1.30	–	–	46,366	78,668
8	SGW	–	ON-SITE	–	420064.31	1576351.18	9.72	2.95	0.44	–	–	22,060	31,299
9	SGW	–	ON-SITE	–	420049.62	1577135.65	4.54	1.26	0.44	–	–	8,468	13,821
10	SGW	–	ON-SITE	–	420506.39	1576908.27	6.69	3.05	0.43	–	–	20,131	31,315
11	SGW	–	ON-SITE	–	420391.69	1576269.90	6.90	2.84	0.46	–	–	18,949	29,477
12	SGW	–	ON-SITE	–	420315.77	1575876.69	4.53	2.11	0.35	–	–	16,985	21,617
13	SGW	–	ON-SITE	–	420639.18	1575182.56	5.15	1.66	0.39	–	–	13,984	17,797
14	SGW	–	ON-SITE	–	419230.71	1577314.09	2.00	1.01	0.11	–	–	6,559	8,590
15	SGW	–	ON-SITE	–	419596.61	1577326.64	2.18	1.24	0.15	–	–	8,287	11,960

SWM QUANTITY SUMMARY CHART

PRACTICE	DA (ACRES)	IMPERVIOUS (ACRES)	RCN	Tc (MINUTES)	PRE 2 YEAR	POST 2 YEAR	WSE	PRE 10 YEAR	POST 10 YEAR	WSE	PRE 100 YEAR	POST 100 YEAR	WSE
SWM #1 (POI #1)	13.56	3.77	–	6.0	7.12	1.15	–	15.96	11.98	–	–	–	–
SWM #2 (POI#2)	17.27	7.71	–	6.4	17.49	0.60	–	38.65	8.73	–	–	–	–
SWM #7 (POI #3)	15.31	2.47	–	13.3	8.21	7.38	–	20.85	20.63	–	–	–	–
SWM #3-6 (POI #4)	35.03	10.10	–	11.6	14.56	0.99	–	36.82	16.48	–	–	–	–
N/A (POI #5)	1.86	0.29	–	6.8	3.30	0.22	–	9.16	2.05	–	–	–	–
SWM #8 (POI #6)	7.03	1.68	–	22.2	3.44	0.02	–	10.70	0.45	–	–	–	–
SWM #9 (POI #7)	2.00	1.01	–	6.0	2.43	0.30	–	4.93	4.07	–	–	–	–
SWM #10 (POI #8)	2.19	1.24	–	6.0	2.98	0.34	–	6.16	4.93	–	–	–	–

Easton Utilities requires that Preliminary sets of drawings include Electric and Communication Designs. CAD drawings shall be provided as soon as possible to Lee Dennis (ldennis@eucmail.com) so Easton Utilities may provide an Electric and Communication Design for your preliminary set submission. Depending on the size of the project designs can take 15-60 business days. Please plan accordingly to not delay your drawing approvals. The shared CAD drawings should include:

- Topo
- Existing & Proposed Utilities
- Landscaping (If Available)
- Building Layouts
- Locations Identified Where Electric & Communications Are To Enter Building
- Service Requirements (Amps)
- Metering Type (E.G. Meter Stack, CT Meter)

Preliminary designs must include an approved Easton Utilities Electric & Communication Design. Submissions that don't include an approved Easton Utilities design or include a design provided by a party other than Easton Utilities will be rejected requiring resubmission.

BUFFERYARD LEGEND

(E) 10' WIDE BUFFERYARD 'E'

NOTE: PROPOSED BUFFERYARDS UTILIZE LANDSCAPE OVERLAPPING CREDITS FOR FOREST CONSERVATION

NOTE:

THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.

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.

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BEFORE YOU DIG CALL 1-800-441-8355 OR 811
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Lane Engineering, LLC
Established 1986
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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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND — MARKET W. LANE — 48188 — PROFESSIONAL ENGINEER

5/30/25
DATE

SKETCH CONCEPT PLAN

FOR

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE
AGENCY REVIEW	6/2/25	BCE

SHEET No. 3 OF 6
DATE:
JOB No. 220210
SCALE: AS NOTED
FILE No. 3208

Date: 05/30/2025 - 3:43pm User: wbarnhart Project Manager: BCE
Drawing Path: J:\2022\0200\220210\Civil3D-220210\Dwg\Plats\RSK-PLTS-220210.dwg | Sheet3SketchConceptPlan
XREF File(s): RSK-BASE-220210/XRN-BASE-220210/RBS-BASE-2436-220210/VLD-BASE-220210/CSK-BASE-220210/LLP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/RAR-BASE-Rev-220210

TALBOT COUNTY DEPARTMENT OF PUBLIC WORKS
215 BAY STREET, SUITE 6
EASTON, MARYLAND 21601
PHONE: 410-770-8170
FAX: 410-770-8176
TTY: 410-822-8735

June 20, 2025

Miguel Salinas
Director of Planning and Zoning
14 South Harrison Street
Easton, Maryland 21601

RE: Fox Chase Estates – Impacts to Airport and Goldsborough Neck Roads

Dear Mr. Salinas,

Talbot County is working with the Fox Chase Estates Developer on reviewing the impacts of the proposed development on Airport Road and possibly Goldsborough Neck Road. With the proposed change from warehouses to 365 residential structures, an estimated 33,000 square feet of office space and 10,000 square feet for a day care center, there will be additional traffic on Airport Road and Goldsborough Neck Road, and working with the Developer the County should be able to implement road improvements that mitigates future traffic.

As noted during our June 5, 2025, meeting, we have a unique challenge with the intersection of Airport Road and Goldsborough Neck Road being within the Runway Protection Zone (RPZ), and any improvements in this area will need to be reviewed and approved by the Federal Aviation Administration (FAA).

With this development project being expedited, there will be challenges in completing all the road improvements prior to 2027/2028, the expected date for construction of houses. I anticipate that the road work will need to be completed in phases, and Talbot County needs to work with the Developer, the Town of Easton and Easton Airport in securing right-of-way and scheduling the road improvements.

As the Town of Easton proceeds with its development review process, Talbot County will continue to schedule meetings with the Developer and the Town of Easton to review road improvements to Airport Road and Goldsborough Neck Road. During these meetings and other meetings with the Town, I request that the Town review any critical issues that the County may have prior to issuing any building permits.

If you have any questions concerning this matter, please contact me. Thank you.

Sincerely,

Ray Clarke, P.E.
County Engineer

cc. Clay B. Stamp, County Manager

Samantha Smith <ssmith@eastonmd.gov>

Re: Quick Update: Technology Drive (Fox Chase Estates PUD) - June 2025 PC

1 message

Daryl Caldwell <1st.lieutenant@eastonvfd.org> Mon, Jun 23, 2025 at 4:36 PM
To: Samantha Smith <ssmith@eastonmd.gov>

Good afternoon

I am trying to catch up with input from the fire department on this plan for building. I have briefly gone over the plan. I will have a few suggestions at this time. Sorry again for being late on the suggestions

1. That all homes, townhomes and the (3) multi-family residential building all have smoke detectors and CO detectors. Also follow the State Fire Marshal recommendations.

2. How many stories is the Multi-Family Residential buildings?

3. The Multi-Family Residential be sprinklered. As you know, if they are more than (3) stories they must have standpipes.

4. Will the Multi-Family Residential have an elevator? Didn't see that in the plans?

5. Check with the State Fire Marshal office to confirm that the homes have to be sprinklered, cause I am not sure?

6. Water main be at least 8' inch main, if possible? But if not possible we will work with a 6' inch main.

7. By NFPA please make sure the Hydrants are every 500 ft.

8. Also make sure that if the Multi-Family building is sprinklered, that the water source is NO more than 200 ft away. Also make sure the Fire Department connection is visible.

9. Roadway wide enough for apparatus? Looking at plans, it looks like that will be NO problem.

10. IF possible access to rear of home, townhomes and multi-family dwellings.

11. Will the multi-family units have an alarm system?

12. Please make sure the multi-family building be marked, for easy identification for fire units and Ems units.

13. Are any of the units be equipped with any solar? I didn't see it in the plans? If so please put in a place so the fire department can easily identify the shut off and on switch.

If I have any more questions or suggestions I will reach out.

Thank you again for your understanding.

Assist Chief Daryl Caldwell, Easton VFD

---- On Tue, 03 Jun 2025 15:19:12 -0400 **Samantha Smith via Smartsheet <user@app.smartsheet.com>** wrote ---

Good afternoon,

Please find the June 2025 Planning Commission submission items for "Technology Drive (Fox Chase Estates PUD)". Comments are due by June 17th.

Thank you,

Sam

Technology Drive (Fox Chase Estates PUD)

Row 31

Primary Column	Application and Plans
Date Received	06/02/25
Date Due	
Date Completed	
Item Status	
Item Complete	☐

Attachments

- 2025-05-07 Application - PUD Fox Chase Estates.pdf (251k) (Row 31)
- 2025-05-07 Stormwater Mgmt Report Fox Chase Estates.pdf (4M) (Row 31)
- 2025.06.02 Building Renderings - Fox Chase Estates.pdf (21M) (Row 31)
- 2025.06.02 CommentResponseLetter - Fox Chase Estates.pdf (129k) (Row 31)
- 2025.06.02 PUD Sketch Site Plan- Fox Chase Estates.pdf (4M) (Row 31)
- 2025.06.02 Subdivision Application - Fox Chase Estates.pdf (284k) (Row 31)
- May 2025 TIS - Technology Park.pdf (10M) (Row 31)

View in Smartsheet

Sent using Smartsheet - the leading work execution platform that empowers teams and organizations to move their ideas to impact - fast.
Sent by ssmith@eastonmd.gov
File links in this email will be active until July 3, 2025
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EASTON UTILITIES

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July 7, 2025

Joseph A. Mayer
Town of Easton
14 South Harrison Street
Easton, MD 21601

RE: Will Serve Letter for Fox Chase Estates in Easton, MD

Mr. Mayer,

In accordance with our tariffs filed and approved by the Maryland Public Service Commission, Easton Utilities/Easton Velocity can provide the following services to the location selected for Fox Chase Estates off Technology Drive in Easton, Maryland, 21601.

- Electric
- Natural Gas
- Water/Wastewater
- Internet
- Cable Television
- Digital Voice

Timeframes for service connection will be determined upon material/equipment availability. We appreciate your cooperation and look forward to collaborating with you on this project. Please contact me at any time for further assistance.

Thank you,

Aaron K. Goller, P.E.
Senior Engineer
agoller@eucmail.com | 410-822-6110

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MEMORANDUM

TO: Raymond Clarke, Talbot County Department of Public Works

FROM: John Rectanus, PE, PTOE, Wallace Montgomery

DATE: June 25, 2025

WM PROJ. No.: 222035.0008

WM PROJ. DESCR.: Fox Chase Estates Traffic Impact Study Review

Introduction

On behalf of the Talbot County Department of Public Works (DPW), Wallace Montgomery (WM) conducted a review of the Traffic Impact Study (TIS) report prepared for the Fox Chase Estates development in Easton, Maryland. The TIS report, titled "*Traffic Impact Analysis for Technology Park"*, was completed by Lenhart Traffic Consulting, Inc., and dated May 8, 2025.

Background

The proposed Fox Chase Estates development includes the following land uses: 137 single-family attached (townhouse) units, 108 single-family detached units, 120 multifamily units, 33,000 square feet of office space, and a 10,000-square-foot daycare center. According to the proposed site plan, access to the development will be provided at the existing intersection of Airport Road and Technology Drive. Additionally, an emergency access driveway is planned along Goldsborough Neck Road, between Airport Road and Halem School Road.

The study evaluated the following intersections during the weekday AM and PM peak hours, as well as the Saturday mid-day peak hour, under existing, background, and total traffic conditions:

1 - Goldsborough Neck Rd & Airport Rd
2 - Airport Rd & Technology Dr
3 - Airport Rd & MD 662 (Longwoods Rd/Centreville Rd)
4 - US 50 & Airport Rd
5 - Glebe Rd & Goldsborough Neck Rd
6 - MD 322 & Glebe Rd
7 - MD 662 & Hailem School Rd
8 - MD 662 & Hiners Ln
9 - US 50 & Hiners Ln
10 - Goldsborough Neck Rd & Hailem School Rd

WM offers the following comments and recommendations:

1. **General Comments:**
    a. All figures with aerial imagery or that outline the roadway network such as the volume figures and the lane use/ traffic control device figure do not have north arrows. Please add north arrows where applicable.

2. **Section 2.1 Description of Road Network (Page 6):**
    a. Goldsborough Neck Road has signage showing a speed limit of 40 mph south of Airport Road and a speed limit of 35 mph north of Airport Road. Adjust analysis and report accordingly.
    b. Glebe Road seems to have signage indicating speed limits of 30 mph and 35 mph, within the study area. Adjust analysis and report accordingly.
    c. Not all roadways are described. MD 662 contains 3 study intersections and is not included in the key roadways section. Please include a description of this roadway.
    d. Please provide all available ADT volumes to key roadways mentioned in this section. For reference, below are ADT volumes from a previous Airport Road traffic study conducted in March 2023:
        i. Airport Road: 2,825 daily vehicles
        ii. Goldsborough Neck Road: 2,728 daily vehicles

3. **Section 2.3 Existing Traffic Counts (Page 6):**
    a. Some collection dates of traffic counts located in Appendix A are not mentioned in the report. For example, MD662 and Hailem School Road was collected on December 7, 2024. Please confirm all dates and revise this section.
    b. Please mention collection period for all counts within this section.

4. **Exhibit 2 Lane Use & Traffic Control Device (Page 7):**
    a. Intersection 10, the westbound approach is shown as a shared left-right lane. Left turns cannot be made at this approach due to the existing raised median along US 50. Please revise this figure to show only right turns can be made at this approach. The Synchro models show the correct lane usage at this intersection.

5. **Section 3.1 Annual Growth (Page 12):**
    a. A 1% growth rate was applied over 3 years despite some counts being taken in 2024 and others in 2025. For example, in Appendix A (Page 52-53), US 50 and Airport Rd's Weekday counts were taken on April 30, 2025, and its Saturday counts were taken on September 14th, 2024. A study horizon year of 2028 is recommended where growth is applied over 4 years for any counts taken in 2024 and over 3 years for counts taken in 2025. This would require revision of background growth volumes and any further analysis.

6. **Exhibit 6 Trip Generation for Site (Page 18):**
    a. ITE only provides pass by rates for the PM Peak Hour for Day Care Center (ITE-565). Please provide reasoning for the proposed AM pass by rates.

b. Pass by rate for the AM peak is shown as 44% in Exhibit 6. The report assumes half of the PM rate; therefore, it should be 22%. Please revise any analysis and report accordingly.

7. **Exhibit 10b Results of HCM Level-of-Service Analysis (Page 29):**
   a. Include storage bay length information at study intersections, where applicable, and provide 95th percentile queue lengths.
   b. Include LOS and Delay information of all approaches and/or lane groups of each study intersection.

8. **Section 5 Conclusions/Recommendations (Page 30):**
   a. The Talbot County Code of Ordinance (see Chapter 134 on Impacts) indicates a LOS C or better should be maintained for build impacts. As an example, the following intersections show the total build conditions going from LOS C to D:
      i. *2. Airport Rd/Technology Dr – PM Peak hour SB approach*
      ii. *4. Airport Rd/MD 662 – AM Pek Hour NB approach*

      Section D of the Talbot County Code of Ordinance provides specific information on mitigation based on anticipated LOS at each lane and lane approach. From the analysis results, it seems there are approaches that require mitigation based on the Code of Ordinance, which have not been addressed in the proposed recommendations.
   b. For Intersection 2, please evaluate the need for a shoulder bypass or left-turn lane for the eastbound approach based on SHA guidelines.

9. **Appendix A (Page 31):**
   a. “Appendix” is misspelled.

10. **Appendix B (Synchro files):**
    a. Peak hour factor for all study intersection and scenarios seems to be left at the default value of 0.92 for all intersections. Please calculate the PHF for each intersection based on the existing traffic counts and update all intersections accordingly.
    b. Intersection 7(MD 322 & Glebe Rd) has incorrect coding for turn phase type, displaying all turns as permissive. Please revise to show the correct existing turn phase type and revise HCM Summary results within the report.
    c. HCM 2000 module of the Synchro software seems to have to been used for the evaluation of Intersection 5 (US 50 & Airport Rd) and Intersection 7 (MD 322 & Glebe Rd) rather than the newer HCM 7th Edition module. Provide reasoning for not using the HCM 7th Edition module and update the analysis accordingly.

Talbot County will require the applicant to submit a revised TIS and a point-by-point response to the above comments for further review.

TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: **July 16, 2025**

TO: **Brett Ewing - Lane Engineering**

cc: **Sierra Clem - Town of Easton**

FROM: **Rick Van Emburgh, P.E. – Town Engineer**

SUBJECT: **Fox Chase**
Supplemental Recommendation for Planning Commission

After the June Planning Commission Meeting, I met with the Applicant to find possible alternatives to two (2) of the general comments I made in my 5/17/2025 Review Letter. The comments were #1 regarding Access to Goldsborough Neck Road and #8 and #9 regarding proposed road width.

Below are the original Comments as well as Supplemental Recommendations.

1. **SHEET 3 OF 6 -** The EMERGENCY SERVICES ACCESS on Goldsborough Neck Road is located on Town of Easton Property. I support this connectivity to Goldsborough Neck Road, but prefer a full entrance rather than emergency only. The Town Council will need to agree to this connection because it is proposed on Town property.

   Supplemental Recommendation - The Applicant asked me to consider a RIRO (Right-In/Right-Out) Intersection. RIRO Intersections are typically installed for Divided Highways with High Speed Roads or where Left Turns are not safe. I have no objection to a RIRO Intersection if the Applicant can demonstrate it is a safer solution than an unrestricted full access. The Final Design must be approved by Talbot County as well because Goldsborough Neck Road is a County owned/maintained road.

8. **SHEET 6 OF 6 - RESIDENTIAL SUB-COLLECTOR (BOULEVARD) -** Provide 18 feet (12’ Travel Lane and 6’ Shoulders) for paved areas to allow safe passage of emergency vehicles or work vehicles.

   Supplemental Recommendation - A more narrow pavement width is acceptable if the median (or a portion of the median) is mountable to allow safe passage of emergency vehicles or work vehicles (providing at least 18 feet to allow safe passage).

9. **SHEET 6 OF 6 - RESIDENTIAL COLLECTOR -** Provide at least 27 feet between curbs (30 feet is preferred) to allow safe passage of emergency vehicles or work vehicles.

   Supplemental Recommendation - I continue to recommend at least 27 feet between curbs (30 feet is preferred).

Please contact me if you have any questions. Thank you.

P.O. Box 520, Easton, Maryland 21601
410-820-8822
Engineering@EastonMD.gov - www.EastonMD.gov

TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: **May 17, 2025**

TO: **Brett Ewing - Lane Engineering**

cc: **Sierra Clem - Town of Easton**

FROM: **Rick Van Emburgh, P.E. – Town Engineer**

SUBJECT: **Fox Chase**
Sketch Site Plan & Sketch Stormwater Management Plan Review

I reviewed the Application for the Subject project received on 5/7/2025 and the Traffic Impact Study received on 5/14/2025.

The **Sketch Plan** is **Acceptable to the Engineering Department with the following conditions** and **Sketch Stormwater Management Plan** is **Approved with the following conditions:**

1. **SHEET 3 OF 6 -** The EMERGENCY SERVICES ACCESS on Goldsborough Neck Road is located on Town of Easton Property. I support this connectivity to Goldsborough Neck Road, but prefer a full entrance rather than emergency only. The Town Council will need to agree to this connection because it is proposed on Town property.
2. **SHEET 3 OF 6 - ESD SUMMARY CHART -** Provide Total values as last row in the Chart.
3. **SHEET 3 OF 6 -** Provide adequate width between Lots 45 and 46 to provide access for construction vehicles/equipment to construct and maintain the proposed stormwater management feature behind Lot 46.
4. **SHEET 3 OF 6 -** Maintain proposed ROW between Lots 37 and 38, but continue curb and gutter across the ROW stub and do not provide asphalt north of the proposed intersection.
5. **SHEET 3 OF 6 -** Extend/connect proposed sidewalk around proposed 4-story multi-family residential buildings to proposed boulevard sidewalks.
6. **SHEET 5 OF 6 -** Dimension the length of the driveway from back of sidewalk to face of garage, or edge of alley pavement to face of garage. This should be at least 18 feet (the length of a parking space) but Town Zoning Code requires 10 feet wide and 35 feet long (28-1001.2.J).
7. **SHEET 5 OF 6** - Provide Visibility Triangles per TOE-R-2.05 (where proposed easements are shown).
8. **SHEET 6 OF 6 - RESIDENTIAL SUB-COLLECTOR (BOULEVARD) -** Provide 18 feet (12’ Travel Lane and 6’ Shoulders) for paved areas to allow safe passage of emergency vehicles or work vehicles.

9. **SHEET 6 OF 6 - RESIDENTIAL COLLECTOR -** Provide at least 27 feet between curbs (30 feet is preferred) to allow safe passage of emergency vehicles or work vehicles.
10. **SWM -** Ponds or other BMPs in Chapter 3 of the Design Manual may be proposed in lieu of Submerged Gravel Wetlands.
11. **SWM -** Provide 100-year storm calculations.
12. **PARKS -** The project should be presented to the Park Advisory Board for a recommendation on the proposed park improvements.
13. **TRAFFIC IMPACT STUDY** - Provide the existing and proposed number of trips at each study point/intersection as well as the % increase. The Traffic Impact may need to be updated if full access is provided on Goldsborough Neck Road.

Please contact me if you have any questions. Thank you.

From: jimbent@goeaston.net <jimbent@goeaston.net>
Sent: Wednesday, July 16, 2025 8:50 PM
To: Lawrence Scott <lscott@mdswlaw.com>
Cc: 'Abbatiello, Don' <dabbatiello@eastonmd.gov>; 'Bent, Jim' <jimbent@goeaston.net>; 'Blassingame, James' <gunnyb1@gmail.com>; 'Cowdrey, Roy' <rcowdrey@icloud.com>; 'Draper, Tom' <tdraper@firsthome.com>; 'Ewing, Lynne' <lyewalri@gmail.com>; 'Filbird, Susan' <sfilbird@town-eastonmd.com>; 'Lynch, Eddy' <jelynch@goeaston.net>; 'Morro, Bonnie' <emorro@goeaston.net>; 'sampson, Otis' <otissampson2@verizon.net>; 'Vanemburgh, Sharon' <svanemburgh@ewingdietz.com>
Subject: [External] Regarding Fox Chase Estates

Lawrence,
Last Evening I presented Fox Chase Estates to Easton's Affordable Board. We had a full discussion, the Boards conclusion was this development as currently presented does not meet the Town of Easton's need for affordable housing.
A concern raised with the Condos included a discussion for what the condo fees and HOA fees might be and how those would affect the affordability. If the base suggested price for a 1-bedroom condo is $250,000, once condo and HOA fees are applied the buyer's affordability goes well below $250,000. And the 2-bedroom would be out of reach.
The actual AMI for the Town of Easton for 2025 is calculated at $100,119.00, 80% = annual income of $80,095, $6,675 gross monthly income – 30% = $2,002.38. Calculating at a 6.5% mortgage, 5% down PITI would allow an approval for a home priced at $250,000 – adding in condo fees and HOA fees would take that below $250,000. The Boards opinion then is any individual or family earning under $80,000 a year would be priced out of Fox Chase Estates.

There are statistics that indicate the most significant sector of employment in Easton involves education and health services (hospital and medical offices staff a step down from Dr's and nurses). The wages for this sector by this statistic average $63,241. Calculating by the same formula as above would qualify these employees for a home priced just under $200,000.

I have requested a member of our board, area manager for First Home Mortgage, to review these income numbers including a modest set of HOA ($120) and Condo($250) fees- The financial calculator I have access to does not allow inclusion of those numbers.

The affordable Housing board is also charged with consideration for the balance of our workforce involving the retail trade, accommodations, food services and administrative support. This sector accounts for possibly 50% of our workforce and at a lower average wage.

The Board recognizes there is a faction of our population, work force or not that would simply not be able to purchase a home anywhere and in many cases has no interest owning a home. Rental property would be their choice though affordable rentals are few and far between as well.

Easton's Affordable Housing Board would not agree to endorse Fox Chase Estates as currently presented.

Jim
James M. Bent – AHB Chair
Benson and Mangold Real Estate, LLC
24 N. Washington Street
Easton, MD 21601
410-924-0901 – Mobil
410-770-9255 – Office
JimBent@goeaston.net
www.JimBent-MidShoreHomes.com
www.BensonandMangold.com

Dear Mayor, Town Council, and Planning Commission Members:

Attached is a PUD application for the Fox Chase Estates residential community next to the new University of Maryland Shore Regional Medical Center. On the planned time-line, the Fox Chase Estates project will have homes for sale approximately six months prior to the opening of the new hospital.

This project represents a collaborative effort between the property owner, the community, elected officials and the hospital and comprises many unique and positive residential and commercial components. For example, the project offers up to six different residential unit types (with each type having multiple versions). The six types include large single family homes, medium Neo Traditional homes, 22 foot wide (double car garage) town homes and 20 foot wide (single car garage) town homes, condos and apartments (one, two and three bedroom).

And, while the Town of Easton code requires 25% of the homes be affordable (as defined by Town Code), this project exceeds that requirement.

Such a diverse offering is rare in the development world and speaks to our desire to work with the Town of Easton's goals to allow residents of diverse economic abilities to live together in the same community. In addition, Fox Chase estates is priced to attract non-traditional first time home buyers and allow them to create wealth and to move up to a larger homes (if so desired) without leaving the community.

In addition, community amenities, such as the club house, pool and pickleball courts, will allow all residents of the Fox Chase Estates to live and recreate together. Other amenities include 1.5 miles of wooded walking paths, a dog park and a two additional parks for elementary and pre-school aged youth (tot lots). These amenities will be overseen by a single HOA.

The PUD application also includes commercial and mixed use areas where a daycare center can be located (which was requested by the hospital) as well as a coffee shop, restaurant, dry cleaner, etc., so that residents will not need to travel as much outside the development.

Other unique highlights of the plan include future road stubs to neighboring properties (including the hospital), a secondary emergency access point and parking areas that exceed the code requirements.

Finally, per Article 7, Section 2 (Planning and Zoning Commission Review and Action) of the PUD code, the proposed PUD development conforms to the Town of Easton's Comprehensive Plan (*see* Sub-section (a)) and the Zoning Code (*see* Sub-section (b)); and complies with all Town engineering and design regulations and standards (*see* Sub-section (c)) and all Town, County, State and or Federal regulations, polices and plans (*see* Sub-section (d)); and for the reasons discussed above and additionally shown within the plans,

the proposed PUD project is superior and more innovative than conventional developments in the Town and provides greater public benefit without additional adverse impacts to public health, safety and the environment (*see* Sub-section (e)).

And, per Article 7, Section 3 (Mayor and Town Council Action), the proposed PUD development conforms to all applicable standards (*see* Sub-section (A1)); does not interfere with the adequate and orderly provision of the public services to the area (since the services are already at or on the site) (*see* Sub-section (A5)); and does not cause unacceptable traffic congestion or hazard either in or near the site or elsewhere in the Town or Talbot County (*see* Sub-section (A6)).

In addition, the proposed PUD development includes 25.43 acres of protected forestation land as well as a100 ft buffer around the perennial stream. The development also includes existing mature screening landscapes on roughly 90% of the residential portion of community from contiguous properties (*see* sub-section (A7-8)). Finally, the development will raise the value of surrounding properties. (sub-section (A9)).[1]

I would also like to point out that the development will have no more than 365 residential units, which is over 1,400 fewer units than what is otherwise allowed under the PUD density rules. Our team did not want to go higher than 365 units so that the socio-economic diversity of the project could be maintained.

In conclusion, the proposed PUD development directly supports the current and future needs of the Town by (1) partnering with the new hospital to ensure its success by providing nearby quality and affordable housing, (2) providing much-needed starter homes that meet the affordable housing requirements which will allow public safety employees, teachers and others (like our children) to live in the Town of Easton, and (3) provide socio-economic diversity.

Thank you for attention to this application and our team looks forward to working with you and answering all of your questions, concerns and or recommendations.

/s/

[1] Subsections A2 through A4 are addressed in the preceding paragraphs in relation to Section 2 requirements.

Town of Easton
Engineering, Planning and Zoning
14 South Harrison Street, Easton, MD 21601

RECEIVED
MAY 07 2025
TOWN OF EASTON

Site Plan, PUD, Planned Healthcare Application

Application Type

Planned Unit Development ☒ Amendment ☐ Health Care (HC) ☐ Site Plan ☒

Subdivision Information

Name	Fox Chase Estates				
Original Property Size	Acres	112.816 AC±	Square Feet	4,914,265 SF±	
Telephone No.		Email			

Site Plan Information

Property Size	Acres	112.816 AC±	Square Feet	4,914,265 SF±	
Structure's Floor Area	408,261 SF±	Footprint	Structure's Square Feet	731,098 SF±	GFA
Area of Disturbance	76 AC±		Number of Dwelling Units	365	

Property Information

Address	9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court, Easton, MD 21601						
Tax Map	25	Grid	4	Parcel	92, 90	Lot	1 - 4, 9, 10
Deed Refernce:	Liber	2754, 2804	Folio	19, 456			
Plat Reference:	Liber	89, 4	Folio	149, 80G			
Base Zoning District	BC	Historic Y ☐ N ☒	Planned Redevelopment Y ☐ N ☒				
Source of Electricity	Easton						

Owner

Name	Easton Sunrise Partners, LLC c/o Scott Wagner		
Mailing Address	928 Riverview Terrace, St Michaels, MD 21663		
Telephone No.	717-577-5984	Email	srw@comcast.net

Applicant or Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay Street, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	Lane Engineering, LLC, 117 Bay Street, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Development Standards and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent

Date 5/7/2025

Printed Name of Applicant or Agent Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Planning Commission Required	Y ☒ N ☐		
Planning Commission Meeting Date	**06/24/2025**		
Sketch Approval Date		Project No.	**PUD 25-01**
Prelim/Dev. Approval Date		Application No.	**2025-1456**
Final Approval Date		Sketch Fee Paid	**05/07/2025**
Recordation Date		Develop. Fee Paid	

Revised 02-2019

Town of Easton
Engineering, Planning and Zoning
13 South Harrison Street, Easton, MD 21601

RECEIVED
JUN 02 2025
TOWN OF EASTON

Subdivision & Property Line Adjustment Application

Application Type

Subdivision ☒ Minor Subdivision ☐ Lot Line Revision ☐

Subdivision Information

Name	Fox Chase Estates			
Property Size	Acres	108.631 AC±	Square Feet	4,731,966 SF±
Number of Lots Proposed	247 Proposed Lots			

Property Information

Address	9684, 9778, 9783, 9687 Technology Drive, Easton, MD 21601						
Tax Map	25	Grid	4	Parcel	92	Lot	1 - 4
Deed Refernce:	Liber	2754, 2804	Folio	19, 456			
Plat Reference:	Liber	89, 4	Folio	149, 80G			
Zoning District	BC	Planned Redevelopment Y ☐ N ☒		Historic District Y ☐ N ☒			
Source of Electricity	Easton						

Owner

Name	Easton Sunrise Partners, LLC c/o Scott Wagner		
Mailing Address	928 Riverview Terrace, St Michaels, MD 21663		
Telephone No.	717-577-5984	Email	srw@comcast.net

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	Lane Engineering, LLC, 117 Bay Street, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Applicant or Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay Street, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Additional Comments:

Minimum Lot Size	See PUD	Minimum Lot Frontage	See PUD
Minimum Lot Envelope	See PUD	Existing Lot Coverage	TBD
		Proposed Lot Coverage	TBD

☐ ESDR Letter
☐ $200 Per Subdivided Lot Fee
☐ $500 Lot Line Revision Fee

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Subdivision Regulations Article 4, Procedures and Requirements and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent

Date 6/2/2025

Printed Name of Applicant or Agent Brett Ewing, Lane Engineering, LLC

For Office Use Only

Planning Commission Y ☒ N ☐			
Planning Commission Meeting Date	**06/24/2025**		
PC Approval Date		Subdivision No.	**SD - 501**
Conditions? Y / N		Application No.	**2025 - 1456**
Recordation Date		Fee Amount	
ESDR Y / N Date	**05/28/2025**	Review Fee Paid	
			Revised 02-2019

Town of Easton
Engineering, Planning and Zoning
14 South Harrison Street, Easton, MD 21601

RECEIVED
MAY 07 2025
TOWN OF EASTON

Easton Staff Development Review

Property Information

Address	9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court, Easton, MD 21601						
Tax Map	25	Grid	4	Parcel	92, 90	Lot	1 - 4, 9, 10
Deed Refernce:	Liber	2754, 2804	Folio	19, 456			
Plat Reference:	Liber	89, 4	Folio	149, 80G			
Base Zoning District	BC	Historic District Y ☐ N ☒		Planning Redevelopment Y ☐ N ☒			

Purpose of Application / Description of Work:

Proposed Fox Chase Estates development includes 365 residential units including single-family detached, town-home, and multifamily, as well as 2 commercial buildings and amenities. See enclosed narrative.

Owner

Name	Easton Sunrise Partners, LLC c/o Scott Wagner		
Mailing Address	928 Riverview Terrace, St Michaels, MD 21663		
Telephone No.	717-577-5984	Email	srw@comcast.net

Applicant / Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay Street, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	Lane Engineering, LLC, 117 Bay Street, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

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 5/7/2025

Printed Name of Applicant or Agent Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Easton Staff Development Review Meeting Required Y ☒ N ☐

Easton Staff Development Review Meeting Date **05/28/2025**

Completeness Check Date **05/07/2025**

2025-1456 / ESDR 25-06

Revisions/Resubmissions Required Y ☐ N ☐ **TBD**

Resubmission Date

Documents Received Y ☐ N ☐

Staff Determination

Scheduled for May 28, 2025 Easton Staff Development Review

Planning Commission Requir(Y ☒ N ☐

BOZA Required Y ☐ N ☐ **TBD**

Historic District Commission Required Y ☐ N ☒

Resubmission for ESDR Required Y ☐ N ☐ **TBD**

Staff Signature Samantha N. Smith Date **05/07/2025**

Revised 02-2019

TOWN OF EASTON
Planning & Zoning Department
14 South Harrison Street
P.O. Box 520
Easton, Maryland 21601

Easton Staff Development Review Worksheet

Date: May 29, 2025
Project: 9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court - PUD Fox Chase Estates
To: Brett Ewing – Lane Engineering, LLC (Agent)
CC: Scott Wagner - % Easton Sunrise Partners, LLC (Owner)
CC: Lawrence Scott, Esq. – MDSW
CC: Jarret Beyer – Lane Engineering, LLC
CC: Michael Lenhart, Lenhart Traffic Consulting, Inc.

The Easton Staff Development Review (ESDR) Committee meeting was held on May 28th at 11:00 am. Staff reviewed the proposed Planned Unit Development application for 365 residential units. The site includes single-family detached dwellings (61 units), neo-traditional single-family detached dwellings (47 units), three-story 20' wide townhomes (65 units) , three-story 22' wide townhomes (72 units) and four (4) four-story multifamily buildings (120 units total), as well as two (2) two-story commercial buildings and amenities on the property located at 9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court, also known as Tax Map 25, Grid 4, Parcel 92 & 90.

The Committee determined that the project will need to address all agency comments as specified in the attached review letters and at ESDR. It was determined by the Committee that the Applicant will first need to coordinate with Talbot County to schedule a Pre-Application meeting to discuss the Access Permit for Airport Road and Goldsborough Neck Road, as well as the requirements of the Traffic Impact Study.

At this time, based on the ESDR sketch plan submission, Staff did not identify any constraints which would require action by the Board of Zoning Appeals.

Submission of an application for the Planning Commission is to be determined.

Please contact the Planning & Zoning Department at 410 822-1943 with any questions.
Sincerely,

Joseph A. Mayer
Plan Reviewer

TOWN OF EASTON
PLANNING & ZONING DEPARTMENT
P.O. Box 520
Easton, Maryland 21601
410-822-1943
www.EastonMD.gov

DATE: **May 14, 2025**
TO: **Brett Ewing & Jarret Beyer –** Lane Engineering, LLC (Agent)
Scott Wagner - % Easton Sunrise Partners, LLC (Owner)
Cc: **Miguel Salinas –** Director of Planning & Zoning Department
Rick VanEmburgh – Town Engineer

FROM: **Joseph A. Mayer -** Plan Reviewer, Planning & Zoning Department
SUBJECT: **9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court - PUD Fox Chase Estates**

We reviewed the **May 7, 2025** Sketch Plan Submittal for the Subject Project and have the following comments:

PLANNING & ZONING COMMENTS

Sketch Site Plan Review #1

1. Please submit a *Subdivision & Property Line Adjustment Application* with the required fee for Subdivision Major Review ($600 Base fee plus $400 per lot).

2. Per § Section 28-701 H(1)l from the Town's Zoning Ordinance, provide a 3-dimensional depiction of the project in a manipulatible file format (e.g., Google Sketchup).

3. The Town's Comprehensive Plan emphasizes connectivity for safety, accessibility, community building, and sustainability. This is a key principle. The Town of Easton's Comprehensive Plan's Transportation Chapter states that "*where possible, retrofit existing subdivisions with road connections within and between subdivisions to more closely approximate a gridded street system and increase connectivity between neighborhoods*." (p. 225).The Community Character chapter of the Comprehensive Plan also states "*The one new Design Principle to be added in this 2009 Plan concerns the connectivity of neighborhoods and subdivisions. In short, we believe that they should be connected to neighboring properties to the maximum extent possible. This is a fundamental characteristic of the older parts of Easton that is essential to emulate in new development projects.*" (p. 110). These quotes demonstrate the Comprehensive Plan's focus on creating new subdivisions and retrofitting existing subdivisions to connect. The Comprehensive Plan emphasizes the creation of new interconnected subdivisions and the retrofitting of existing ones to enhance connectivity. Staff requests

connectivity to Goldsborough Neck Road via a standard connection, not merely for emergency access.

4. The Cover Letter states that the project will exceed the code requirement of providing 25% of the residential density being devoted to affordable housing. Provide an estimated tabulation that depicts the type and number of dwelling units devoted to affordable housing.

5. Per Appendix B, Sketch Plan Submittal Checklist requires, *general location and description (r.e. Intended function, proposed species. etc.) of proposed landscaping.* List the proposed native species on a plan view and a Landscape Legend. Include proposed landscaping within the Sketch Site Plan. In addition, provide a basic list of native plant species.

6. Check the bufferyard requirements along Goldsborough Neck Road. There's no recorded Forest Conservation Easement adjacent to lots 153 through 158 to satisfy the bufferyard requirements. Please revise the bufferyard for "E6".

7. Lots 108 and 199-203, which are adjacent to the residential collector, shall include a bufferyard. **See attached mark up below.**

8. Complete the required number of street trees adjacent to the existing 150' Right-of-Way. **See attached mark up below.**

9. On sheet 5 of 6, revise the Typical Single Family Corner Lot Detail (Front Loaded). The proposed house on this lot extends beyond the Building Restriction Line. **See attached mark up below.**

10. Revise the Legend on sheet 4 of 6 to include the proposed *5' Wide Mulched Walking/Nature Trail*.

11. Sheet 6 of 6 designates Technology Drive and I-Way Court as a residential collector. Technology Drive terminates between lots 37 & 38. That road should extend to the property line and end at a temporary barricade. Same for the "Future Road Connection" between lots 9 & 10 adjacent to I-Way Court.

12. Label the total number of units for each proposed four-story muti-family building on all applicable plan views.

13. The cover letter and Traffic Impact Study mention a proposed daycare center, coffee shop, restaurant and dry cleaner. Consequently, please revise the parking requirements on sheet 1 of 6.

14. Will the wooded walking paths, dog park and two additional parks for elementary and pre-school aged youth (tot lots) be available to the public? If so, please indicate on sheet 1 of 6.

15. Label existing I-Way Court on all plan views.

16. Provide E.V. Charging Station Stalls for the multifamily units. E.V. Charging Station Stalls will need to have one available stall for ADA access within each parking facility. Please note within the Site Plan Data that new home construction with a garage, carport, or driveway must include a Level 2 EV charger or pre-wiring for one. For outdoor and indoor EV charging stations, they must be permanently connected and fastened, listed by an approved agency, rated for indoor/outdoor use, and installed according to manufacturer specifications. Additionally, cords must not cross sidewalks or driveways, and a clear path must be maintained.

17. Please clarify if sidewalk connections are included in the plan between the proposed residential units and the commercial buildings on Lots 9 and 10.

18. Add the zoning requirements for the BC - Business Commercial District and the proposed Planned Unit Development District (“PUD”) within the Site Pan Data on sheet 1 of 6.

19. Provide dimensions between the multi-family building units.

20. Indicate the locations of ADA-compliant spaces on the sketch plan for the multi-family buildings.

21. Illustrate pedestrian connectivity from the multi-family units to the residential sub-collector boulevard and the amenities area, including the clubhouse, pool, and pickleball courts.

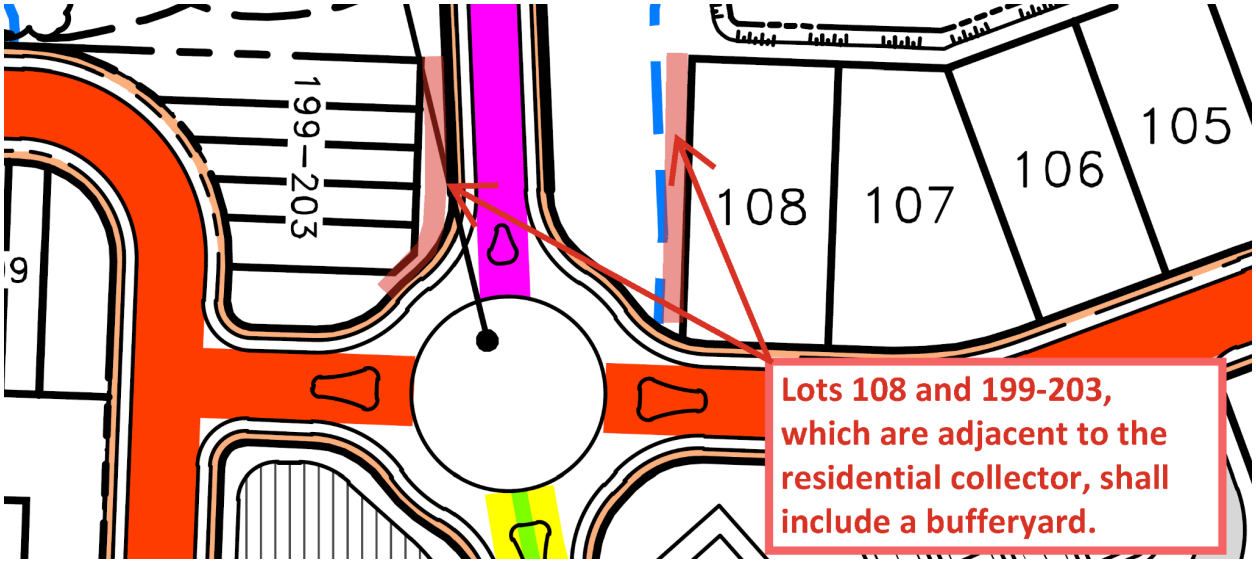
22. Dimension the existing road widths on all applicable plan views.

23. **Prior to Development Site Plan approval,** verify and add slope information for all ADA spaces, ramps, access aisles and landing areas. Check all ADA related spot elevations and obtain approval from the Building Inspection Department.

24. **Prior to Development Site Plan approval,** dumpster areas are to be ADA compliant. When new construction or alterations occur, ADA requires that the altered portion of the facility, including dumpster areas, be accessible to individuals with disabilities. This includes providing accessible routes to the dumpster, ensuring clear access to the dumpster itself, and providing proper signage.

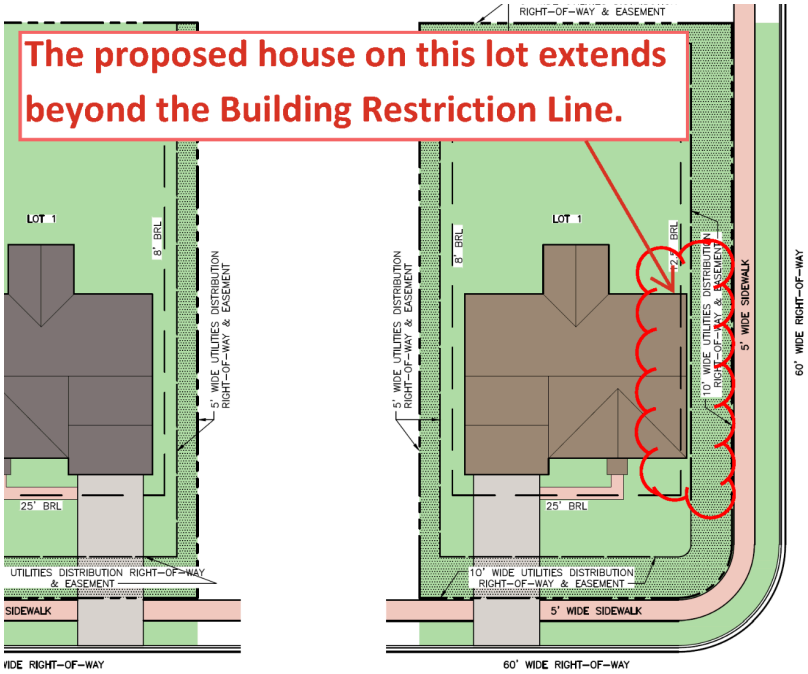
25. **Prior to Development Site Plan approval,** provide Van Accessible ADA Parking Sign Detail to include the sign "*No Parking in Access Aisle*" with an arrow pointing to the access aisle.

Review Comment #7



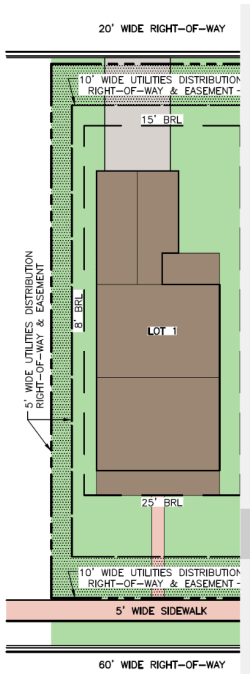
Review Comment #8

Review Comment #9



LE FAMILY LOT DETAIL
ONT LOADED)
ALE: 1" = 20'

TYPICAL SINGLE FAMILY CORNER LOT DETAIL
(FRONT LOADED)
SCALE: 1" = 20'



TYPICAL NEO-TRADITIONAL LOT
(REAR LOADED)
SCALE: 1" = 20'

Plan Review Status

Sketch Site Plan Review			Comments
Plans Approved	☐Y	☒ N	Please review the comments above. Revise and resubmit.
Forest Stand Delineation & Forest Conservation Plan			
☐ Required ☐ Submitted ☒ **Approved** ☐ Exempt			***The development of this site has already been mitigated for Forest Conservation under the 2020 Forest Conservation Plan, recorded on record plat KMD 4/80G. Any impact into the existing Forest Conservation area would require an updated plan.***
Other			
☒ **Required** ☐ Submitted ☐ Approved			**PARK DEVELOPMENT FEES** **Please note, there will be a required Park Development Fee for the proposed residential units. The Fee shall be due and payable at the time of the approval of the final plat, or final site plan as the case may be, containing such dwelling units.** **IMPACT FEES** **Please note, there will be a required Impact Fee for the proposed dwelling units. The Town's Impact Fees and Inspection Fees are to be paid upon the time you pick up your Building Permit. Please provide building square footage with appropriate use for calculation of Impact Fee.** **Talbot County Impact Fees are due prior to obtaining your Building Permit. Please provide receipt of payment to the Town's Building Inspection Division.** **Please add estimated Town Impact Fee calculations to cover sheet and add note below calculations; "*Note: The Impact Fee indicated in this notation shall not be construed as vested and until submission of the building application.*"** **Demolition Permit Application** **To be submitted to the Building Inspection Division for review.** **Fence Permit Application** **To be submitted to the Building Inspection Division for review.** **Sign Permit Application** **To be submitted to the Building Inspection Division for review.** **The Applicant is to provide FAA Determination of no hazard to air that shall be required prior to site plan approval.**

Please contact me if you have any questions. Thank you.

EASTON UTILITIES

Life. Made better.™

Easton Utilities Commission

Plan Review Comments

Date: 05/28/25
To: Sierra Clem, Nancy Pinkney
From: Kia Gibbs on behalf of Aaron Goller, PE
Address: Technology & I-Way Court
Project Name: Fox Chase Estates
Phase: Sketch Site Plan
SUBM: 1
Status: **APPROVED AS NOTED**

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

An **"Approved As Noted"** status means plans do not require resubmission to Easton Utilities. We ask that you implement the notes provided prior to Easton Utilities signing off on your plans. Notes are provided on the attached mark-up summary sheets.

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

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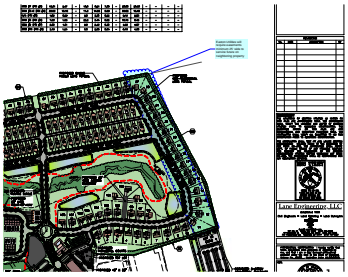
2025-05-07 Site Plan - Sketch PUD Fox Chase Estates (1).pdf Markup Summary

Engineer (3)



Subject: Engineer
Page Label: 3 OF 6
Date: 5/28/2025 9:38:46 AM

Easton Utilities will require easements minimum 25' wide to service future on neighboring property

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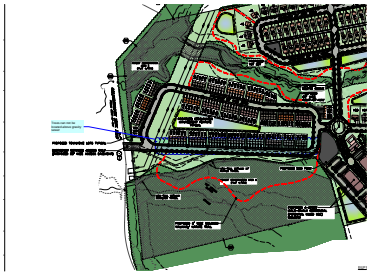
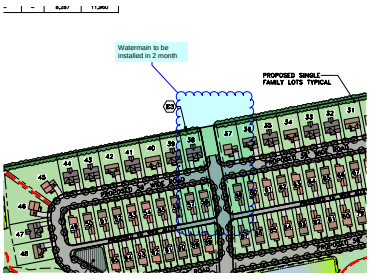


Subject: Engineer
Page Label: 3 OF 6
Date: 5/28/2025 9:39:41 AM

Trees can not be located above gravity sewer



Subject: Engineer
Page Label: 3 OF 6
Date: 5/28/2025 9:40:35 AM

Watermain to be installed in 2 month

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Engineering (3)

Subject: Engineering
Page Label: 1 OF 6
Date: 5/28/2025 9:43:15 AM

Capital Charges Required 365 EDU's + commercial lots - 6 existing EDU's

Capital Charges Required 365 EDU's + commercial lots - 6 existing EDU's

NDSCAPE REQUIREMENTS SUMMARY
:R ZONING ORDINANCE (ALL NATIVE SPECIES):

Subject: Engineering
Page Label: 2 OF 6
Date: 5/28/2025 9:37:16 AM

Show existing utility easements and indicate what would be abandoned with plat

Show existing utility easements and indicate what would be abandoned with plat

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Subject: Engineering
Page Label: 3 OF 6
Date: 5/28/2025 9:41:30 AM

Show existing utilities

Show existing utilities

Velocity Text Box (1)

Subject: Velocity Text Box
Page Label: 1 OF 6
Date: 5/20/2025 11:42:03 AM

Refer to EU communications standards for Single family or Multi Family dwellings. C-3.08 and/or C-3.09

Refer to EU communications standards for Single family or Multi Family dwellings. C-3.08 and/or C-3.09

PUD SKETCH PLAN
FOR
FOX CHASE ESTATES
IN THE TOWN OF EASTON
TALBOT COUNTY, MD

Capital Charges Required 365 EDU's + commercial lots - 6 existing EDU's

SITE PLAN DATA

PROPERTY OWNER: EASTON SUNRISE PARTNERS, LLC

TAX PARCEL 92 (108.631 ACRES)
LOT 1 PROPERTY ADDRESS: 9684 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 2 PROPERTY ADDRESS: 9778 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 3 PROPERTY ADDRESS: 9783 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 4 PROPERTY ADDRESS: 9687 TECHNOLOGY DRIVE, EASTON, MD 21601
DEED REFERENCE: 2754/19
PLAT REFERENCE: 89/149

TAX PARCEL 90 (4.185 ACRES)
LOT 9 PROPERTY ADDRESS: 29001 I-WAY COURT, EASTON, MD 21601
LOT 10 PROPERTY ADDRESS: 29004 I-WAY COURT, EASTON, MD 21601
DEED REFERENCE: 2804/456
PLAT REFERENCE: 4/80G

CURRENT ZONING: BC

PROPOSED ZONING: PUD

SITE AREA: 112.816 ACRES TOTAL

EXISTING DEVELOPMENT: THE PARCEL IS CURRENTLY AGRICULTURAL TILLED FARM LAND WITH SOME WOODLANDS.

PROPOSED DEVELOPMENT: MIXED USE RESIDENTIAL & COMMERCIAL

SINGLE FAMILY:	61 LOTS
NEO-TRADITIONAL:	47 LOTS
TOWNHOUSES:	
20' WIDE UNITS:	65 LOTS
22' WIDE UNITS:	72 LOTS
MULTI-FAMILY:	120 UNITS
TOTAL DWELLING UNITS:	365 UNITS

2-STORY COMMERCIAL BUILDING (LOT 9): 20,000 SF GFA

2-STORY COMMERCIAL BUILDING (LOT 10): 23,000 SF GFA

RESIDENTIAL SETBACKS PROPOSED:

FRONT: 25'
SIDE: 8'
REAR: 15'

PARKING REQUIRED:

SINGLE FAMILY DETACHED DWELLING:	2 SPACES/DWELLING; 108 X 2 = 216 SPACES REQUIRED; 216 PROVIDED
TOWNHOME UNIT:	2 SPACES/TOWNHOME; 137 X 2 = 274 SPACES REQUIRED; 274 PROVIDED
MULTIFAMILY:	MINIMUM (1 SPACE/PER DWELLING UNIT); 120 X 1 = 120 SPACES REQUIRED MAXIMUM (2 SPACE/PER DWELLING UNIT); 120 X 2 = 240 SPACES REQUIRED PROVIDED: 190 SPACES (1.58 SPACES/ UNIT) BIKE SPACES (0.5 SPACES/ DU): 120 / 0.5 = 60 BIKE SPACES REQUIRED
COMMERCIAL BUILDING:	
LOT 9 (20,000 SF)	MINIMUM (1 SPACE/250 SF); 20,000/250 = 80 SPACES REQUIRED MAXIMUM (1 SPACE/140 SF); 20,000/140 = 143 SPACES REQUIRED PROVIDED: 80 SPACES BIKE SPACES (1/ 10 PARKING SPACES): 80/ 10 = 8 BIKE SPACES REQUIRED
LOT 10 (23,000 SF)	MINIMUM (1 SPACE/250 SF); 23,000/250 = 92 SPACES REQUIRED MAXIMUM (1 SPACE/140 SF); 23,000/140 = 164 SPACES REQUIRED PROVIDED: 106 SPACES BIKE SPACES (1/ 10 PARKING SPACES): 106/ 10 = 11 BIKE SPACES REQUIRED

SITE LIGHTING; ALL PROPOSED SITE LIGHTING SHALL BE SHARP CUTOFF LUMINAIRES ON MAXIMUM 18' HIGH POLES RESULTING IN NO MORE THAN 1-FOOT-CANDLE OF LIGHT AT PROPERTY PERIMETER.

AMENITY RECREATIONAL OPEN SPACE: 30% (33.845 AC.) REQUIRED; 34.4% (38.794 AC.) PROVIDED (EXCLUDING STORMWATER MANAGEMENT AREAS)

STORMWATER MANAGEMENT: QUANTITY CONTROL IS ADDRESSED. QUALITY TREATMENT ADDRESSED BY PROVIDING ENVIRONMENTAL SITE DESIGN IN ACCORDANCE WITH CHAPTER 5 OF THE MARYLAND STORMWATER DESIGN MANUAL, PROVIDING ESDV TO THE MAXIMUM EXTENT PRACTICABLE (MEP).

APPLICATION COMPLIANCE: SEC. 28-701 (H)(1) (A) THROUGH (H)

A. PROPOSED DEVELOPMENT LAYOUT – SHOWN HEREIN.

B. 0.760 ACRES TO BE AMENITY PARCEL. 0.630 ACRES± TO BE USED FOR DOG PARK,
0.410 ACRES TO BE USED FOR TOT LOTS, 0.210 ACRES TO BE USED FOR TRAIL,
36.784 ACRES± TO BE USED FOR FOREST CONSERVATION EASEMENT AREA & STREAM BUFFER.

C. THE PROPOSED LAYOUT SHOWS 4.185 AC± OF COMMERCIAL AREA.

D. TYPE OF DWELLING UNITS ARE DESCRIBED ON SHEET 4.

E. RESIDENTIAL LOTS ARE SHOWN ON THE PROPOSED LAYOUT.

F. LAND USE TABULATIONS ARE AS FOLLOWS:

– SINGLE FAMILY DETACHED DWELLINGS:	16.449 AC (14.58% OF SITE)
– NEO-TRADITIONAL SINGLE FAMILY DETACHED DWELLINGS:	7.704 AC (6.83% OF SITE)
– TOWNHOUSE UNITS:	8.411 AC (7.46% OF SITE)
– MULTIFAMILY:	4.912 AC (4.35% OF SITE)
– AMENITY/ RECREATIONAL OPEN SPACE:	38.794 AC (34.39% OF SITE)
– STORMWATER MANAGEMENT/ OPEN LANDSCAPE AREAS (ISLANDS, MEDIANS, TRAFFIC CIRCLE, ETC.):	19.222 AC (17.04% OF SITE)
– INTERNAL RIGHT-OF-WAYS & WIDENING:	13.139 AC (11.65% OF SITE)
– COMMERCIAL AREAS (LOTS 9 & 10):	4.185 AC (3.70% OF SITE)
– FOREST CONSERVATION EASEMENT AREA:	25.434 AC± (INCLUDED IN OTHER AREAS)
– BUFFERYARDS:	2.006 AC± (INCLUDED IN OTHER AREAS)

G. RESIDENTIAL DENSITY TABULATION: (3.5 SFD DU/AC ALLOWED)
(5 MULTIFAMILY DU/AC ALLOWED)

– SINGLE FAMILY DETACHED DWELLINGS:	61 LOTS
– NEO-TRADITIONAL DETACHED DWELLINGS:	47
– TOWNHOMES:	137 UNITS
– MULTIFAMILY:	120 UNITS

THE MAXIMUM DENSITY PERMITTED IN THE PUD DISTRICT IS 16 DU/ACRE.
THE PROPOSED DENSITY IS 3.36 DU/ACRE CONSISTENT WITH MDP GUIDELINES FOR SMART GROWTH.

H. CONCEPTUAL DWELLING & COMMERCIAL ELEVATIONS ARE INCLUDED WITH THIS SUBMITTAL.

I. PROPOSED VEHICULAR, PEDESTRIAN, AND BICYCLE CIRCULATION PROVIDED ON PLAN AND COMPLIANT WITH TOWN STANDARDS.

J. FOREST CONSERVATION HAS BEEN PREVIOUSLY SATISFIED FOR THIS SITE. REFER TO THE FOREST CONSERVATION PLAN INCLUDED AS PART OF A FINAL PLAT, PHASE 1, "EASTON TECHNOLOGY CENTER" PREPARED BY LANE ENGINEERING, INC., DATED MAY, 1997, RECORDED AMONG THE LAN RECORDS OF TALBOT COUNTY, MARYLAND, IN PLAT LIBER 4, BEGINNING AT FOLIO 80G.

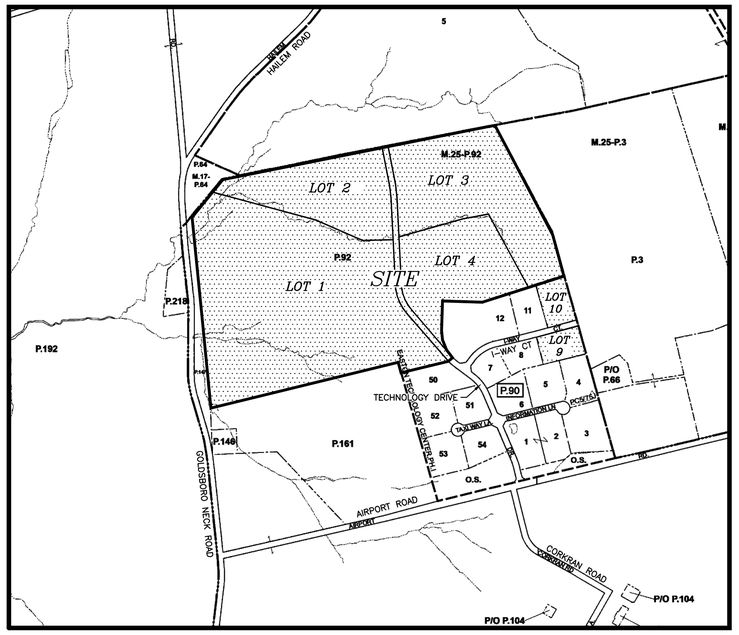
K. METES AND BOUNDS DESCRIPTION INCLUDED WITH THIS SUBMITTAL.

L. SITE & BUILDING ILLUSTRATIVES ENCLOSED.

M. SEE PUD COMPLIANCE NARRATIVE ENCLOSED.

N. ESTABLISHED DEVELOPMENT STANDARDS:

– RESIDENTIAL SETBACKS:	SEE ABOVE
– PARKING LOT SETBACKS FROM PROPERTY LINES:	1' PROPOSED
– MULTIFAMILY BUILDING HEIGHT:	58'± PROPOSED
– MULTIFAMILY FRONT SETBACK PROPOSED:	15' PROPOSED



NORTH

VICINITY MAP

600' 300' 0' 300' 600' 1,200'
SCALE IN FEET

INDEX OF SHEETS

SHEET No.	TITLE
1	TITLE SHEET & PROJECT NOTES
2	EXISTING CONDITIONS AND LINE REVISION
3	SKETCH CONCEPT PLAN
4	SUBDIVISION PLAT SKETCH & LOT EXHIBIT
5	LOT DETAILS
6	TRANSPORTATION EXHIBIT & STREET DETAILS

Refer to EU communications standards for Single family or Multi Family dwellings. C-3.08 and/or C-3.09

LANDSCAPE REQUIREMENTS SUMMARY
PER ZONING ORDINANCE (ALL NATIVE SPECIES):

SECTION 1014.6.A.:

1. STREET TREES @ 1 TREE/25' OF STREET CENTERLINE LENGTH
10,085 LF / 25 = 404 TREES REQUIRED

LANDSCAPE BUFFERYARD REQUIREMENTS (SECTION 1014.7.E.)

10' WIDE LANDSCAPE BUFFERYARD 'E' (E1-E3)
4,249 LF LESS RIGHT-OF-WAY (60 LF) = 4,189 LF / 50' = 83.8 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 83.8 PU = 84 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 83.8 PU = 251 EVERGREEN TREES REQUIRED

10' WIDE LANDSCAPE BUFFERYARD 'E' (E4-E7)
3,665 LF LESS DELMARVA UTILITY EASEMENT & EMERGENCY ACCESS EASEMENT (275 LF)= 3,665 LF
3,665 LF / 50' = 73.3 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 73.3 PU = 74 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 73.3 PU = 220 EVERGREEN TREES REQUIRED

THE EXISTING FOREST CONSERVATION EASEMENT ALONG THESE AREAS MEETS OR EXCEEDS BUFFER YARD REQUIREMENT.

10' WIDE LANDSCAPE BUFFERYARD 'E' (E8)
405 LF / 50' = 8.1 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 8.1 PU = 8 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 8.1 PU = 24 EVERGREEN TREES REQUIRED

10' WIDE LANDSCAPE BUFFERYARD 'E' (E9)
482 LF / 50' = 8.1 PLANT UNITS (PU)

FENCE WITH 3 LARGE EVERGREEN SHRUBS X 8.1 PU = PRIVACY FENCE &
24 LARGE EVERGREEN SHRUBS REQUIRED

COMPREHENSIVE PLAN DESIGN PRINCIPLES RESPONSE NARRATIVE

PRINCIPLE #1- INTEGRATED USES ARE DESIRABLE- THIS DEVELOPMENT PROPOSAL ESTABLISHES ATTAINABLE HOUSING AT A TIME WHEN DEMAND IS HIGH BUT SUPPLY IS EXTREMELY LOW. EASTON'S HOUSING MARKET IS IN NEED OF A NEW COMMUNITY WITH HOUSING OPPORTUNITIES PROVIDED HEREIN.

PRINCIPLE #2- NATURAL FEATURES SHOULD DETERMINE DESIGN- A PERENNIAL STREAM WITH BUFFERS; SITE LAYOUT IS DICTATED TO AVOID BUFFERS BY MAXIMIZING DENSITY, COMPLIANCE WITH TOWN ZONING AND SUBDIVISION DESIGN STANDARDS, REDUCING IMPACTS TO NEIGHBORING PROPERTIES AND PROVIDING IDEAL LOCATIONS FOR AMENITY/ RECREATIONAL OPEN SPACE AND MIXED RESIDENTIAL AND COMMERCIAL USES.

PRINCIPLE #3- AUTOMOBILES SHOULD NOT DETERMINE DESIGN- COMMUNITY DESIGN FOCUSES ON PARKS/GREEN SPACE AS MAIN FOCAL POINTS AND TO REDUCE IMPACTS TO NEIGHBORING PROPERTIES. SIDEWALKS PROVIDED THROUGHOUT TO IMPROVE PEDESTRIAN CIRCULATION TO ACCOMMODATE AND UTILIZE THE SURROUNDING RECREATION AND COMMERCIAL SPACES.

PRINCIPLE #4- AMPLE OPEN SPACE SHOULD BE PROVIDED- THE PROJECT COMPLIES WITH THE TOWN'S PUD STANDARDS OF 30% OPEN SPACE, AND THE FOREST CONSERVATION REQUIREMENTS OF 25.434 ACRES AND WILL PROVIDE ADEQUATE PASSIVE AND ACTIVE RECREATIONAL OPPORTUNITIES FOR THE RESIDENTS.

PRINCIPLE #5- ARCHITECTURE SHOULD RESPECT EASTON'S HISTORICAL DEVELOPMENT- THIS APPLICATION PROPOSES ARCHITECTURE COMPATIBLE WITH EASTON'S WORKFORCE HOUSING, SINGLE & MULTIFAMILY DEVELOPMENTS AND UTILIZES MATERIALS AND DETAILING COMMONLY FOUND THROUGH-OUT EASTON.

PRINCIPLE #6- SIGNS SHOULD INFORM BUT NOT DOMINATE- SIGNAGE WILL COMPLY WITH BASE ZONING REQUIREMENTS.

PRINCIPLE #7- NEIGHBORHOODS SHOULD CONTAIN A DIVERSITY OF HOUSING TYPES- MULTIPLE DWELLING/TOWNHOME OPTIONS, EACH WITH MULTIPLE EXTENSION OPTIONS, ARE AVAILABLE FROM THE DEVELOPER/APPLICANT.

PRINCIPLE #8 RESIDENTIAL NEIGHBORHOODS SHOULD BE INTERESTING PLACES- COMMUNITY/ MULTIUSE PARKS INTEGRATED THROUGHOUT THE DEVELOPMENT TO ENHANCE THE CHARACTER OF THE NEIGHBORHOOD.

PRINCIPLE #9- NEIGHBORHOODS SHOULD CONNECT- TWO VEHICULAR ACCESS POINTS FOR FUTURE INTERCONNECTION ARE PROPOSED; COMMUNITY PROVIDES SIDEWALKS THROUGHOUT TO IMPROVE PEDESTRIAN MOVEMENT AND ACCESS TO COMMUNITY PARK AND COMMERCIAL SPACE.

STATEMENT OF PURPOSE & INTENT

THE PURPOSE OF THESE PLANS IS TO OBTAIN PUD SKETCH SITE PLAN APPROVAL FOR A PROPOSED MIXED USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT.

SITE ADDRESS

TECHNOLOGY DRIVE
EASTON, MD 21601

OWNER

EASTON SUNRISE PARTNERS, LLC
928 RIVERVIEW TERRACE
ST. MICHAELS, MD 21663

LAND PLANNER/CIVIL ENGINEER

LANE ENGINEERING, LLC
C/O BRETT C. EWING, AICP
C/O JARRET BEYER, PE
117 BAY STREET
EASTON, MD 21601
(410) 822-8003

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
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@lanei nc.com
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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND
BRETT CHRISTOPHER EWING
48188
PROFESSIONAL ENGINEER

5/7/25
DATE

TITLE SHEET & PROJECT NOTES

FOR
FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE

SHEET No. 1 OF 6	DATE:
SCALE: AS NOTED	JOB No. 220210
	FILE No. 3208

© LANE ENGINEERING, LLC

Date: 05/07/2025 - 8:39am User: wbarnhart Project Manager: BCE
Drawing Path: C:\awp\AcPublish_25408\RSK-PLTS-220210.dwg | Sheet1TitleSheet
XREF File(s): RSK-BASE-220210/XRN-BASE-220210/RBS-BASE-24368-220210/ALD-BASE-220210/CSK-BASE-220210/ALP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210

SITE NOTES

EXISTING ZONING CLASSIFICATION: BC (BUSINESS COMMERCIAL)
EXISTING SETBACKS:
FRONT– 40'
SIDE– 10'
REAR– 30'

THE PROPERTY SHOWN HEREON LIES ENTIRELY OUTSIDE OF THE CHESAPEAKE BAY CRITICAL AREA AS SHOWN ON THE TALBOT COUNTY CRITICAL AREA MAPS IN ACCORDANCE WITH TALBOT COUNTY BILL No. 1295, ENACTED AUGUST 12, 2014.

THE NONTIDAL WETLANDS AND ASSOCIATED BUFFERS SHOWN HEREON WERE TAKEN FROM A JURISDICTIONAL DETERMINATION PLAT, PREPARED BY LANE ENGINEERING, LLC, DATED 10–20–20.

THE STREAMS AND ASSOCIATED BUFFERS SHOWN HEREON WERE TAKEN FROM A JURISDICTIONAL DETERMINATION PLAT, PREPARED BY LANE ENGINEERING, LLC, DATED 10–20–20.

THE IMPROVEMENTS SHOWN HEREON WERE FIELD LOCATED BY LANE ENGINEERING, LLC ON 03–01–24.

THE DIMENSIONS OF BUILDINGS, STRUCTURES AND SETBACKS WERE MEASURED TO THE NEAREST 0.1 FOOT.

THE TREE LINE SHOWN HEREON WAS TAKEN FROM THE 2022 TALBOT COUNTY AERIALS AND IS APPROXIMATE ONLY.

THE CONTOURS SHOWN HEREON WERE TAKEN FROM FIELD RUN TOPOGRAPHY BY LANE ENGINEERING, LLC ON 03–01–24.

THE ELEVATIONS SHOWN HEREON ARE NAVD 1988 DATUM AS ESTABLISHED BY GPS METHODOLOGY TO CORS STATIONS MDNM (NGS CERTIFICATE PENDING) AND LOYF (PID DK7414) COMBINED FACTOR: 0.99995360.

THE COORDINATES SHOWN HEREON ARE BASED ON THE MARYLAND COORDINATE SYSTEM NAD83 (2011), AS ESTABLISHED BY GPS METHODOLOGY TO CORS STATIONS MDNM (NGS CERTIFICATE PENDING) AND LOYF (PID DK7414) COMBINED FACTOR: 0.99995360. THE DISTANCES SHOWN HEREON ARE GROUND BASED.

NO ABSTRACT OF TITLE, TITLE COMMITMENT, NOR RESULTS OF A TITLE SEARCH HAVE BEEN FURNISHED TO LANE ENGINEERING, LLC. THE BUILDING RESTRICTION LINES AS SHOWN HEREON ARE BASED SOLELY ON THE CURRENT TOWN OF EASTON COUNTY ZONING ORDINANCE APPLICABLE TO THE PROPERTY SHOWN HEREON AND ARE SUBJECT TO CHANGE WITH THE REVISION OF ZONING LAWS. OTHER DOCUMENTS OF RECORD MAY EXIST THAT MAY AFFECT THE SURVEYED PROPERTY REFLECTED HEREON, INCLUDING BUT NOT LIMITED TO EASEMENTS, ENCUMBRANCES, RESTRICTIVE COVENANTS, PLAT RESTRICTIONS OR ANY OTHER FACTS THAT AN ACCURATE, COMPLETE AND CURRENT TITLE SEARCH MAY DISCLOSE.

FLOOD DATA

A PORTION OF THE PROPERTY SHOWN HEREON IS LOCATED IN THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) SPECIAL FLOOD HAZARD AREA (SFHA) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. THE PROPERTY IS MAPPED IN THE "AE" (EL 5) AND "X" FLOOD ZONES AS SHOWN ON THE FLOOD INSURANCE RATE MAPS FOR COMMUNITY NO. 240067, MAP NO. 24041C0180D FOR THE TOWN OF EASTON, MARYLAND. THE 1% ANNUAL CHANCE FLOOD (100–YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR. THE SFHA IS THE AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THE SFHA INCLUDES ZONES A, AE, AH, AO, AR, A99, V & VE. THE BASE FLOOD ELEVATION (BFE) IS THE WATER SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD. FLOOD INSURANCE MAY BE REQUIRED FOR STRUCTURES LOCATED IN THE SPECIAL FLOOD HAZARD AREA.

FLOOD ZONE LEGEND
ZONES A, AE, AH, AO, AR, A99, V & VE – 1% ANNUAL CHANCE FLOOD
ZONE X – AREA OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD

THE FLOOD DATA SHOWN HEREON IS BASED ON AVAILABLE MAPPED AND/OR DIGITAL INFORMATION AND IS DEPICTED AS DIRECTED AND REQUIRED BY FEDERAL, STATE AND LOCAL REGULATIONS. IT IS SUBJECT TO DATA INACCURACIES AND REGULATORY CHANGE AND SHOULD BE VERIFIED PRIOR TO FINALIZING DEVELOPMENT OR IMPROVEMENT PLANS FOR THE SUBJECT LANDS.

ADJACENT PROPERTY OWNERS

TAX MAP 25, PARCEL 90

LOT #	*CURRENT OWNER*	*DEED*	*PLAT*	*ZONING*	*USE*
LOT 4	*29000 INFORMATION LANE, LLC*	*2412/251*	*4/80*	*BC*	*INDUSTRIAL*
LOT 5	*29000 INFORMATION LANE, LLC*	*2412/251*	*4/80*	*BC*	*INDUSTRIAL*
LOT 8	*DAVIS M. RICHARDSON & BARBI B. RICHARDSON*	*2256/350*	*4/80*	*BC*	*INDUSTRIAL*
LOT 11	*ZIG, LLC*	*2529/336*	*4/80*	*BC*	*INDUSTRIAL*
LOT 12	*EASTON SUNRISE PARTNERS, LLC*	*2705/413*	*91/51*	*BC*	*INDUSTRIAL*
LOT 13	*EASTON SUNRISE PARTNERS, LLC*	*2705/413*	*91/51*	*BC*	*INDUSTRIAL*
LOT 50	*AVAS 5150 TECHNOLOGY, LLC*	*2935/500*	*4/80*	*BC*	*INDUSTRIAL*

PROPERTY BOUNDARY CURVE TABLE

CURVE	RADIUS	ARC LENGTH	TANGENT	CHD. BEARING	CHD. LENGTH
C1	725.00'	108.11'	54.16'	S 06°39'18" E	108.01'
C2	775.00'	115.57'	57.89'	N 06°39'18" W	115.46'
C3	525.00'	360.93'	187.93'	S 22°04'42" E	353.87'
C4	475.00'	326.56'	170.03'	N 22°04'42" W	320.17'
C7	325.00'	248.80'	130.86'	S 19°50'30" E	242.77'
C8	375.00'	14.08'	7.04'	N 42°50'55" W	14.08'

Show existing utility easements and indicate what would be abandoned with plat

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.

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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.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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND — BRIAN C. ENGLAND — 48188 — PROFESSIONAL ENGINEER

5/7/25
DATE

EXISTING CONDITIONS & LINE REVISION PLAN

FOR
FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR: AGENCY REVIEW — DATE: 5/7/25 — BY: BCE

SHEET No. 2 OF 6
DATE:
JOB No. 220210
SCALE: AS NOTED
FILE No. 3208

LANE ENGINEERING, LLC

Date: 05/07/2025 – 8:39am User: wbarnhart Project Manager: BCE
Drawing Path: C:\swap\AcPublish_25408\RSK–PLTS–220210.dwg | Sheet2ExistingConditions
XREF File(s): RSK–BASE–220210/XRH–BASE–220210/RBS–BASE–2438–220210/WLD–BASE–220210/CSK–BASE–220210/LLP–PUD–BASE–220210/CSK–Road–BASE–220210/CSK–LOT–BASE/XRN–LOTS–BASE–220210/RSK–BASE–220210

ESD SUMMARY CHART

DRAINAGE AREA	TYPE OF ESD PRACTICE	TYPE OF ESD PRACTICE (STRUCTURE NAME)	ON-SITE OR OFF-SITE STRUCTURE	RUNOFF CURVE NUMBER (RCN) WEIGHTED	MARYLAND GRID COORDINATE NAD 83 METERS NORTHING	MARYLAND GRID COORDINATE NAD 83 METERS EASTING	ESD PRACTICE TOTAL DRAINAGE AREA (ACRES)	ESD PRACTICE IMPERVIOUS DRAINAGE AREA (ACRES)	SURFACE AREA OF ESD PRACTICE (ACRES)	TARGET PE (IN)	ACTUAL PE (IN)	TARGET ESDv (FT^3)	ACTUAL ESDv (FT^3)
1	SGW	–	ON-SITE	–	419188.37	1576174.97	13.56	3.77	0.48	–	–	24,893	33,969
7	SGW	–	ON-SITE	–	419856.51	1575073.59	16.94	7.66	1.30	–	–	46,366	78,668
8	SGW	–	ON-SITE	–	420064.31	1576351.18	9.72	2.95	0.44	–	–	22,060	31,299
9	SGW	–	ON-SITE	–	420049.62	1577135.65	4.54	1.26	0.44	–	–	8,468	13,821
10	SGW	–	ON-SITE	–	420506.39	1576908.27	6.69	3.05	0.43	–	–	20,131	31,315
11	SGW	–	ON-SITE	–	420391.69	1576269.90	6.90	2.84	0.46	–	–	18,949	29,477
12	SGW	–	ON-SITE	–	420315.77	1575876.69	4.53	2.11	0.35	–	–	16,985	21,617
13	SGW	–	ON-SITE	–	420639.18	1575182.56	5.15	1.66	0.39	–	–	13,984	17,797
14	SGW	–	ON-SITE	–	419230.71	1577314.09	2.00	1.01	0.11	–	–	6,559	8,590
15	SGW	–	ON-SITE	–	419596.61	1577326.64	2.18	1.24	0.15	–	–	8,287	11,960

SWM QUANTITY SUMMARY CHART

PRACTICE	DA (ACRES)	IMPERVIOUS (ACRES)	RCN	Tc (MINUTES)	PRE 2 YEAR	POST 2 YEAR	WSE	PRE 10 YEAR	POST 10 YEAR	WSE	PRE 100 YEAR	POST 100 YEAR	WSE
SWM #1 (POI #1)	13.56	3.77	–	6.0	7.12	1.15	–	15.96	11.98	–	–	–	–
SWM #2 (POI#2)	17.27	7.71	–	6.4	17.49	0.60	–	38.65	8.73	–	–	–	–
SWM #7 (POI #3)	15.31	2.47	–	13.3	8.21	7.38	–	20.85	20.63	–	–	–	–
SWM #3-6 (POI #4)	35.03	10.10	–	11.6	14.56	0.99	–	36.82	16.48	–	–	–	–
N/A (POI #5)	1.86	0.29	–	6.8	3.30	0.22	–	9.16	2.05	–	–	–	–
SWM #8 (POI #6)	7.03	1.68	–	22.2	3.44	0.02	–	10.70	0.45	–	–	–	–
SWM #9 (POI #7)	2.00	1.01	–	6.0	2.43	0.30	–	4.93	4.07	–	–	–	–
SWM #10 (POI #8)	2.19	1.24	–	6.0	2.98	0.34	–	6.16	4.93	–	–	–	–

BUFFERYARD LEGEND

(E) 10' WIDE BUFFERYARD 'E'

NOTE: PROPOSED BUFFERYARDS UTILIZE LANDSCAPE OVERLAPPING CREDITS FOR FOREST CONSERVATION

NOTE:

THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.

REVISIONS

No.	DATE	DESCRIPTION	BY

WARNING!!

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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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND — BRENT C. ENGLAND — 48188 — PROFESSIONAL ENGINEER

5/7/25
DATE

SKETCH CONCEPT PLAN

FOR

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE

SHEET No. 3 OF 6
SCALE: AS NOTED
DATE:
JOB No. 220210
FILE No. 3208

© LANE ENGINEERING, LLC

Date: 05/07/2025 — 8:39am User: wbarnhart Project Manager: BCE
Drawing Path: C:\swap\AcPublish_25408\RSK-PLTS-220210.dwg | Sheet3SketchConceptPlan
XREF File(s): RSK-BASE-220210/XRN-BASE-220210/RBS-BASE-2438-220210/VLD-BASE-220210/CSK-BASE-220210/LUP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/RAR-BASE-Rev-220210

TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: **May 17, 2025**

TO: **Brett Ewing - Lane Engineering**

cc: **Sierra Clem - Town of Easton**

FROM: **Rick Van Emburgh, P.E. – Town Engineer**

SUBJECT: **Fox Chase**
Sketch Site Plan & Sketch Stormwater Management Plan Review

I reviewed the Application for the Subject project received on 5/7/2025 and the Traffic Impact Study received on 5/14/2025.

The **Sketch Plan** is **Acceptable to the Engineering Department with the following conditions** and **Sketch Stormwater Management Plan** is **Approved with the following conditions:**

1. **SHEET 3 OF 6 -** The EMERGENCY SERVICES ACCESS on Goldsborough Neck Road is located on Town of Easton Property. I support this connectivity to Goldsborough Neck Road, but prefer a full entrance rather than emergency only. The Town Council will need to agree to this connection because it is proposed on Town property.
2. **SHEET 3 OF 6 - ESD SUMMARY CHART -** Provide Total values as last row in the Chart.
3. **SHEET 3 OF 6 -** Provide adequate width between Lots 45 and 46 to provide access for construction vehicles/equipment to construct and maintain the proposed stormwater management feature behind Lot 46.
4. **SHEET 3 OF 6 -** Maintain proposed ROW between Lots 37 and 38, but continue curb and gutter across the ROW stub and do not provide asphalt north of the proposed intersection.
5. **SHEET 3 OF 6 -** Extend/connect proposed sidewalk around proposed 4-story multi-family residential buildings to proposed boulevard sidewalks.
6. **SHEET 5 OF 6 -** Dimension the length of the driveway from back of sidewalk to face of garage, or edge of alley pavement to face of garage. This should be at least 18 feet (the length of a parking space) but Town Zoning Code requires 10 feet wide and 35 feet long (28-1001.2.J).
7. **SHEET 5 OF 6** - Provide Visibility Triangles per TOE-R-2.05 (where proposed easements are shown).
8. **SHEET 6 OF 6 - RESIDENTIAL SUB-COLLECTOR (BOULEVARD) -** Provide 18 feet (12’ Travel Lane and 6’ Shoulders) for paved areas to allow safe passage of emergency vehicles or work vehicles.

9. **SHEET 6 OF 6 - RESIDENTIAL COLLECTOR -** Provide at least 27 feet between curbs (30 feet is preferred) to allow safe passage of emergency vehicles or work vehicles.
10. **SWM -** Ponds or other BMPs in Chapter 3 of the Design Manual may be proposed in lieu of Submerged Gravel Wetlands.
11. **SWM -** Provide 100-year storm calculations.
12. **PARKS -** The project should be presented to the Park Advisory Board for a recommendation on the proposed park improvements.
13. **TRAFFIC IMPACT STUDY** - Provide the existing and proposed number of trips at each study point/intersection as well as the % increase. The Traffic Impact may need to be updated if full access is provided on Goldsborough Neck Road.

Please contact me if you have any questions. Thank you.

EASTON AIRPORT
AVIATION GATEWAY TO THE EASTERN SHORE

410-770-8055
www.EastonAirport.com
29051 Corkran Road, Easton, MD 21601

May 14, 2025

Easton Sunrise Partners, LLC c/o Scott Wagner
928 Riverview Terrace
St. Michaels, MD 21663

Re: Fox Chase Estates

Dear Mr. Wagner,

In our initial review, it appears this project proposes to remove trees that are considered obstructions to the navigable airspace under 14 CFR Part 77 (See Graphic on Page 2). Easton Airport supports the removal of all trees that obstruct the airspace. We recommend not 'retaining' forest areas that are also obstructions to airspace, as presently planned.

Due to the project's proximity to Easton Airport, it meets the requirements to have an Aeronautical Study completed by the Federal Aviation Administration (FAA). As the project sponsor, you must file a Notice of Proposed Construction or Alteration (FAA Form 7460-1) with the FAA. Given multiple buildings are proposed, I recommend each grouping of homes could be filed for the point closest to the airport instead of 365 individual per structure.

Please follow the guidance on the FAA's Obstruction Evaluation / Airport Airspace Analysis website (https://oeaaa.faa.gov).

Additionally, as this development will be close to the airport, and future homeowners will be subjected to high levels of aircraft noise, I recommend that a new avigation easement over the entire property be granted to Easton Airport to ensure the airspace is protected

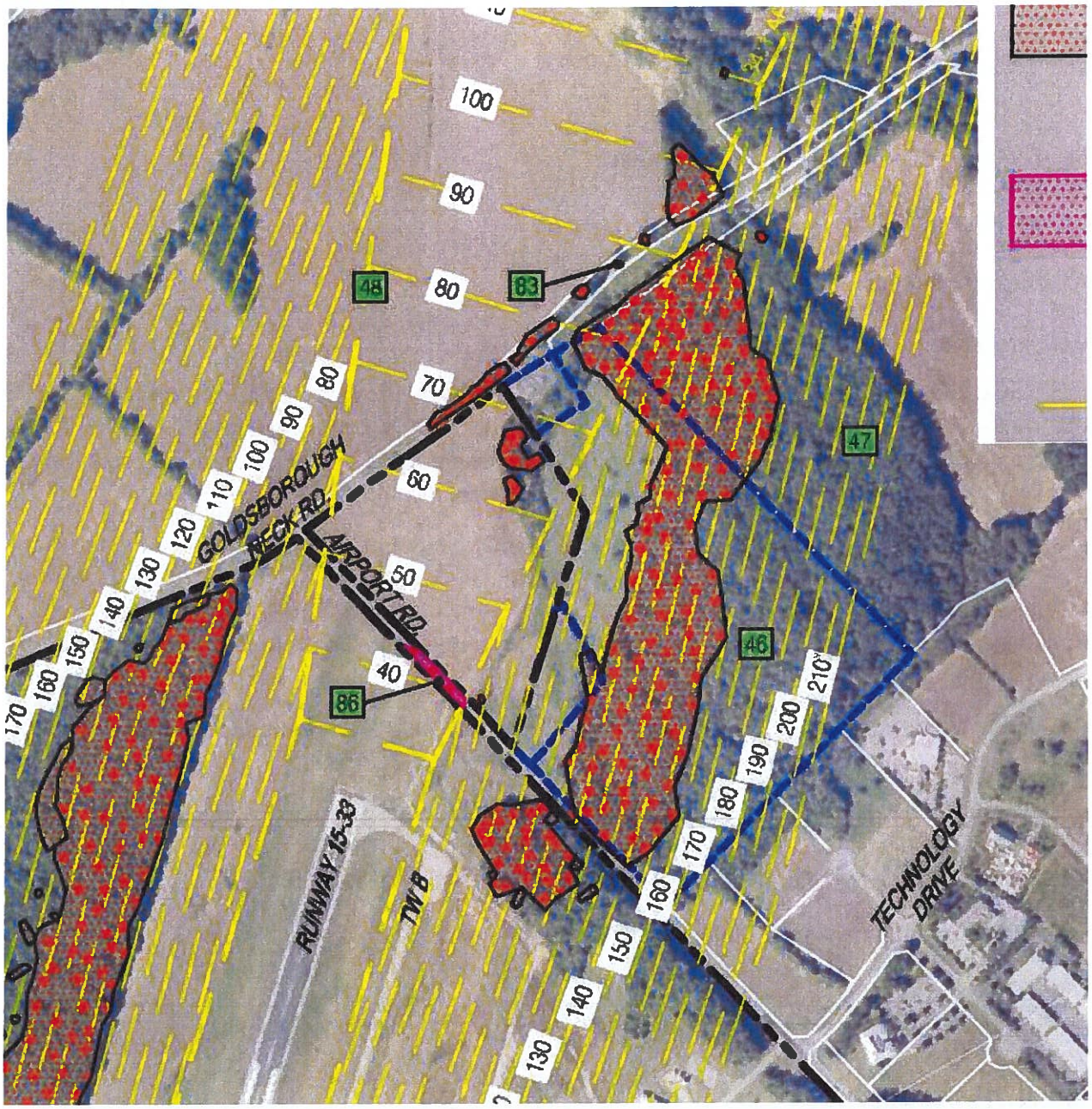
Please feel free to contact me if you have any questions.

Thank you,

Micah Risher
Manager, Easton Airport
410-770-8055
mrisher@talbotcountymd.gov

CC: Town of Easton - Engineering, Planning and Zoning

Parcel 47 identifies the location of the proposed development in relation to the approach course for Runway 15 at Easton Airport. The orange groupings of trees indicate obstructions to 14 CFR Part 77 and should be removed. The most critical of these trees are at the corner of the parcel (nearest the blue line) as they impact the 20:1 approach into the runway.



TALBOT COUNTY HEALTH DEPARTMENT

OFFICE OF ENVIRONMENTAL HEALTH
215 BAY STREET, SUITE 4, EASTON, MD 21601
Fahmi Fahmi, MD, Health Officer
Brennan E. Greene, LEHS, Director

PHONE: (410) 770-6880

FAX: (410) 770-6888

MEMORANDUM

TO: Samantha Smith
Town of Easton, Planning Department

FROM: Brennan E. Greene, LEHS BEG
Director of Environmental Health

DATE: May 20, 2025

SUBJECT: Fox Chase Estates Preliminary Plan (May ESDR)
Technology Drive, Easton, MD 21601
Tax Map: 25, Parcel: 92, Lots 1, 2, 3, 4, 9, & 10.

RE: May 2025 Review and Comments

Based on review of the above referenced preliminary plan that has been completed by this office, the following comments are provided for the applicant:

1. A subdivision plat will have to be submitted to this office for the creation of new lots associated with the preliminary subdivision. The current review fee rate as of this writing is $100 per created lot on community sewer.
2. A written verification will have to be provided by the owner of the property from Easton Utilities indicating that there is adequate capacity within the wastewater treatment plant and community water supply system to serve the lots that are being verified in compliance with the above. The written notification must also indicate that an allocation of sewage has been secured for each lot.

Please contact this office with any questions concerning the above referenced comments.

TOWN OF EASTON

PO Box 520
Easton, Maryland 21601
(410)-822-2526 Fax (410)-822-8738
Office of Building Inspection.

ESDR- Building Inspection and Permit Department Comments

Date: May 15, 2025

Project; Fox Chase Estates
Owner; Easton Sunrise Partners, LLC

A Town of Easton Building Permit is required for all new construction.
New home construction (R3) will comply with the current International Residential Code adopted at time of permit application. Other buildings will comply with the International Building Code adopted at time of permit application.

Contact this Department and verify current Building Codes including the Town of Easton's modifications prior to preparation of Building plans.

The following lists items required on the construction drawings in order to apply for a Building Permit.

- Construction Documents (3 sets) for any new construction will be required. Documents must be prepared by a Maryland Registered Architect, with original plans signed and sealed. A code analysis completed by the Maryland Registered Architect shall include, classification (use group), construction type, occupant loads, egress, fire separations and ADA compliance must be completed and included with the application materials.
- Items that must be addressed by the construction documents will be structural strength, means of egress (include travel distance), facilities, stability, sanitation, light and ventilation, energy conservation and safety to life and property from fire and other hazards attributed to the built environment, **Accessibility**, and other safety requirements for public access.
- If your project will be phased include a phasing plan in the Construction Documents.
- All mechanical, electrical, and plumbing permits as required must include 3 sets construction documents signed and sealed by a professional engineer and by a responsible party for the contractor receiving the permit. Be sure the Town of Easton modifications are included. Section 6-16 of the Town Code.
- **State Fire Marshal,** (410-822-7609) plan review and inspections are required. It is your responsibility to contact them and make application.

An appointment may be set up with this department to review your permit application materials prior to permit application submission.

Lane Engineering, LLC

Established 1986

Civil Engineering • Land Planning • Land Surveyors

15 Washington Street
Cambridge, Maryland 21613
Tel 410-221-0818
Fax 410-476-9942

117 Bay Street
P.O. Box 1767
Easton, Maryland 21601
Tel 410-822-8003
Fax 410-822-2024

354 Pennsylvania Avenue
Centreville, Maryland 21617
Tel 410-758-2095
Fax 410-758-4422

June 2, 2025

Joe Mayer
Town of Easton
14 S. Harrison Street
Easton, MD 21601

Subject : ESDR Comment Response Letter – Fox Chase Estates PUD

Dear Joe,

We have reviewed the Town's ESDR review comments dated May 30, 2025 and have updated the sketch site plan accordingly. Our responses are in order with your comment letters as follows:

Planning & Zoning

1. Application and fee to be provided prior to PC.
2. 3-D depiction of the proposed project will be provided no later than Wednesday, June 4th.
3. We believe the project meets the goals of the Town Comprehensive Plan by providing future connection points to the hospital to the north and to the Gannon property to the east. The Goldsborough Neck Rd connection will be used for emergency services and if need be during an emergency event, a secondary access for residents in the community.
4. The 25% affordable will be provided using a certain number of the 120 condo units and the 65 – 20' wide townhomes.
5. Species added the landscape requirement summary, sheet 1.
6. Due to existing utility easements, the bufferyard requirements cannot be met in this location. Although a waiver of this is requested, we believe the existing vegetation will provide adequate screening in this location.
7. 20' wide bufferyard "C" will be provided adjacent to the collector on the subject lots.
8. The total number of required street trees for the project are provided onsite. We are avoiding conflict with the existing overhead power line in this location by not planting.
9. Plan updated per comment.

10. Legend updated.
11. Per discussion with Town Engineering, we will remove road stub and only leave the ROW to the property line; this will eliminate the need for the barricade. No improvements to the property line will be proposed at either location.
12. Condo building unit total added.
13. The specific and number of uses in each building are unknown at this time; the uses identified in the cover letter are potential only, just to provide the town an example. We are providing parking consistent with most general commercial activities.
14. No, these areas will be owned, maintained and used only by the HOA.
15. Label provided.
16. This can be addressed at time of site construction plan design if it is a Town Code requirement.
17. Sidewalks are not proposed at this time; we are happy to discuss the need with the PC.
18. BC zoning requirements added to the site plan notes.
19. Dimensions provided.
20. ADA spaces for multifamily provided.
21. The request for the Mid-block crosswalk will be reviewed with the Town Engineering office.

Engineering Department

1. Comments to be addressed at time of site construction plan submission.

Easton Utilities

1. Acknowledged.

Thank you for your review of this project. Should you have any questions or need additional information, please contact me directly at 410-822-8003.

Sincerely,

Brett C. Ewing, AICP
Principal

PRODUCT ANALYSIS SHEET

Roanoke

GENERAL FEATURES

Home Type: Single Family Detached

Series: Ryan Core

Footprint Min: 50′ x 41′-0″

Footprint Max: 62′-8′′ x 53′-8″

Mean Roof Height: 24′-4 1/8″

Ceiling Height: 9′-1 1/8″ First Floor
7′-11″ Basement & 8′-1 1/8″Second Floor

Base Square Footage: 2756
1st Floor: 1272
2nd Floor: 1484

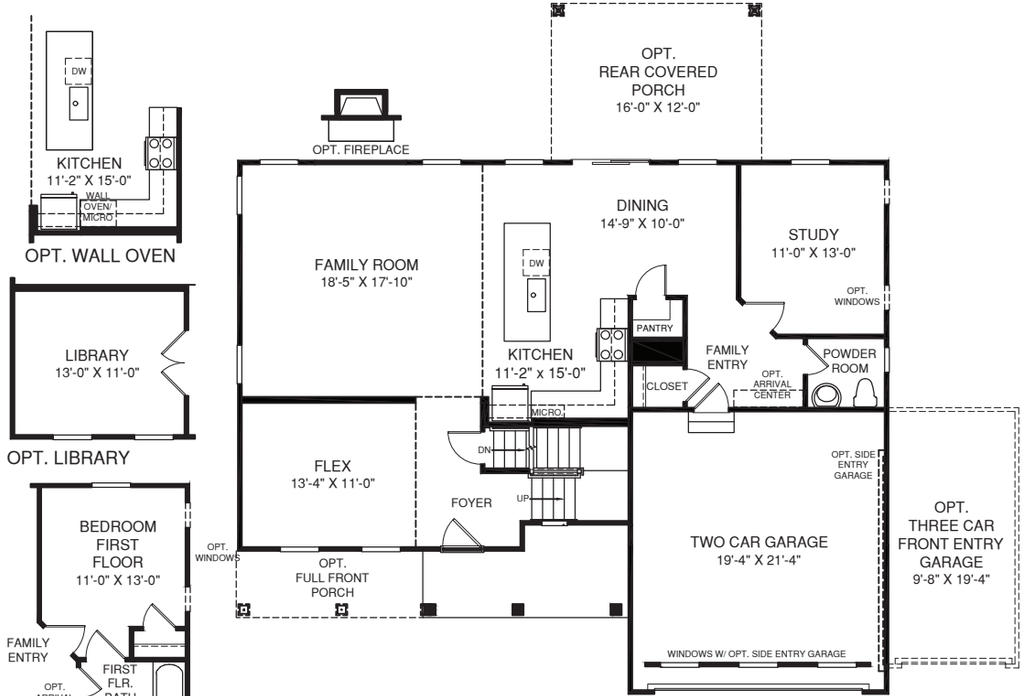
Available Foundations: Basement; Crawl, Slab

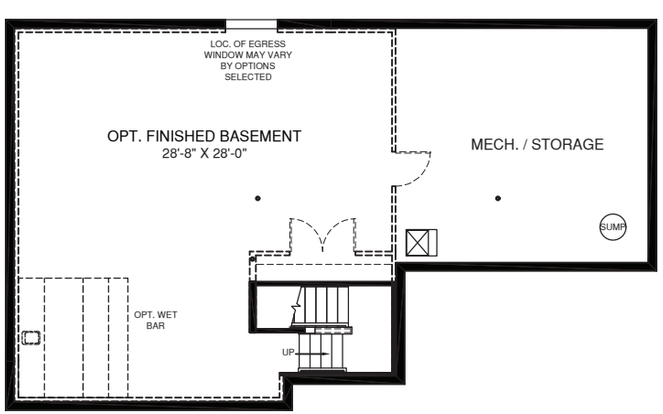
Garage Type: 2-car front or side entry; 3-car front entry

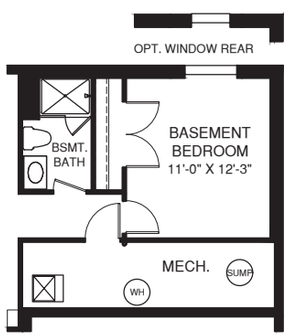
Veneers Available: Traditional full siding or full brick, partial brick & partial stone; Craftsman with stone or brick water table

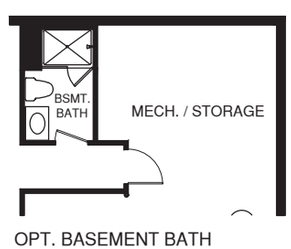
RNK00-01

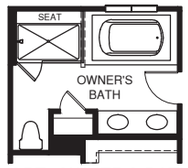
For Internal Use only. Information is believed to be correct at time of publication. Refer to most current blueprints for accuracy.



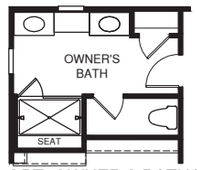




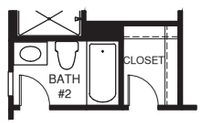




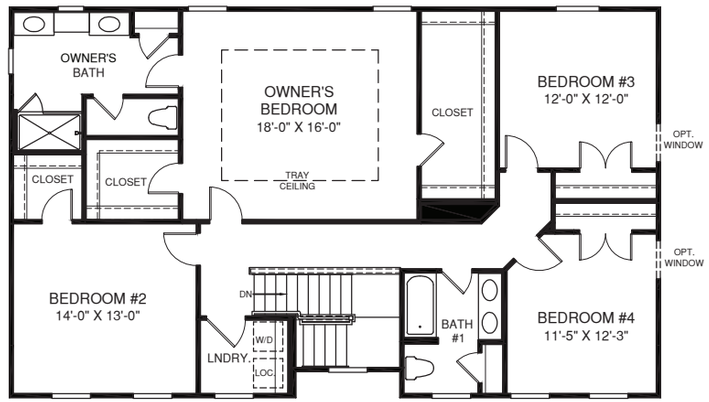
OPT. OWNER'S BATH W/ SOAKING TUB & SHOWER

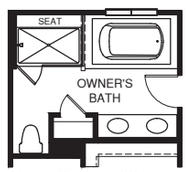


OPT. OWNER'S BATH W/ ROMAN SHOWER



OPT. BATH #2





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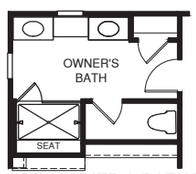
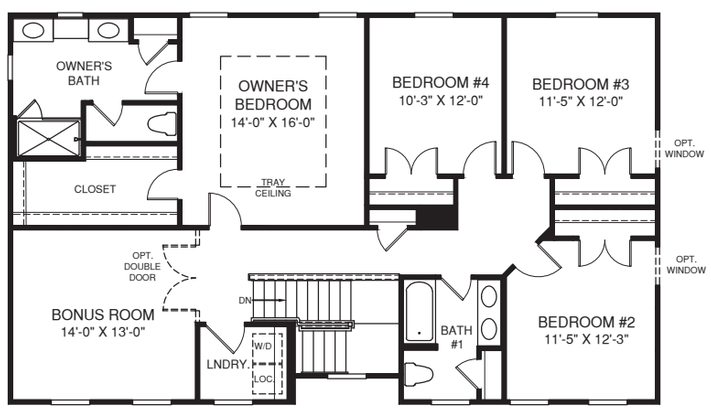


OPT. OWNER'S BATH W/ ROMAN SHOWER



RNK00-01 Roanoke

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PRODUCT ANALYSIS SHEET

Powell

GENERAL FEATURES

Home Type: Single Family Detached

Series: Ryan Core

Footprint Min: 50′ x 36′

Footprint Max: 62′-4″ x 43′

Mean Roof Height: 24′-1 7/16″

Ceiling Height: 9′-1″ First Floor
7′-11″ Basement, 8′-1″ Second Floor

Base Square Footage: 2454
1st Floor: 1074
2nd Floor: 1380

Available Foundations: Basement; Crawl, Slab

Garage Type: 2-car front or side entry, 3-car front entry

Veneers Available: Traditional full siding & full brick or partial brick & partial stone; Craftsman with stone or brick water table

PWL00-01
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PWL00-01 Powell

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PRODUCT ANALYSIS SHEET

Normandy

GENERAL FEATURES

Home Type: Single Family Detached

Series: Ryan Core

Footprint Min: 54′ x 44′

Footprint Max: 66′-4″ x 56′-4″

Mean Roof Height: 26′-2″

Ceiling Height: 9′-1 1/8″ First Floor
7′-11″ Basement & 8′-1 1/8″Second Floor

Base Square Footage: 3765
1st Floor: 1780
2nd Floor: 1985

Available Foundations: Basement; Crawl, Slab

Garage Type: 2-car front or side entry; 3-car front; 3-car side with bolt on

Veneers Available: Traditional full siding, full brick, or stone watertable; Craftsman with stone water table or partial brick;

NRM00-01

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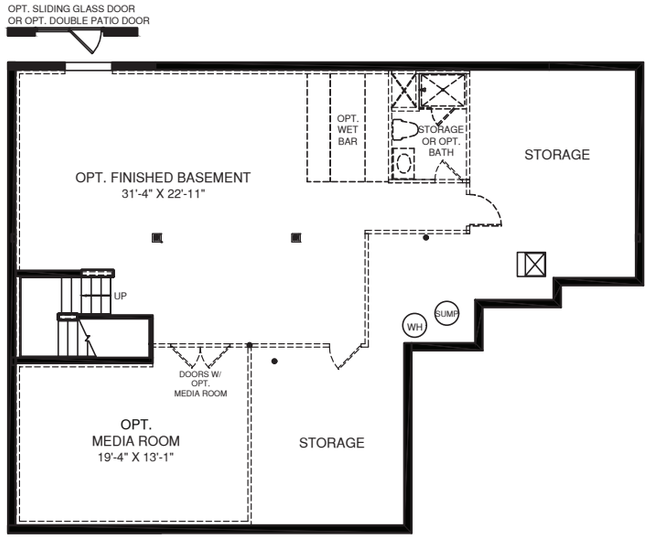
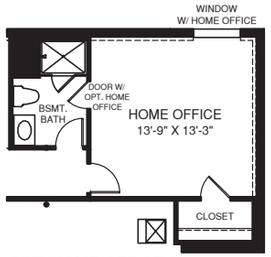
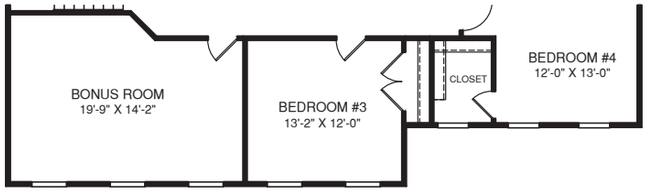
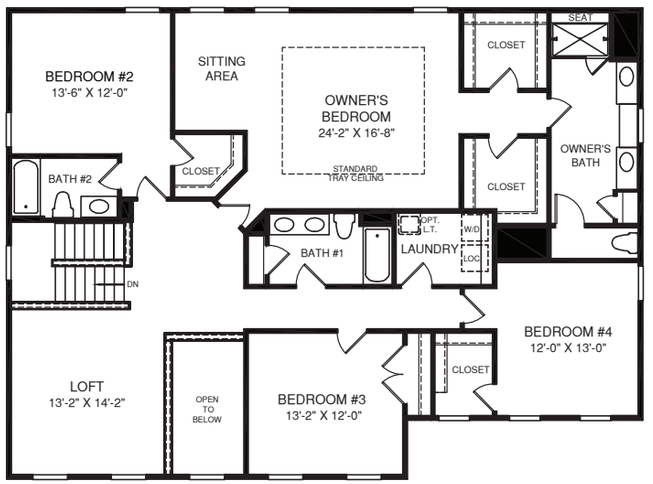




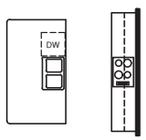
OPT. HOME OFFICE SHOWN
W/ OPT. BATH



OPT. BONUS ROOM

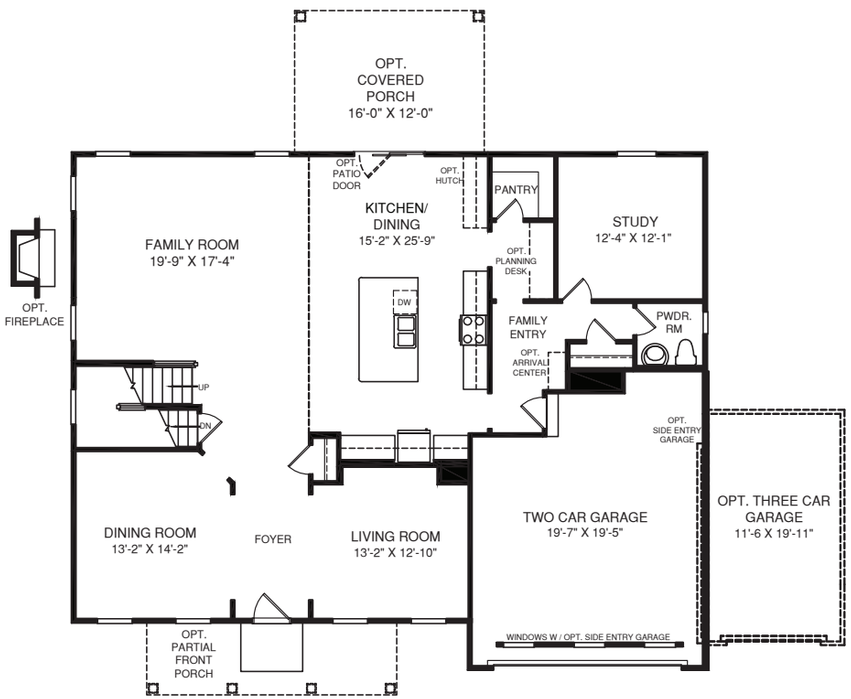


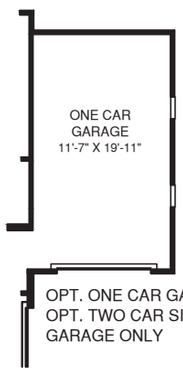
OPT. OWNER'S
BATH W/ TUB &
SHOWER



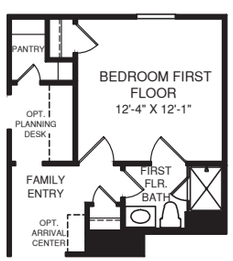
OPT. UPGRADE KITCHEN

OPT. LIBRARY IN LIEU
OF LIVING ROOM





OPT. ONE CAR GARAGE W/
OPT. TWO CAR SIDE ENTRY
GARAGE ONLY



OPT. BEDROOM FIRST
FLOOR

NRM00-01 Normandy

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PRODUCT ANALYSIS SHEET

Mitchell

GENERAL FEATURES

Home Type: Single Family Detached

Series: Ryan Core

Footprint Min: 30’ x 49’-0”

Footprint Max: 30’-4’’ x 73’-4”

Mean Roof Height: 27’-10 11/16”

Ceiling Height: 9’ First Floor
8’ Basement & 9’ Second Floor

Base Square Footage: 2748
1st Floor: 1358
2nd Floor: 1390

Available Foundations: Basement; Crawl, Slab

Garage Type: 2-car rear attached; 2-car detached

Veneers Available: Traditional full siding, partial brick & partial stone

MIT00-01
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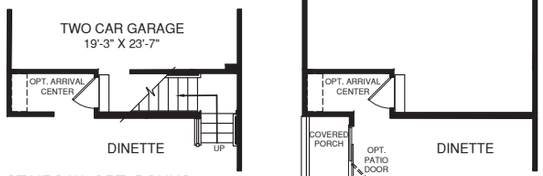
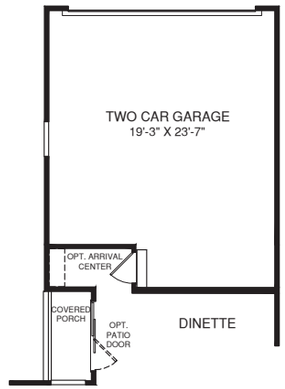
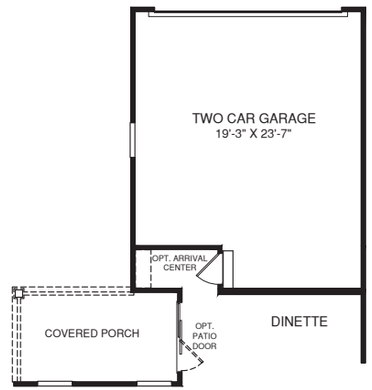


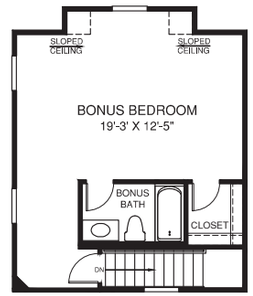
STAIRS W/ OPT. BONUS ROOM OR BONUS BEDROOM ABOVE REAR GARAGE



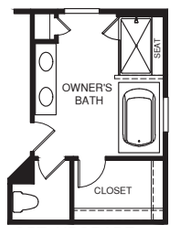
OPT. REAR ATTACHED GARAGE



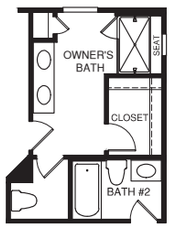
OPT. REAR ATTACHED GARAGE W/ OPT. EXPANDED REAR COVERED PORCH



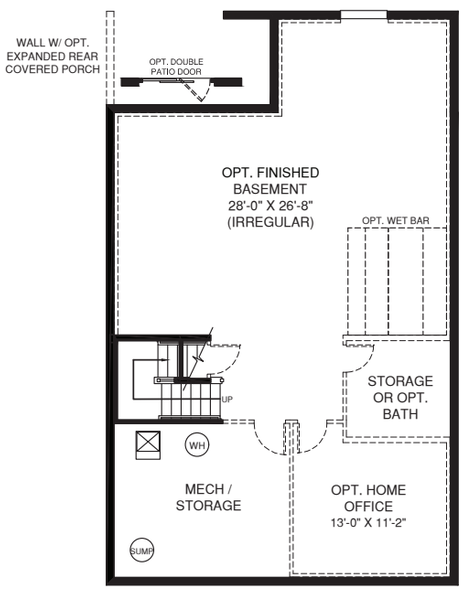
OPT. BONUS BEDROOM



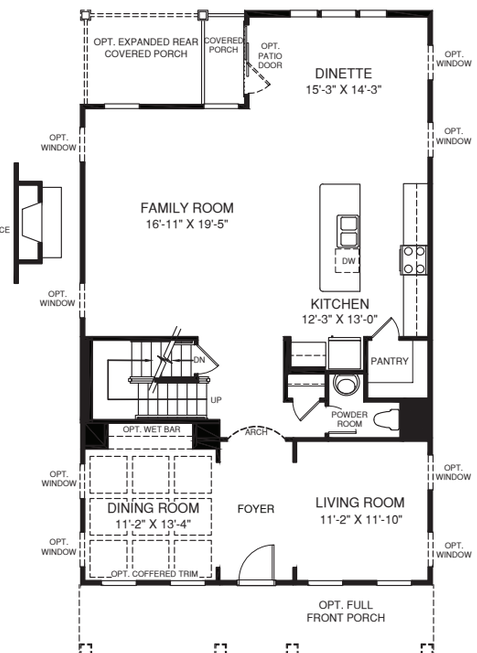
OPT. UPGRADE OWNER'S BATH

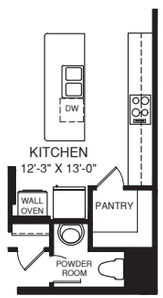


OPT. BATH #2

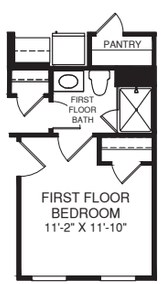


OPT. BASEMENT BATH

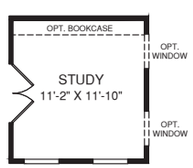




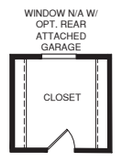
OPT. UPGRADE KITCHEN



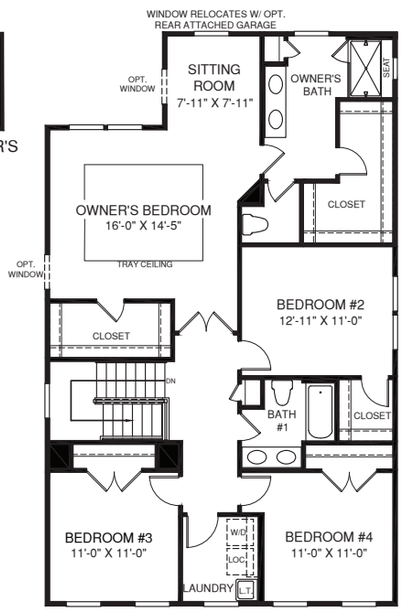
OPT. FIRST FLOOR BEDROOM

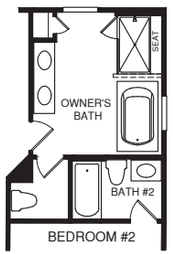


OPT. STUDY



OPT. OWNER'S CLOSET





OPT. UPGRADE OWNER'S BATH W/ OPT. BATH #2

MIT00-01 Mitchell

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PRODUCT ANALYSIS SHEET

Corsica

GENERAL FEATURES

Home Type: Single Family Detached

Series: Ryan Core

Footprint Min: 54′ x 40′

Footprint Max: 68′ x 54′

Mean Roof Height: 25′-3 9/16″

Ceiling Height: 9′-1 1/8″First Floor
7′-11″ Basement & 8′-1 1/8″ Second Floor

Base Square Footage: 3371
1st Floor: 1525
2nd Floor: 1846

Available Foundations: Basement; Crawl, Slab

Garage Type: 2-car front or side entry; 3-car front; 3-car side with bolt on

Veneers Available: Traditional full siding, partial brick & partial stone; Craftsman with partial brick & partial stone

COR00-01

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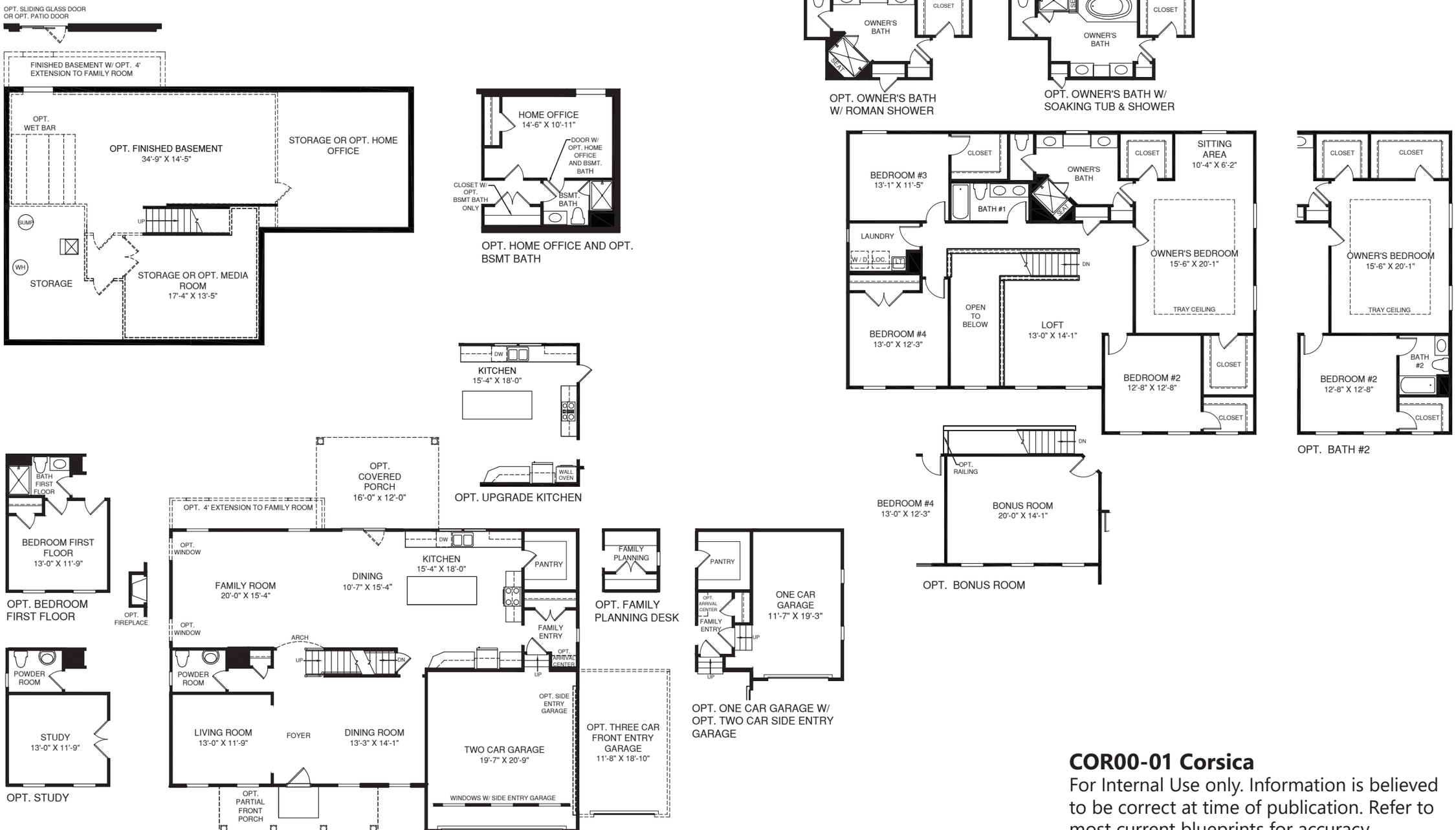

COR00-01 Corsica

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PRODUCT ANALYSIS SHEET

Sonata (Symphony II Series)

GENERAL FEATURES

Home Type: Single Family Attached

Series: Ryan Core

Footprint Min: 22′ x 40′

Footprint Max: 22′ x 40′-4″
(Includes Upper Level Cantilever)

Mean Roof Height: 32′-10 3/8″

Ceiling Height: 9′-1 1/8″ Second Floor, 7′-11″ First Floor, & 8′-1 1/8″ Third Floor

Base Square Footage: 2233
1st Floor: 429
2nd Floor: 880
3rd Floor: 924

Available Foundations: Slab

Garage Type: 2-car front garage

Veneers Available: Traditional full siding or partial brick; Cottage in part stone, and Farmhouse.

Sonata QSOND_00
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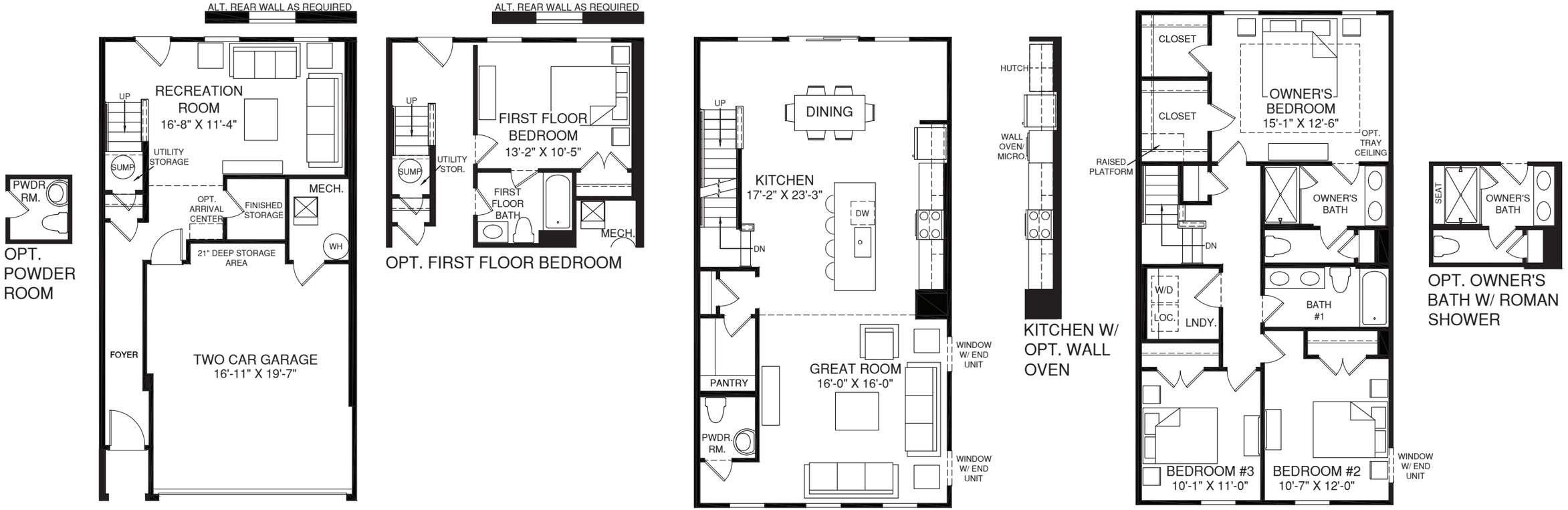

Sonata QSOND_00

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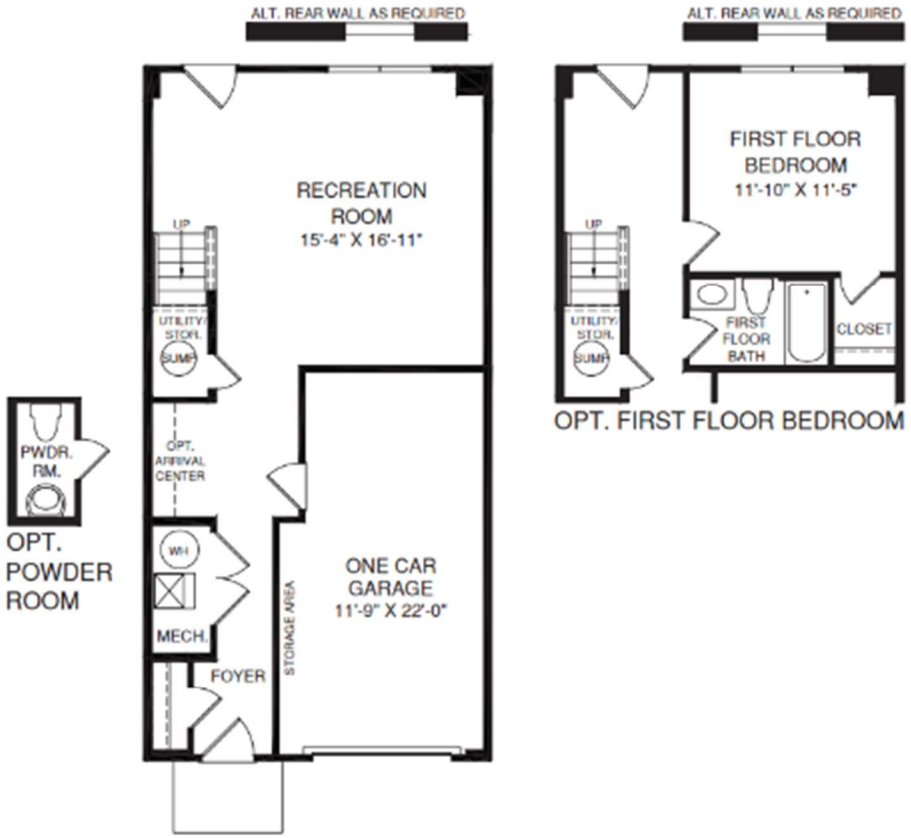
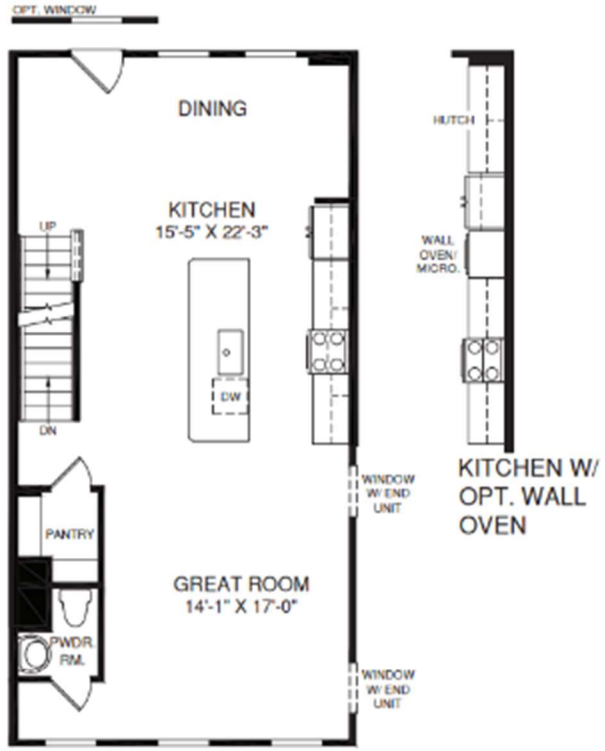
Cadence
20' TH





First Floor Features

Standard:
- 8' Ceiling
- 1 Car Garage
- Foyer
- Covered Entry
- Recreation Room
- Coat Closet
- Utility/ Storage under stair

Optional:
- Powder Room
- Lower Level Bedroom w/ Lower Level Bath
  - (1) 30" Vanity
  - Walk in closet

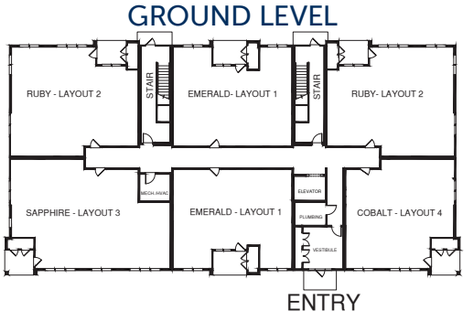
Second Floor Features

Standard:
- 9' Ceiling
- Great Room
- Kitchen
  - Range/Oven
  - Walk-in Pantry
  - 10' Island
- Dining
- Finished Storage
- Powder Room

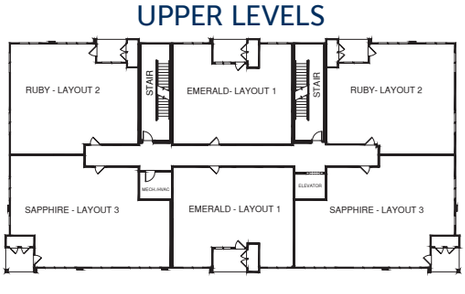
Optional:
- Kitchen w/ Range/ Wall Oven/ Hutch

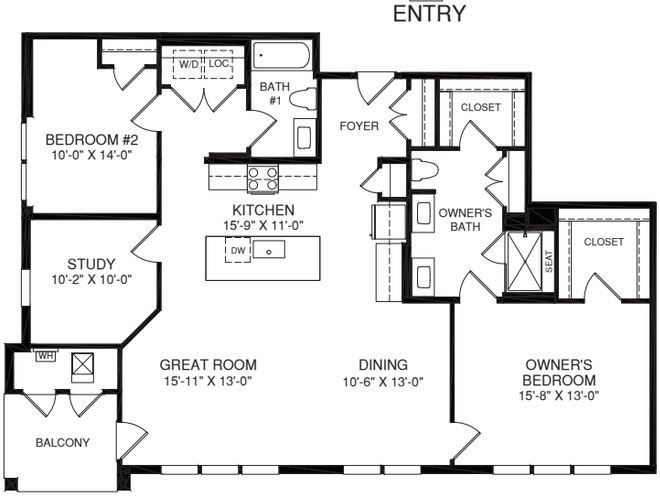
MOSAIC

GROUND LEVEL

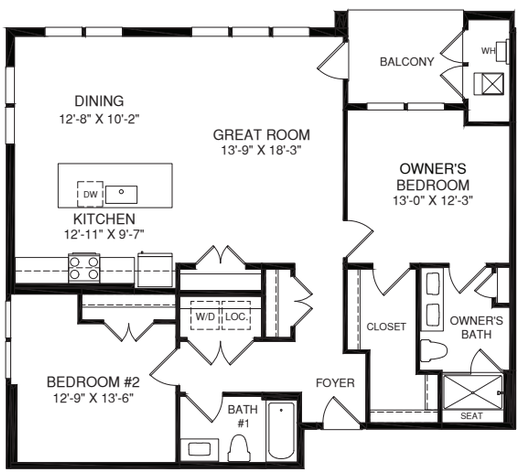


UPPER LEVELS

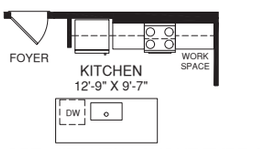




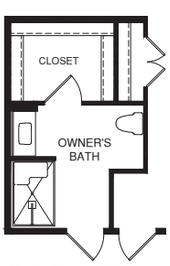
THE SAPPHIRE



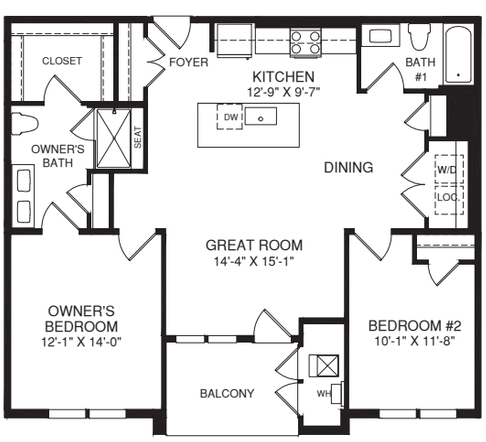
THE RUBY



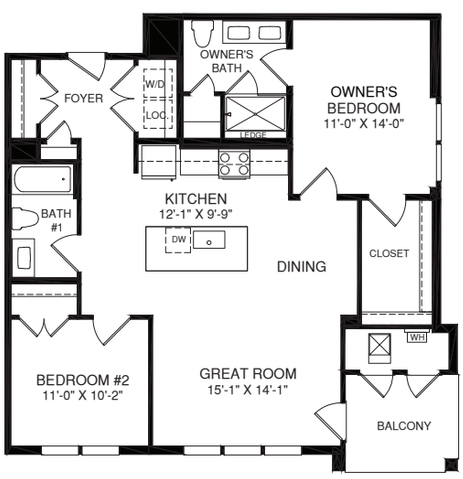
OPT. KITCHEN LAYOUT TYPE A



OPT. OWNER'S BATH TYPE A



THE EMERALD



THE COBALT

EQUAL HOUSING OPPORTUNITY

Although all illustrations and specifications are believed correct at the time of publication, the right is reserved to make changes, without notice or obligation. Windows, doors, ceilings, and room sizes may vary depending on the options and elevations selected. Optional items indicated are available at additional cost. This brochure is for illustrative purposes only and not part of a legal contract. It is recommended that the architectural blueprints be reserved for further clarification of features. Not all features are shown. Please ask our Sales and Marketing Representative for complete information.

Elevations shown are artist's concepts. Floor plans may vary per elevation. Ryan Homes reserves the right to make changes without notice or prior obligation.

RY1021MSC0Av00 RHWTW

Ryan Homes

PUD SKETCH PLAN
FOR
FOX CHASE ESTATES
IN THE TOWN OF EASTON
TALBOT COUNTY, MD

SITE PLAN DATA

PROPERTY OWNER: EASTON SUNRISE PARTNERS, LLC

TAX PARCEL 92 (108.631 ACRES)
LOT 1 PROPERTY ADDRESS: 9684 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 2 PROPERTY ADDRESS: 9778 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 3 PROPERTY ADDRESS: 9783 TECHNOLOGY DRIVE, EASTON, MD 21601
LOT 4 PROPERTY ADDRESS: 9687 TECHNOLOGY DRIVE, EASTON, MD 21601
DEED REFERENCE: 2754/19
PLAT REFERENCE: 89/149

TAX PARCEL 90 (4.185 ACRES)
LOT 9 PROPERTY ADDRESS: 29001 I-WAY COURT, EASTON, MD 21601
LOT 10 PROPERTY ADDRESS: 29004 I-WAY COURT, EASTON, MD 21601
DEED REFERENCE: 2804/456
PLAT REFERENCE: 4/80G

CURRENT ZONING: BC

SETBACKS:

FRONT: 40'
SIDE: 10'
REAR: 30'

HEIGHT LIMITATIONS: 35'
LOT COVERAGE (BUILDINGS & STRUCTURE): SHALL NOT EXCEED 50% OF LOT AREA

PROPOSED ZONING: PUD

SITE AREA: 112.816 ACRES TOTAL

EXISTING DEVELOPMENT: THE PARCEL IS CURRENTLY AGRICULTURAL TILLED FARM LAND WITH SOME WOODLANDS.

PROPOSED DEVELOPMENT: MIXED USE RESIDENTIAL & COMMERCIAL

SINGLE FAMILY:	61 LOTS
NEO-TRADITIONAL:	47 LOTS
TOWNHOUSES:	
20' WIDE UNITS:	65 LOTS
22' WIDE UNITS:	72 LOTS
MULTI-FAMILY:	120 UNITS
TOTAL DWELLING UNITS:	365 UNITS

2-STORY COMMERCIAL BUILDING (LOT 9): 20,000 SF GFA

2-STORY COMMERCIAL BUILDING (LOT 10): 23,000 SF GFA

RESIDENTIAL SETBACKS PROPOSED:

FRONT: 25'
SIDE: 8'
REAR: 15'

PARKING REQUIRED:

SINGLE FAMILY DETACHED DWELLING:	2 SPACES/DWELLING; 108 X 2 = 216 SPACES REQUIRED; 216 PROVIDED
TOWNHOME UNIT:	2 SPACES/TOWNHOME; 137 X 2 = 274 SPACES REQUIRED; 274 PROVIDED
MULTIFAMILY:	MINIMUM (1 SPACE/PER DWELLING UNIT); 120 X 1 = 120 SPACES REQUIRED MAXIMUM (2 SPACE/PER DWELLING UNIT); 120 X 2 = 240 SPACES REQUIRED PROVIDED: 187 SPACES (1.56 SPACES/ UNIT) BIKE SPACES (0.5 SPACES/ DU): 120 / 0.5 = 60 BIKE SPACES REQUIRED
COMMERCIAL BUILDING:	
LOT 9 (20,000 SF)	MINIMUM (1 SPACE/250 SF); 20,000/250 = 80 SPACES REQUIRED MAXIMUM (1 SPACE/140 SF); 20,000/140 = 143 SPACES REQUIRED PROVIDED: 80 SPACES BIKE SPACES (1/ 10 PARKING SPACES): 80/ 10 = 8 BIKE SPACES REQUIRED
LOT 10 (23,000 SF)	MINIMUM (1 SPACE/250 SF); 23,000/250 = 92 SPACES REQUIRED MAXIMUM (1 SPACE/140 SF); 23,000/140 = 164 SPACES REQUIRED PROVIDED: 106 SPACES BIKE SPACES (1/ 10 PARKING SPACES): 106/ 10 = 11 BIKE SPACES REQUIRED

SITE LIGHTING; ALL PROPOSED SITE LIGHTING SHALL BE SHARP CUTOFF LUMINAIRES ON MAXIMUM 18' HIGH POLES RESULTING IN NO MORE THAN 1-FOOT-CANDLE OF LIGHT AT PROPERTY PERIMETER.

AMENITY RECREATIONAL OPEN SPACE: 30% (33.845 AC.) REQUIRED; 34.4% (38.794 AC.) PROVIDED (EXCLUDING STORMWATER MANAGEMENT AREAS)

STORMWATER MANAGEMENT: QUANTITY CONTROL IS ADDRESSED. QUALITY TREATMENT ADDRESSED BY PROVIDING ENVIRONMENTAL SITE DESIGN IN ACCORDANCE WITH CHAPTER 5 OF THE MARYLAND STORMWATER DESIGN MANUAL, PROVIDING ESDV TO THE MAXIMUM EXTENT PRACTICABLE (MEP).

APPLICATION COMPLIANCE: SEC. 28-701 (H)(1) (A) THROUGH (H)

A. PROPOSED DEVELOPMENT LAYOUT - SHOWN HEREIN.

B. 0.760 ACRES TO BE AMENITY PARCEL, 0.630 ACRES± TO BE USED FOR DOG PARK, 0.410 ACRES TO BE USED FOR TOT LOTS, 0.210 ACRES TO BE USED FOR TRAIL, 36.784 ACRES± TO BE USED FOR FOREST CONSERVATION EASEMENT AREA & STREAM BUFFER.

C. THE PROPOSED LAYOUT SHOWS 4.185 AC± OF COMMERCIAL AREA.

D. TYPE OF DWELLING UNITS ARE DESCRIBED ON SHEET 4.

E. RESIDENTIAL LOTS ARE SHOWN ON THE PROPOSED LAYOUT.

F. LAND USE TABULATIONS ARE AS FOLLOWS:

- SINGLE FAMILY DETACHED DWELLINGS:	16.449 AC (14.58% OF SITE)
- NEO-TRADITIONAL SINGLE FAMILY DETACHED DWELLINGS:	7.704 AC (6.83% OF SITE)
- TOWNHOUSE UNITS:	8.411 AC (7.46% OF SITE)
- MULTIFAMILY:	4.912 AC (4.35% OF SITE)
- AMENITY/ RECREATIONAL OPEN SPACE:	38.794 AC (34.39% OF SITE)
- STORMWATER MANAGEMENT/ OPEN LANDSCAPE AREAS (ISLANDS, MEDIANS, TRAFFIC CIRCLE, ETC.):	19.222 AC (17.04% OF SITE)
- INTERNAL RIGHT-OF-WAYS & WIDENING:	13.139 AC (11.65% OF SITE)
- COMMERCIAL AREAS (LOTS 9 & 10):	4.185 AC (3.70% OF SITE)
- FOREST CONSERVATION EASEMENT AREA:	25.434 AC± (INCLUDED IN OTHER AREAS)
- BUFFERYARDS:	2.006 AC± (INCLUDED IN OTHER AREAS)

G. RESIDENTIAL DENSITY TABULATION: (3.5 SFD DU/AC ALLOWED)
(5 MULTIFAMILY DU/AC ALLOWED)

- SINGLE FAMILY DETACHED DWELLINGS:	61 LOTS
- NEO-TRADITIONAL DETACHED DWELLINGS:	47
- TOWNHOMES:	137 UNITS
- MULTIFAMILY:	120 UNITS

THE MAXIMUM DENSITY PERMITTED IN THE PUD DISTRICT IS 16 DU/ACRE.
THE PROPOSED DENSITY IS 3.36 DU/ACRE CONSISTENT WITH MDP GUIDELINES FOR SMART GROWTH.

H. CONCEPTUAL DWELLING & COMMERCIAL ELEVATIONS ARE INCLUDED WITH THIS SUBMITTAL.

I. PROPOSED VEHICULAR, PEDESTRIAN, AND BICYCLE CIRCULATION PROVIDED ON PLAN AND COMPLIANT WITH TOWN STANDARDS.

J. FOREST CONSERVATION HAS BEEN PREVIOUSLY SATISFIED FOR THIS SITE. REFER TO THE FOREST CONSERVATION PLAN INCLUDED AS PART OF A FINAL PLAT, PHASE 1, "EASTON TECHNOLOGY CENTER" PREPARED BY LANE ENGINEERING, INC., DATED MAY, 1997, RECORDED AMONG THE LAN RECORDS OF TALBOT COUNTY, MARYLAND, IN PLAT LIBER 4, BEGINNING AT FOLIO 80G.

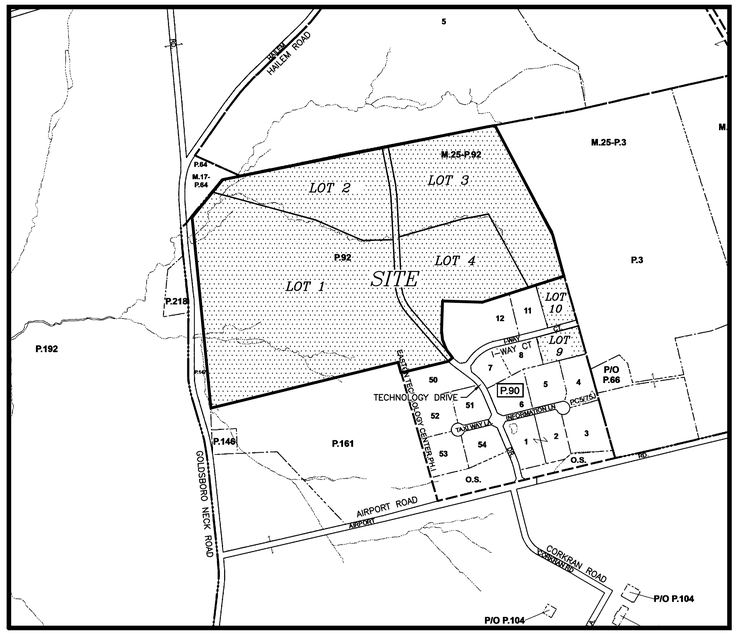
K. METES AND BOUNDS DESCRIPTION INCLUDED WITH THIS SUBMITTAL.

L. SITE & BUILDING ILLUSTRATIVES ENCLOSED.

M. SEE PUD COMPLIANCE NARRATIVE ENCLOSED.

N. ESTABLISHED DEVELOPMENT STANDARDS:

- RESIDENTIAL SETBACKS:	SEE ABOVE
- PARKING LOT SETBACKS FROM PROPERTY LINES:	1' PROPOSED
- MULTIFAMILY BUILDING HEIGHT:	58'± PROPOSED
- MULTIFAMILY FRONT SETBACK PROPOSED:	15' PROPOSED



VICINITY MAP

600' 300' 0' 300' 600' 1,200'
SCALE IN FEET

INDEX OF SHEETS

SHEET No.	TITLE
1	TITLE SHEET & PROJECT NOTES
2	EXISTING CONDITIONS AND LINE REVISION
3	SKETCH CONCEPT PLAN
4	SUBDIVISION PLAT SKETCH & LOT EXHIBIT
5	LOT DETAILS
6	TRANSPORTATION EXHIBIT & STREET DETAILS

LANDSCAPE REQUIREMENTS SUMMARY
PER ZONING ORDINANCE (ALL NATIVE SPECIES):

SECTION 1014.6.A.:

1. STREET TREES @ 1 TREE/25' OF STREET CENTERLINE LENGTH
10,085 LF / 25 = 404 TREES REQUIRED; 404 TREES PROPOSED
(MAPLE, OAK, SYCAMORE, TYPICAL)

LANDSCAPE BUFFERYARD REQUIREMENTS (SECTION 1014.7.E.)

10' WIDE LANDSCAPE BUFFERYARD 'E' (E1-E3)
4,249 LF LESS RIGHT-OF-WAY (60 LF) = 4,189 LF / 50' = 83.8 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 83.8 PU = 84 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 83.8 PU = 251 EVERGREEN TREES REQUIRED
(MAPLE, OAK, SYCAMORE, WHITE PINE, AMERICAN ARBORVITAE, HOLLY, TYPICAL)

10' WIDE LANDSCAPE BUFFERYARD 'E' (E4-E7)
3,665 LF LESS DELMARVA UTILITY EASEMENT & EMERGENCY ACCESS EASEMENT (275 LF)= 3,665 LF
3,665 LF / 50' = 73.3 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 73.3 PU = 74 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 73.3 PU = 220 EVERGREEN TREES REQUIRED

THE EXISTING FOREST CONSERVATION EASEMENT ALONG THESE AREAS MEETS OR EXCEEDS BUFFER YARD REQUIREMENT.

10' WIDE LANDSCAPE BUFFERYARD 'E' (E8)
405 LF / 50' = 8.1 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 8.1 PU = 8 SHADE/ CANOPY TREES REQUIRED
3 EVERGREEN TREES X 8.1 PU = 24 EVERGREEN TREES REQUIRED
(MAPLE, OAK, SYCAMORE, WHITE PINE, AMERICAN ARBORVITAE, HOLLY, TYPICAL)

10' WIDE LANDSCAPE BUFFERYARD 'E' (E9)
482 LF / 50' = 8.1 PLANT UNITS (PU)

FENCE WITH 3 LARGE EVERGREEN SHRUBS X 8.1 PU = PRIVACY FENCE & 24 LARGE EVERGREEN SHRUBS REQUIRED
(INKBERRY, WINTERBERRY HOLLY, BAYBERRY, VIBURNUM, TYPICAL)

20' WIDE LANDSCAPE BUFFERYARD 'C' (C1-C2)
245 LF / 50' = 4.9 PLANT UNITS (PU)

1 SHADE/ CANOPY TREE X 4.9 PU = 5 SHADE/ CANOPY TREES REQUIRED
2 EVERGREEN TREES X 4.9 PU = 10 EVERGREEN TREES REQUIRED
5 LARGE SHRUBS X 4.9 PU = 25 EVERGREEN TREES REQUIRED
(MAPLE, OAK, SYCAMORE, WHITE PINE, AMERICAN ARBORVITAE, HOLLY, INKBERRY, BAYBERRY TYPICAL)

COMPREHENSIVE PLAN DESIGN PRINCIPLES RESPONSE NARRATIVE

PRINCIPLE #1- INTEGRATED USES ARE DESIRABLE- THIS DEVELOPMENT PROPOSAL ESTABLISHES ATTAINABLE HOUSING AT A TIME WHEN DEMAND IS HIGH BUT SUPPLY IS EXTREMELY LOW. EASTON'S HOUSING MARKET IS IN NEED OF A NEW COMMUNITY WITH HOUSING OPPORTUNITIES PROVIDED HEREIN.

PRINCIPLE #2- NATURAL FEATURES SHOULD DETERMINE DESIGN- A PERENNIAL STREAM WITH BUFFERS; SITE LAYOUT IS DICTATED TO AVOID BUFFERS BY MAXIMIZING DENSITY, COMPLIANCE WITH TOWN ZONING AND SUBDIVISION DESIGN STANDARDS, REDUCING IMPACTS TO NEIGHBORING PROPERTIES AND PROVIDING IDEAL LOCATIONS FOR AMENITY/ RECREATIONAL OPEN SPACE AND MIXED RESIDENTIAL AND COMMERCIAL USES.

PRINCIPLE #3- AUTOMOBILES SHOULD NOT DETERMINE DESIGN- COMMUNITY DESIGN FOCUSES ON PARKS/GREEN SPACE AS MAIN FOCAL POINTS AND TO REDUCE IMPACTS TO NEIGHBORING PROPERTIES. SIDEWALKS PROVIDED THROUGHOUT TO IMPROVE PEDESTRIAN CIRCULATION TO ACCOMMODATE AND UTILIZE THE SURROUNDING RECREATION AND COMMERCIAL SPACES.

PRINCIPLE #4- AMPLE OPEN SPACE SHOULD BE PROVIDED- THE PROJECT COMPLIES WITH THE TOWN'S PUD STANDARDS OF 30% OPEN SPACE, AND THE FOREST CONSERVATION REQUIREMENTS OF 25.434 ACRES AND WILL PROVIDE ADEQUATE PASSIVE AND ACTIVE RECREATIONAL OPPORTUNITIES FOR THE RESIDENTS.

PRINCIPLE #5- ARCHITECTURE SHOULD RESPECT EASTON'S HISTORICAL DEVELOPMENT- THIS APPLICATION PROPOSES ARCHITECTURE COMPATIBLE WITH EASTON'S WORKFORCE HOUSING, SINGLE & MULTIFAMILY DEVELOPMENTS AND UTILIZES MATERIALS AND DETAILING COMMONLY FOUND THROUGH-OUT EASTON.

PRINCIPLE #6- SIGNS SHOULD INFORM BUT NOT DOMINATE- SIGNAGE WILL COMPLY WITH BASE ZONING REQUIREMENTS.

PRINCIPLE #7- NEIGHBORHOODS SHOULD CONTAIN A DIVERSITY OF HOUSING TYPES- MULTIPLE DWELLING/TOWNHOME OPTIONS, EACH WITH MULTIPLE EXTENSION OPTIONS, ARE AVAILABLE FROM THE DEVELOPER/APPLICANT.

PRINCIPLE #8 RESIDENTIAL NEIGHBORHOODS SHOULD BE INTERESTING PLACES- COMMUNITY/ MULTIUSE PARKS INTEGRATED THROUGHOUT THE DEVELOPMENT TO ENHANCE THE CHARACTER OF THE NEIGHBORHOOD.

PRINCIPLE #9- NEIGHBORHOODS SHOULD CONNECT- TWO VEHICULAR ACCESS POINTS FOR FUTURE INTERCONNECTION ARE PROPOSED; COMMUNITY PROVIDES SIDEWALKS THROUGHOUT TO IMPROVE PEDESTRIAN MOVEMENT AND ACCESS TO COMMUNITY PARK AND COMMERCIAL SPACE.

STATEMENT OF PURPOSE & INTENT

THE PURPOSE OF THESE PLANS IS TO OBTAIN PUD SKETCH SITE PLAN APPROVAL FOR A PROPOSED MIXED USE RESIDENTIAL AND COMMERCIAL DEVELOPMENT.

SITE ADDRESS

TECHNOLOGY DRIVE
EASTON, MD 21601

OWNER

EASTON SUNRISE PARTNERS, LLC
928 RIVERVIEW TERRACE
ST. MICHAELS, MD 21663

LAND PLANNER/CIVIL ENGINEER

LANE ENGINEERING, LLC
C/O BRETT C. EWING, AICP
C/O JARRET BEYER, PE
117 BAY STREET
EASTON, MD 21601
(410) 822-8003

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.

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Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
E-mail: general@lanelnc.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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND
BRETT CHRISTOPHER EWING
48188
PROFESSIONAL ENGINEER

5/30/25
DATE

TITLE SHEET & PROJECT NOTES

FOR
FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE
AGENCY REVIEW	6/2/25	BCE

SHEET No. 1 OF 6
DATE:
JOB No. 220210
SCALE: AS NOTED
FILE No. 3208

Date: 05/30/2025 - 3:43pm User: wbarnhart Project Manager: BCE
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XREF File(s): PSK-BASE-220210/XRN-BASE-220210/RBS-BASE-2435-220210/ALD-BASE-220210/CSK-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/LIP-PUD-BASE-220210/CSK-LOT-BASE-220210

SITE NOTES

EXISTING ZONING CLASSIFICATION: BC (BUSINESS COMMERCIAL)
EXISTING SETBACKS:
FRONT– 40'
SIDE– 10'
REAR– 30'

THE PROPERTY SHOWN HEREON LIES ENTIRELY OUTSIDE OF THE CHESAPEAKE BAY CRITICAL AREA AS SHOWN ON THE TALBOT COUNTY CRITICAL AREA MAPS IN ACCORDANCE WITH TALBOT COUNTY BILL No. 1295, ENACTED AUGUST 12, 2014.

THE NONTIDAL WETLANDS AND ASSOCIATED BUFFERS SHOWN HEREON WERE TAKEN FROM A JURISDICTIONAL DETERMINATION PLAT, PREPARED BY LANE ENGINEERING, LLC, DATED 10–20–20.

THE STREAMS AND ASSOCIATED BUFFERS SHOWN HEREON WERE TAKEN FROM A JURISDICTIONAL DETERMINATION PLAT, PREPARED BY LANE ENGINEERING, LLC, DATED 10–20–20.

THE IMPROVEMENTS SHOWN HEREON WERE FIELD LOCATED BY LANE ENGINEERING, LLC ON 03–01–24.

THE DIMENSIONS OF BUILDINGS, STRUCTURES AND SETBACKS WERE MEASURED TO THE NEAREST 0.1 FOOT.

THE TREE LINE SHOWN HEREON WAS TAKEN FROM THE 2022 TALBOT COUNTY AERIALS AND IS APPROXIMATE ONLY.

THE CONTOURS SHOWN HEREON WERE TAKEN FROM FIELD RUN TOPOGRAPHY BY LANE ENGINEERING, LLC ON 03–01–24.

THE ELEVATIONS SHOWN HEREON ARE NAVD 1988 DATUM AS ESTABLISHED BY GPS METHODOLOGY TO CORS STATIONS MDNM (NGS CERTIFICATE PENDING) AND LOYF (PID DK7414) COMBINED FACTOR: 0.99995360.

THE COORDINATES SHOWN HEREON ARE BASED ON THE MARYLAND COORDINATE SYSTEM NAD83 (2011), AS ESTABLISHED BY GPS METHODOLOGY TO CORS STATIONS MDNM (NGS CERTIFICATE PENDING) AND LOYF (PID DK7414) COMBINED FACTOR: 0.99995360. THE DISTANCES SHOWN HEREON ARE GROUND BASED.

NO ABSTRACT OF TITLE, TITLE COMMITMENT, NOR RESULTS OF A TITLE SEARCH HAVE BEEN FURNISHED TO LANE ENGINEERING, LLC. THE BUILDING RESTRICTION LINES AS SHOWN HEREON ARE BASED SOLELY ON THE CURRENT TOWN OF EASTON COUNTY ZONING ORDINANCE APPLICABLE TO THE PROPERTY SHOWN HEREON AND ARE SUBJECT TO CHANGE WITH THE REVISION OF ZONING LAWS. OTHER DOCUMENTS OF RECORD MAY EXIST THAT MAY AFFECT THE SURVEYED PROPERTY REFLECTED HEREON, INCLUDING BUT NOT LIMITED TO EASEMENTS, ENCUMBRANCES, RESTRICTIVE COVENANTS, PLAT RESTRICTIONS OR ANY OTHER FACTS THAT AN ACCURATE, COMPLETE AND CURRENT TITLE SEARCH MAY DISCLOSE.

FLOOD DATA

A PORTION OF THE PROPERTY SHOWN HEREON IS LOCATED IN THE NATIONAL FLOOD INSURANCE PROGRAM (NFIP) SPECIAL FLOOD HAZARD AREA (SFHA) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD. THE PROPERTY IS MAPPED IN THE "AE" (EL 5) AND "X" FLOOD ZONES AS SHOWN ON THE FLOOD INSURANCE RATE MAPS FOR COMMUNITY NO. 240067, MAP NO. 24041C0180D FOR THE TOWN OF EASTON, MARYLAND. THE 1% ANNUAL CHANCE FLOOD (100–YEAR FLOOD), ALSO KNOWN AS THE BASE FLOOD, IS THE FLOOD THAT HAS A 1% CHANCE OF BEING EQUALED OR EXCEEDED IN ANY GIVEN YEAR. THE SFHA IS THE AREA SUBJECT TO FLOODING BY THE 1% ANNUAL CHANCE FLOOD. THE SFHA INCLUDES ZONES A, AE, AH, AO, AR, A99, V & VE. THE BASE FLOOD ELEVATION (BFE) IS THE WATER SURFACE ELEVATION OF THE 1% ANNUAL CHANCE FLOOD. FLOOD INSURANCE MAY BE REQUIRED FOR STRUCTURES LOCATED IN THE SPECIAL FLOOD HAZARD AREA.

FLOOD ZONE LEGEND
ZONES A, AE, AH, AO, AR, A99, V & VE – 1% ANNUAL CHANCE FLOOD
ZONE X – AREA OUTSIDE THE 0.2% ANNUAL CHANCE FLOOD

THE FLOOD DATA SHOWN HEREON IS BASED ON AVAILABLE MAPPED AND/OR DIGITAL INFORMATION AND IS DEPICTED AS DIRECTED AND REQUIRED BY FEDERAL, STATE AND LOCAL REGULATIONS. IT IS SUBJECT TO DATA INACCURACIES AND REGULATORY CHANGE AND SHOULD BE VERIFIED PRIOR TO FINALIZING DEVELOPMENT OR IMPROVEMENT PLANS FOR THE SUBJECT LANDS.

ADJACENT PROPERTY OWNERS

TAX MAP 25, PARCEL 92

LOT #	*CURRENT OWNER*	*DEED*	*PLAT*	*ZONING*	*USE*
LOT 4	*29000 INFORMATION LANE, LLC*	*2412/251*	*4/80*	*BC*	*INDUSTRIAL*
LOT 5	*29000 INFORMATION LANE, LLC*	*2412/251*	*4/80*	*BC*	*INDUSTRIAL*
LOT 8	*DAVIS M. RICHARDSON & BARBI B. RICHARDSON*	*2256/350*	*4/80*	*BC*	*INDUSTRIAL*
LOT 11	*ZIG, LLC*	*2529/336*	*4/80*	*BC*	*INDUSTRIAL*
LOT 12	*EASTON SUNRISE PARTNERS, LLC*	*2705/413*	*91/51*	*BC*	*INDUSTRIAL*
LOT 13	*EASTON SUNRISE PARTNERS, LLC*	*2705/413*	*91/51*	*BC*	*INDUSTRIAL*
LOT 50	*AVAS 5150 TECHNOLOGY, LLC*	*2935/500*	*4/80*	*BC*	*INDUSTRIAL*

PROPERTY BOUNDARY CURVE TABLE

CURVE	RADIUS	ARC LENGTH	TANGENT	CHD. BEARING	CHD. LENGTH
C1	725.00'	108.11'	54.16'	S 06°39'18" E	108.01'
C2	775.00'	115.57'	57.89'	N 06°39'18" W	115.46'
C3	525.00'	360.93'	187.93'	S 22°04'42" E	353.87'
C4	475.00'	326.56'	170.03'	N 22°04'42" W	320.17'
C7	325.00'	248.80'	130.86'	S 19°50'30" E	242.77'
C8	375.00'	14.08'	7.04'	N 42°50'55" W	14.08'

REVISIONS			
No.	DATE	DESCRIPTION	BY

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Established 1986
Civil Engineers • Land Planning • Land Surveyors
E–mail: general@lecinc.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. 48188 , Expiration Date: 12/28/2025.

SEAL
STATE OF MARYLAND
BRIAN C. ESPOSITO
48188
PROFESSIONAL ENGINEER
5/30/25
DATE

EXISTING CONDITIONS & LINE REVISION PLAN

FOR
FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE
AGENCY REVIEW	6/2/25	BCE

SHEET No. 2 OF 6
DATE:
SCALE: AS NOTED
JOB No. 220210
FILE No. 3208

LANE ENGINEERING, LLC

Date: 05/30/2025 – 3:43pm User: wbarnhart Project Manager: BCE
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ESD SUMMARY CHART

DRAINAGE AREA	TYPE OF ESD PRACTICE	TYPE OF ESD PRACTICE (STRUCTURE NAME)	ON-SITE OR OFF-SITE STRUCTURE	RUNOFF CURVE NUMBER (RCN) WEIGHTED	MARYLAND GRID COORDINATE NAD 83 METERS NORTHING	MARYLAND GRID COORDINATE NAD 83 METERS EASTING	ESD PRACTICE TOTAL DRAINAGE AREA (ACRES)	ESD PRACTICE IMPERVIOUS DRAINAGE AREA (ACRES)	SURFACE AREA OF ESD PRACTICE (ACRES)	TARGET PE (IN)	ACTUAL PE (IN)	TARGET ESDv (FT^3)	ACTUAL ESDv (FT^3)
1	SGW	–	ON-SITE	–	419188.37	1576174.97	13.56	3.77	0.48	–	–	24,893	33,969
7	SGW	–	ON-SITE	–	419856.51	1575073.59	16.94	7.66	1.30	–	–	46,366	78,668
8	SGW	–	ON-SITE	–	420064.31	1576351.18	9.72	2.95	0.44	–	–	22,060	31,299
9	SGW	–	ON-SITE	–	420049.62	1577135.65	4.54	1.26	0.44	–	–	8,468	13,821
10	SGW	–	ON-SITE	–	420506.39	1576908.27	6.69	3.05	0.43	–	–	20,131	31,315
11	SGW	–	ON-SITE	–	420391.69	1576269.90	6.90	2.84	0.46	–	–	18,949	29,477
12	SGW	–	ON-SITE	–	420315.77	1575876.69	4.53	2.11	0.35	–	–	16,985	21,617
13	SGW	–	ON-SITE	–	420639.18	1575182.56	5.15	1.66	0.39	–	–	13,984	17,797
14	SGW	–	ON-SITE	–	419230.71	1577314.09	2.00	1.01	0.11	–	–	6,559	8,590
15	SGW	–	ON-SITE	–	419596.61	1577326.64	2.18	1.24	0.15	–	–	8,287	11,960

SWM QUANTITY SUMMARY CHART

PRACTICE	DA (ACRES)	IMPERVIOUS (ACRES)	RCN	Tc (MINUTES)	PRE 2 YEAR	POST 2 YEAR	WSE	PRE 10 YEAR	POST 10 YEAR	WSE	PRE 100 YEAR	POST 100 YEAR	WSE
SWM #1 (POI #1)	13.56	3.77	–	6.0	7.12	1.15	–	15.96	11.98	–	–	–	–
SWM #2 (POI#2)	17.27	7.71	–	6.4	17.49	0.60	–	38.65	8.73	–	–	–	–
SWM #7 (POI #3)	15.31	2.47	–	13.3	8.21	7.38	–	20.85	20.63	–	–	–	–
SWM #3-6 (POI #4)	35.03	10.10	–	11.6	14.56	0.99	–	36.82	16.48	–	–	–	–
N/A (POI #5)	1.86	0.29	–	6.8	3.30	0.22	–	9.16	2.05	–	–	–	–
SWM #8 (POI #6)	7.03	1.68	–	22.2	3.44	0.02	–	10.70	0.45	–	–	–	–
SWM #9 (POI #7)	2.00	1.01	–	6.0	2.43	0.30	–	4.93	4.07	–	–	–	–
SWM #10 (POI #8)	2.19	1.24	–	6.0	2.98	0.34	–	6.16	4.93	–	–	–	–

BUFFERYARD LEGEND

(E) 10' WIDE BUFFERYARD 'E'

NOTE: PROPOSED BUFFERYARDS UTILIZE LANDSCAPE OVERLAPPING CREDITS FOR FOREST CONSERVATION

NOTE:

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REVISIONS

No.	DATE	DESCRIPTION	BY

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SEAL

STATE OF MARYLAND · MARKET W. LANE · 48188 · PROFESSIONAL ENGINEER

5/30/25
DATE

SKETCH CONCEPT PLAN

FOR

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE
AGENCY REVIEW	6/2/25	BCE

SHEET No. 3 OF 6
DATE:
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SCALE: AS NOTED
FILE No. 3208

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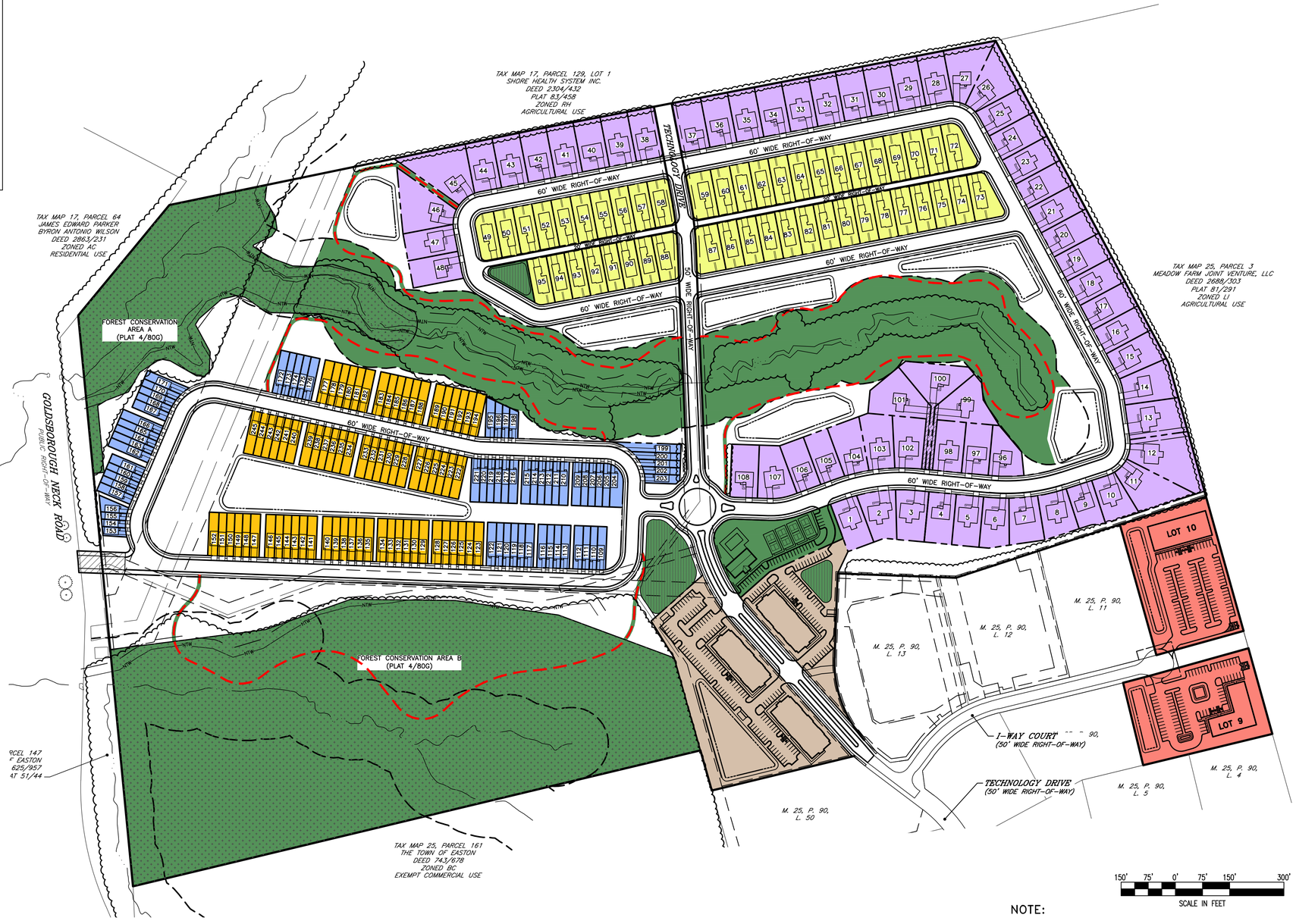
LEGEND

- SINGLE FAMILY LOT
- NEO-TRADITIONAL LOT
- 20' WIDE TOWNHOUSE LOT
- 22' WIDE TOWNHOUSE LOT
- MULTI-FAMILY PARCEL
- COMMERCIAL
- AMENITY/ RECREATIONAL OPEN SPACE
- EXISTING FOREST CONSERVATION
- 5' WIDE MULCHED WALKING/ NATURE TRAIL



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SEAL

STATE OF MARYLAND — BRENT CHRISTOPHER ELLIS — 48188 — REGISTERED PROFESSIONAL ENGINEER

5/30/25
DATE

SUBDIVISION PLAT SKETCH & LOT EXHIBIT

FOR

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
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SHEET No. 4 OF 6	DATE:
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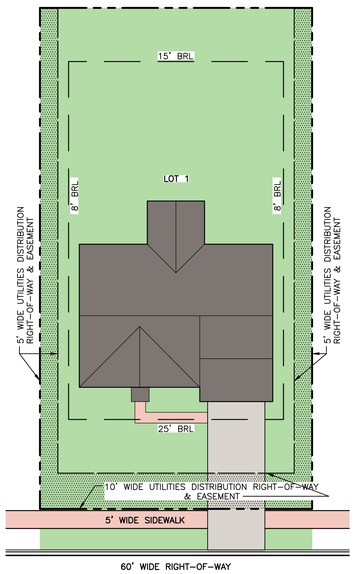
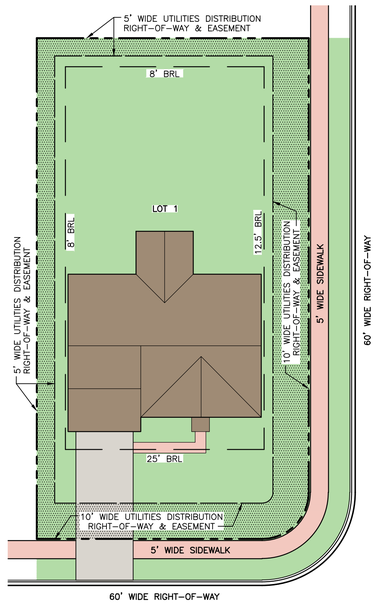
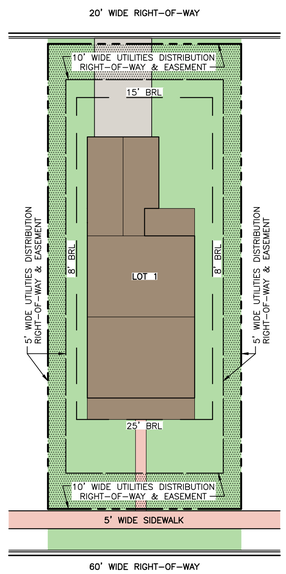


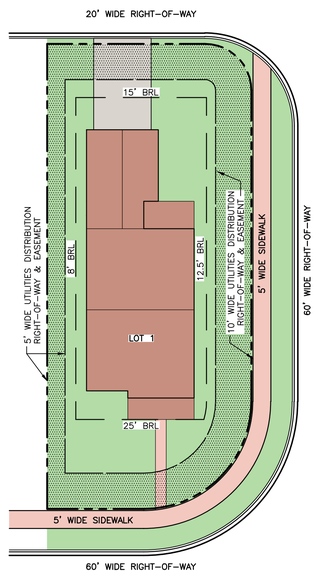
TYPICAL SINGLE FAMILY LOT DETAIL
(FRONT LOADED)
SCALE: 1" = 20'



TYPICAL SINGLE FAMILY CORNER LOT DETAIL
(FRONT LOADED)
SCALE: 1" = 20'



TYPICAL NEO-TRADITIONAL LOT DETAIL
(REAR LOADED)
SCALE: 1" = 20'



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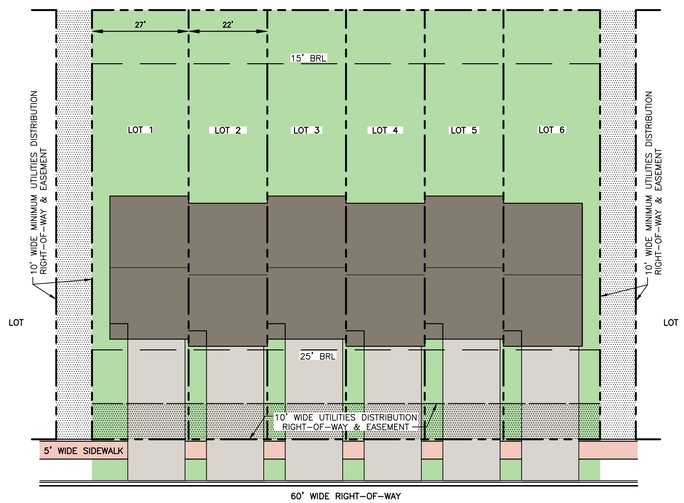
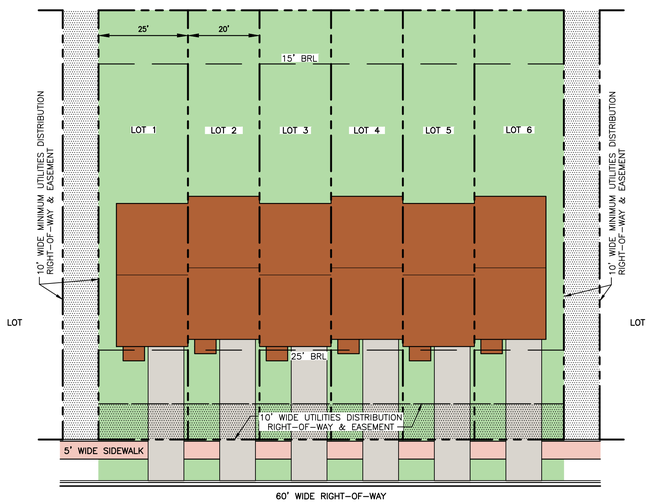


TYPICAL 22' WIDE TOWNHOUSE BLOCK DETAIL
SCALE: 1" = 20'



TYPICAL 20' WIDE TOWNHOUSE BLOCK DETAIL
SCALE: 1" = 20'

20' 10' 0' 10' 20' 40'
SCALE IN FEET

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STATE OF MARYLAND
BRADLEY C. ENGLAR
No. 48188
PROFESSIONAL ENGINEER

5/30/25
DATE

LOT DETAILS

FOR
FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
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AGENCY REVIEW	6/2/25	BCE

SHEET No. 5 OF 6
DATE:
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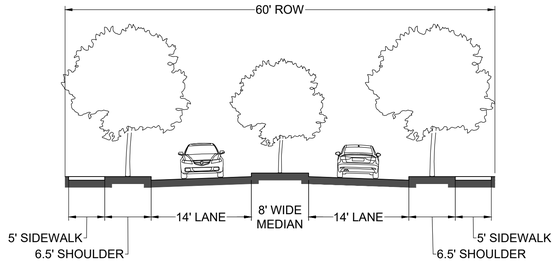
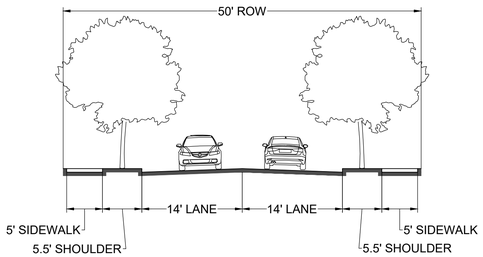
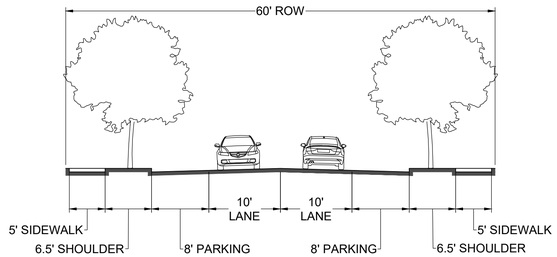


RESIDENTIAL SUB-COLLECTOR (BOULEVARD)
NOT TO SCALE



RESIDENTIAL COLLECTOR
NOT TO SCALE



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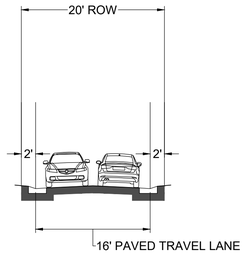
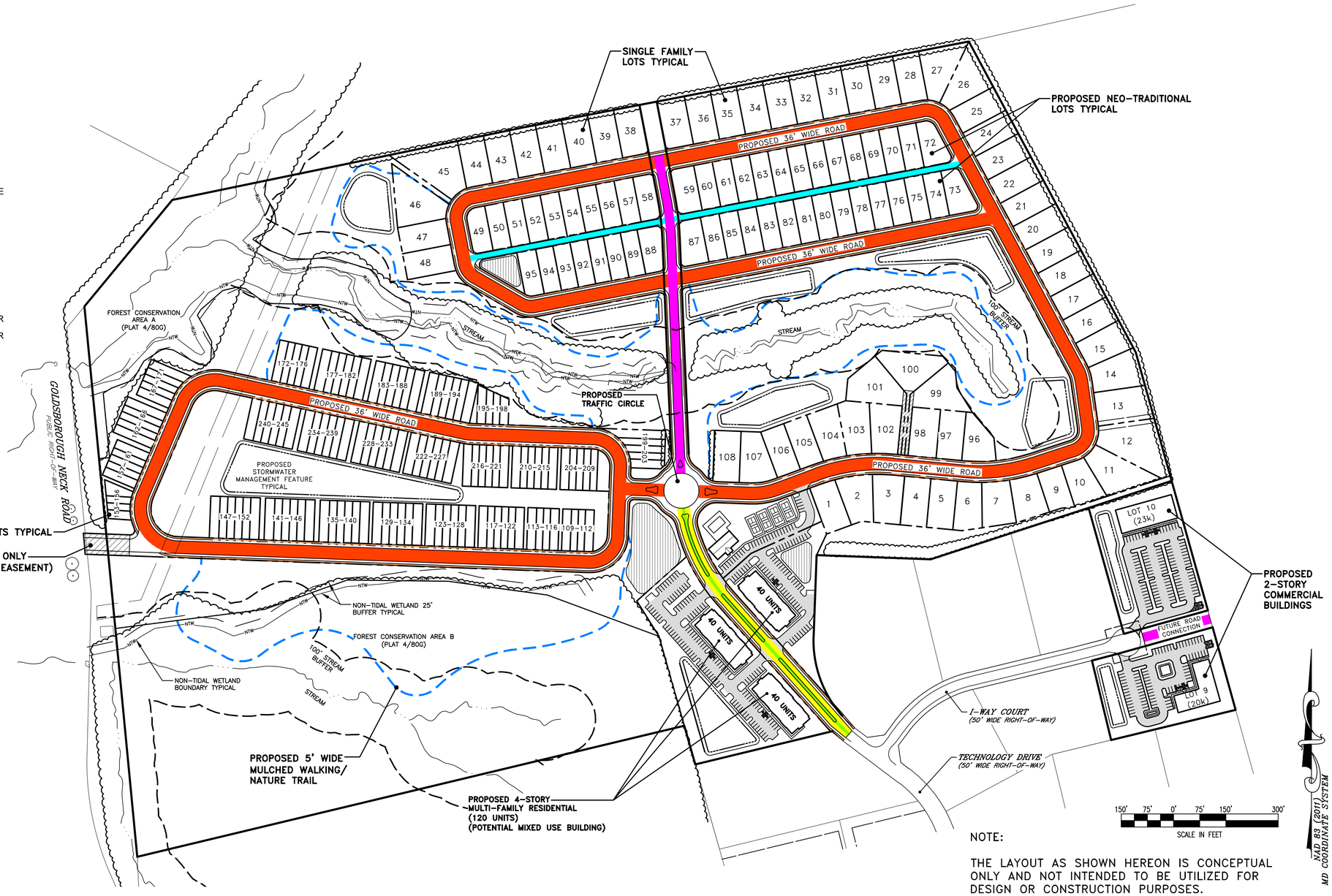


RESIDENTIAL ALLEY
NOT TO SCALE

LEGEND

- RESIDENTIAL COLLECTOR
- RESIDENTIAL SUB-COLLECTOR
- RESIDENTIAL SUB-COLLECTOR BOULEVARD
- RESIDENTIAL ALLEY
- 5' MULCH PATH
- 5' PEDESTRIAN SIDEWALK
- PARKING AREAS



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STATE OF MARYLAND — BRENT C. ENGLAND — 48188 — PROFESSIONAL ENGINEER

5/30/25
DATE

TRANSPORTATION EXHIBIT & STREET DETAILS

FOR

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

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SHEET No. 6 OF 6	DATE:
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XREF File(s): RSK-BASE-220210/XRM-BASE-220210/RBS-BASE-2436-220210/WLD-BASE-220210/CSK-BASE-220210/LLP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/DWG\RSK-BASE-220210/XRM-BASE-220210/RBS-BASE-2436-220210/WLD-BASE-220210/CSK-BASE-220210/LLP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/RAR-BASE-Rev-220210

Lane Engineering, LLC

CONCEPT STORMWATER MANAGEMENT REPORT

FOX CHASE ESTATES

EASTON, TALBOT COUNTY, MARYLAND

PREPARED FOR:

Easton Sunrise Partners, LLC
c/o Scott Wagner
928 Riverview Terrace
St. Michaels, Maryland 21663

PREPARED BY:

Jarret J. Beyer, P.E.

DATE PREPARED:

May 6, 2025

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LANE ENGINEERING, LLC
117 BAY STREET
EASTON, MARYLAND 21601
410-822-8003

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Introduction 3
General Site Information 3
Proposed Project 4
Stormwater Management 4
Stormwater Quality Treatment 4
Stormwater Quantity Management 5
Conclusion 5

Appendices

APPENDIX A : Stormwater Quality (ESD) Calculations
APPENDIX B : Stormwater Quantity Calculations
APPENDIX C: Pre-development Drainage Area Map
APPENDIX D: Post-development Drainage Area Map

Introduction

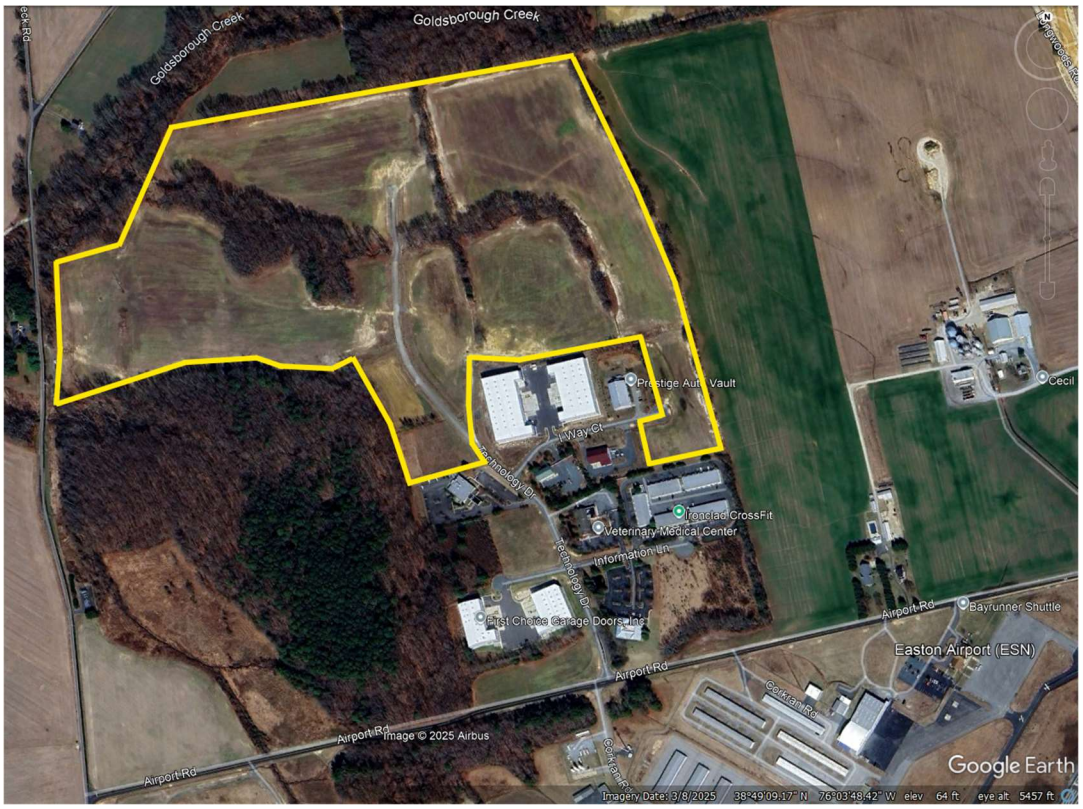
This report addresses the impacts of stormwater runoff resulting from the proposed development of this site located in Easton, MD. This stormwater management plan incorporates the requirements of the 2000 Maryland Stormwater Design Manual Volumes I and II (Manual) as currently updated. Development projects are required to be reviewed during the concept, preliminary site development, and final design stages. This report addresses stormwater requirements pertaining to the concept design stage and meets the intent of the guidelines and methodologies presented in the MDE document Environmental Site Design (ESD) Process & Computations dated July 2010.

General Site Information

The site is 112.8 acres and located in Easton Technology Park at the north end of Technology Drive. The site is currently in agricultural use and has some woodlands. Surrounding lands consist of commercial development, farmland, and the future hospital to the north. Included in this concept stormwater management plan are two commercial parcels in the park, lots 9 and 10. These two parcels are also in agricultural use with some woodland. They are located at the east end of I Way Court, fronting the cul-de-sac.

The main site discharges to six main points and the two commercial parcels discharge to single point each. Soils are a mix of silts, sands, and loams. There is a heavy concentration of sandy loam on the north side of the main site and silts on the south side of the main site and the two commercial parcels.

Figure 1: Aerial View of Site



Proposed Project

The proposed development will consist of residential single-family homes, townhouses, and multi-family units. Two commercial parcels are included as well as residential community amenities such as a club house, pool, sport courts, tot lots, mulched walking/nature trail, and a dog park. The commercial parcels and community amenities are at concept level design currently. Two large forest conservation areas border the northwest and southwest sides of the development. Ten stormwater management features are proposed (eight on the main site and one each on the commercial parcels.)

Stormwater Management

Stormwater management is conceptual currently but has been analyzed to meet quality and quantity requirements. There are thirteen drainage areas on the main site and each commercial parcel is its own drainage area. Treatment volumes have been calculated based on ponding volume only. We believe this is a conservative approach giving us a good starting point for discussion and refinement. Additional soils testing and discussion with the Town Engineer will potentially lead to different stormwater features coming in future submissions.

Stormwater Quality Treatment

ESD requirements must be addressed for the project's entire limits of disturbance (LOD.) Calculations for this concept level analysis are based on the entirety of each individual drainage area. Please see Appendix A for calculations. Results of this analysis follow:

Drainage Area	***SWM Feature***	***Total Area (sf)***	***Impervious Area (sf)***	***Target ESD_v (cf)***	***Provided ESD_v (cf)***
1	SWM #1	590,473	164,013	24,893	33,969
7	SWM #2	738,117	333,604	46,366	78,668
8	SWM #3	423,347	128,661	22,060	31,299
9	SWM #4	197,851	54,821	8,468	13,821
10	SWM #5	291,246	132,939	20,131	31,315
11	SWM #6	300,706	123,660	18,949	29,477
12	SWM #7	197,225	91,982	16,985	21,617
13	SWM #8	224,335	72,286	13,984	17,797
14	SWM #9	87,116	44,048	6,559	8,590
15	SWM #10	95,173	53,816	8,287	11,960

Drainage areas 2, 3, 5, and 6 have small roof areas included. These roof areas are on the rear of the buildings, and it is not feasible to direct this runoff towards the street. These roof areas can be adequately treated by disconnect. Drainage area 4 does not have any contributing impervious area.

Stormwater Quantity Management

Water quantity management is required for the 2 and 10-year peak storms, and safe conveyance is required for the 100-year peak storm. The existing and proposed site conditions were analyzed using HydroCAD software. Please see Appendix B. Results of this analysis follow:

Study Point	***Peak Runoff (cfs)***			
	2-year		***10-year***	
	Pre	***Post***	***Pre***	***Post***
1	7.12	1.15	15.96	11.98
2	17.49	0.60	38.65	8.73
3	8.21	7.38	20.85	20.63
4	14.56	0.99	36.82	16.48
5	3.30	0.22	9.16	2.05
6	3.44	0.02	10.70	0.45
7	2.43	0.30	4.93	4.07
8	2.98	0.34	6.16	4.93

As seen above, the peak runoff leaving the project site at all study points will be reduced for all storm events.

Please see appendices C and D for pre- and post-development drainage area maps.

Conclusion

This stormwater management analysis indicates that the proposed design will successfully meet and exceed stormwater quality and quantity requirements. Planning and design analysis indicates that stormwater quality and quantity management can be achieved as described above.

APPENDIX A

STORMWATER QUALITY (ESD) CALCULATIONS

SWM #1 - Drainage Area 1

Total Area - B soils	427,177	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	145,136	sf		
Percent Impervious (I)	34	%	=	22,797 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.36			

Total Area - C soils	129,927	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	18,877	sf		
Percent Impervious (I)	15	%	=	1,957 cf
Pe =	1.0	"		
Rv = 0.05 +0.009(I)	0.18			

Total Area - D soils	33,369	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	0	sf		
Percent Impervious (I)	0	%	=	139 cf
Pe =	1.0	"		
Rv = 0.05 +0.009(I)	0.05			

Total Target ESDv =	**24,893**	**cf**
75% of target =	18,670	cf
10% of target =	2,489	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - B soils = $\frac{(P)(Rv)(A)}{12}$ = **35,462 cf**

V - C soils = $\frac{(P)(Rv)(A)}{12}$ = **5,480 cf**

V - D soils = $\frac{(P)(Rv)(A)}{12}$ = **389 cf**

V - Total = 41,332 cf

The computed ESDv provided is:

ESDv=	**33,969**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=		sf
Forebay Ponding Area=		sf
Forebay Ponding Depth=		ft
Surface Area=	20,975	sf
Ponding Area=	24,317	sf
Ponding Depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **33,969 cf.**

SWM #2 - Drainage Area 7

Total Area - B soils	312,013	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	151,342	sf		
Percent Impervious (I)	49	%	=	22,771 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.49			

Total Area - C soils	305,695	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	114,513	sf		
Percent Impervious (I)	37	%	=	15,780 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.39			

Total Area - D soils	120,409	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	67,749	sf		
Percent Impervious (I)	56	%	=	7,816 cf
Pe =	1.4	"		
Rv = 0.05 +0.009(I)	0.56			

Total Target ESDv =	**46,366**	**cf**
75% of target =	34,775	cf
10% of target =	4,637	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - B soils =	$\frac{(P)(Rv)(A)}{12}$	=	35,422	cf
V - C soils =	$\frac{(P)(Rv)(A)}{12}$	=	27,614	cf
V - D soils =	$\frac{(P)(Rv)(A)}{12}$	=	15,632	cf
V - Total =	**78,668**		**cf**	

The computed ESDv provided is:

ESDv=	**90,132**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=		sf
Forebay Ponding Area=		sf
Forebay Ponding Depth=		ft
Surface Area=	56,734	sf
Ponding Area=	63,442	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **78,668 cf.**

SWM #3 - Drainage Area 8

Total Area - B Soils	180,357	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	40,163	sf		
Percent Impervious (I)	22	%	=	6,775 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.25			

Total Area - C Soils	241,588	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	87,592	sf		
Percent Impervious (I)	36	%	=	15,152 cf
Pe =	2.0	"		
Rv = 0.05 +0.009(I)	0.38			

Total Area - D Soils	1,402	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	906	sf		
Percent Impervious (I)	65	%	=	133 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.63			

Total Target ESDv =	**22,060**	**cf**
75% of target =	16,545	cf
10% of target =	2,206	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - B soils = $\frac{(P)(Rv)(A)}{12}$ = 10,538 cf

V - C soils = $\frac{(P)(Rv)(A)}{12}$ = 21,213 cf

V - D soils = $\frac{(P)(Rv)(A)}{12}$ = 207 cf

V - Total = 31,958 cf

The computed ESDv provided is:

ESDv=	**31,299**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	19,263	sf
Ponding Area=	22,469	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **31,299 cf.**

SWM #4 - Drainage Area 9

Total Area - A Soils	11,749	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	295	sf		
Percent Impervious (I)	3	%	=	71 cf
Pe =	1.0	"		
Rv = 0.05 +0.009(I)	0.07			

Total Area - B Soils	112,983	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	34,575	sf		
Percent Impervious (I)	31	%	=	5,515 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.33			

Total Area - C Soils	34,786	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	9,534	sf		
Percent Impervious (I)	27	%	=	1,376 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.30			

Total Area - D Soils	38,333	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	10,417	sf		
Percent Impervious (I)	27	%	=	1,506 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.29			

Total Target ESDv =	**8,468**	**cf**
75% of target =	6,351	cf
10% of target =	847	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - A soils =	$\frac{(P)(Rv)(A)}{12}$	=	199	cf
V - B soils =	$\frac{(P)(Rv)(A)}{12}$	=	8,579	cf
V - C soils =	$\frac{(P)(Rv)(A)}{12}$	=	2,408	cf
V - D soils =	$\frac{(P)(Rv)(A)}{12}$	=	2,635	cf
V - Total =	**13,821**	**cf**		

The computed ESDv provided is: (SEE NEXT PAGE)

ESDv=	**30,832**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	19,294	sf
Ponding Area=	21,815	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **13,821 cf.**

SWM #5 - Drainage Area 10

Total Area - A Soils	175,719	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	81,275	sf		
Percent Impervious (I)	46	%	=	12,290 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.47			

Total Area - B Soils	30,705	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	10,273	sf		
Percent Impervious (I)	33	%	=	1,617 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.35			

Total Area - C Soils	84,822	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	41,391	sf		
Percent Impervious (I)	49	%	=	6,224 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.49			

Total Target ESDv =	**20,131**	**cf**
75% of target =	15,098	cf
10% of target =	2,013	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - A soils =	$\frac{(P)(Rv)(A)}{12}$	=	19,118	cf
V - B soils =	$\frac{(P)(Rv)(A)}{12}$	=	2,516	cf
V - C soils =	$\frac{(P)(Rv)(A)}{12}$	=	9,682	cf
V - Total =			**31,315**	**cf**

The computed ESDv provided is:

ESDv=	**31,435**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	18,903	sf
Ponding Area=	23,010	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **31,315 cf.**

SWM #6 - Drainage Area 11

Total Area - A Soils	278,365	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	111,785	sf		
Percent Impervious (I)	40	%	=	17,179 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.41			

Total Area - C Soils	22,341	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	11,875	sf		
Percent Impervious (I)	53	%	=	1,771 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.53			

Total Target ESDv =	**18,949**	**cf**
75% of target =	14,212	cf
10% of target =	1,895	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - A soils = $\frac{(P)(Rv)(A)}{12}$ = 26,722 cf

V - C soils = $\frac{(P)(Rv)(A)}{12}$ = 2,754 cf

V - Total = 29,477 cf

The computed ESDv provided is:

ESDv=	**33,116**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	20,178	sf
Ponding Area=	23,976	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **29,477 cf.**

SWM #7 - Drainage Area 12

Total Area - A Soils	102,584	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	52,349	sf		
Percent Impervious (I)	51	%	=	9,578 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.51			

Total Area - B Soils	23,522	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	13,027	sf		
Percent Impervious (I)	55	%	=	2,365 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.55			

Total Area - C Soils	71,119	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	26,606	sf		
Percent Impervious (I)	37	%	=	5,042 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.39			

Total Target ESDv =	**16,985**	**cf**
75% of target =	12,739	cf
10% of target =	1,698	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - A soils = $\frac{(P)(Rv)(A)}{12}$ = 12,190 cf

V - B soils = $\frac{(P)(Rv)(A)}{12}$ = 3,010 cf

V - C soils = $\frac{(P)(Rv)(A)}{12}$ = 6,417 cf

V - Total = 21,617 cf

The computed ESDv provided is:

ESDv=	**25,466**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	15,417	sf
Ponding Area=	18,538	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **21,617 cf.**

SWM #8 - Drainage Area 13

Total Area - A Soils	146,888	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	52,940	sf		
Percent Impervious (I)	36	%	=	10,082 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.37			

Total Area - B Soils	36,945	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	14,694	sf		
Percent Impervious (I)	40	%	=	2,763 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.41			

Total Area - C Soils	40,502	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	4,652	sf		
Percent Impervious (I)	11	%	=	1,139 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.15			

Total Target ESDv =	**13,984**	**cf**
75% of target =	10,488	cf
10% of target =	1,398	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - A soils =	$\frac{(P)(Rv)(A)}{12}$	=	12,831	cf
V - B soils =	$\frac{(P)(Rv)(A)}{12}$	=	3,517	cf
V - C soils =	$\frac{(P)(Rv)(A)}{12}$	=	1,449	cf
V - Total =	**17,797**		**cf**	

The computed ESDv provided is:

ESDv=	**27,092**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	16,926	sf
Ponding Area=	19,196	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **17,797 cf.**

SWM #9 - Drainage Area 14

Total Area - B Soils	8,733	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	2,236	sf		
Percent Impervious (I)	26	%	=	327 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.28			

Total Area - C Soils	61,466	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	34,045	sf		
Percent Impervious (I)	55	%	=	5,057 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.55			

Total Area - D Soils	16,917	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	7,767	sf		
Percent Impervious (I)	46	%	=	1,175 cf
Pe =	1.8	"		
Rv = 0.05 +0.009(I)	0.46			

Total Target ESDv =	**6,559 cf**
75% of target =	4,919 cf
10% of target =	656 cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - B soils = $\frac{(P)(Rv)(A)}{12}$ = 571 cf

V - C soils = $\frac{(P)(Rv)(A)}{12}$ = 7,867 cf

V - D soils = $\frac{(P)(Rv)(A)}{12}$ = 1,828 cf

V - Total = 10,266 cf

The computed ESDv provided is:

ESDv=	**8,590**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	4,816	sf
Ponding Area=	6,637	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **8,590 cf.**

SWM #10 - Drainage Area 15

Total Area - B Soils	12,454	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	7,822	sf		
Percent Impervious (I)	63	%	=	1,277 cf
Pe =	2.0	"		
Rv = 0.05 +0.009(I)	0.62			

Total Area - C Soils	38,146	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	29,180	sf		
Percent Impervious (I)	76	%	=	4,695 cf
Pe =	2.0	"		
Rv = 0.05 +0.009(I)	0.74			

Total Area - D Soils	44,573	sf	Target ESDv =	$\frac{(P_F)(Rv)(A)}{12}$
Impervious Area	16,814	sf		
Percent Impervious (I)	38	%	=	2,315 cf
Pe =	1.6	"		
Rv = 0.05 +0.009(I)	0.39			

Total Target ESDv =	**8,287**	**cf**
75% of target =	6,215	cf
10% of target =	829	cf

Site Development Design - Submerged Gravel Wetland (M-2):

Based on the Cpv storm (2.8 in.): Max allowable ESDv that can be used:

V - B soils =	$\frac{(P)(Rv)(A)}{12}$	=	1,788	cf
V - C soils =	$\frac{(P)(Rv)(A)}{12}$	=	6,573	cf
V - D soils =	$\frac{(P)(Rv)(A)}{12}$	=	4,051	cf
V - Total =	**12,412**			**cf**

The computed ESDv provided is:

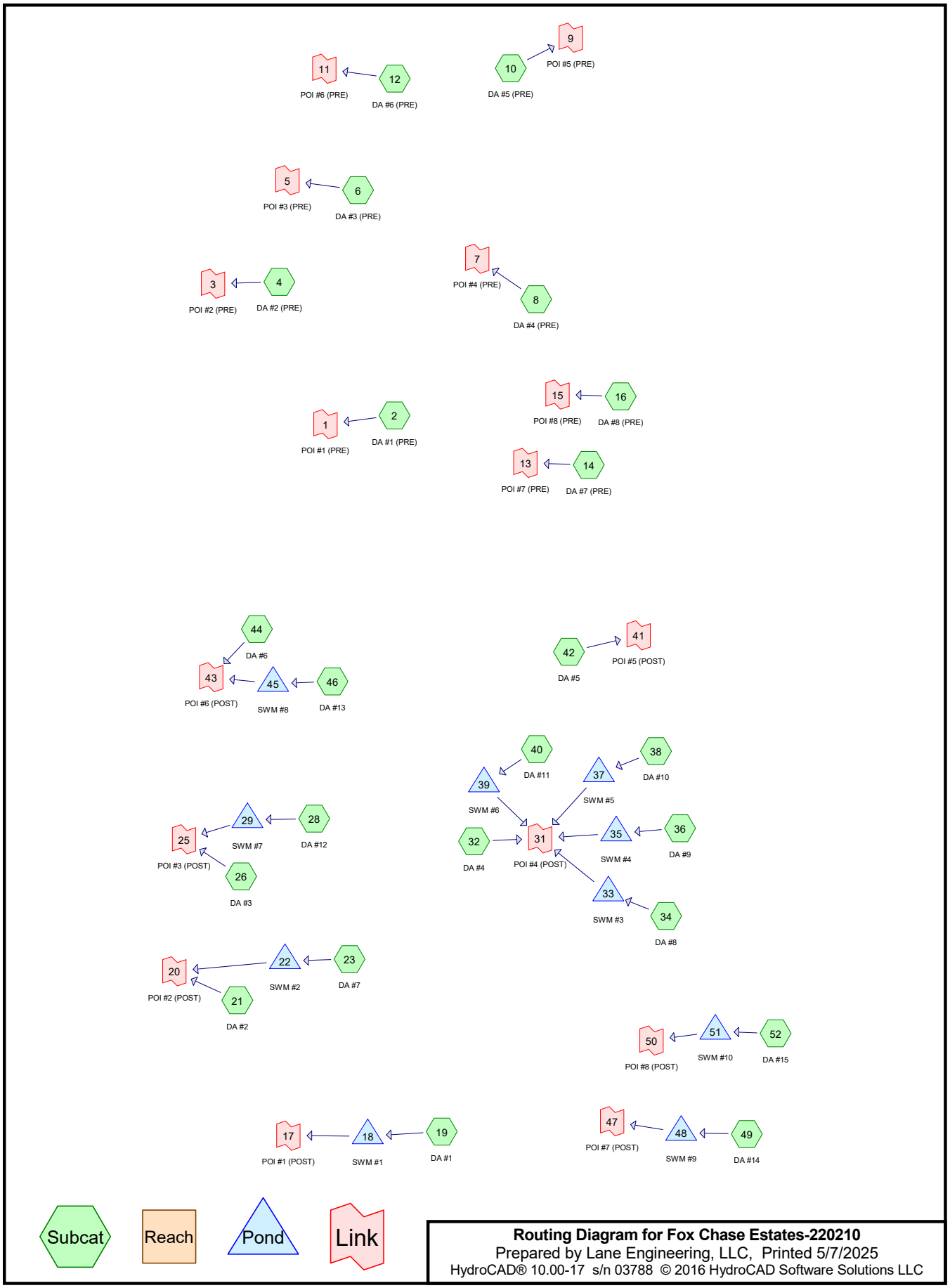
ESDv=	**11,960**	**cf**
Pretreatment=	**0**	**cf**

Forebay Surface Area=	0	sf
Forebay Ponding Area=	0	sf
Forebay Ponding Depth=	0.00	ft
Surface Area=	6,574	sf
Ponding Area=	9,372	sf
Ponding depth=	1.5	ft

Therefore, when assessing compliance with the MEP standard, the volume of runoff treated by this submerged gravel wetland practice is **11,960 cf.**

APPENDIX B

STORMWATER QUANTITY CALCULATIONS



Routing Diagram for Fox Chase Estates-220210
Prepared by Lane Engineering, LLC, Printed 5/7/2025
HydroCAD® 10.00-17 s/n 03788 © 2016 HydroCAD Software Solutions LLC

Summary for Link 1: POI #1 (PRE)

Inflow Area = 6.678 ac, 18.09% Impervious, Inflow Depth > 1.28" for 2-Yr event
Inflow = 7.12 cfs @ 12.11 hrs, Volume= 0.714 af
Primary = 7.12 cfs @ 12.11 hrs, Volume= 0.714 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 2: DA #1 (PRE)

Runoff = 7.12 cfs @ 12.11 hrs, Volume= 0.714 af, Depth> 1.28"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	52,628	98	Paved parking & Bldgs, HSG B
	95,669	75	Row crops, SR + CR, Good, HSG B
	78,521	61	>75% Grass cover, Good, HSG B
	17,669	70	Woods, Good, HSG C
	42,219	82	Row crops, SR + CR, Good, HSG C
	4,179	74	>75% Grass cover, Good, HSG C
	290,885	76	Weighted Average
	238,257		81.91% Pervious Area
	52,628		18.09% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.5	150	0.0290	0.20		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
0.5	43	0.0310	1.58		**Shallow Concentrated Flow, B-C** Cultivated Straight Rows Kv= 9.0 fps
2.4	120	0.0270	0.82		**Shallow Concentrated Flow, C-POI** Woodland Kv= 5.0 fps
15.4	313	Total			

Summary for Link 3: POI #2 (PRE)

Inflow Area = 19.343 ac, 1.97% Impervious, Inflow Depth > 1.34" for 2-Yr event
Inflow = 17.49 cfs @ 12.17 hrs, Volume= 2.163 af
Primary = 17.49 cfs @ 12.17 hrs, Volume= 2.163 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 4: DA #2 (PRE)

Runoff = 17.49 cfs @ 12.17 hrs, Volume= 2.163 af, Depth> 1.34"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
16,626	98	Paved parking, HSG B
51,570	55	Woods, Good, HSG B
343,838	75	Row crops, SR + CR, Good, HSG B
16,699	70	Woods, Good, HSG C
280,845	82	Row crops, SR + CR, Good, HSG C
132,997	80	>75% Grass cover, Good, HSG D
842,575	77	Weighted Average
825,949		98.03% Pervious Area
16,626		1.97% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.2	150	0.0310	0.20		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
0.8	75	0.0330	1.63		**Shallow Concentrated Flow, B-C** Cultivated Straight Rows Kv= 9.0 fps
8.3	449	0.0100	0.90		**Shallow Concentrated Flow, C-POI** Cultivated Straight Rows Kv= 9.0 fps
21.3	674	Total			

Summary for Link 5: POI #3 (PRE)

Inflow Area = 18.457 ac, 1.69% Impervious, Inflow Depth > 1.03" for 2-Yr event
Inflow = 8.21 cfs @ 12.36 hrs, Volume= 1.589 af
Primary = 8.21 cfs @ 12.36 hrs, Volume= 1.589 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 6: DA #3 (PRE)

Runoff = 8.21 cfs @ 12.36 hrs, Volume= 1.589 af, Depth> 1.03"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
5,800	98	Paved parking, HSG A
8,627	30	Woods, Good, HSG A
94,796	64	Row crops, SR + CR, Good, HSG A
2,886	98	Paved parking, HSG B
74,323	55	Woods, Good, HSG B
204,185	75	Row crops, SR + CR, Good, HSG B
4,921	98	Paved parking, HSG C
203,245	70	Woods, Good, HSG C
175,364	82	Row crops, SR + CR, Good, HSG C
18,225	77	Woods, Good, HSG D
11,600	85	Row crops, SR + CR, Good, HSG D
803,972	72	Weighted Average
790,365		98.31% Pervious Area
13,607		1.69% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
14.0	150	0.0220	0.18		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
3.9	165	0.0200	0.71		**Shallow Concentrated Flow, B-C** Woodland Kv= 5.0 fps
6.6	451	0.0160	1.14		**Shallow Concentrated Flow, C-D** Cultivated Straight Rows Kv= 9.0 fps
4.9	277	0.0110	0.94		**Shallow Concentrated Flow, D-E** Cultivated Straight Rows Kv= 9.0 fps
2.9	215	0.0190	1.24		**Shallow Concentrated Flow, E-F** Cultivated Straight Rows Kv= 9.0 fps
3.8	204	0.0100	0.90		**Shallow Concentrated Flow, F-POI** Cultivated Straight Rows Kv= 9.0 fps
36.1	1,462	Total			

Summary for Link 7: POI #4 (PRE)

Inflow Area = 25.115 ac, 0.00% Impervious, Inflow Depth > 1.04" for 2-Yr event
Inflow = 14.56 cfs @ 12.25 hrs, Volume= 2.177 af
Primary = 14.56 cfs @ 12.25 hrs, Volume= 2.177 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 8: DA #4 (PRE)

Runoff = 14.56 cfs @ 12.25 hrs, Volume= 2.177 af, Depth> 1.04"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
280,581	64	Row crops, SR + CR, Good, HSG A
29,286	30	Woods, Good, HSG A
344,253	75	Row crops, SR + CR, Good, HSG B
77,974	55	Woods, Good, HSG B
298,671	82	Row crops, SR + CR, Good, HSG C
22,136	70	Woods, Good, HSG C
36,346	85	Row crops, SR + CR, Good, HSG D
4,764	77	Woods, Good, HSG D
1,094,011	72	Weighted Average
1,094,011		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
17.8	150	0.0120	0.14		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
2.0	171	0.0260	1.45		**Shallow Concentrated Flow, B-C** Cultivated Straight Rows Kv= 9.0 fps
1.5	83	0.0360	0.95		**Shallow Concentrated Flow, C-D** Woodland Kv= 5.0 fps
4.0	418	0.0380	1.75		**Shallow Concentrated Flow, D-POI** Cultivated Straight Rows Kv= 9.0 fps
25.3	822	Total			

Summary for Link 9: POI #5 (PRE)

Inflow Area = 7.160 ac, 0.00% Impervious, Inflow Depth > 0.88" for 2-Yr event
Inflow = 3.30 cfs @ 12.23 hrs, Volume= 0.525 af
Primary = 3.30 cfs @ 12.23 hrs, Volume= 0.525 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 10: DA #5 (PRE)

Runoff = 3.30 cfs @ 12.23 hrs, Volume= 0.525 af, Depth> 0.88"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
13,229	30	Woods, Good, HSG A
161,378	64	Row crops, SR + CR, Good, HSG A
7,458	55	Woods, Good, HSG B
28,591	75	Row crops, SR + CR, Good, HSG B
101,230	82	Row crops, SR + CR, Good, HSG C
311,886	69	Weighted Average
311,886		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
21.0	150	0.0080	0.12		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
4.6	330	0.0180	1.21		**Shallow Concentrated Flow, B-POI** Cultivated Straight Rows Kv= 9.0 fps
25.6	480	Total			

Summary for Link 11: POI #6 (PRE)

Inflow Area = 13.293 ac, 0.00% Impervious, Inflow Depth > 0.73" for 2-Yr event
Inflow = 3.44 cfs @ 12.43 hrs, Volume= 0.805 af
Primary = 3.44 cfs @ 12.43 hrs, Volume= 0.805 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 12: DA #6 (PRE)

Runoff = 3.44 cfs @ 12.43 hrs, Volume= 0.805 af, Depth> 0.73"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
37,107	30	Woods, Good, HSG A
371,149	64	Row crops, SR + CR, Good, HSG A
3,606	55	Woods, Good, HSG B
56,861	75	Row crops, SR + CR, Good, HSG B
7,529	70	Woods, Good, HSG C
102,783	82	Row crops, SR + CR, Good, HSG C
579,035	66	Weighted Average
579,035		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
15.5	150	0.0170	0.16		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
1.7	119	0.0160	1.14		**Shallow Concentrated Flow, B-C** Cultivated Straight Rows Kv= 9.0 fps
2.5	48	0.0040	0.32		**Shallow Concentrated Flow, C-D** Woodland Kv= 5.0 fps
3.7	125	0.0040	0.57		**Shallow Concentrated Flow, D-E** Cultivated Straight Rows Kv= 9.0 fps
1.3	125	0.0320	1.61		**Shallow Concentrated Flow, E-F** Cultivated Straight Rows Kv= 9.0 fps
1.6	90	0.0110	0.94		**Shallow Concentrated Flow, F-G** Cultivated Straight Rows Kv= 9.0 fps
1.2	149	0.0540	2.09		**Shallow Concentrated Flow, G-H** Cultivated Straight Rows Kv= 9.0 fps
1.3	132	0.0380	1.75		**Shallow Concentrated Flow, H-I** Cultivated Straight Rows Kv= 9.0 fps
4.8	420	0.0260	1.45		**Shallow Concentrated Flow, I-J** Cultivated Straight Rows Kv= 9.0 fps
5.5	361	0.0150	1.10		**Shallow Concentrated Flow, J-POI** Cultivated Straight Rows Kv= 9.0 fps
39.1	1,719	Total			

Summary for Link 13: POI #7 (PRE)

Inflow Area = 2.000 ac, 0.82% Impervious, Inflow Depth > 1.61" for 2-Yr event
Inflow = 2.43 cfs @ 12.14 hrs, Volume= 0.269 af
Primary = 2.43 cfs @ 12.14 hrs, Volume= 0.269 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 14: DA #7 (PRE)

Runoff = 2.43 cfs @ 12.14 hrs, Volume= 0.269 af, Depth> 1.61"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	710	98	Paved parking & Bldgs, HSG C
	1,400	55	Woods, Good, HSG B
	2,754	70	Woods, Good, HSG C
	3,353	77	Woods, Good, HSG D
	7,333	75	Row crops, SR + CR, Good, HSG B
	58,002	82	Row crops, SR + CR, Good, HSG C
	13,564	85	Row crops, SR + CR, Good, HSG D
	87,116	81	Weighted Average
	86,406		99.18% Pervious Area
	710		0.82% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
18.9	147	0.0100	0.13		**Sheet Flow, A-POI** Cultivated: Residue>20% n= 0.170 P2= 3.40"

Summary for Link 15: POI #8 (PRE)

Inflow Area = 2.185 ac, 0.37% Impervious, Inflow Depth > 1.55" for 2-Yr event
Inflow = 2.98 cfs @ 12.10 hrs, Volume= 0.282 af
Primary = 2.98 cfs @ 12.10 hrs, Volume= 0.282 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 16: DA #8 (PRE)

Runoff = 2.98 cfs @ 12.10 hrs, Volume= 0.282 af, Depth> 1.55"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	356	98	Paved parking & Bldgs, HSG C
	8,938	55	Woods, Good, HSG B
	5,129	70	Woods, Good, HSG C
	5,975	77	Woods, Good, HSG D
	3,516	75	Row crops, SR + CR, Good, HSG B
	32,661	82	Row crops, SR + CR, Good, HSG C
	38,598	85	Row crops, SR + CR, Good, HSG D
	95,173	80	Weighted Average
	94,817		99.63% Pervious Area
	356		0.37% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
12.9	150	0.0270	0.19		**Sheet Flow, A-B** Cultivated: Residue>20% n= 0.170 P2= 3.40"
0.8	64	0.0210	1.30		**Shallow Concentrated Flow, B-C** Cultivated Straight Rows Kv= 9.0 fps
0.9	85	0.0100	1.50		**Shallow Concentrated Flow, C-POI** Grassed Waterway Kv= 15.0 fps
14.6	299	Total			

Summary for Link 17: POI #1 (POST)

Inflow Area = 13.555 ac, 27.78% Impervious, Inflow Depth > 0.51" for 2-Yr event
Inflow = 1.15 cfs @ 14.01 hrs, Volume= 0.576 af
Primary = 1.15 cfs @ 14.01 hrs, Volume= 0.576 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 18: SWM #1

Inflow Area = 13.555 ac, 27.78% Impervious, Inflow Depth > 1.23" for 2-Yr event
Inflow = 23.12 cfs @ 11.99 hrs, Volume= 1.387 af
Outflow = 1.15 cfs @ 14.01 hrs, Volume= 0.576 af, Atten= 95%, Lag= 121.2 min
Primary = 1.15 cfs @ 14.01 hrs, Volume= 0.576 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 36.62' @ 14.01 hrs Surf.Area= 24,545 sf Storage= 36,944 cf

Plug-Flow detention time= 328.8 min calculated for 0.576 af (42% of inflow)
Center-of-Mass det. time= 192.6 min (1,046.2 - 853.6)

Volume	Invert	Avail.Storage	Storage Description
#1	35.00'	100,688 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
35.00	20,975	728.5	0	0	20,975
38.00	27,786	785.0	72,902	72,902	28,149
39.00	27,786	785.0	27,786	100,688	28,934

Device	Routing	Invert	Outlet Devices
#1	Primary	34.67'	**18.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 34.67' / 32.00' S= 0.1027 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	36.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	38.00'	**185.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=1.15 cfs @ 14.01 hrs HW=36.62' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 1.15 cfs of 9.34 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 1.15 cfs @ 1.16 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=35.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 19: DA #1

Runoff = 23.12 cfs @ 11.99 hrs, Volume= 1.387 af, Depth> 1.23"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
164,015	98	Paved parking, HSG C
282,040	61	>75% Grass cover, Good, HSG B
111,049	74	>75% Grass cover, Good, HSG C
33,369	80	>75% Grass cover, Good, HSG D
590,473	75	Weighted Average
426,458		72.22% Pervious Area
164,015		27.78% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Link 20: POI #2 (POST)

Inflow Area = 17.266 ac, 44.68% Impervious, Inflow Depth > 0.22" for 2-Yr event
Inflow = 0.60 cfs @ 21.02 hrs, Volume= 0.312 af
Primary = 0.60 cfs @ 21.02 hrs, Volume= 0.312 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 21: DA #2

Runoff = 0.58 cfs @ 11.99 hrs, Volume= 0.034 af, Depth> 1.29"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	2,400	98	Buildings, HSG C
	2,613	61	>75% Grass cover, Good, HSG B
	8,956	74	>75% Grass cover, Good, HSG C
	13,969	76	Weighted Average
	11,569		82.82% Pervious Area
	2,400		17.18% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Pond 22: SWM #2

Inflow Area = 16.945 ac, 45.20% Impervious, Inflow Depth > 1.70" for 2-Yr event
Inflow = 39.63 cfs @ 11.99 hrs, Volume= 2.394 af
Outflow = 0.59 cfs @ 21.05 hrs, Volume= 0.278 af, Atten= 99%, Lag= 543.2 min
Primary = 0.59 cfs @ 21.05 hrs, Volume= 0.278 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 23.58' @ 21.05 hrs Surf.Area= 60,220 sf Storage= 92,373 cf

Plug-Flow detention time= 582.2 min calculated for 0.278 af (12% of inflow)
Center-of-Mass det. time= 430.3 min (1,263.0 - 832.7)

Volume	Invert	Avail.Storage	Storage Description
#1	22.00'	247,001 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
22.00	56,734	1,476.5	0	0	56,734
25.00	63,442	1,504.8	180,170	180,170	64,801
26.00	70,277	1,533.0	66,830	247,001	71,785

Device	Routing	Invert	Outlet Devices
#1	Primary	21.67'	**18.0" Round Culvert** L= 356.0' Ke= 0.500 Inlet / Outlet Invert= 21.67' / 17.50' S= 0.0117 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	23.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	25.00'	**185.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.59 cfs @ 21.05 hrs HW=23.58' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.59 cfs of 9.16 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.59 cfs @ 0.92 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=22.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 23: DA #7

Runoff = 39.63 cfs @ 11.99 hrs, Volume= 2.394 af, Depth> 1.70"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	333,607	98	Buildings & Pvmt
	160,671	61	>75% Grass cover, Good, HSG B
	191,181	74	>75% Grass cover, Good, HSG C
	52,659	80	>75% Grass cover, Good, HSG D
	738,118	82	Weighted Average
	404,511		54.80% Pervious Area
	333,607		45.20% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
5.9	1,014	0.0200	2.87		**Shallow Concentrated Flow, A-B** Paved Kv= 20.3 fps
0.5	182	0.0050	5.52	17.33	**Pipe Channel, B-C** 24.0" Round Area= 3.1 sf Perim= 6.3' r= 0.50' n= 0.012
6.4	1,196	Total			

Summary for Link 25: POI #3 (POST)

Inflow Area = 15.308 ac, 16.12% Impervious, Inflow Depth > 0.59" for 2-Yr event
Inflow = 7.38 cfs @ 12.09 hrs, Volume= 0.752 af
Primary = 7.38 cfs @ 12.09 hrs, Volume= 0.752 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 26: DA #3

Runoff = 7.38 cfs @ 12.09 hrs, Volume= 0.752 af, Depth> 0.84"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	15,495	98	Buildings, HSG C
	36,656	39	>75% Grass cover, Good, HSG A
	145,878	61	>75% Grass cover, Good, HSG B
	262,508	74	>75% Grass cover, Good, HSG C
	9,050	80	>75% Grass cover, Good, HSG D
	469,587	68	Weighted Average
	454,092		96.70% Pervious Area
	15,495		3.30% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
13.3	1,555	0.0170	1.96		**Shallow Concentrated Flow, A-B** Grassed Waterway Kv= 15.0 fps

Summary for Subcatchment 28: DA #12

Runoff = 8.15 cfs @ 11.99 hrs, Volume= 0.486 af, Depth> 1.29"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	91,981	98	Buildings & Pvmt
	50,235	39	>75% Grass cover, Good, HSG A
	10,495	61	>75% Grass cover, Good, HSG B
	44,513	74	>75% Grass cover, Good, HSG C
	197,224	76	Weighted Average
	105,243		53.36% Pervious Area
	91,981		46.64% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Pond 29: SWM #7

Inflow Area = 4.528 ac, 46.64% Impervious, Inflow Depth > 1.29" for 2-Yr event
Inflow = 8.15 cfs @ 11.99 hrs, Volume= 0.486 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 31.27' @ 24.00 hrs Surf.Area= 17,979 sf Storage= 21,187 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1	30.00'	77,316 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
30.00	15,417	679.4	0	0	15,417
33.00	21,786	736.0	55,530	55,530	22,136
34.00	21,786	736.0	21,786	77,316	22,872

Device	Routing	Invert	Outlet Devices
#1	Primary	29.67'	**24.0" Round Culvert** L= 60.0' Ke= 0.500 Inlet / Outlet Invert= 29.67' / 29.00' S= 0.0112 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	31.50'	**4.0" Vert. Orifice/Grate** C= 0.600
#3	Device 1	32.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#4	Secondary	33.00'	**54.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=30.00' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.00 cfs of 0.66 cfs potential flow)
  ├**2=Orifice/Grate** (Controls 0.00 cfs)
  └**3=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=30.00' (Free Discharge)
└**4=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 31: POI #4 (POST)

Inflow Area = 35.026 ac, 28.84% Impervious, Inflow Depth > 0.18" for 2-Yr event
Inflow = 0.99 cfs @ 12.10 hrs, Volume= 0.538 af
Primary = 0.99 cfs @ 12.10 hrs, Volume= 0.538 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 32: DA #4

Runoff = 0.99 cfs @ 12.10 hrs, Volume= 0.185 af, Depth> 0.31"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
122,451	39	>75% Grass cover, Good, HSG A
138,263	61	>75% Grass cover, Good, HSG B
50,514	74	>75% Grass cover, Good, HSG C
1,374	80	>75% Grass cover, Good, HSG D
312,602	55	Weighted Average
312,602		100.00% Pervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
11.6	1,440	0.0190	2.07		**Shallow Concentrated Flow, A-B** Grassed Waterway Kv= 15.0 fps

Summary for Pond 33: SWM #3

Inflow Area = 9.719 ac, 30.39% Impervious, Inflow Depth > 1.35" for 2-Yr event
Inflow = 18.43 cfs @ 11.99 hrs, Volume= 1.095 af
Outflow = 0.66 cfs @ 15.28 hrs, Volume= 0.354 af, Atten= 96%, Lag= 197.2 min
Primary = 0.66 cfs @ 15.28 hrs, Volume= 0.354 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 39.59' @ 15.28 hrs Surf.Area= 22,602 sf Storage= 33,169 cf

Plug-Flow detention time= 382.9 min calculated for 0.354 af (32% of inflow)
Center-of-Mass det. time= 247.4 min (1,094.9 - 847.5)

Volume	Invert	Avail.Storage	Storage Description
#1	38.00'	93,163 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
38.00	19,263	698.4	0	0	19,263
41.00	25,803	755.0	67,360	67,360	26,163
42.00	25,803	755.0	25,803	93,163	26,918

Device	Routing	Invert	Outlet Devices
#1	Primary	37.67'	**18.0" Round Culvert** L= 120.0' Ke= 0.500 Inlet / Outlet Invert= 37.67' / 35.00' S= 0.0223 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	39.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	41.00'	**122.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.66 cfs @ 15.28 hrs HW=39.59' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.66 cfs of 9.19 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.66 cfs @ 0.96 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=38.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 34: DA #8

Runoff = 18.43 cfs @ 11.99 hrs, Volume= 1.095 af, Depth> 1.35"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	128,661	98	Buildings & Pvmt
	140,194	61	>75% Grass cover, Good, HSG B
	153,996	74	>75% Grass cover, Good, HSG C
	496	80	>75% Grass cover, Good, HSG D
	423,347	77	Weighted Average
	294,686		69.61% Pervious Area
	128,661		30.39% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Pond 35: SWM #4

Inflow Area = 4.542 ac, 27.71% Impervious, Inflow Depth > 1.17" for 2-Yr event
Inflow = 7.32 cfs @ 11.99 hrs, Volume= 0.442 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 51.96' @ 24.00 hrs Surf.Area= 20,879 sf Storage= 19,249 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1	51.00'	89,943 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
51.00	19,294	545.9	0	0	19,294
54.00	24,462	602.5	65,481	65,481	24,746
55.00	24,462	602.5	24,462	89,943	25,348

Device	Routing	Invert	Outlet Devices
#1	Primary	50.67'	**12.0" Round Culvert** L= 123.0' Ke= 0.500 Inlet / Outlet Invert= 50.67' / 50.00' S= 0.0054 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	52.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	54.00'	**230.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=51.00' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.00 cfs of 0.37 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=51.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 36: DA #9

Runoff = 7.32 cfs @ 11.99 hrs, Volume= 0.442 af, Depth> 1.17"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	54,821	98	Buildings & Pvmt
	11,454	39	>75% Grass cover, Good, HSG A
	78,408	61	>75% Grass cover, Good, HSG B
	25,252	74	>75% Grass cover, Good, HSG C
	27,916	80	>75% Grass cover, Good, HSG D
	197,851	74	Weighted Average
	143,030		72.29% Pervious Area
	54,821		27.71% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Pond 37: SWM #5

Inflow Area = 6.686 ac, 45.65% Impervious, Inflow Depth > 1.11" for 2-Yr event
Inflow = 10.17 cfs @ 12.00 hrs, Volume= 0.618 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 51.31' @ 24.00 hrs Surf.Area= 22,349 sf Storage= 26,919 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1	50.00'	96,082 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
50.00	18,903	898.4	0	0	18,903
53.00	27,243	954.9	68,839	68,839	27,687
54.00	27,243	954.9	27,243	96,082	28,642

Device	Routing	Invert	Outlet Devices
#1	Primary	49.67'	**24.0" Round Culvert** L= 131.0' Ke= 0.500 Inlet / Outlet Invert= 49.67' / 48.00' S= 0.0127 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	51.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	53.00'	**350.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=50.00' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.00 cfs of 0.66 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=50.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 38: DA #10

Runoff = 10.17 cfs @ 12.00 hrs, Volume= 0.618 af, Depth> 1.11"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	132,941	98	Buildings & Pvmt
	94,443	39	>75% Grass cover, Good, HSG A
	20,432	61	>75% Grass cover, Good, HSG B
	43,430	74	>75% Grass cover, Good, HSG C
	291,246	73	Weighted Average
	158,305		54.35% Pervious Area
	132,941		45.65% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Pond 39: SWM #6

Inflow Area = 6.903 ac, 41.12% Impervious, Inflow Depth > 0.65" for 2-Yr event
Inflow = 5.35 cfs @ 12.01 hrs, Volume= 0.375 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 42.77' @ 24.00 hrs Surf.Area= 22,052 sf Storage= 16,346 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1	42.00'	99,705 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
42.00	20,178	829.7	0	0	20,178
45.00	27,900	886.3	71,805	71,805	28,324
46.00	27,900	886.3	27,900	99,705	29,211

Device	Routing	Invert	Outlet Devices
#1	Primary	41.67'	**24.0" Round Culvert** L= 32.0' Ke= 0.500 Inlet / Outlet Invert= 41.67' / 38.50' S= 0.0991 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	43.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	45.00'	**200.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=42.00' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.00 cfs of 0.66 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=42.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 40: DA #11

Runoff = 5.35 cfs @ 12.01 hrs, Volume= 0.375 af, Depth> 0.65"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	123,660	98	Buildings & Pvmt
	166,580	39	>75% Grass cover, Good, HSG A
	10,466	74	>75% Grass cover, Good, HSG C
	300,706	64	Weighted Average
	177,046		58.88% Pervious Area
	123,660		41.12% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Link 41: POI #5 (POST)

Inflow Area = 1.861 ac, 15.38% Impervious, Inflow Depth > 0.25" for 2-Yr event
Inflow = 0.22 cfs @ 12.05 hrs, Volume= 0.039 af
Primary = 0.22 cfs @ 12.05 hrs, Volume= 0.039 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 42: DA #5

Runoff = 0.22 cfs @ 12.05 hrs, Volume= 0.039 af, Depth> 0.25"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

Area (sf)	CN	Description
12,470	98	Roofs, HSG B
51,410	39	>75% Grass cover, Good, HSG A
17,184	61	>75% Grass cover, Good, HSG B
81,064	53	Weighted Average
68,594		84.62% Pervious Area
12,470		15.38% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.8	66	0.0200	0.16		**Sheet Flow, A-POI** Grass: Short n= 0.150 P2= 3.40"

Summary for Link 43: POI #6 (POST)

Inflow Area = 7.029 ac, 23.94% Impervious, Inflow Depth > 0.03" for 2-Yr event
Inflow = 0.02 cfs @ 13.66 hrs, Volume= 0.016 af
Primary = 0.02 cfs @ 13.66 hrs, Volume= 0.016 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Subcatchment 44: DA #6

Runoff = 0.02 cfs @ 13.66 hrs, Volume= 0.016 af, Depth> 0.10"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
	64,881	39	>75% Grass cover, Good, HSG A
	15,954	74	>75% Grass cover, Good, HSG C
*	1,011	98	Roofs, HSG C
	81,846	47	Weighted Average
	80,835		98.76% Pervious Area
	1,011		1.24% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
7.1	70	0.0200	0.16		**Sheet Flow, A-B** Grass: Short n= 0.150 P2= 3.40"
11.8	80	0.0190	0.11		**Sheet Flow, B-C** Grass: Dense n= 0.240 P2= 3.40"
3.3	362	0.0670	1.81		**Shallow Concentrated Flow, C-POI** Short Grass Pasture Kv= 7.0 fps
22.2	512	Total			

Summary for Pond 45: SWM #8

Inflow Area = 5.150 ac, 32.22% Impervious, Inflow Depth > 0.74" for 2-Yr event
Inflow = 4.78 cfs @ 12.00 hrs, Volume= 0.319 af
Outflow = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af, Atten= 100%, Lag= 0.0 min
Primary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 23.79' @ 24.00 hrs Surf.Area= 18,105 sf Storage= 13,900 cf

Plug-Flow detention time= (not calculated: initial storage exceeds outflow)
Center-of-Mass det. time= (not calculated: no outflow)

Volume	Invert	Avail.Storage	Storage Description
#1	23.00'	79,228 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.00	16,925	490.4	0	0	16,925
26.00	21,593	546.9	57,635	57,635	21,842
27.00	21,593	546.9	21,593	79,228	22,388

Device	Routing	Invert	Outlet Devices
#1	Primary	22.67'	**24.0" Round Culvert** L= 37.0' Ke= 0.500 Inlet / Outlet Invert= 22.67' / 20.00' S= 0.0722 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	24.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	26.00'	**134.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.00 cfs @ 0.00 hrs HW=23.00' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.00 cfs of 0.66 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=23.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 46: DA #13

Runoff = 4.78 cfs @ 12.00 hrs, Volume= 0.319 af, Depth> 0.74"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	72,288	98	Buildings & Pvmt
	93,948	39	>75% Grass cover, Good, HSG A
	22,250	61	>75% Grass cover, Good, HSG B
	35,849	74	>75% Grass cover, Good, HSG C
	224,335	66	Weighted Average
	152,047		67.78% Pervious Area
	72,288		32.22% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Link 47: POI #7 (POST)

Inflow Area = 2.000 ac, 50.56% Impervious, Inflow Depth > 0.79" for 2-Yr event
Inflow = 0.30 cfs @ 13.46 hrs, Volume= 0.132 af
Primary = 0.30 cfs @ 13.46 hrs, Volume= 0.132 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 48: SWM #9

Inflow Area = 2.000 ac, 50.56% Impervious, Inflow Depth > 2.01" for 2-Yr event
Inflow = 5.65 cfs @ 11.99 hrs, Volume= 0.334 af
Outflow = 0.30 cfs @ 13.46 hrs, Volume= 0.132 af, Atten= 95%, Lag= 88.2 min
Primary = 0.30 cfs @ 13.46 hrs, Volume= 0.132 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 57.63' @ 13.46 hrs Surf.Area= 6,730 sf Storage= 9,362 cf

Plug-Flow detention time= 310.6 min calculated for 0.132 af (39% of inflow)
Center-of-Mass det. time= 189.1 min (1,008.0 - 819.0)

Volume	Invert	Avail.Storage	Storage Description
#1	56.00'	28,421 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
56.00	4,816	389.8	0	0	4,816
59.00	8,587	447.2	19,834	19,834	8,840
60.00	8,587	447.2	8,587	28,421	9,287

Device	Routing	Invert	Outlet Devices
#1	Primary	55.67'	**12.0" Round Culvert** L= 25.0' Ke= 0.500 Inlet / Outlet Invert= 55.67' / 55.50' S= 0.0068 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	57.50'	**2.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)
#3	Device 1	58.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#4	Secondary	59.00'	**42.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.30 cfs @ 13.46 hrs HW=57.63' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Passes 0.30 cfs of 4.55 cfs potential flow)
  ├─**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.30 cfs @ 1.18 fps)
  └─**3=Sharp-Crested Rectangular Weir** (Controls 0.00 cfs)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=56.00' (Free Discharge)
└─**4=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 49: DA #14

Runoff = 5.65 cfs @ 11.99 hrs, Volume= 0.334 af, Depth> 2.01"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	44,048	98	Buildings & Parking, HSG C
	6,497	61	>75% Grass cover, Good, HSG B
	27,421	74	>75% Grass cover, Good, HSG C
	9,150	80	>75% Grass cover, Good, HSG D
	87,116	86	Weighted Average
	43,068		49.44% Pervious Area
	44,048		50.56% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Link 50: POI #8 (POST)

Inflow Area = 2.185 ac, 56.55% Impervious, Inflow Depth > 0.75" for 2-Yr event
Inflow = 0.34 cfs @ 13.52 hrs, Volume= 0.137 af
Primary = 0.34 cfs @ 13.52 hrs, Volume= 0.137 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 51: SWM #10

Inflow Area = 2.185 ac, 56.55% Impervious, Inflow Depth > 2.26" for 2-Yr event
Inflow = 6.87 cfs @ 11.99 hrs, Volume= 0.411 af
Outflow = 0.34 cfs @ 13.52 hrs, Volume= 0.137 af, Atten= 95%, Lag= 92.2 min
Primary = 0.34 cfs @ 13.52 hrs, Volume= 0.137 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 57.05' @ 13.52 hrs Surf.Area= 9,318 sf Storage= 12,294 cf

Plug-Flow detention time= 340.8 min calculated for 0.137 af (33% of inflow)
Center-of-Mass det. time= 213.7 min (1,021.5 - 807.8)

Volume	Invert	Avail.Storage	Storage Description
#1	55.50'	40,157 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
55.50	6,574	607.5	0	0	6,574
58.50	12,296	664.0	27,861	27,861	12,601
59.50	12,296	664.0	12,296	40,157	13,265

Device	Routing	Invert	Outlet Devices
#1	Primary	55.17'	**12.0" Round Culvert** L= 14.0' Ke= 0.500 Inlet / Outlet Invert= 55.17' / 55.00' S= 0.0121 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	57.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	58.50'	**271.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.34 cfs @ 13.52 hrs HW=57.05' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.34 cfs of 4.45 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.34 cfs @ 0.77 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=55.50' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Subcatchment 52: DA #15

Runoff = 6.87 cfs @ 11.99 hrs, Volume= 0.411 af, Depth> 2.26"

Runoff by SCS TR-20 method, UH=Delmarva, Weighted-CN, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Type II 24-hr 2-Yr Rainfall=3.40"

	Area (sf)	CN	Description
*	53,816	98	Buildings & Parking, HSG C
	4,632	61	>75% Grass cover, Good, HSG B
	8,966	74	>75% Grass cover, Good, HSG C
	27,759	80	>75% Grass cover, Good, HSG D
	95,173	89	Weighted Average
	41,357		43.45% Pervious Area
	53,816		56.55% Impervious Area

Tc (min)	Length (feet)	Slope (ft/ft)	Velocity (ft/sec)	Capacity (cfs)	Description
6.0					**Direct Entry, Min Tc per TR-55**

Summary for Link 1: POI #1 (PRE)

Inflow Area = 6.678 ac, 18.09% Impervious, Inflow Depth > 2.77" for 10-Yr event
Inflow = 15.96 cfs @ 12.09 hrs, Volume= 1.539 af
Primary = 15.96 cfs @ 12.09 hrs, Volume= 1.539 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 3: POI #2 (PRE)

Inflow Area = 19.343 ac, 1.97% Impervious, Inflow Depth > 2.85" for 10-Yr event
Inflow = 38.65 cfs @ 12.16 hrs, Volume= 4.592 af
Primary = 38.65 cfs @ 12.16 hrs, Volume= 4.592 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 5: POI #3 (PRE)

Inflow Area = 18.457 ac, 1.69% Impervious, Inflow Depth > 2.39" for 10-Yr event
Inflow = 20.85 cfs @ 12.36 hrs, Volume= 3.673 af
Primary = 20.85 cfs @ 12.36 hrs, Volume= 3.673 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 7: POI #4 (PRE)

Inflow Area = 25.115 ac, 0.00% Impervious, Inflow Depth > 2.40" for 10-Yr event
Inflow = 36.82 cfs @ 12.20 hrs, Volume= 5.026 af
Primary = 36.82 cfs @ 12.20 hrs, Volume= 5.026 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 9: POI #5 (PRE)

Inflow Area = 7.160 ac, 0.00% Impervious, Inflow Depth > 2.15" for 10-Yr event
Inflow = 9.16 cfs @ 12.23 hrs, Volume= 1.282 af
Primary = 9.16 cfs @ 12.23 hrs, Volume= 1.282 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 11: POI #6 (PRE)

Inflow Area = 13.293 ac, 0.00% Impervious, Inflow Depth > 1.89" for 10-Yr event
Inflow = 10.70 cfs @ 12.42 hrs, Volume= 2.097 af
Primary = 10.70 cfs @ 12.42 hrs, Volume= 2.097 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 13: POI #7 (PRE)

Inflow Area = 2.000 ac, 0.82% Impervious, Inflow Depth > 3.23" for 10-Yr event
Inflow = 4.93 cfs @ 12.14 hrs, Volume= 0.538 af
Primary = 4.93 cfs @ 12.14 hrs, Volume= 0.538 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 15: POI #8 (PRE)

Inflow Area = 2.185 ac, 0.37% Impervious, Inflow Depth > 3.14" for 10-Yr event
Inflow = 6.16 cfs @ 12.07 hrs, Volume= 0.571 af
Primary = 6.16 cfs @ 12.07 hrs, Volume= 0.571 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 17: POI #1 (POST)

Inflow Area = 13.555 ac, 27.78% Impervious, Inflow Depth > 1.96" for 10-Yr event
Inflow = 11.98 cfs @ 12.30 hrs, Volume= 2.209 af
Primary = 11.98 cfs @ 12.30 hrs, Volume= 2.209 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 18: SWM #1

Inflow Area = 13.555 ac, 27.78% Impervious, Inflow Depth > 2.69" for 10-Yr event
Inflow = 51.56 cfs @ 11.99 hrs, Volume= 3.036 af
Outflow = 11.98 cfs @ 12.30 hrs, Volume= 2.209 af, Atten= 77%, Lag= 18.9 min
Primary = 11.98 cfs @ 12.30 hrs, Volume= 2.209 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 37.40' @ 12.30 hrs Surf.Area= 26,352 sf Storage= 56,717 cf

Plug-Flow detention time= 166.1 min calculated for 2.209 af (73% of inflow)
Center-of-Mass det. time= 67.6 min (898.6 - 831.0)

Volume	Invert	Avail.Storage	Storage Description
#1	35.00'	100,688 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
35.00	20,975	728.5	0	0	20,975
38.00	27,786	785.0	72,902	72,902	28,149
39.00	27,786	785.0	27,786	100,688	28,934

Device	Routing	Invert	Outlet Devices
#1	Primary	34.67'	**18.0" Round Culvert** L= 26.0' Ke= 0.500 Inlet / Outlet Invert= 34.67' / 32.00' S= 0.1027 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	36.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	38.00'	**185.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=11.98 cfs @ 12.30 hrs HW=37.40' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Inlet Controls 11.98 cfs @ 6.78 fps)
└**2=Sharp-Crested Rectangular Weir** (Passes 11.98 cfs of 22.41 cfs potential flow)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=35.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 20: POI #2 (POST)

Inflow Area = 17.266 ac, 44.68% Impervious, Inflow Depth > 1.83" for 10-Yr event
Inflow = 8.73 cfs @ 12.56 hrs, Volume= 2.628 af
Primary = 8.73 cfs @ 12.56 hrs, Volume= 2.628 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 22: SWM #2

Inflow Area = 16.945 ac, 45.20% Impervious, Inflow Depth > 3.34" for 10-Yr event
Inflow = 77.37 cfs @ 11.99 hrs, Volume= 4.717 af
Outflow = 8.59 cfs @ 12.57 hrs, Volume= 2.554 af, Atten= 89%, Lag= 35.0 min
Primary = 8.59 cfs @ 12.57 hrs, Volume= 2.554 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 23.98' @ 12.57 hrs Surf.Area= 61,110 sf Storage= 116,401 cf

Plug-Flow detention time= 245.6 min calculated for 2.553 af (54% of inflow)
Center-of-Mass det. time= 134.5 min (948.0 - 813.5)

Volume	Invert	Avail.Storage	Storage Description
#1	22.00'	247,001 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
22.00	56,734	1,476.5	0	0	56,734
25.00	63,442	1,504.8	180,170	180,170	64,801
26.00	70,277	1,533.0	66,830	247,001	71,785

Device	Routing	Invert	Outlet Devices
#1	Primary	21.67'	**18.0" Round Culvert** L= 356.0' Ke= 0.500 Inlet / Outlet Invert= 21.67' / 17.50' S= 0.0117 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	23.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	25.00'	**185.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=8.59 cfs @ 12.57 hrs HW=23.98' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 8.59 cfs of 10.61 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 8.59 cfs @ 2.26 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=22.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 25: POI #3 (POST)

Inflow Area = 15.308 ac, 16.12% Impervious, Inflow Depth > 1.66" for 10-Yr event
Inflow = 20.63 cfs @ 12.08 hrs, Volume= 2.117 af
Primary = 20.63 cfs @ 12.08 hrs, Volume= 2.117 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 29: SWM #7

Inflow Area = 4.528 ac, 46.64% Impervious, Inflow Depth > 2.78" for 10-Yr event
Inflow = 17.79 cfs @ 11.99 hrs, Volume= 1.048 af
Outflow = 0.37 cfs @ 17.86 hrs, Volume= 0.247 af, Atten= 98%, Lag= 352.4 min
Primary = 0.37 cfs @ 17.86 hrs, Volume= 0.247 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 32.03' @ 17.86 hrs Surf.Area= 19,601 sf Storage= 35,410 cf

Plug-Flow detention time= 431.0 min calculated for 0.247 af (24% of inflow)
Center-of-Mass det. time= 296.5 min (1,125.0 - 828.5)

Volume	Invert	Avail.Storage	Storage Description
#1	30.00'	77,316 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
30.00	15,417	679.4	0	0	15,417
33.00	21,786	736.0	55,530	55,530	22,136
34.00	21,786	736.0	21,786	77,316	22,872

Device	Routing	Invert	Outlet Devices
#1	Primary	29.67'	**24.0" Round Culvert** L= 60.0' Ke= 0.500 Inlet / Outlet Invert= 29.67' / 29.00' S= 0.0112 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	31.50'	**4.0" Vert. Orifice/Grate** C= 0.600
#3	Device 1	32.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#4	Secondary	33.00'	**54.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.37 cfs @ 17.86 hrs HW=32.03' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Passes 0.37 cfs of 17.62 cfs potential flow)
  ├─**2=Orifice/Grate** (Orifice Controls 0.25 cfs @ 2.89 fps)
  └─**3=Sharp-Crested Rectangular Weir** (Weir Controls 0.12 cfs @ 0.54 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=30.00' (Free Discharge)
└─**4=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 31: POI #4 (POST)

Inflow Area = 35.026 ac, 28.84% Impervious, Inflow Depth > 1.16" for 10-Yr event
Inflow = 16.48 cfs @ 12.17 hrs, Volume= 3.385 af
Primary = 16.48 cfs @ 12.17 hrs, Volume= 3.385 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 33: SWM #3

Inflow Area = 9.719 ac, 30.39% Impervious, Inflow Depth > 2.87" for 10-Yr event
Inflow = 39.42 cfs @ 11.99 hrs, Volume= 2.323 af
Outflow = 11.00 cfs @ 12.26 hrs, Volume= 1.569 af, Atten= 72%, Lag= 16.0 min
Primary = 11.00 cfs @ 12.26 hrs, Volume= 1.569 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 40.09' @ 12.26 hrs Surf.Area= 23,719 sf Storage= 44,841 cf

Plug-Flow detention time= 181.9 min calculated for 1.569 af (68% of inflow)
Center-of-Mass det. time= 77.4 min (903.4 - 826.0)

Volume	Invert	Avail.Storage	Storage Description
#1	38.00'	93,163 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
38.00	19,263	698.4	0	0	19,263
41.00	25,803	755.0	67,360	67,360	26,163
42.00	25,803	755.0	25,803	93,163	26,918

Device	Routing	Invert	Outlet Devices
#1	Primary	37.67'	**18.0" Round Culvert** L= 120.0' Ke= 0.500 Inlet / Outlet Invert= 37.67' / 35.00' S= 0.0223 '/' Cc= 0.900 n= 0.012, Flow Area= 1.77 sf
#2	Device 1	39.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	41.00'	**122.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=11.00 cfs @ 12.26 hrs HW=40.09' TW=0.00' (Dynamic Tailwater)
↑—**1=Culvert** (Inlet Controls 11.00 cfs @ 6.22 fps)
↑—**2=Sharp-Crested Rectangular Weir** (Passes 11.00 cfs of 11.86 cfs potential flow)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=38.00' (Free Discharge)
↑—**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 35: SWM #4

Inflow Area = 4.542 ac, 27.71% Impervious, Inflow Depth > 2.60" for 10-Yr event
Inflow = 16.70 cfs @ 11.99 hrs, Volume= 0.984 af
Outflow = 0.47 cfs @ 15.85 hrs, Volume= 0.255 af, Atten= 97%, Lag= 231.7 min
Primary = 0.47 cfs @ 15.85 hrs, Volume= 0.255 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 52.57' @ 15.85 hrs Surf.Area= 21,920 sf Storage= 32,310 cf

Plug-Flow detention time= 421.3 min calculated for 0.255 af (26% of inflow)
Center-of-Mass det. time= 288.3 min (1,121.7 - 833.4)

Volume	Invert	Avail.Storage	Storage Description
#1	51.00'	89,943 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
51.00	19,294	545.9	0	0	19,294
54.00	24,462	602.5	65,481	65,481	24,746
55.00	24,462	602.5	24,462	89,943	25,348

Device	Routing	Invert	Outlet Devices
#1	Primary	50.67'	**12.0" Round Culvert** L= 123.0' Ke= 0.500 Inlet / Outlet Invert= 50.67' / 50.00' S= 0.0054 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	52.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	54.00'	**230.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.47 cfs @ 15.85 hrs HW=52.57' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Passes 0.47 cfs of 3.61 cfs potential flow)
└─**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.47 cfs @ 0.86 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=51.00' (Free Discharge)
└─**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 37: SWM #5

Inflow Area = 6.686 ac, 45.65% Impervious, Inflow Depth > 2.51" for 10-Yr event
Inflow = 23.75 cfs @ 11.99 hrs, Volume= 1.399 af
Outflow = 1.69 cfs @ 13.07 hrs, Volume= 0.652 af, Atten= 93%, Lag= 64.8 min
Primary = 1.69 cfs @ 13.07 hrs, Volume= 0.652 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 51.66' @ 13.07 hrs Surf.Area= 23,333 sf Storage= 35,013 cf

Plug-Flow detention time= 279.2 min calculated for 0.652 af (47% of inflow)
Center-of-Mass det. time= 155.6 min (991.4 - 835.8)

Volume	Invert	Avail.Storage	Storage Description
#1	50.00'	96,082 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
50.00	18,903	898.4	0	0	18,903
53.00	27,243	954.9	68,839	68,839	27,687
54.00	27,243	954.9	27,243	96,082	28,642

Device	Routing	Invert	Outlet Devices
#1	Primary	49.67'	**24.0" Round Culvert** L= 131.0' Ke= 0.500 Inlet / Outlet Invert= 49.67' / 48.00' S= 0.0127 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	51.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	53.00'	**350.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=1.69 cfs @ 13.07 hrs HW=51.66' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 1.69 cfs of 15.09 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 1.69 cfs @ 1.31 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=50.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Pond 39: SWM #6

Inflow Area = 6.903 ac, 41.12% Impervious, Inflow Depth > 1.77" for 10-Yr event
Inflow = 16.84 cfs @ 12.00 hrs, Volume= 1.020 af
Outflow = 0.45 cfs @ 17.72 hrs, Volume= 0.235 af, Atten= 97%, Lag= 343.8 min
Primary = 0.45 cfs @ 17.72 hrs, Volume= 0.235 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 43.57' @ 17.72 hrs Surf.Area= 24,054 sf Storage= 34,600 cf

Plug-Flow detention time= 470.5 min calculated for 0.235 af (23% of inflow)
Center-of-Mass det. time= 325.0 min (1,183.3 - 858.3)

Volume	Invert	Avail.Storage	Storage Description
#1	42.00'	99,705 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
42.00	20,178	829.7	0	0	20,178
45.00	27,900	886.3	71,805	71,805	28,324
46.00	27,900	886.3	27,900	99,705	29,211

Device	Routing	Invert	Outlet Devices
#1	Primary	41.67'	**24.0" Round Culvert** L= 32.0' Ke= 0.500 Inlet / Outlet Invert= 41.67' / 38.50' S= 0.0991 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	43.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	45.00'	**200.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.45 cfs @ 17.72 hrs HW=43.57' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.45 cfs of 14.44 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.45 cfs @ 0.84 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=42.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 41: POI #5 (POST)

Inflow Area = 1.861 ac, 15.38% Impervious, Inflow Depth > 1.00" for 10-Yr event
Inflow = 2.05 cfs @ 12.01 hrs, Volume= 0.155 af
Primary = 2.05 cfs @ 12.01 hrs, Volume= 0.155 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Link 43: POI #6 (POST)

Inflow Area = 7.029 ac, 23.94% Impervious, Inflow Depth > 0.49" for 10-Yr event
Inflow = 0.45 cfs @ 12.24 hrs, Volume= 0.288 af
Primary = 0.45 cfs @ 12.24 hrs, Volume= 0.288 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 45: SWM #8

Inflow Area = 5.150 ac, 32.22% Impervious, Inflow Depth > 1.93" for 10-Yr event
Inflow = 13.81 cfs @ 11.99 hrs, Volume= 0.828 af
Outflow = 0.36 cfs @ 17.47 hrs, Volume= 0.188 af, Atten= 97%, Lag= 328.8 min
Primary = 0.36 cfs @ 17.47 hrs, Volume= 0.188 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 24.56' @ 17.47 hrs Surf.Area= 19,278 sf Storage= 28,175 cf

Plug-Flow detention time= 467.2 min calculated for 0.188 af (23% of inflow)
Center-of-Mass det. time= 324.8 min (1,177.9 - 853.1)

Volume	Invert	Avail.Storage	Storage Description
#1	23.00'	79,228 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
23.00	16,925	490.4	0	0	16,925
26.00	21,593	546.9	57,635	57,635	21,842
27.00	21,593	546.9	21,593	79,228	22,388

Device	Routing	Invert	Outlet Devices
#1	Primary	22.67'	**24.0" Round Culvert** L= 37.0' Ke= 0.500 Inlet / Outlet Invert= 22.67' / 20.00' S= 0.0722 '/' Cc= 0.900 n= 0.012, Flow Area= 3.14 sf
#2	Device 1	24.50'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	26.00'	**134.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=0.36 cfs @ 17.47 hrs HW=24.56' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Passes 0.36 cfs of 14.37 cfs potential flow)
└**2=Sharp-Crested Rectangular Weir** (Weir Controls 0.36 cfs @ 0.79 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=23.00' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 47: POI #7 (POST)

Inflow Area = 2.000 ac, 50.56% Impervious, Inflow Depth > 2.51" for 10-Yr event
Inflow = 4.07 cfs @ 12.17 hrs, Volume= 0.418 af
Primary = 4.07 cfs @ 12.17 hrs, Volume= 0.418 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 48: SWM #9

Inflow Area = 2.000 ac, 50.56% Impervious, Inflow Depth > 3.74" for 10-Yr event
Inflow = 10.31 cfs @ 11.98 hrs, Volume= 0.623 af
Outflow = 4.07 cfs @ 12.17 hrs, Volume= 0.418 af, Atten= 61%, Lag= 11.3 min
Primary = 4.07 cfs @ 12.17 hrs, Volume= 0.418 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 58.12' @ 12.17 hrs Surf.Area= 7,368 sf Storage= 12,816 cf

Plug-Flow detention time= 182.4 min calculated for 0.418 af (67% of inflow)
Center-of-Mass det. time= 83.3 min (884.7 - 801.4)

Volume	Invert	Avail.Storage	Storage Description
#1	56.00'	28,421 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
56.00	4,816	389.8	0	0	4,816
59.00	8,587	447.2	19,834	19,834	8,840
60.00	8,587	447.2	8,587	28,421	9,287

Device	Routing	Invert	Outlet Devices
#1	Primary	55.67'	**12.0" Round Culvert** L= 25.0' Ke= 0.500 Inlet / Outlet Invert= 55.67' / 55.50' S= 0.0068 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	57.50'	**2.0' long Sharp-Crested Rectangular Weir** 2 End Contraction(s)
#3	Device 1	58.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#4	Secondary	59.00'	**42.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=4.07 cfs @ 12.17 hrs HW=58.12' TW=0.00' (Dynamic Tailwater)
└─**1=Culvert** (Passes 4.07 cfs of 5.28 cfs potential flow)
  ├─**2=Sharp-Crested Rectangular Weir** (Weir Controls 2.99 cfs @ 2.57 fps)
  └─**3=Sharp-Crested Rectangular Weir** (Weir Controls 1.08 cfs @ 1.13 fps)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=56.00' (Free Discharge)
└─**4=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

Summary for Link 50: POI #8 (POST)

Inflow Area = 2.185 ac, 56.55% Impervious, Inflow Depth > 2.53" for 10-Yr event
Inflow = 4.93 cfs @ 12.16 hrs, Volume= 0.461 af
Primary = 4.93 cfs @ 12.16 hrs, Volume= 0.461 af, Atten= 0%, Lag= 0.0 min

Primary outflow = Inflow, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs

Summary for Pond 51: SWM #10

Inflow Area = 2.185 ac, 56.55% Impervious, Inflow Depth > 4.05" for 10-Yr event
Inflow = 11.99 cfs @ 11.98 hrs, Volume= 0.738 af
Outflow = 4.93 cfs @ 12.16 hrs, Volume= 0.461 af, Atten= 59%, Lag= 10.7 min
Primary = 4.93 cfs @ 12.16 hrs, Volume= 0.461 af
Secondary = 0.00 cfs @ 0.00 hrs, Volume= 0.000 af

Routing by Dyn-Stor-Ind method, Time Span= 0.00-24.00 hrs, dt= 0.01 hrs
Peak Elev= 57.37' @ 12.16 hrs Surf.Area= 9,932 sf Storage= 15,326 cf

Plug-Flow detention time= 188.2 min calculated for 0.461 af (62% of inflow)
Center-of-Mass det. time= 86.4 min (877.9 - 791.5)

Volume	Invert	Avail.Storage	Storage Description
#1	55.50'	40,157 cf	**Custom Stage Data (Irregular)** Listed below (Recalc)

Elevation (feet)	Surf.Area (sq-ft)	Perim. (feet)	Inc.Store (cubic-feet)	Cum.Store (cubic-feet)	Wet.Area (sq-ft)
55.50	6,574	607.5	0	0	6,574
58.50	12,296	664.0	27,861	27,861	12,601
59.50	12,296	664.0	12,296	40,157	13,265

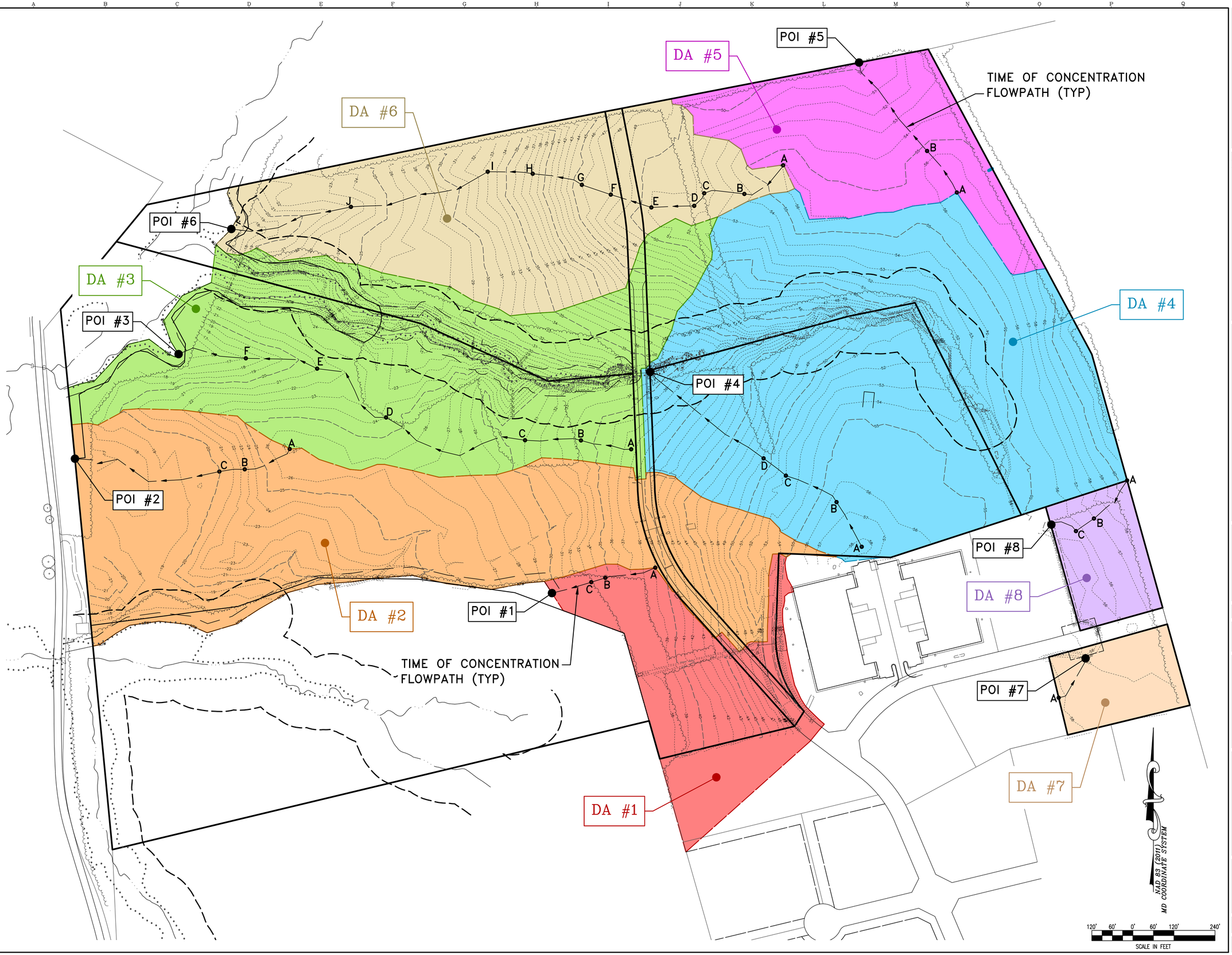
Device	Routing	Invert	Outlet Devices
#1	Primary	55.17'	**12.0" Round Culvert** L= 14.0' Ke= 0.500 Inlet / Outlet Invert= 55.17' / 55.00' S= 0.0121 '/' Cc= 0.900 n= 0.012, Flow Area= 0.79 sf
#2	Device 1	57.00'	**8.0' long Sharp-Crested Rectangular Weir** 0 End Contraction(s)
#3	Secondary	58.50'	**271.0' long x 2.0' breadth Broad-Crested Rectangular Weir** Head (feet) 0.20 0.40 0.60 0.80 1.00 1.20 1.40 1.60 1.80 2.00 2.50 3.00 3.50 Coef. (English) 2.54 2.61 2.61 2.60 2.66 2.70 2.77 2.89 2.88 2.85 3.07 3.20 3.32

Primary OutFlow Max=4.93 cfs @ 12.16 hrs HW=57.37' TW=0.00' (Dynamic Tailwater)
└**1=Culvert** (Inlet Controls 4.93 cfs @ 6.28 fps)
└**2=Sharp-Crested Rectangular Weir** (Passes 4.93 cfs of 5.89 cfs potential flow)

Secondary OutFlow Max=0.00 cfs @ 0.00 hrs HW=55.50' (Free Discharge)
└**3=Broad-Crested Rectangular Weir** (Controls 0.00 cfs)

APPENDIX C

PRE-DEVELOPMENT DRAINAGE AREA MAP



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REVISIONS TO APPROVED PLANS

No.	DATE	DESCRIPTION	BY

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PROFESSIONAL CERTIFICATION: I hereby certify that this document was prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND · JARRETT D. BEYER · 48188 · REGISTERED PROFESSIONAL ENGINEER

DATE

PRE-DEVELOPMENT DRAINAGE AREA MAP

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
T.M. 25 GRID 4 P. 92 LOTS 1, 2, 3 & 4

ISSUED/REVISED FOR: DATE: BY:

SHEET No. APPENDIX C

JOB No. 220210

SCALE: AS NOTED

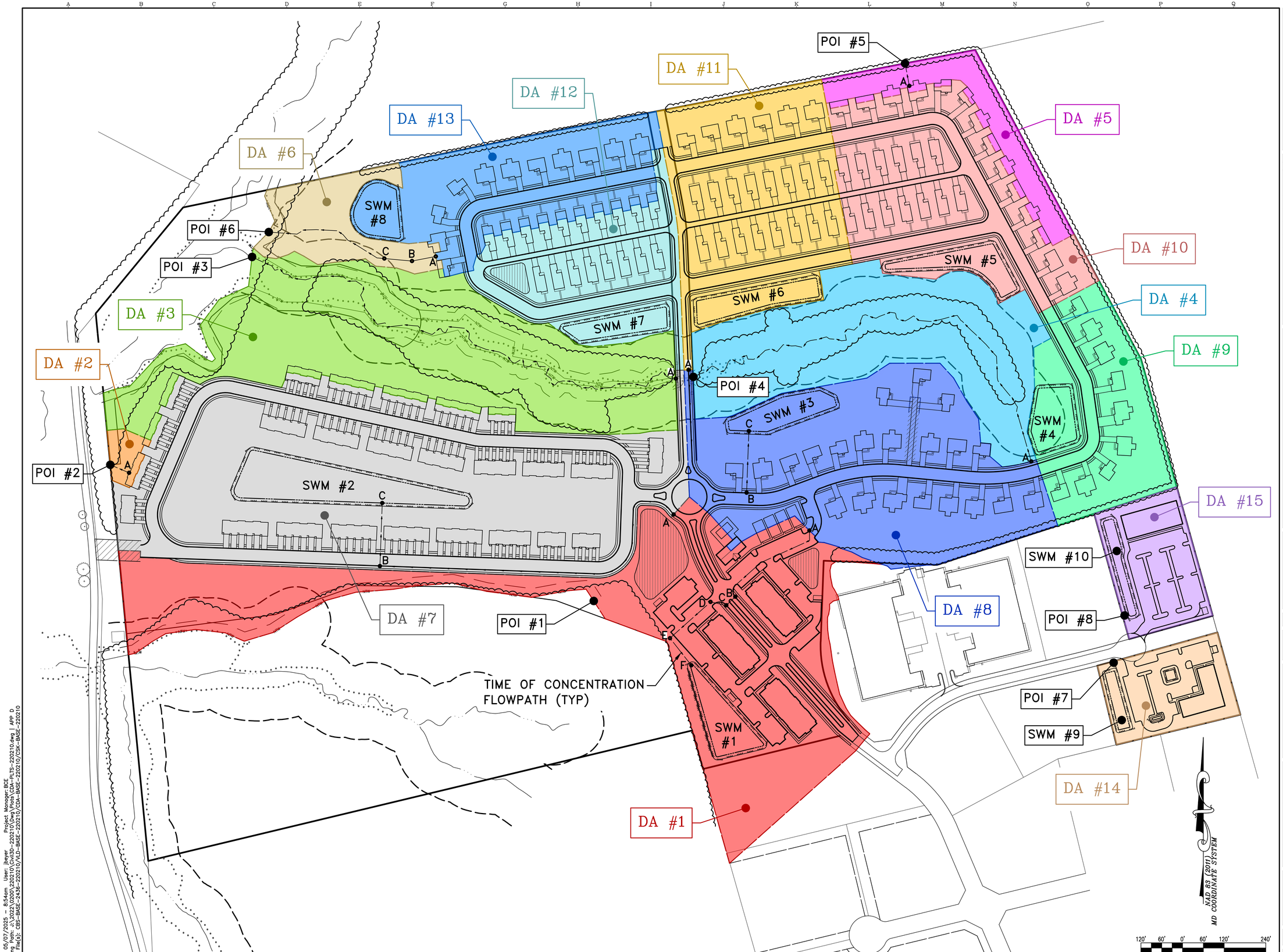
FILE No. 3208

Land Tools Inc.

Date: 05/07/2025 - 9:01am User: jbeyer Project Manager: BCE
Drawing Path: J:\2022\0200\220210\Civil3D-220210\Dwg\Plots\VDA-PLTS-220210.dwg | APP C
XREF File(s): CBS-BASE-2436-220210/XLD-BASE-220210/VSF-BASE-210099/VDA-BASE-220210

APPENDIX D

POST-DEVELOPMENT DRAINAGE AREA MAP



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SEAL

STATE OF MARYLAND — JAMES J. BOYER — 48188 — REGISTERED PROFESSIONAL ENGINEER

DATE

POST-DEVELOPMENT DRAINAGE AREA MAP

FOX CHASE ESTATES

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
T.M. 25 GRID 4 P. 92 LOTS 1, 2, 3 & 4

ISSUED/REVISED FOR: DATE: BY:

SHEET No. APPENDIX D

JOB No. 220210

SCALE: AS NOTED

FILE No. 3208

Date: 05/07/2025 - 8:54am User: jboyer Project Manager: BCE
Drawing Path: J:\2022\0200\220210\Civil3D-220210\Dwg\Plots\CDA-PLTS-220210.dwg | APP D
XREF File(s): CBS-BASE-2438-220210/MLD-BASE-220210/CDA-BASE-220210/CSK-BASE-220210

TRAFFIC IMPACT ANALYSIS

FOR

TECHNOLOGY PARK

Prepared by:

LENHART TRAFFIC CONSULTING, INC.

TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

May 8, 2025

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Section 1 Introduction

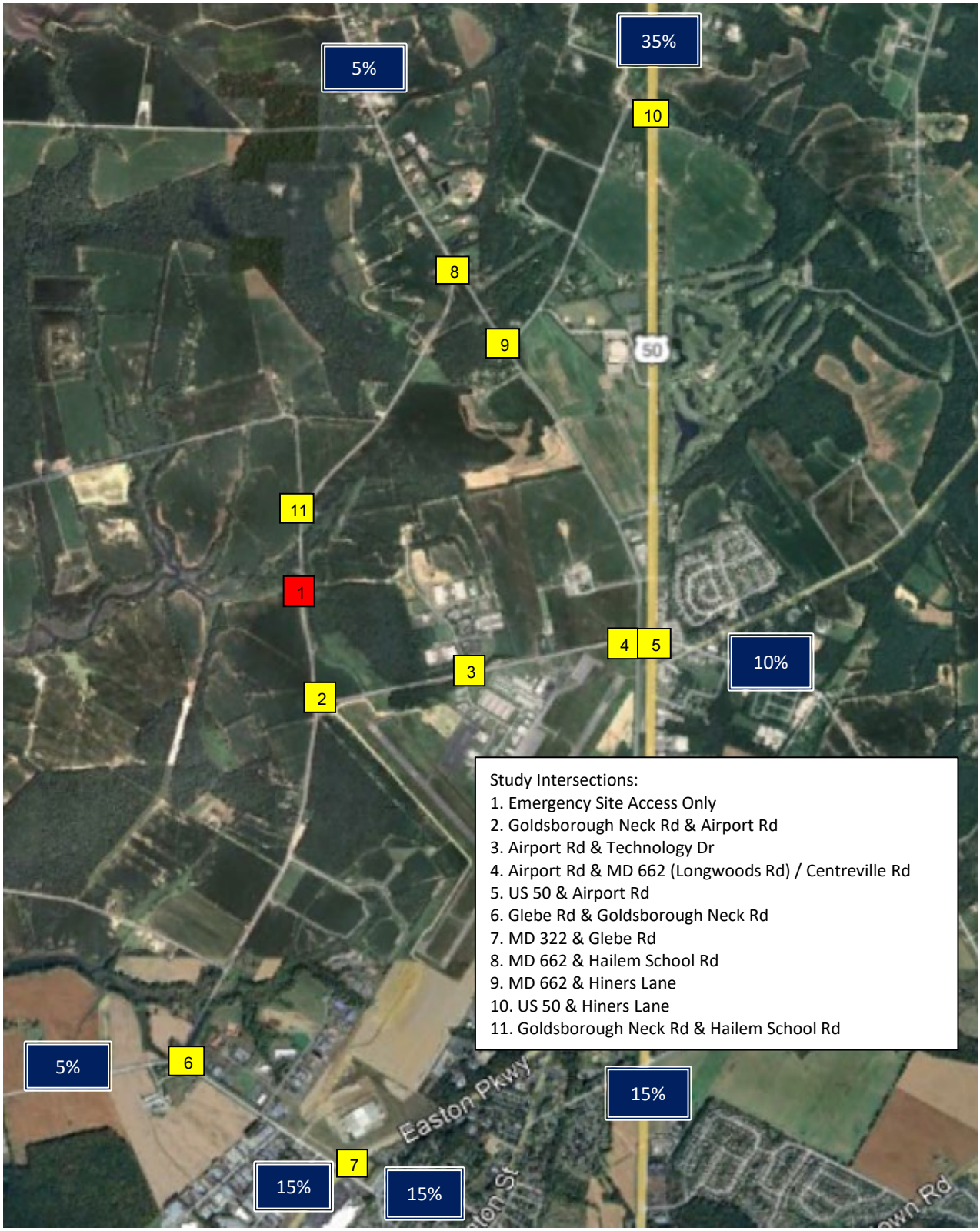
1.1 Project Description

This Traffic Impact Analysis (TIA) has been prepared for the proposed Technology Park development. The subject site is located in Easton, Maryland, and is proposed to be accessed via Technology Drive via Airport Road. **Exhibit 1** shows the location of the site. There is a proposed emergency access point along Goldsborough Neck Road which will not support typical vehicular traffic.

The site is proposed to be developed with a mix of uses and the exact proposed development is still being determined. For the purpose of this study, the most conservative potential development was analyzed which includes 137 single family attached (townhouse) units, 108 single family detached units. In addition, there are multiple proposed multilevel buildings that are anticipated to be developed with 120 multifamily units, 33,000 square feet of office space, and a 10,000 square foot day care center. A concept plan is provided in Appendix A.

1.2 Scope of Study

This TIA has been prepared in accordance with the scooping correspondence contained in Appendix A of the report. The Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) methodologies were utilized to evaluate the study intersections.



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 Road Network

The key roads in the study area are:

- US 50 – a four-lane roadway classified as a principal arterial. The roadway has a posted speed limit of 55 MPH.
- Airport Road– a two-lane roadway classified as a major collector. The roadway has a posted speed limit of 35 MPH.
- Goldsborough Neck Road – a two-lane roadway classified as a local road. The roadway has a posted speed limit of 35 MPH.
- Glebe Road – a two-lane roadway classified as a local road. The roadway has a posted speed limit of 40 MPH.

2.2 Existing Lane Configurations

The Lane Use & Traffic Control Devices are shown on **Exhibit 2**. As discussed in this report, MD 662 (Longwoods Road) is currently closed between Airport Road and Hiners Lane due to ongoing construction for the UMMS Easton Hospital.

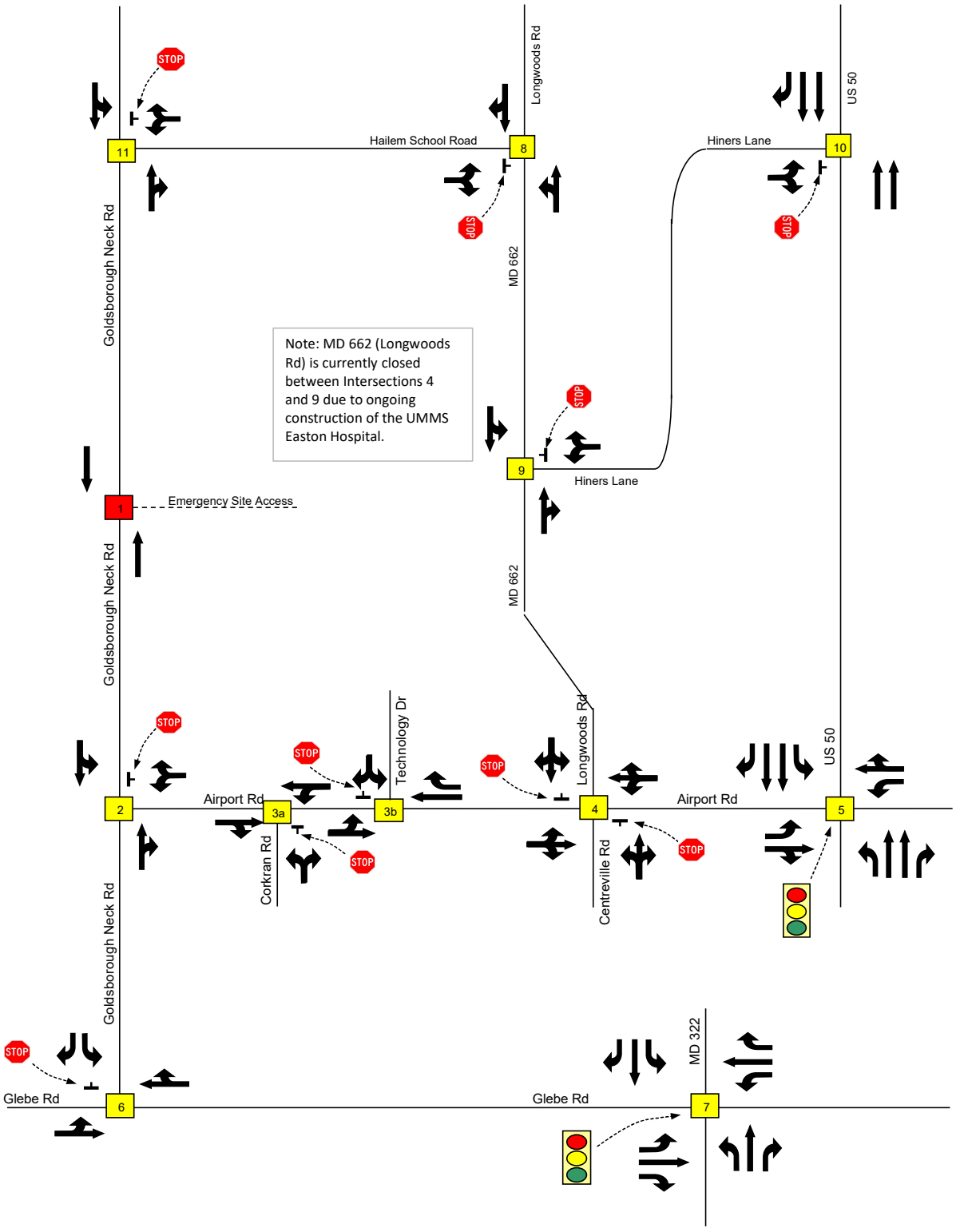
2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted on Friday, September 13, 2024, and Saturday, September 14, 2024, and Wednesday, April 30, 2025 and are shown on **Exhibit 3a.**

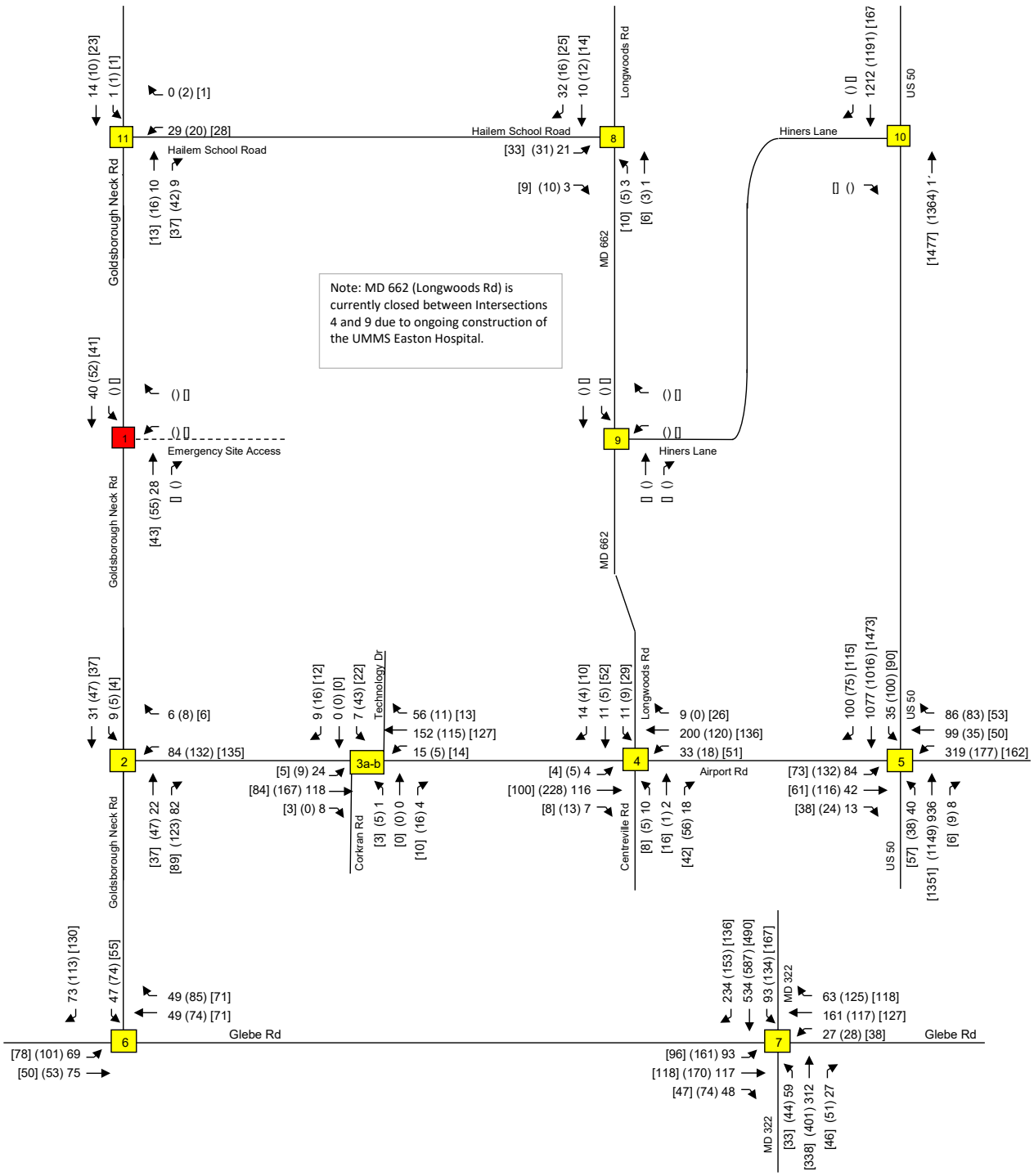
Given the current closure along MD 662, **Exhibit 3b** details assumed reroute of vehicles to utilize this connection for existing traffic. There are minimal residences and development along this stretch of roadway and therefore minimal vehicles are anticipated to reroute through this portion of MD 662 when the connection is reopened.

Exhibit 3c details the removal of construction traffic associated with the UMMS Easton Hospital which is currently exclusively utilizing MD 662 (Longwoods Road) for access to / from the site and US 50. Given the lack of other development along this stretch, it is assumed that 90% of traffic to/from this area is construction traffic and has been credited from studying Intersections 4 and 5 as shown on the Exhibit.

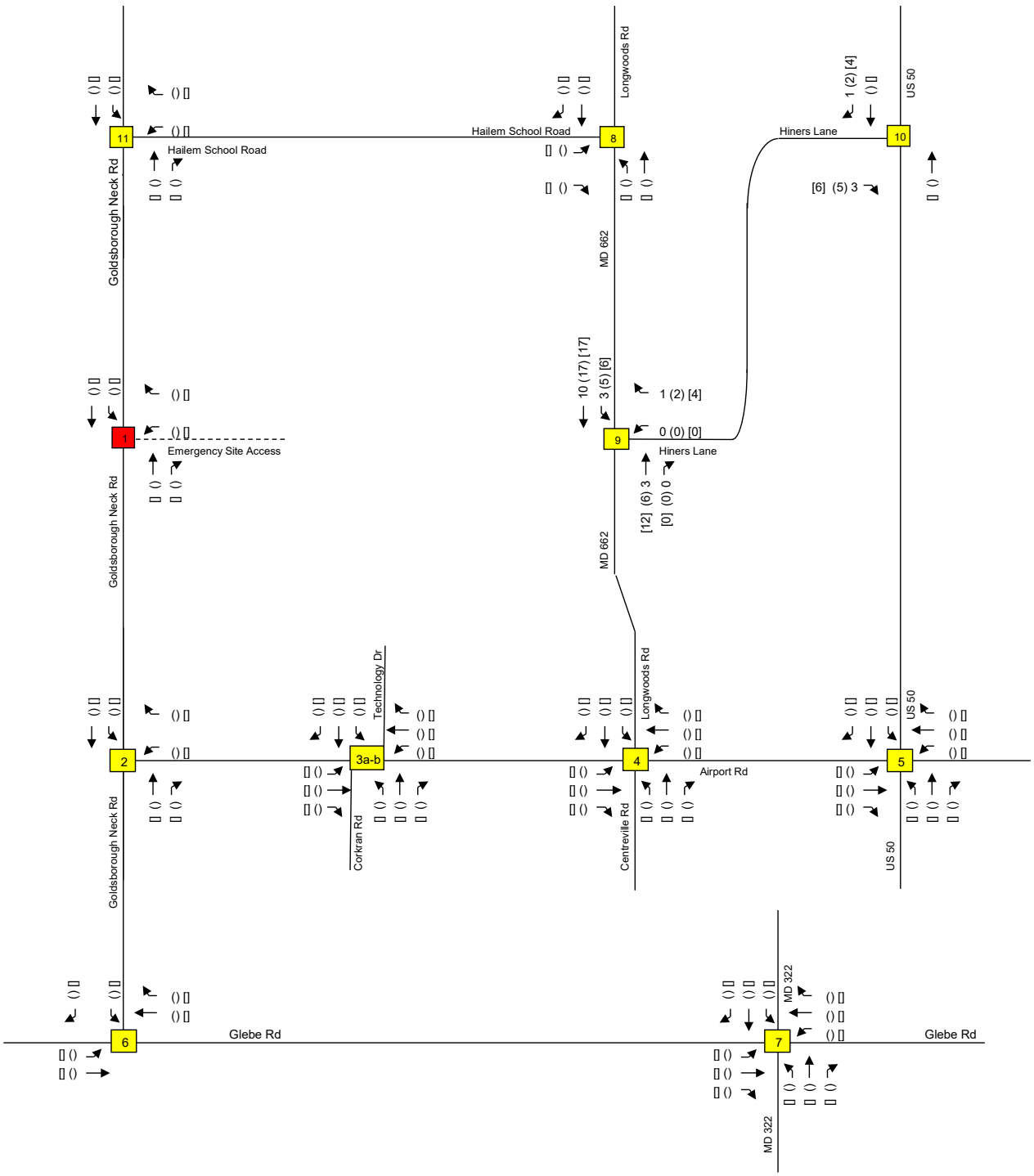
The resulting existing peak hour volumes are shown on **Exhibit 3d** and represent the existing volumes analyzed for the purposes of this study. Results of the HCM and CLV analyses for the existing condition are shown on Exhibit 10a and 10b.



Traffic Impact Analysis	Lane Use & Traffic Control Devices	**Exhibit 2**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Existing Lane Use ⟹ Proposed Lane Use	



Traffic Impact Analysis	Existing Peak Hour Volumes (Traffic Counts)	**Exhibit 3a**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis

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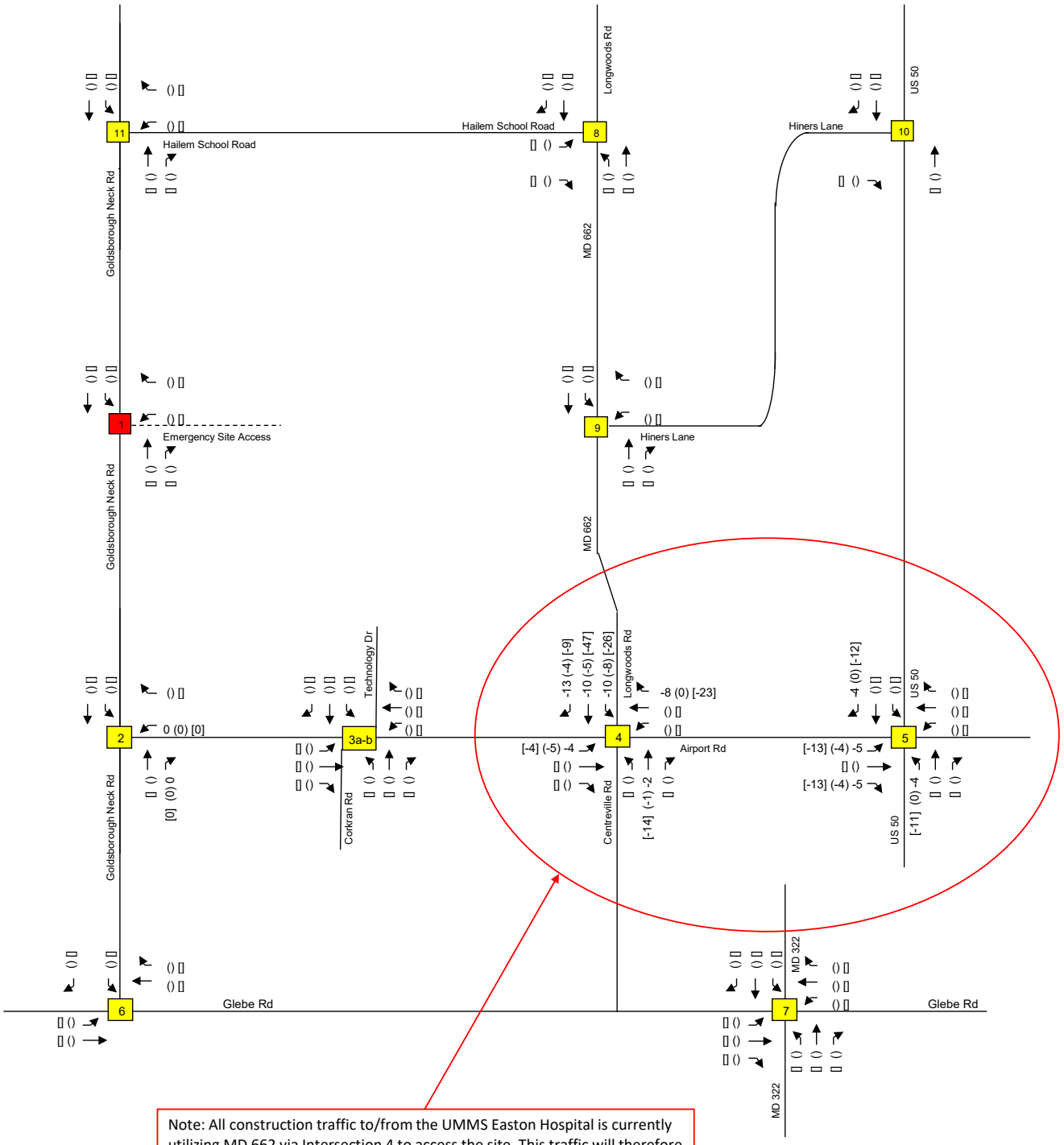
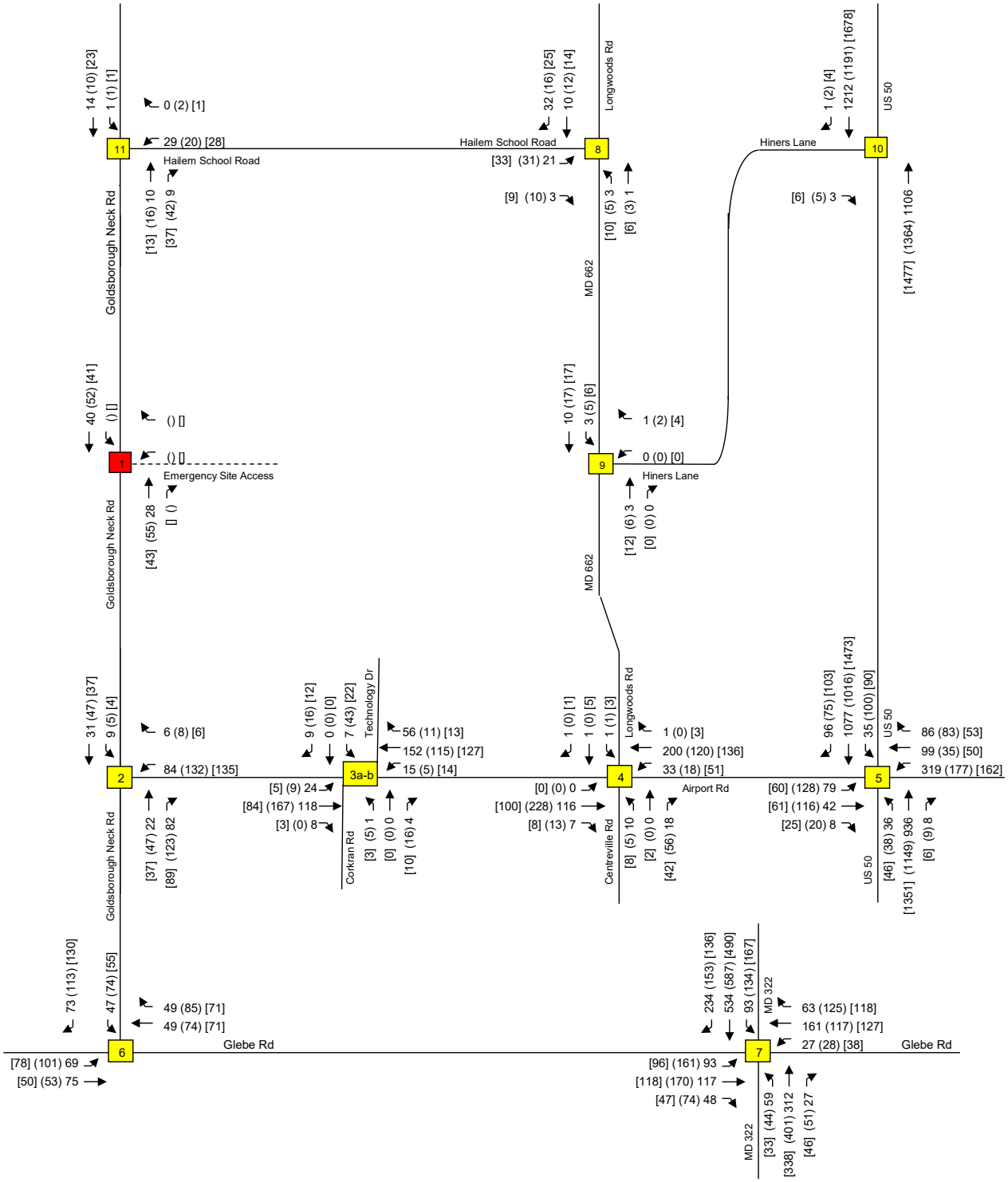
Assumed Diversions due to Closure of Longwoods Road (UMMS Hospital)

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's

Exhibit 3b



Traffic Impact Analysis	Removal of Hospital Construction Traffic	**Exhibit 3c**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Existing Peak Hour Volumes	**Exhibit 3d**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	

Section 3 Background Conditions

3.1 Annual Growth

The Maryland Department of Transportation State Highway Administration's Average Daily Traffic Volumes (ADT's) have been reviewed for the past ten years and it was determined that average yearly growth in the area is approximately -0.43%. To provide a conservative analysis, a growth rate of 1% was applied for 3 years to the existing peak hour volumes and the resulting base peak hour volumes are shown on **Exhibit 4a.**

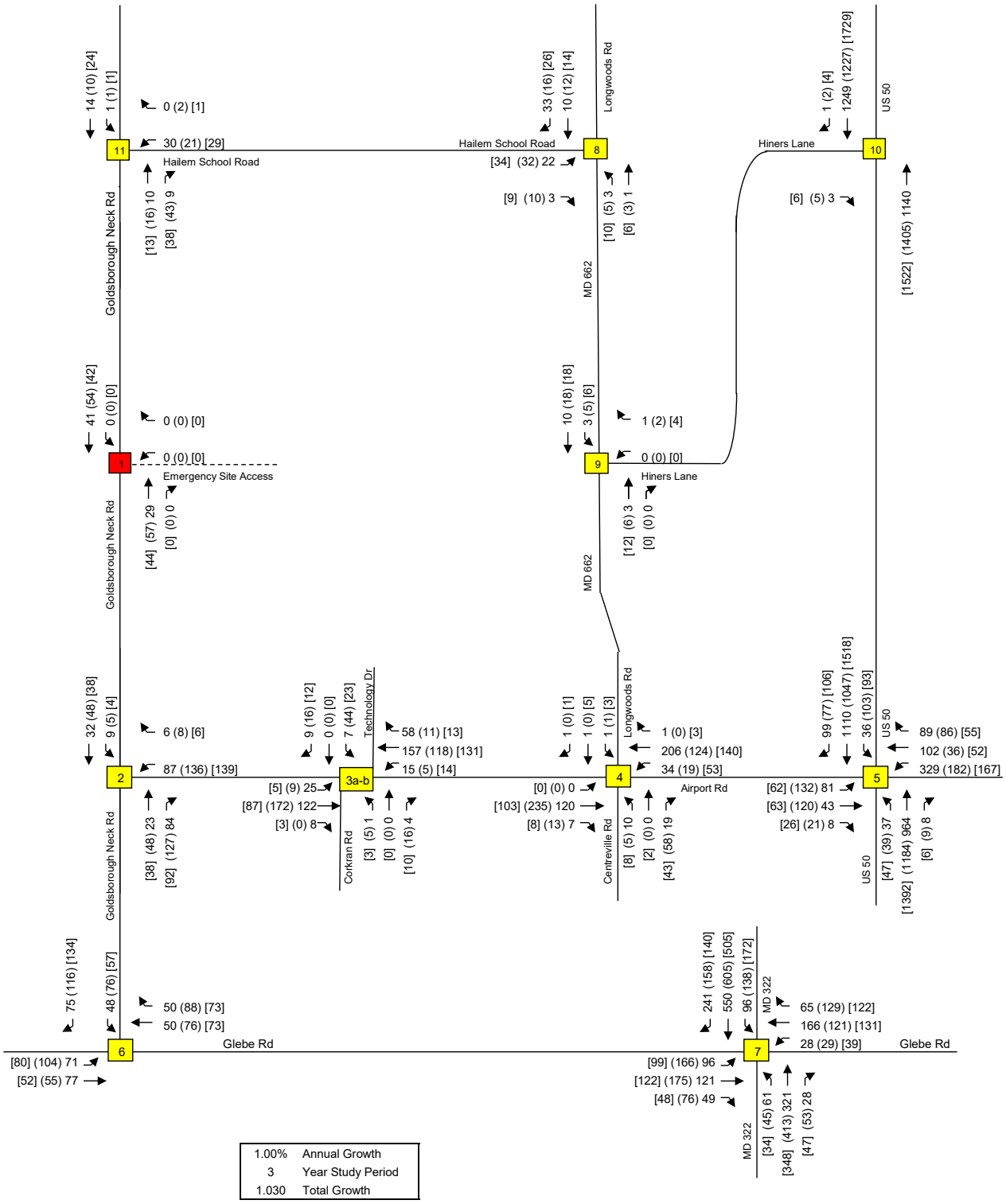
3.2 Background Developments

Background developments were identified through the scoping process. The location of each background development is shown in Appendix C (Exhibit C-1), along with background trip generation (Exhibit C-2) and assignment (Exhibits C-3 through C-8). **Exhibit 4b** shows the combined trip assignment due to the background developments.

3.3 Background Peak Hour Volumes

Background peak hour volumes, including regional growth and trips from approved developments, are shown on **Exhibit 5**.

Results of the HCM and CLV analyses for the background condition are shown on Exhibit 10a and 10b.



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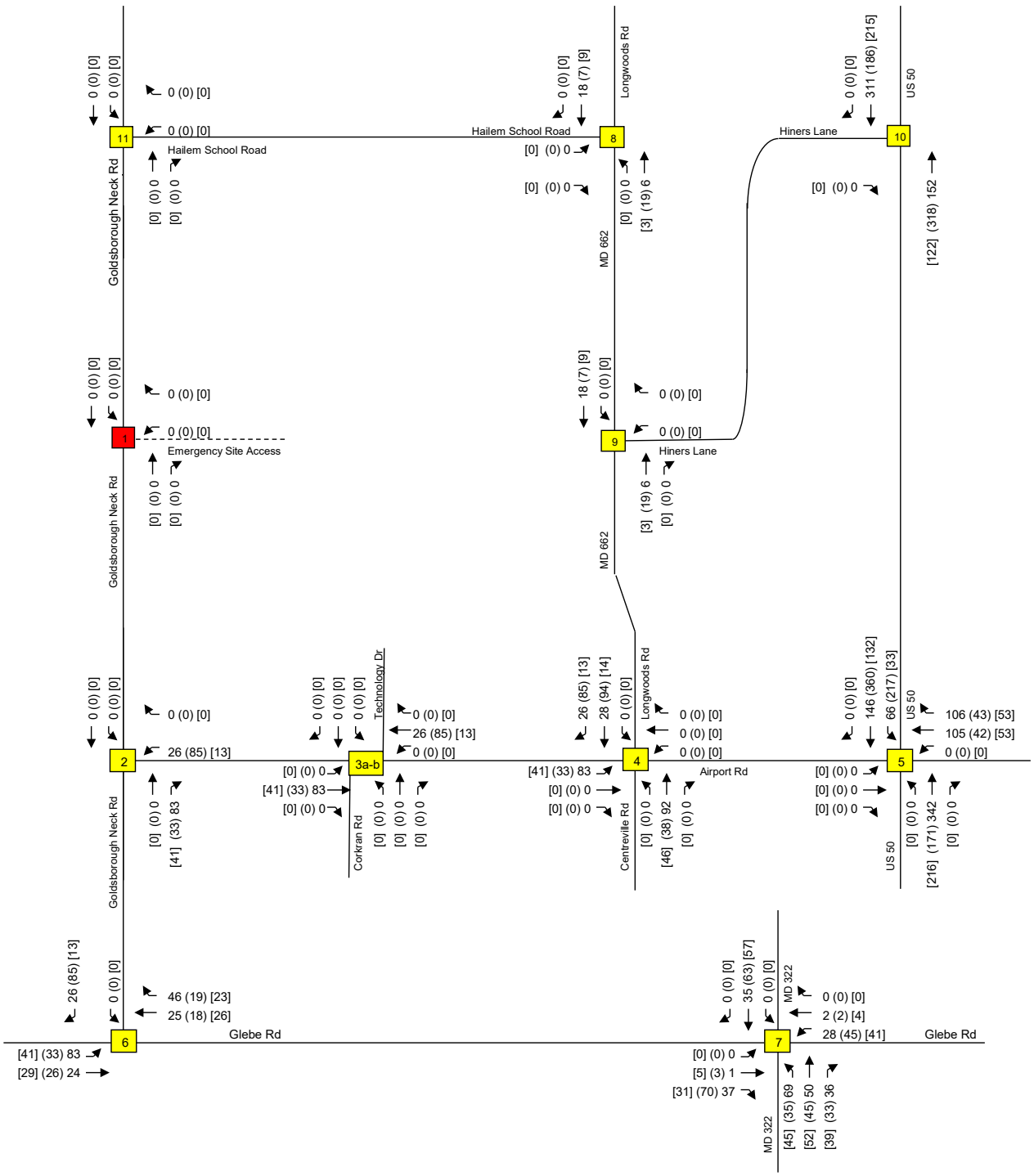
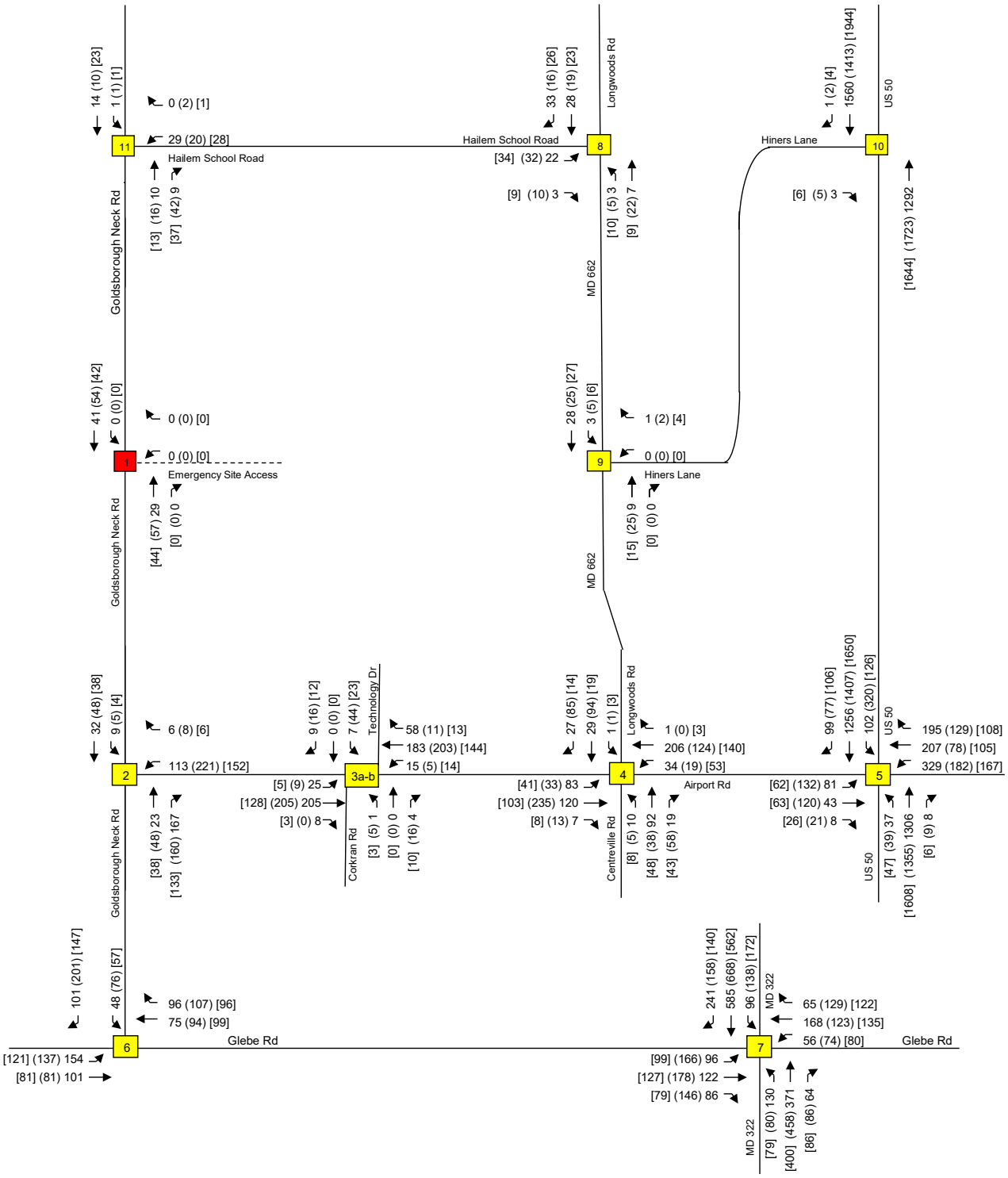
Base
Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's

Exhibit 4a



Traffic Impact Analysis	Combined Trips from Background Developments	**Exhibit 4b**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Background Peak Hour Volumes	**Exhibit 5**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is proposed to be developed with a mix of uses and the exact proposed development is still being determined. For the purpose of this study, the most conservative potential development was analyzed which includes 137 single family attached (townhouse) units, 108 single family detached units. In addition, there are multiple proposed multilevel buildings that are anticipated to be developed with 120 multifamily units, 33,000 square feet of office space, and a 10,000 square foot day care center.

The trip generation for the proposed development is detailed on **Exhibit 6**. Trip generation rates and pass-by percentages were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Site Trip Distribution & Trip Assignment

The primary and pass-by trip distribution and assignment is shown on **Exhibits 7a-7g,** and the combined site trip assignment is shown on **Exhibit 8** (sum of all vehicles shown on Exhibits 7a-7g).

4.3 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 9**.

4.4 Project Level of Service

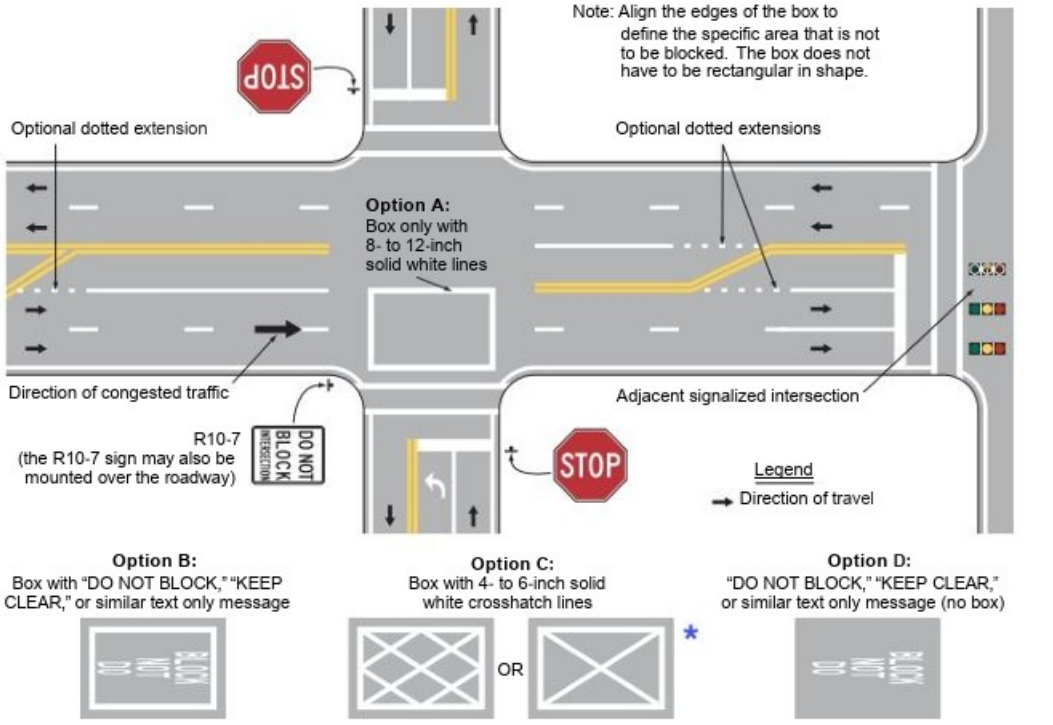
The total peak hour traffic volumes shown on Exhibit 9 were evaluated using the CLV and HCM methodologies. The results of the CLV and HCM analyses are shown on **Exhibits 10a and 10b**, respectively. The results show that all intersections operate at LOS D or better under total conditions with the exception of US 50 & Airport Road (Intersection 5).

In order to address operational concerns for US 50 & Airport Rd (Intersection 5), it is proposed that the shoulder on the westbound Black Dog Alley approach be improved and/or striped as a right turn lane for a distance of approximately 200 feet, resulting in a designated left turn, through, and right turn lane. As shown on Exhibit 10a, this improvement results in the intersection operating at LOS D via the CLV methodology thereby meeting MDOT SHA standards. As shown on Exhibit 10b, this improvement results in the intersection operating at LOS D via the HCM

methodology for all periods except for the evening peak hours. However, the improvement will substantially improve the intersection to a better delay than under background conditions. This improvement results in acceptable levels of service and/or fully mitigates the impact of the development at the intersection.

It should also be noted that the approach to US 50 along Airport Road has limited storage area due to the road paralleling US 50 (MD 662 (Longwoods Road) / Centreville Road). It is recommended that "Do Not Block Intersection" signage and pavement markings be installed per Section 3B.17 of the MD MUTCD for this intersection. A detail from the MD MUTCD showing the potential recommended improvements is shown below.

Figure 3B-18. Do Not Block Intersection Markings



* For State owned, operated, and maintained intersections, this marking shall be used with 10 inch solid white box lines and 5 inch solid white crosshatch lines.

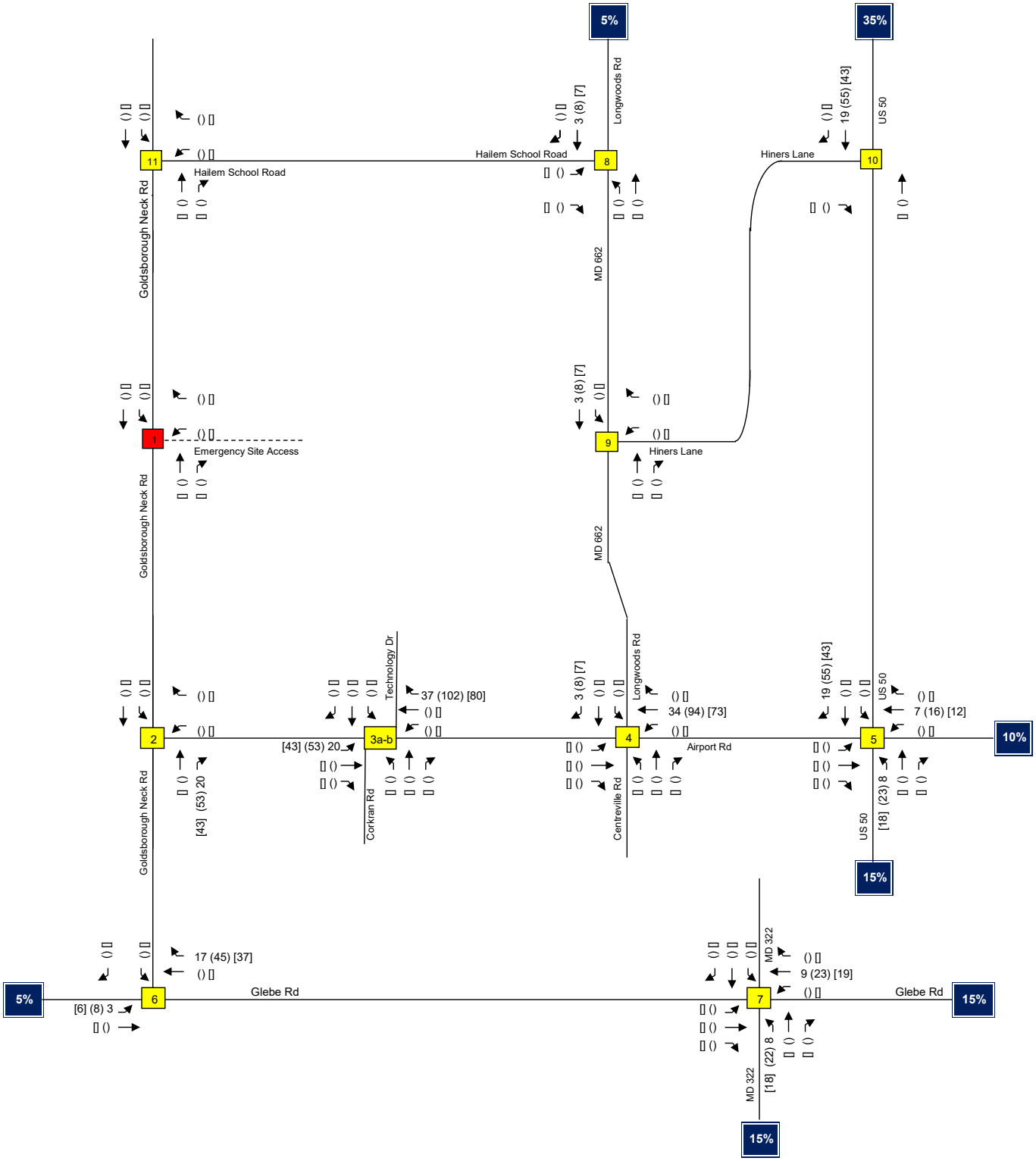
Trip Generation Rates

	Trip Distribution (In/Out)
Single-Family Attached Housing (ITE-215, Units)	
Morning Trips = 0.52 x Units - 5.70	31/69
Evening Trips = 0.60 x Units - 3.93	57/43
Ln(Midday Sat. Trips) = 0.82 x Ln(Units) + 0.43	48/52
Single-Family Detached Housing (ITE-210, Units)	
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12	26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27	63/37
Midday Sat. Trips = 0.84 x Units + 17.99	54/46
Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	
Morning Trips = 0.31 x Units + 22.85	24/76
Evening Trips = 0.43 x Units + 20.55	63/37
Midday Sat. Trips = 0.41 x Units	50/50
General Office (ksf, ITE-710)	
Ln(Morning Trips) = 0.86 x Ln(ksf) + 1.16	88/12
Ln(Evening Trips) = 0.83 x Ln(ksf) + 1.29	17/83
Midday Sat. Trips = 0.52 x ksf	54/46
Day Care Center (ksf, ITE-565)	
Morning Trips = 11.00 x ksf	53/47
Evening Trips = 11.12 x ksf	47/53
Midday Sat. Trips = 1.70 x ksf	50/50

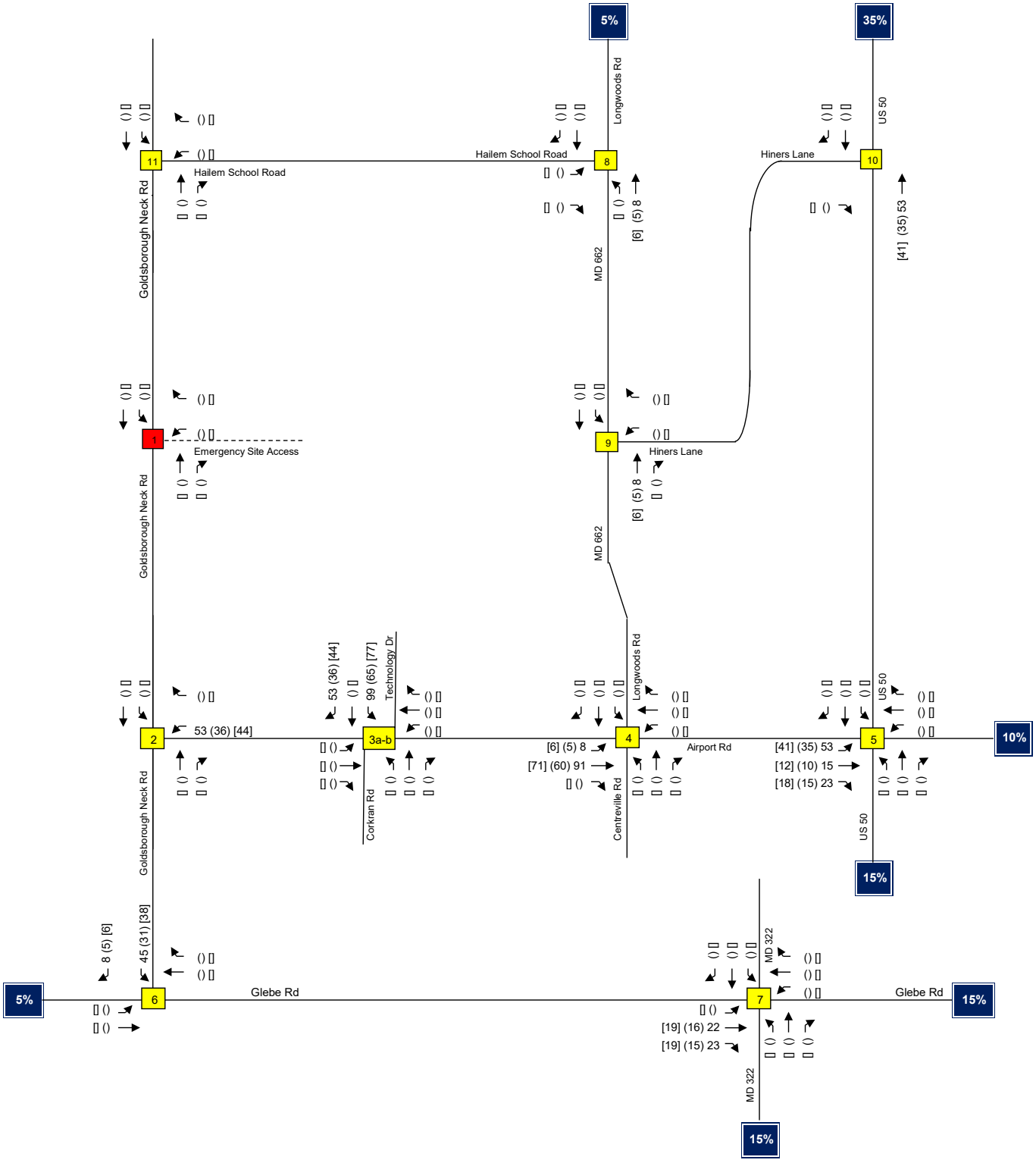
Trip Generation Totals

				AM Peak			PM Peak			Sat. Mid-Day Peak		
				In	Out	Total	In	Out	Total	In	Out	Total
	Single-Family Attached Housing (ITE-215, Units)	137	units	20	46	66	44	34	78	42	45	87
	Single-Family Detached Housing (ITE-210, Units)	108	units	21	59	80	67	40	107	56	47	103
	Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]	120	units	14	46	60	45	27	72	24	25	49
Lots 9 & 10	General Office (ksf, ITE-710)	33,000	sq.ft.	57	8	65	11	55	66	9	8	17
	Day Care Center (ksf, ITE-565)	10,000	sq.ft.	58	52	110	52	59	111	8	9	17
	Passby Rates: AM Peak Hour = 44% (Assumed 1/2 of PM Rate) and PM Peak Hour = 44%			-26	-22	-48	-23	-26	-49	-4	-3	-7
			Total:	**144**	**189**	**333**	**196**	**189**	**385**	**135**	**131**	**266**

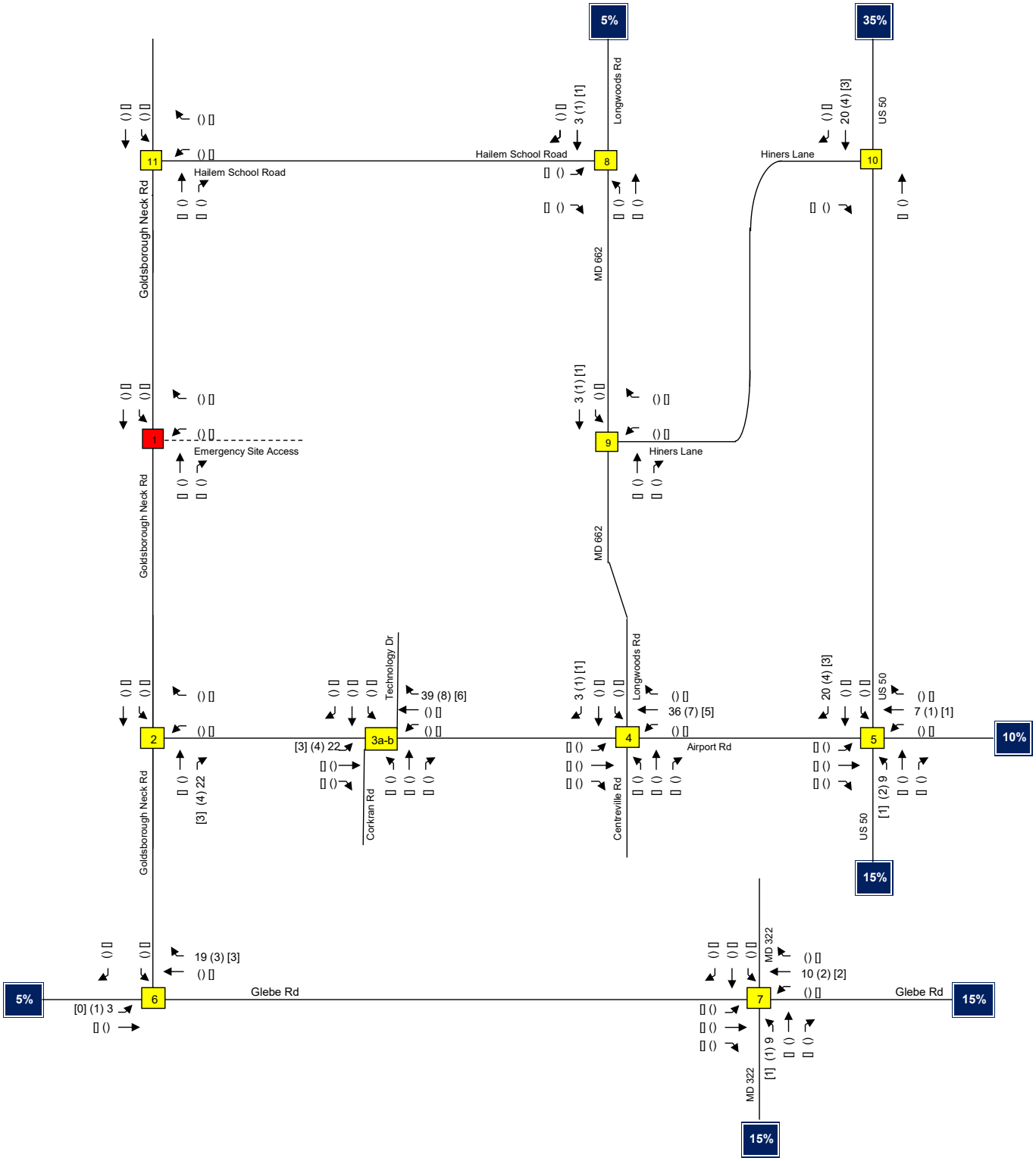
NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition



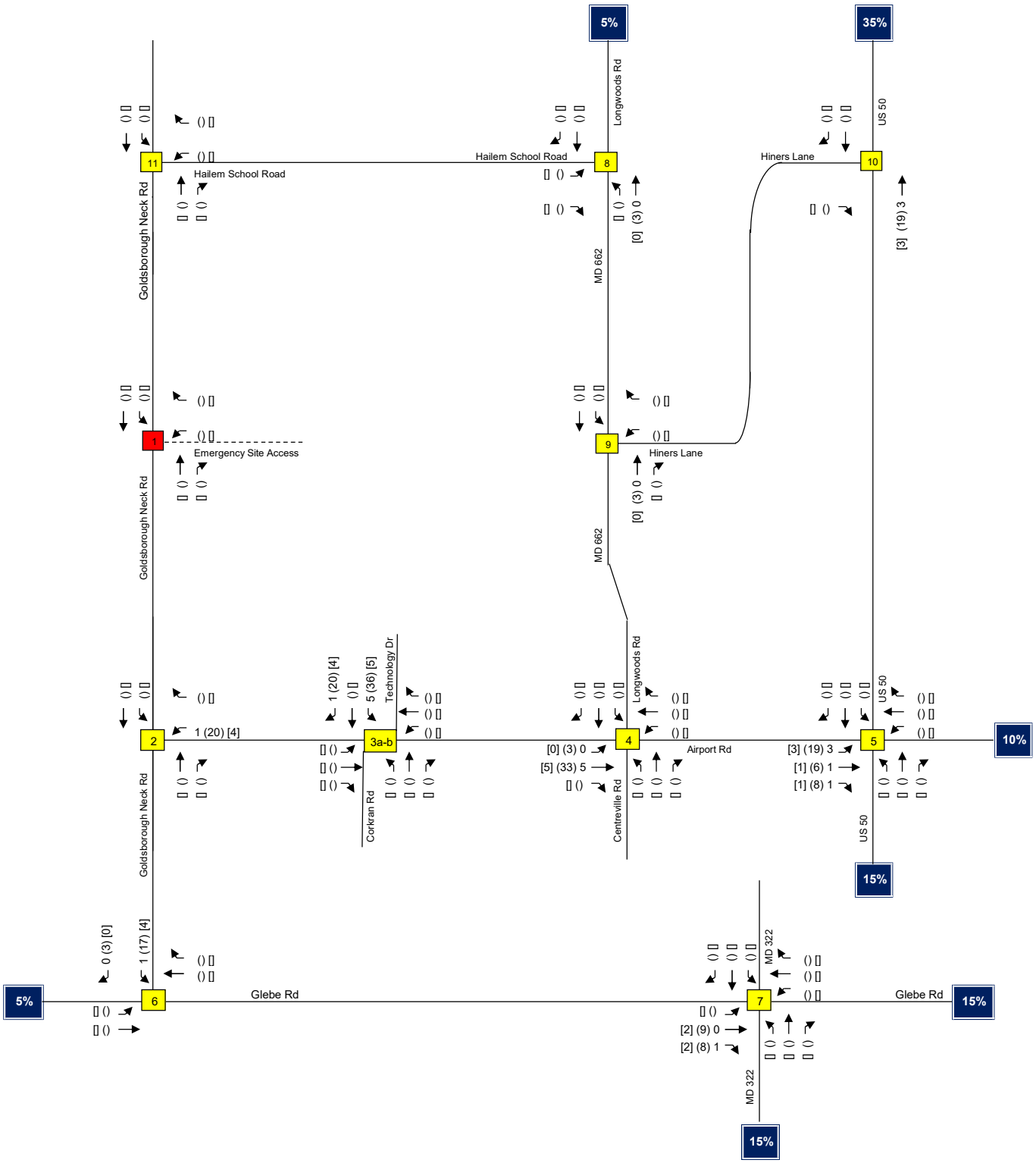
Traffic Impact Analysis	Trip Assignment for Site Residential Trips - Inbound	**Exhibit 7a**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Site Residential Trips - Outbound Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	**Exhibit 7b**



Traffic Impact Analysis	Trip Assignment for Site General Office Trips - Inbound	**Exhibit 7c**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis

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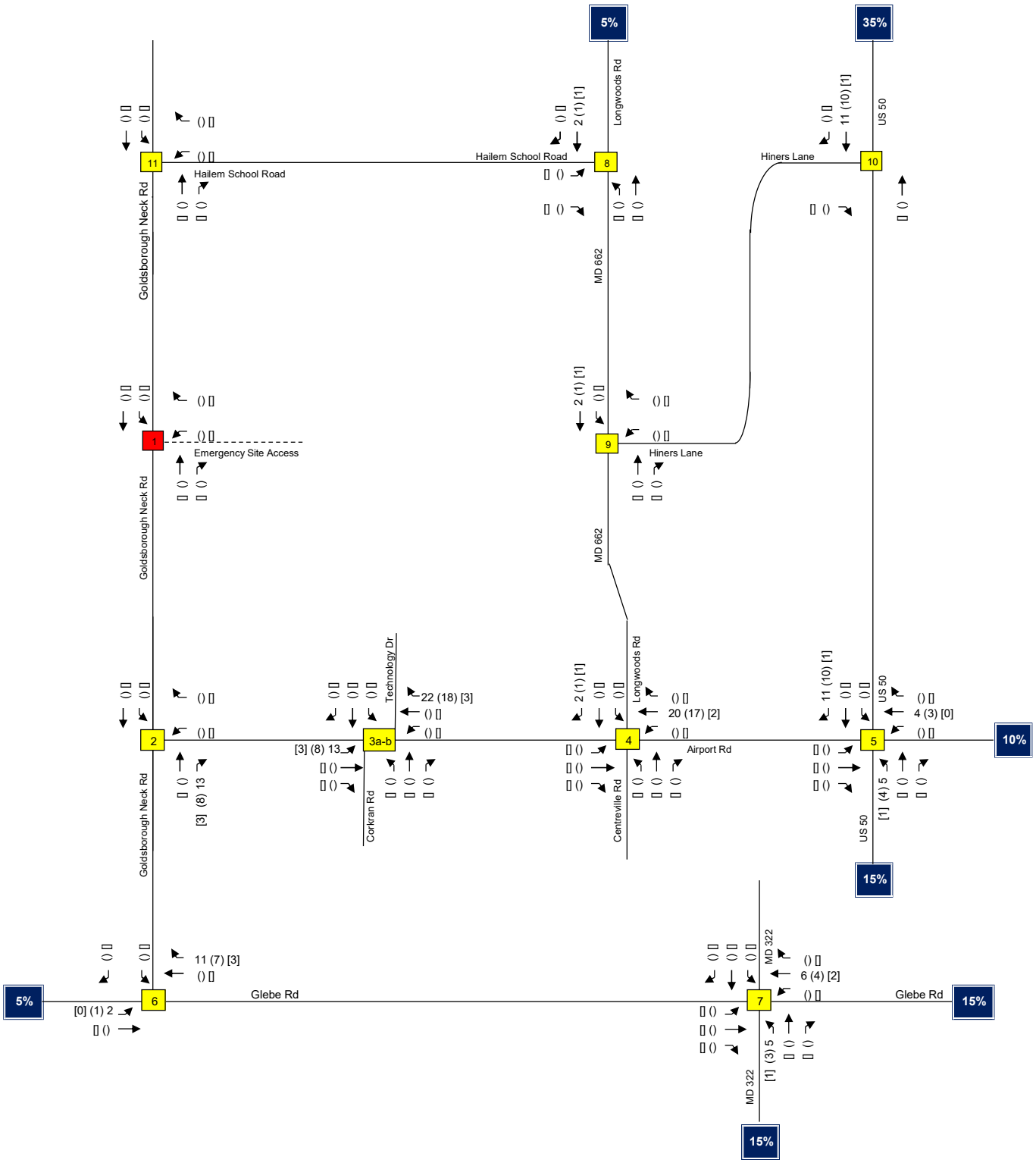
www.lenharttraffic.com

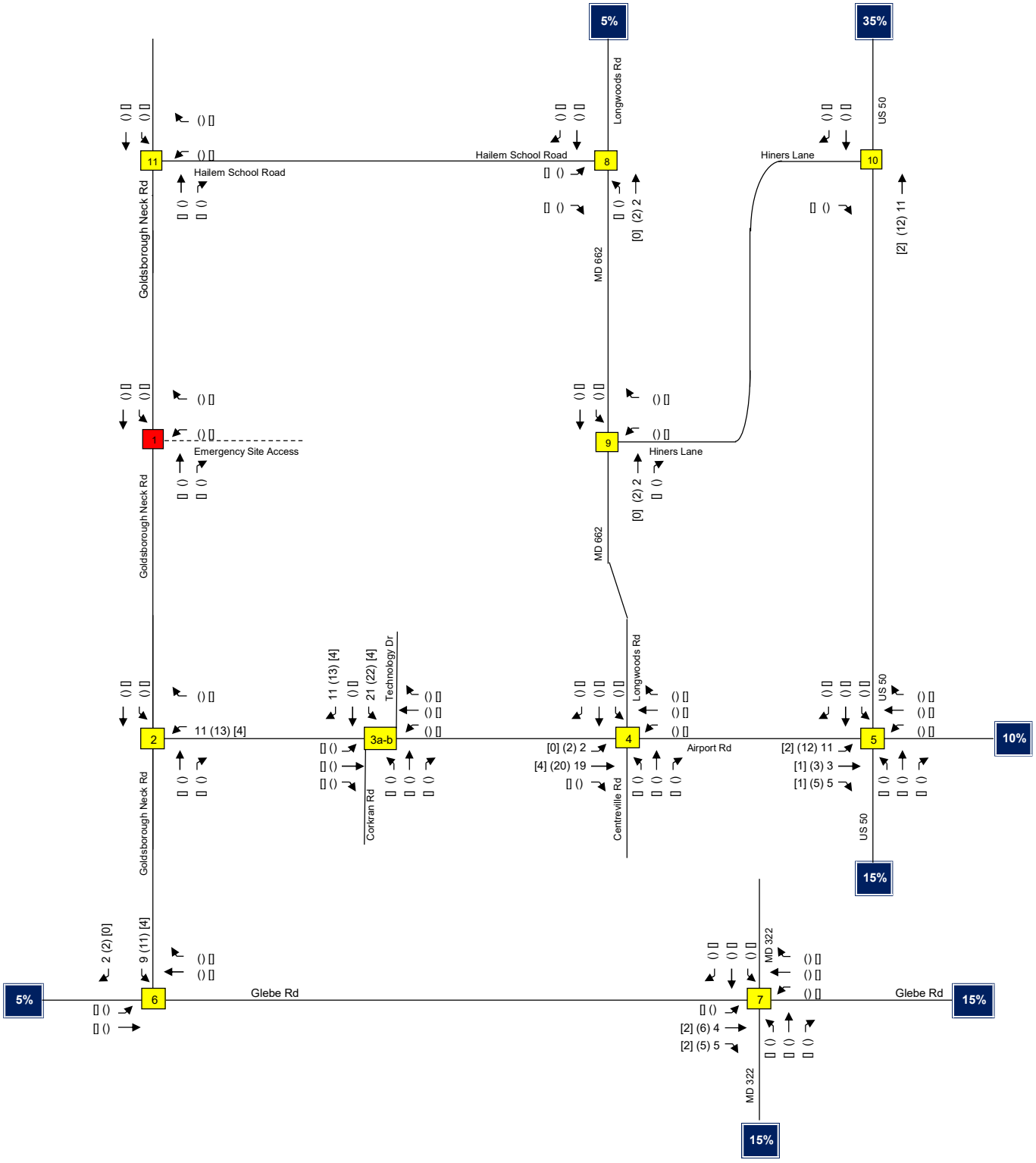
Trip Assignment for Site
General Office Trips - Outbound

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's

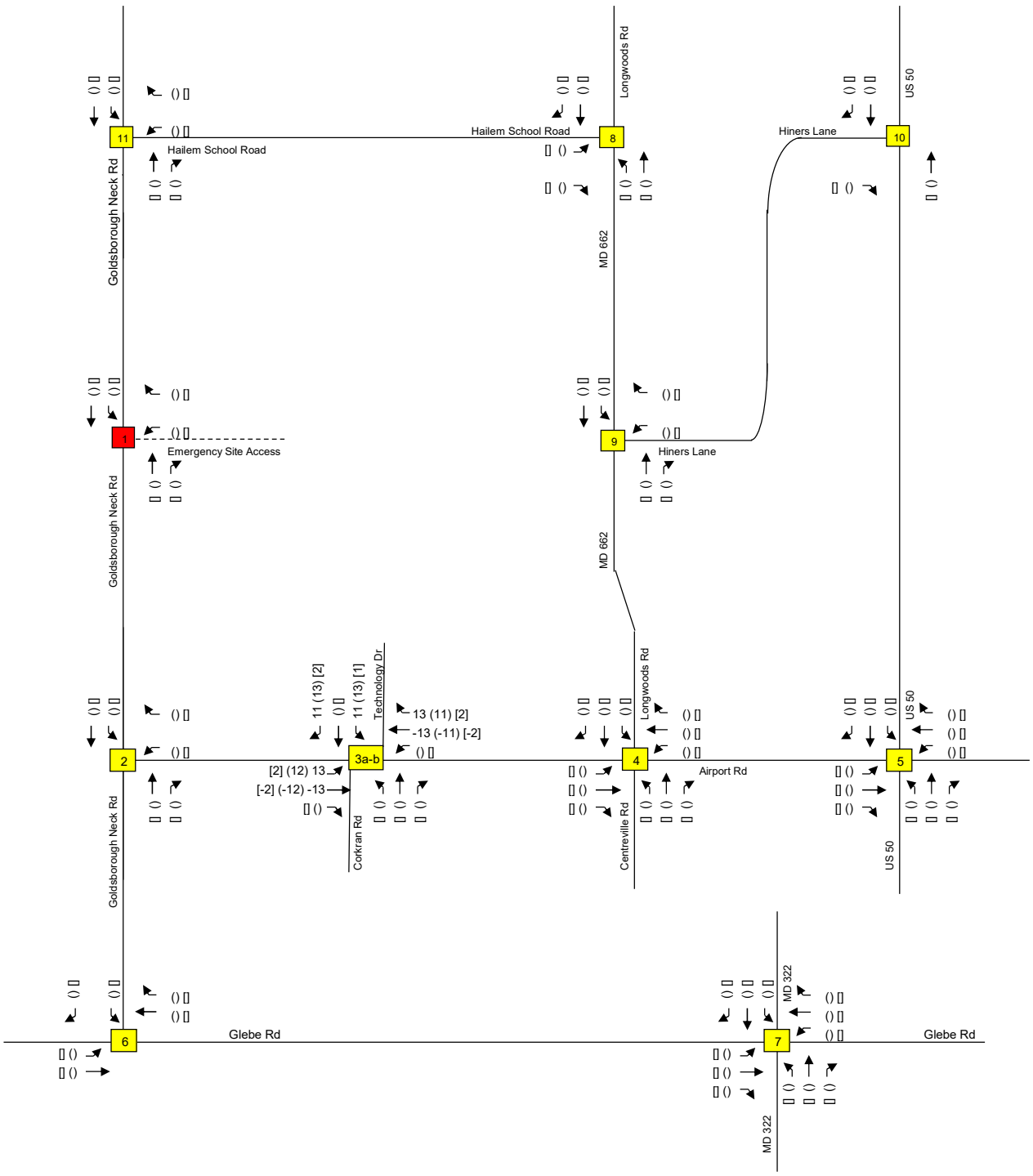
Exhibit 7d



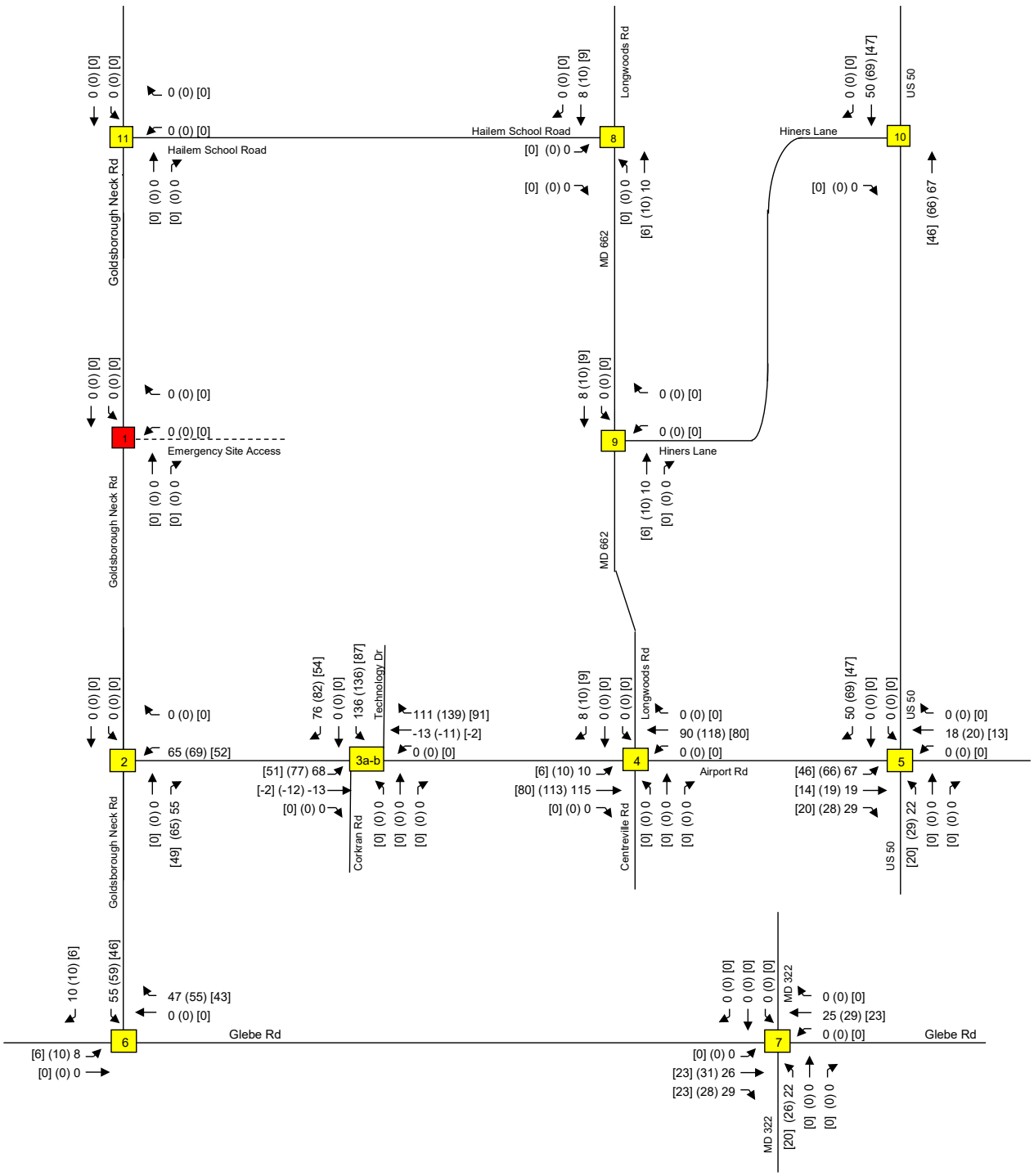
Traffic Impact Analysis	Trip Assignment for Site Daycare Trips - Inbound	**Exhibit 7e**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



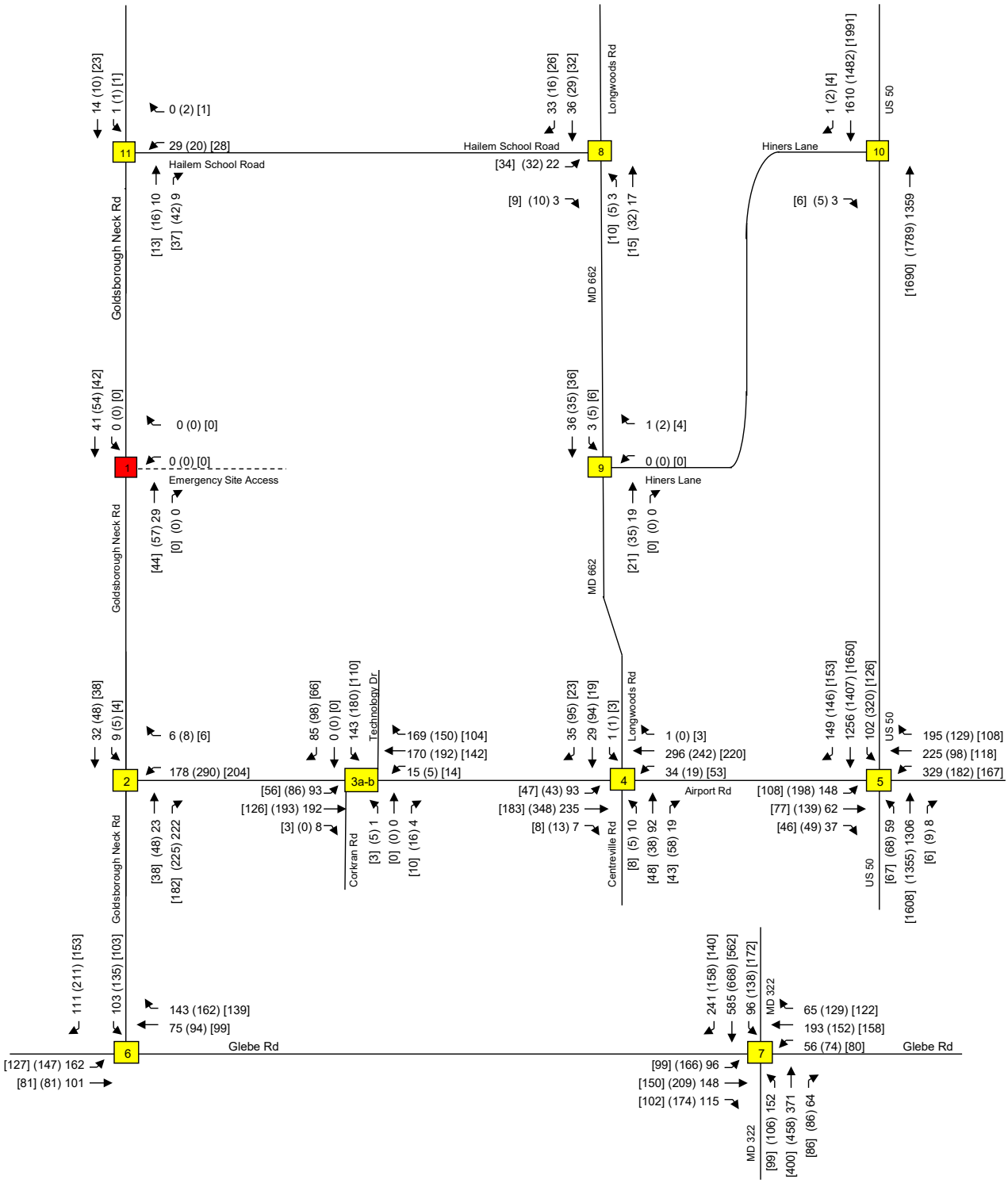
Traffic Impact Analysis	Trip Assignment for Site Daycare Trips - Outbound	**Exhibit 7f**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Trip Assignment for Site Daycare Trips - Passby	**Exhibit 7g**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Total Site Trip Assignment Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	**Exhibit 8**



Traffic Impact Analysis	Total Peak Hour Volumes	**Exhibit 9**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
2). Golsdborough Neck Rd & Airport Rd	A / 203	A / 318	A / 438	Y
3). Airport Rd & Technology Dr	A / 267	A / 314	A / 705	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	A / 267	A / 450	A / 585	Y
5). US 50 & Airport Rd	A / 997	D / 1303	D / 1388	Y
w/ proposed improvements			C / 1248	Y
6). Glebe Rd & Goldsborough Neck Rd	A / 214	A / 373	A / 528	Y
7). MD 322 & Glebe Rd	A / 847	A / 979	B / 1026	Y
8). MD 662 & Hailem School Rd	A / 69	A / 89	A / 97	Y
9). MD 662 & Hiners Ln	A / 14	A / 32	A / 40	Y
10). US 50 & Hiners Ln	A / 670	A / 670	A / 889	Y
11). Goldsborough Neck Rd & Hailem School Rd	A / 49	A / 49	A / 49	Y

Evening Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
2). Golsdborough Neck Rd & Airport Rd	A / 315	A / 442	A / 576	Y
3). Airport Rd & Technology Dr	A / 250	A / 302	A / 735	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	A / 322	A / 488	A / 661	Y
5). US 50 & Airport Rd	B / 1045	D / 1404	E / 1490	N
w/ proposed improvements			D / 1435	Y
6). Glebe Rd & Goldsborough Neck Rd	A / 334	A / 431	A / 538	Y
7). MD 322 & Glebe Rd	A / 909	B / 1037	B / 1092	Y
8). MD 662 & Hailem School Rd	A / 74	A / 82	A / 92	Y
9). MD 662 & Hiners Ln	A / 25	A / 33	A / 43	Y
10). US 50 & Hiners Ln	A / 755	A / 755	A / 989	Y
11). Goldsborough Neck Rd & Hailem School Rd	A / 81	A / 81	A / 81	Y

Saturday Mid-Day Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
2). Golsdborough Neck Rd & Airport Rd	A / 271	A / 333	A / 434	Y
3). Airport Rd & Technology Dr	A / 199	A / 217	A / 507	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	A / 251	A / 345	A / 441	Y
5). US 50 & Airport Rd	B / 1104	C / 1285	D / 1344	Y
w/ proposed improvements			C / 1300	Y
6). Glebe Rd & Goldsborough Neck Rd	A / 275	A / 373	A / 468	Y
7). MD 322 & Glebe Rd	A / 746	A / 875	A / 918	Y
8). MD 662 & Hailem School Rd	A / 91	A / 102	A / 111	Y
9). MD 662 & Hiners Ln	A / 28	A / 38	A / 47	Y
10). US 50 & Hiners Ln	A / 929	B / 1075	B / 1101	Y
11). Goldsborough Neck Rd & Hailem School Rd	A / 80	A / 80	A / 80	Y

Level-of-Service Results

Morning Peak Hour		Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Goldsborough Neck Rd & Site Access (Emergency Only)	(unsignalized)	n/a	n/a	n/a	
Westbound Approach		n/a	n/a	n/a	
2). Golsdborough Neck Rd & Airport Rd	(unsignalized)				
Westbound Approach		A / 9.6	B / 10.2	B / 11.1	Y
3a). Airport Rd & Corkran Road (see Note 1)	(unsignalized)				
Northbound Approach		A / 9.3	A / 9.9	A / 9.9	Y
3b). Airport Rd & Technology Dr (see Note 1)	(unsignalized)				
Southbound Approach		B / 10.1	B / 10.8	C / 21.4	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	(unsignalized)				
Northbound Approach		B / 10.1	C / 18.2	D / 28.0	Y
Southbound Approach		B / 11.2	B / 13.4	C / 16.2	Y
5). US 50 & Airport Rd	(signalized)	D / 39.9	E / 66.2	F / 97.4	Y
w/ Improvements				D / 54.1	Y
6). Glebe Rd & Goldsborough Neck Rd	(unsignalized)				
Southbound Approach		A / 9.8	B / 11.2	B / 13.6	Y
7). MD 322 & Glebe Rd	(signalized)	B / 17.9	B / 18.1	B / 19.7	Y
8). MD 662 (Longwoods Rd) & Hailem School Road	(unsignalized)				
Eastbound Approach		A / 8.8	A / 8.9	A / 9.0	Y
9). MD 662 (Longwoods Rd) & Hiners Lane	(unsignalized)				
Westbound Approach		A / 8.3	A / 8.4	A / 8.4	Y
10). US 50 & Hiners Ln	(unsignalized)				
Eastbound Approach (Free Rigl`		B / 13.9	C / 16.9	C / 17.4	Y
11). Goldsborough Neck Rd & Hailem School Rd	(unsignalized)				
Westbound Approach		A / 8.8	A / 8.8	A / 8.8	Y

Evening Peak Hour		Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Goldsborough Neck Rd & Site Access (Emergency Only)	(unsignalized)	n/a	n/a	n/a	
Westbound Approach		n/a	n/a	n/a	
2). Golsdborough Neck Rd & Airport Rd	(unsignalized)				
Westbound Approach		B / 10.4	B / 11.7	B / 13.4	Y
3a). Airport Rd & Corkran Road (see Note 1)	(unsignalized)				
Northbound Approach		A / 9.6	B / 10.0	B / 10.1	Y
3b). Airport Rd & Technology Dr (see Note 1)	(unsignalized)				
Southbound Approach		B / 10.7	B / 11.9	D / 27.7	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	(unsignalized)				
Northbound Approach		B / 10.2	B / 12.8	C / 16.7	Y
Southbound Approach		B / 13.1	B / 14.2	C / 20.4	Y
5). US 50 & Airport Rd	(signalized)	D / 42.9	F / 83.7	F / 196.5	N
w/ Improvements				E / 62.8	N
6). Glebe Rd & Goldsborough Neck Rd	(unsignalized)				
Southbound Approach		B / 10.7	B / 11.7	B / 13.9	Y
7). MD 322 & Glebe Rd	(signalized)	C / 20.4	C / 21.4	C / 23.2	Y
8). MD 662 (Longwoods Rd) & Hailem School Road	(unsignalized)				
Eastbound Approach		A / 8.8	A / 8.9	A / 9.0	Y
9). MD 662 (Longwoods Rd) & Hiners Lane	(unsignalized)				
Westbound Approach		A / 8.4	A / 8.4	A / 8.5	Y
10). US 50 & Hiners Ln	(unsignalized)				
Eastbound Approach (Free Right)		B / 13.8	C / 15.6	C / 16.2	Y
11). Goldsborough Neck Rd & Hailem School Rd	(unsignalized)				
Westbound Approach		A / 8.8	A / 8.8	A / 8.8	Y

Saturday Mid-Day Peak Hour		Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Goldsborough Neck Rd & Site Access (Emergency Only)	(unsignalized)	n/a	n/a	n/a	
Westbound Approach		n/a	n/a	n/a	
2). Golsdborough Neck Rd & Airport Rd	(unsignalized)				
Westbound Approach		B / 10.1	B / 10.5	B / 11.3	Y
3a). Airport Rd & Corkran Road (see Note 1)	(unsignalized)				
Northbound Approach		A / 9.1	A / 9.4	A / 9.5	Y
3b). Airport Rd & Technology Dr (see Note 1)	(unsignalized)				
Southbound Approach		A / 9.8	B / 10.2	B / 13.7	Y
4). Airport Rd & MD 662 (Longwoods Rd)/Centreville Rd	(unsignalized)				
Northbound Approach		A / 9.7	B / 12.6	C / 15.1	Y
Southbound Approach		B / 11.7	B / 12.1	B / 13.4	Y
5). US 50 & Airport Rd	(signalized)	C / 33.5	D / 40.2	D / 48.5	Y
w/ Improvements				D / 43.6	Y
6). Glebe Rd & Goldsborough Neck Rd	(unsignalized)				
Southbound Approach		B / 10.1	B / 11.0	B / 12.4	Y
7). MD 322 & Glebe Rd	(signalized)	B / 17.4	B / 18.0	B / 19.6	Y
8). MD 662 (Longwoods Rd) & Hailem School Road	(unsignalized)				
Eastbound Approach		A / 8.8	A / 8.9	A / 9.0	Y
9). MD 662 (Longwoods Rd) & Hiners Lane	(unsignalized)				
Westbound Approach		A / 8.3	A / 8.4	A / 8.4	Y
10). US 50 & Hiners Ln	(unsignalized)				
Eastbound Approach (Free Right)		B / 13.9	C / 16.9	C / 17.4	Y
11). Goldsborough Neck Rd & Hailem School Rd	(unsignalized)				
Westbound Approach		A / 8.8	A / 8.8	A / 8.8	Y

Note:

1. Intersections 3a and 3b are labeled as 31 and 32, respectively, in the HCS output files.

Section 5 Conclusions / Recommendations

5.1 Results of Analyses

This Traffic Impact Analysis (TIA) has been prepared for the proposed Technology Park development. The subject site is located in Easton, Maryland, and will be located off of Goldsborough Neck Road, just north of Airport Rd. **Exhibit 1** shows the location of the site.

The site is proposed to be developed with a mix of uses and the exact proposed development is still being determined. For the purpose of this study, the most conservative potential development was analyzed which includes 137 single family attached (townhouse) units, 108 single family detached units. In addition, there are multiple proposed multilevel buildings that are anticipated to be developed with 120 multifamily units, 33,000 square feet of office space, and a 10,000 square foot day care center.

Based on the analyses contained in this report:

- All study intersections operate at LOS D or better under existing, background, and total conditions using the CLV methodology with the exception of US 50 & Airport Road / Black Dog Alley (Intersection 5)
    - It is recommended the shoulder on the westbound Black Dog Alley approach be improved and/or restriped to provide three lanes (left turn/ through / right turn). With this improvement, the results of the CLV analyses indicate that the intersection will operate at LOS D for all traffic conditions.
- All signalized study intersections operate at LOS D or better and each stop-controlled approach operates with LOS C or better under existing, background, and total conditions using the HCM methodology also with the exception of US 50 & Airport Road / Black Dog Alley (Intersection 5).
    - The recommendation detailed above results in the intersection operating at LOS D and/or with lesser overall delay when compared to background conditions and therefore fully mitigates the impact of the development on the intersection and should be considered acceptable.
- It is recommended that “Do Not Block Intersection” signage and pavement markings be installed per Section 3B.17 of the MD MUTCD for Intersection 4 (Airport Road & Longwoods Road/Centreville Road).

In light of the findings contained in this report and the improvement to Intersection 5 detailed above, it is recommended that the proposed development be approved.

Appendixx A

Supplemental Information
Turning Movement Counts

BUFFERYARD LEGEND

(E) 10' WIDE BUFFERYARD 'E'

NOTE: PROPOSED BUFFERYARDS UTILIZE LANDSCAPE OVERLAPPING CREDITS FOR FOREST CONSERVATION

NOTE:

THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.

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.

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PROTECT YOURSELF, GIVE TWO WORKING DAYS NOTICE

Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
E-mail: general@leinc.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. 48188 , Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND · JARRET J. BRYTER · 48188 · REGISTERED PROFESSIONAL ENGINEER

DATE

SKETCH CONCEPT PLAN

FOR

EASTON TECHNOLOGY CENTER

IN THE TOWN OF EASTON, ELECTION WARD 1
TALBOT COUNTY, MARYLAND
TAX MAP 25 GRID 4 PARCEL 92 LOTS 1, 2, 3 & 4

ISSUED FOR:	DATE:	BY:
AGENCY REVIEW	5/7/25	BCE

SHEET No. 3 OF 6

DATE:

JOB No. 220210

SCALE: AS NOTED

FILE No. 3208

© LANE ENGINEERING, LLC

Date: 05/06/2025 - 11:22am User: wbarnhart Project Manager: BCE
Drawing Path: C:\swap\AcPublish_19868\RSK-PLTS-220210.dwg | Sheet3SketchConceptPlan
XREF File(s): RSK-BASE-220210/XRN-BASE-220210/RBS-BASE-2438-220210/VLD-BASE-220210/CSK-BASE-220210/LUP-PUD-BASE-220210/CSK-Road-BASE-220210/CSK-LOT-BASE/XRN-LOTS-BASE-220210/RAR-BASE-Rev-220210

From:	mlenhart
To:	Henry Dierker; Rick VanEmburgh
Cc:	Richard Baker (SHA); Stephanie McFaden (Consultant); Nick Driban; Dylan McAndrew; Ryan Wingate; mlenhart
Subject:	RE: TIA Scoping Materials for Technology park
Date:	Wednesday, December 4, 2024 3:03:05 PM
Attachments:	image001.png

Hi Henry,

Thank you for the response. I do have a few questions/comments regarding the additional intersections and the requested times of counts.

1. We will include the Eastern Region Medical Center as requested. I see online that it will have 147 licensed beds plus an adjacent 60 ksf building for offices and outpatient services. Do you have any other information on that project you can share? If not, we'll just use a 147 bed hospital plus 60 ksf MOB.
2. We have already conducted the intersection turning movement counts at our proposed intersections. They were counted from 6:30-9:30 AM, 4-7 PM, and 10-2 on a Saturday. We've looked at other SHA counts in the area and these timeframes will cover the peak periods.
3. The medical center is being relocated to the northeast of this site with access along Longwoods Road. However, Longwoods Road in the vicinity of Hiners and Hailem School Road has an existing ADT of 1,195 vehicles per day, with peak hour volumes of less than 100 vehicles per hour in each direction. The proposed residential units in the Technology Park will generate very few trips up through those intersections (5% or less based on the assignment we provided in the scoping documents). Also, the US 50 at Hiners Lane intersection is a right-in and right-out only, with full accel and decel lanes. We project less than 10 peak hour trips from this site through any of those intersections that were requested in your email below. I understand that the medical center will add trips to the additional intersections you requested below, but the residential units proposed in the Technology Park will send very few trips through those. Based on this information, we'd request eliminating those intersections from the requested scope below as this site will have a negligible impact on those.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BOULEVARD, SUITE 214
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From: Henry Dierker <HDierker@mdot.maryland.gov>
Sent: Wednesday, December 4, 2024 2:13 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Rick VanEmburgh <rvanemburgh@eastonmd.gov>
Cc: Richard Baker (SHA) <RBaker@mdot.maryland.gov>; Stephanie McFaden (Consultant) <SMcFaden.consultant@mdot.maryland.gov>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>; Henry Dierker <HDierker@mdot.maryland.gov>
Subject: RE: TIA Scoping Materials for Technology park

Mike,

SHA requests the following intersections to be included:
Longwoods Road (MD 662) @ Hailem School Road
Longwoods Road (MD 662) @ Hiners Lane
Ocean Gateway (US 50) @ Hiners Lane

Please include the background development of Eastern Regional Medical Center.

SHA requests the following TIS Study Times:
6:00 am to 9:00 am
3:00 pm to 6:00 pm
(Schools Nearby) 2:00 pm to 6:00 pm

Henry R. Dierker III
Access Permits Regional Engineer
District Two Traffic
410.810.3244 **office**
410-708-0013 **mobile**
Hdierker@mdot.maryland.gov
Maryland State Highway Administration-District Two
615 Morgnec Road, Chestertown, MD 21620

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>

Sent: Friday, November 22, 2024 3:47 PM
To: Henry Dierker <HDierker@mdot.maryland.gov>; Rick VanEmburgh <rvanemburgh@eastonmd.gov>
Cc: Richard Baker (SHA) <RBaker@mdot.maryland.gov>; Stephanie McFaden (Consultant) <SMcFaden.consultant@mdot.maryland.gov>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Ryan Wingate <rwingate@LENHARTTRAFFIC.COM>
Subject: TIA Scoping Materials for Technology park

Hi Rick and Henry,

I am working with Lane Engineering on a master plan for the Technology Park located along the north side of Airport Road.

They have identified two concepts for the development which are attached for your information. One of the concepts includes 90 single family homes, 89 townhomes, and 24,000 sq ft of service or commercial based use. The other concept is very similar but includes an assisted living facility and slightly fewer residential units.

I've attached a pdf containing scoping documents for the TIA:

- Site location map and study intersections
- Trip generation for the two scenarios
- Background developments to be included in the TIA
- Traffic growth along US 50 and MD 322

We propose the following analyses:

1. AM, PM, and Saturday mid-day traffic counts/analyses
2. CLV and HCS analyses
3. 1.5% growth rate in traffic

Please let us know if this is ok or you have any questions/comments.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

From:	mlenhart
To:	Mike Mertaugh
Cc:	Nick Driban; Dylan McAndrew; Brett Ewing; Jarret Beyer; Wayde Barnhart; Megan Phillips; Ray Clarke; Rick Van Emburgh; msalinas@eastonmd.gov; mlenhart; Lawrence Scott
Subject:	RE: TIA Scoping Materials for Technology park
Date:	Tuesday, January 21, 2025 2:53:58 PM
Attachments:	image001.png image002.png

Hi Mike,

Thank you for the feedback below. I believe we have received all of the scoping requests from SHA, the County, and the Town.

I'm not sure a scoping meeting is necessary but would be happy to hop on a virtual meeting with you and Rick to discuss any issues as needed.

Please confirm if you would like to meet. Otherwise, we are capturing the additional intersection you requested and will include that along with the two intersections requested by SHA.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

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LENHART TRAFFIC CONSULTING, INC.
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From: Mike Mertaugh <MMertaugh@talbotcountymd.gov>
Sent: Monday, December 30, 2024 3:18 PM
To: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; Brett Ewing <bewing@leinc.com>; Jarret Beyer

<jbeyer@leinc.com>; Wayde Barnhart <wbarnhart@leinc.com>; Megan Phillips <mphillips@leinc.com>; Ray Clarke <rclarke@talbotcountymd.gov>; Rick Van Emburgh <rvanemburgh@eastonmd.gov>; msalinas@eastonmd.gov
Subject: RE: TIA Scoping Materials for Technology park

Mike-

Good to hear from you, it has certainly been a long time. Pretty busy here, which is evidenced by my delayed response.

The County has a few concerns related to traffic around and from this site and proposed development. In no particular order…

- Airport Road is also a County road, which is a significant concern to the County.

- Goldsborough Neck Road is a minor County road, which would be significantly impacted by additional traffic. If the County were to allow a new access/intersection on this corridor, we would anticipate some reconstruction and widening of that corridor.

- Traffic impacts to Airport Road from the Easton Technology Center development were only approved by the County for Phase 1 of this project (plat MAS PC4-80G).

- The Talbot County Roads Ordinance requires that development within any town impacting County roads must have a "Municipal Review" with the County (County Roads Ordinance Section 134-6.1.C.).

- For whatever reason, this Municipal Review with the County was not pursued by the developer of Lots created since the Phase 1 subdivision plat referenced above.

- The County has made efforts to resolve traffic impacts with this development which is still pending.

- Since the creation of the post phase 1 lots of Easton Technology Center, the County has been pursuing the design of upgrades to Airport Road due in part from anticipated traffic impact of further development of this business park.

- Talbot County agrees with the State that the Hailem School Road and Hiners Lane intersections with MD Route 662 should be evaluated, particularly with respect to your clients proposed project and the new regional medical center that is currently under construction on MD Route 662.

- Additionally, the Goldsboro Neck Road and Hailem School Road intersection should be evaluated. This may be particularly important if geometric reconfiguration is necessary

from traffic impacts.

We recommend that a pre-application/scoping meeting be held with the Town and the County to further discuss access and traffic related concerns associated with this project.

Thanks,

-Mike

Michael L. Mertaugh, P.E.
Assistant County Engineer
Development Review & Roads
410-770-8170
Talbot County Department of Public Works
215 Bay Street, Suite 6
Easton, Maryland 21601
Fax: 410-770-8176
TTY: 410-822-8735
E-Mail: mmertaugh@talbgov.org

From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Friday, December 6, 2024 12:14 PM
To: Mike Mertaugh <MMertaugh@talbotcountymd.gov>
Cc: Nick Driban <ndriban@LENHARTTRAFFIC.COM>; Dylan McAndrew <DMcAndrew@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Brett Ewing <bewing@leinc.com>; Jarret Beyer <jbeyer@leinc.com>; Wayde Barnhart <wbarnhart@leinc.com>; Megan Phillips <mphillips@leinc.com>
Subject: RE: TIA Scoping Materials for Technology park

Hi Mike,
It's been a while and I hope you are doing well.

I am working with Lane Engineering on a master plan for the Technology Park located along the north side of Airport Road. The project is located in the Town and as such we've provided a scoping email to the SHA and Town to confirm the scope of the traffic impact study.

Brett Ewing at Lane pointed out that the site will have access to Goldsborough Neck Road which is a County road, so I wanted to send this to you as well to get you engaged early in the process. Ultimately, we'll need a permit for the entrance onto Goldsborough Neck Road.

There are currently two potential concepts for the development which are attached for your information. One of the concepts includes 90 single family homes, 89 townhomes, and 24,000 sq ft of service or commercial based use. The other concept is very similar but includes an assisted living facility and slightly fewer residential units.

I've attached a pdf containing scoping documents for the TIA:

- Site location map and study intersections
- Trip generation for the two scenarios
- Background developments to be included in the TIA
- Traffic growth along US 50 and MD 322

We propose the following analyses:

1. AM, PM, and Saturday mid-day traffic counts/analyses
2. CLV and HCS analyses
3. 1.5% growth rate in traffic

SHA has responded that they are ok with the scoping as identified above and in the attached exhibits, but initially requested the addition of the following study intersections.

- Longwoods Road (MD 662) @ Hailem School Road
- Longwoods Road (MD 662) @ Hiners Lane
- Ocean Gateway (US 50) @ Hiners Lane

We've responded to SHA asking for elimination of these intersections for the following reasons:

1. Longwoods Road is currently closed at Hiners Lane for construction of the medical center. Therefore traffic patterns are temporarily inaccurate.
2. The proposed Technology Park will mostly be oriented to and from US 50 or to and from the Town via Goldsborough Neck Road to Glebe Road to MD 322. We have only 5% of the site trips going up to Longwoods Road which equates to less than 10 peak hour trips, therefore the project would not have a significant impact on those intersections.

Please let us know if this is ok or you have any questions/comments.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: (410) 216-3333 (Ext. 1)
Mobile: (410) 980-2367

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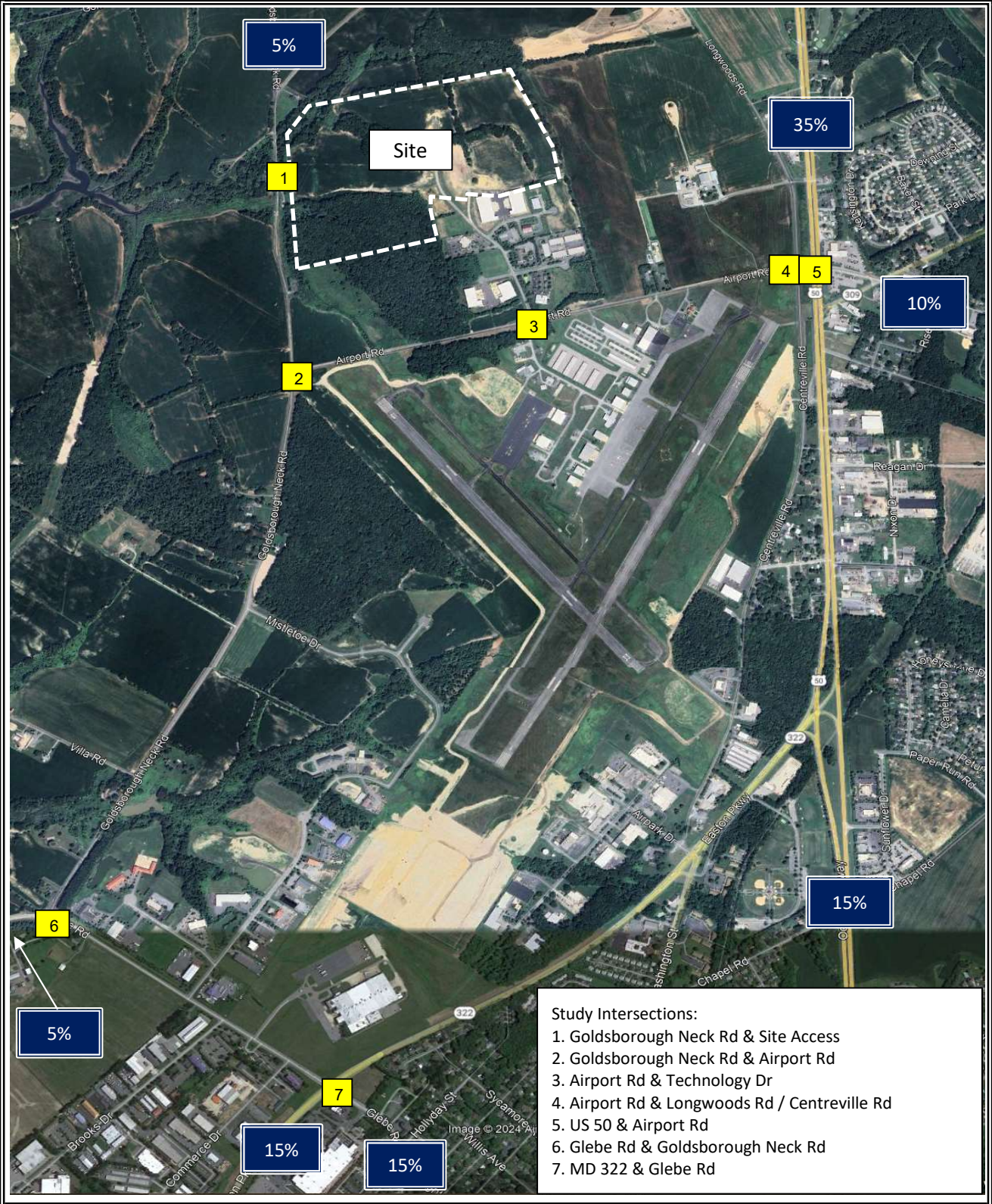


Study Intersections:
1. Goldsborough Neck Rd & Site Access
2. Goldsborough Neck Rd & Airport Rd
3. Airport Rd & Technology Dr
4. Airport Rd & Longwoods Rd / Centreville Rd
5. US 50 & Airport Rd
6. Glebe Rd & Goldsborough Neck Rd
7. MD 322 & Glebe Rd

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		

Trip Generation Rates

	Trip Distribution (In/Out)
Single-Family Attached Housing (ITE-215, Units)	
Morning Trips = 0.52 x Units - 5.70	31/69
Evening Trips = 0.60 x Units - 3.93	57/43
Ln(Midday Sat. Trips) = 0.82 x Ln(Units) + 0.43	48/52
Single-Family Detached Housing (ITE-210, Units)	
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12	26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27	63/37
Midday Sat. Trips = 0.84 x Units + 17.99	54/46
General Office (ksf, ITE-710)	
Ln(Morning Trips) = 0.86 x Ln(ksf) + 1.16	88/12
Ln(Evening Trips) = 0.83 x Ln(ksf) + 1.29	17/83
Midday Sat. Trips = 0.52 x ksf	54/46
Assisted Living (ITE-254, Beds)	
Morning Trips = 0.18 x Beds	60/40
Evening Trips = 0.24 x Beds	39/61
Midday Sat. Trips = 0.27 x Beds	46/54

Trip Generation Totals

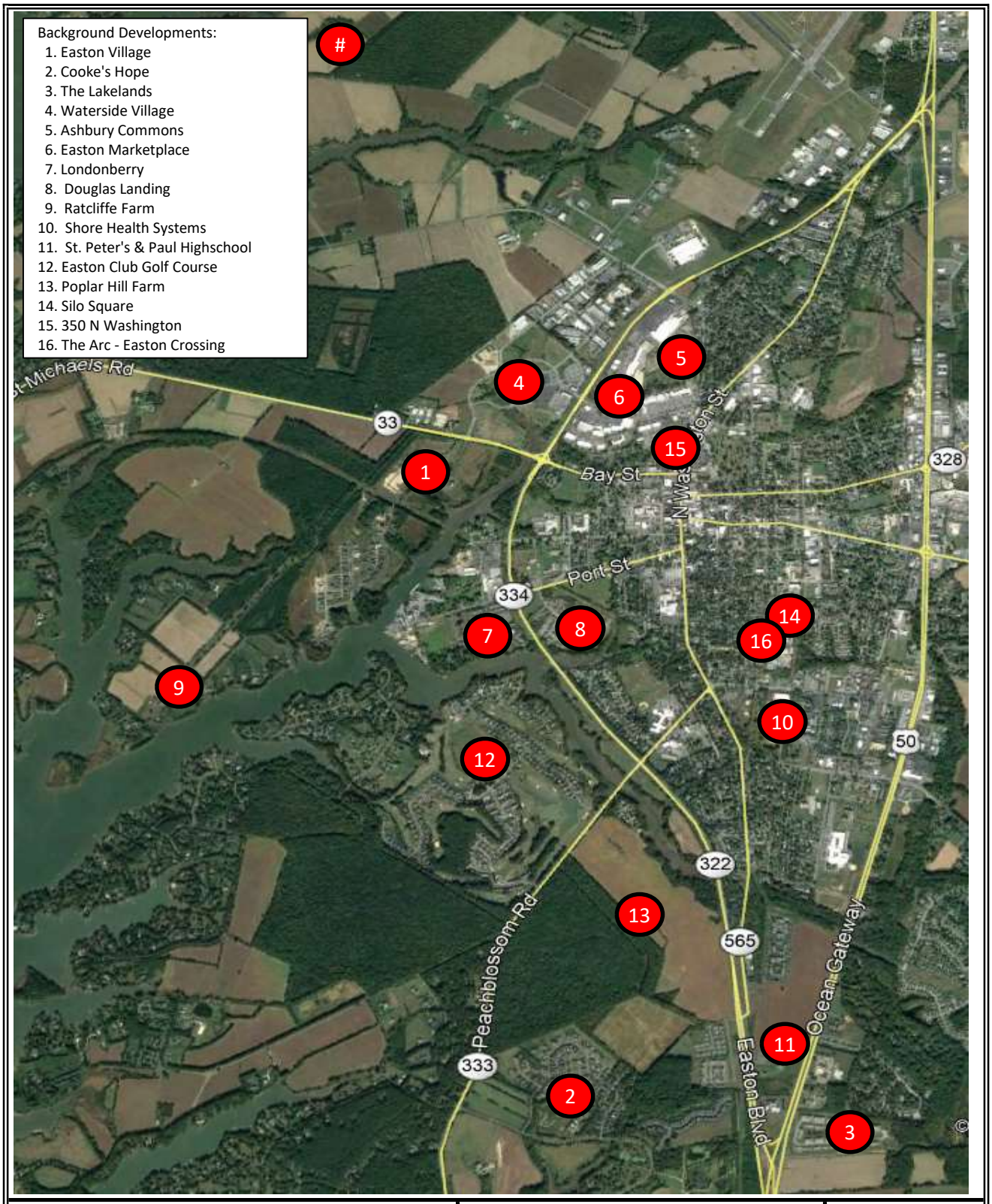
Option A

		AM Peak			PM Peak			Sat. Mid-Day Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE-215, Units)	89 units	13	28	41	28	21	49	29	32	61
Single-Family Detached Housing (ITE-210, Units)	90 units	18	50	68	57	33	90	47	40	87
General Office (ksf, ITE-710)	24,000 sq.ft.	43	6	49	9	42	51	6	6	12
	Total:	**74**	**84**	**158**	**94**	**96**	**190**	**82**	**78**	**160**

Option B

		AM Peak			PM Peak			Sat. Mid-Day Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Single-Family Attached Housing (ITE-215, Units)	89 units	13	28	41	28	21	49	29	32	61
Single-Family Detached Housing (ITE-210, Units)	72 units	14	41	55	46	27	73	39	33	72
Assisted Living (ITE-254, Beds)	64 beds	7	5	12	6	9	15	8	9	17
General Office (ksf, ITE-710)	24,000 sq.ft.	43	6	49	9	42	51	6	6	12
	Total:	**77**	**80**	**157**	**89**	**99**	**188**	**82**	**80**	**162**

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition



Traffic Impact Analysis	Location of Background Devs.	**Exhibit C1**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Trip Generation for Background Developments

			AM Peak			PM Peak			Sat Mid-day Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
1 - Easton Village	250 Single-Family Units Less 146 Built	104 units remaining	19	58	77	65	38	103	52	45	97
2 - Cookes Hope	288 Single-Family Units Less 185 Built	103 units remaining	19	57	76	64	38	102	52	44	96
3 - The Lakelands	158 Townhouse Units (All Built)	0 units remaining	Built								
4. Waterside Village	Phase 1 - 203,878 SF of Retail (All Built)	0 square feet remaining	Built								
	Phase 1 - 38,157 SF of Office (All Built)	0 square feet remaining	Built								
	Phase 1 - 24,901 SF of Restaurant (Approx. 50% Built)	12,451 square feet remaining	68	56	124	76	46	122	71	68	139
	Pass-by Trips for Phase 1 Restaurant (0% AM, 49% PM, 49% Saturday):		0	0	0	-37	-23	-60	-35	-33	-68
	Primary Off-Site Trips for Phase 1 Restaurant:		68	56	124	39	23	62	36	35	71
	Phase 1 - 3,651 SF of Bank (All Built)	0 square feet remaining	Built								
	Phase 2A - 40,000 SF of Retail (All Built)	0 square feet remaining	Built								
	Phase 2B - 60 Mid-rise Multifamily Units (Not Built)	60 units	6	16	22	16	10	26	13	13	26
	Phase 2C - 37,500 SF of Retail (Not Built)	37,500 square feet	22	13	35	69	74	143	88	81	169
	Pass-by Trips for Phase 2C Retail (0% AM, 34% PM, 34% Saturday):		0	0	0	-23	-25	-48	-30	-28	-58
	Primary Off-Site Trips for Phase 2 Retail:		22	13	35	46	49	95	58	53	111
	Phase 2D - 81,500 SF of Retail Less 76,500 SF Built	5,000 square feet remaining	3	2	5	9	10	19	12	11	23
	Pass-by Trips for Phase 2D Retail (0% AM, 34% PM, 34% Saturday):		0	0	0	-3	-3	-6	-4	-4	-8
	Primary Off-Site Trips for Phase 2D Retail:		3	2	5	6	7	13	8	7	15
5. Ashbury Commons	64 Townhouse Units Less 40 Built	24 units remaining	3	8	11	8	5	13	8	9	17
	26 Single-Family Units Less 13 built	13 units remaining	2	8	10	8	5	13	6	6	12
6. Easton Marketplace	15,000 SF Pharmacy (Not Built)	15,000 square feet	31	27	58	77	77	154	64	67	131
	Pass-by Trips for Pharmacy (0% AM, 53% PM, 53% Saturday):		0	0	0	-41	-41	-82	-34	-36	-70
	Primary Off-Site Trips for Pharmacy:		31	27	58	36	36	72	30	31	61
7. Londonberry	41 Single-Family Units Less 38 Built	3 units remaining	0	2	2	2	1	3	2	1	3
8. Douglas Landing	91 Townhouse Units Less 64 Built	27 units remaining	3	9	12	9	6	15	9	10	19
	48 Single-Family Units Less 43 built	5 units remaining	1	3	4	3	2	5	3	2	5
9 - Ratcliffe Farm	15 Single-Family Units (All Built)	0 units remaining	Built								
10 - Shore Health Systems Medical Campus	352,000 SF of Hospital (All Built)	0 square feet remaining	Built								
11. St. Peters and Paul	500 Student Private School	500 students	244	156	400	37	48	85	0	0	0
	6 Field Soccer Complex	6 fields	4	2	6	65	34	99	116	125	241
	18,000 SF Family Life Center	18,000 square feet	4	2	6	4	5	9	29	21	50
12. Easton Club Golf Course	18 Hole Golf Course	18 holes	25	7	32	28	24	52	27	28	55
13. Poplar Hill Farm	Single-Family Detached (ITE-210, Units)	119 units	22	67	89	76	44	120	64	54	118
14. Silo Square	Single-Family Attached Housing (ITE-215, Units)	28 units	3	6	9	7	6	13	12	12	24
15. 350 N Washington	Multifamily Housing, Low-Rise (ITE-220, Units)	16 units	1	5	6	5	3	8	3	4	7
16. The Arc - Easton Crossing (see note)	Multifamily Housing, Mid-Rise (ITE-221, Urban/Suburban, Units) [Not Close to Rail Transit]	130 units	11	35	46	31	20	51	27	25	52
	Fast Casual Restaurant (ksf, ITE-930)	3,000 sq.ft.	2	2	4	21	17	38	54	44	98
	Total Primary Trips for All Background Developments:		548	550	1098	584	461	1045	620	579	1199

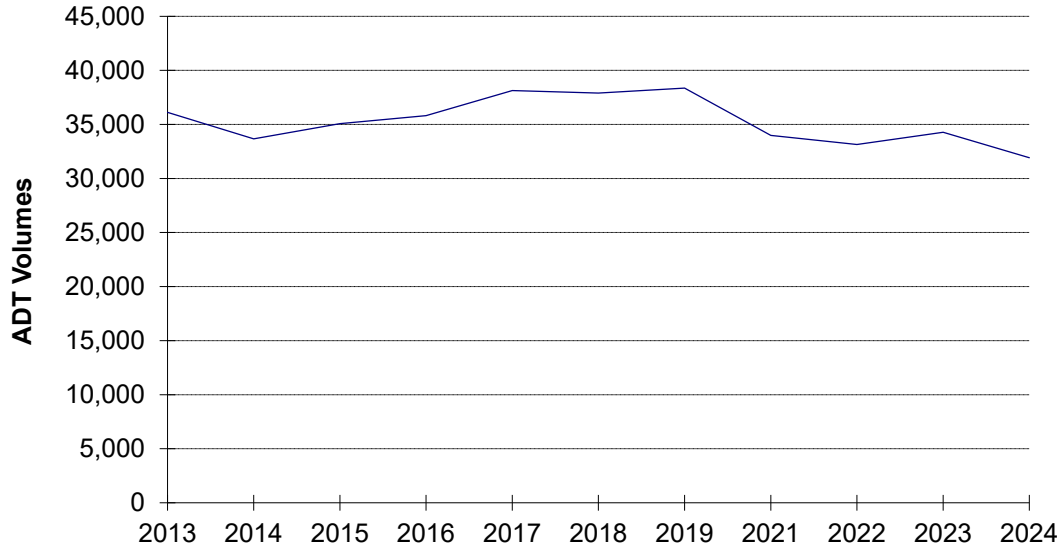
Notes:

1.
2. The size and type of restaurant within The Arc - Easton Crossing development is still TBD and will be updated as additional information becomes available.

TRAFFIC GROWTH PROJECTION

LOCATION: **US 50, South of Airport Rd**
REPORT DATE: 09-Oct-24
AVERAGE GROWTH: -1.08%
MATHEMATICAL GROWTH: -1.23%

Year	ADT Volume	Vol. increase	% increase	Average %
2013	36,122			
2014	33,660	-2,462	-6.82%	-6.82%
2015	35,071	1,411	4.19%	-1.31%
2016	35,812	741	2.11%	-0.17%
2017	38,130	2,318	6.47%	1.49%
2018	37,901	-229	-0.60%	1.07%
2019	38,362	461	1.22%	1.10%
2021	33,990	-4,372	-11.40%	-0.69%
2022	33,141	-849	-2.50%	-0.91%
2023	34,272	1,131	3.41%	-0.43%
2024	31,920	-2,352	-6.86%	-1.08%

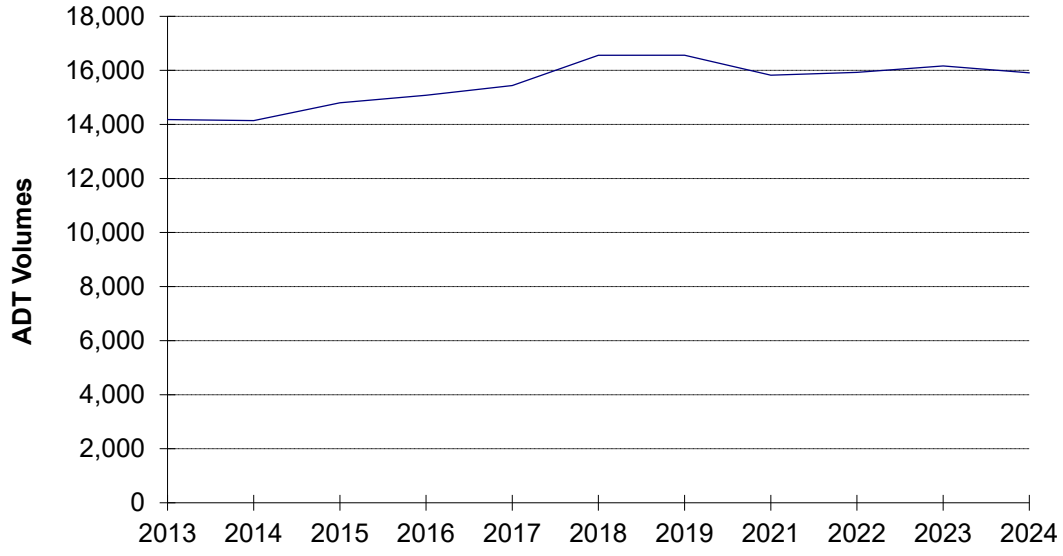


TRAFFIC GROWTH
US 50, South of Airport Rd

TRAFFIC GROWTH PROJECTION

LOCATION: **Easton Pkwy**
REPORT DATE: 09-Oct-24
AVERAGE GROWTH: 1.20%
MATHEMATICAL GROWTH: 1.16%

Year	ADT Volume	Vol. increase	% increase	Average %
2013	14,181			
2014	14,142	-39	-0.28%	-0.28%
2015	14,800	658	4.65%	2.19%
2016	15,081	281	1.90%	2.09%
2017	15,442	361	2.39%	2.17%
2018	16,560	1,118	7.24%	3.18%
2019	16,561	1	0.01%	2.65%
2021	15,823	-738	-4.46%	1.64%
2022	15,924	101	0.64%	1.51%
2023	16,165	241	1.51%	1.51%
2024	15,910	-255	-1.58%	1.20%



Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	10	0	0	0	7	0	0	0	0	0	0	0	0	14	0	1	0	32
6:45-7:00	0	0	4	12	0	0	2	3	0	0	0	0	0	0	0	0	11	0	2	0	34
7:00-7:15	0	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	23	0	2	0	40
7:15-7:30	0	0	8	23	0	0	2	6	0	0	0	0	0	0	0	0	22	0	3	0	64
7:30-7:45	0	0	3	14	0	0	1	10	0	0	0	0	0	0	0	0	29	0	2	0	59
7:45-8:00	0	0	10	17	0	0	1	3	0	0	0	0	0	0	0	0	21	0	0	0	52
8:00-8:15	0	0	5	10	0	0	1	7	0	0	0	0	0	0	0	1	15	0	1	0	40
8:15-8:30	0	0	2	12	0	0	2	4	0	0	0	0	0	0	0	0	28	0	2	0	50
8:30-8:45	0	0	10	22	0	0	2	10	0	0	0	0	0	0	0	0	20	0	3	0	67
8:45-9:00	0	0	3	28	0	0	3	12	0	4	0	0	0	0	0	0	20	0	1	0	67
9:00-9:15	0	0	7	20	0	0	2	5	0	0	0	0	0	0	0	0	16	0	0	1	50
9:15-9:30	0	0	4	25	0	0	1	2	0	0	0	0	0	0	0	0	14	0	1	1	47
Hourly Totals																					
6:30-7:30	0	0	18	54	0	0	4	16	0	0	0	0	0	0	0	0	70	0	8	0	170
6:45-7:45	0	0	21	58	0	0	5	19	0	0	0	0	0	0	0	0	85	0	9	0	197
7:00-8:00	0	0	27	63	0	0	4	19	0	0	0	0	0	0	0	0	95	0	7	0	215
7:15-8:15	0	0	26	64	0	0	5	26	0	0	0	0	0	0	0	1	87	0	6	0	215
7:30-8:30	0	0	20	53	0	0	5	24	0	0	0	0	0	0	0	1	93	0	5	0	201
7:45-8:45	0	0	27	61	0	0	6	24	0	0	0	0	0	0	0	1	84	0	6	0	209
8:00-9:00	0	0	20	72	0	0	8	33	0	4	0	0	0	0	0	1	83	0	7	0	228
8:15-9:15	0	0	22	82	0	0	9	31	0	4	0	0	0	0	0	0	84	0	6	1	239
8:30-9:30	0	0	24	95	0	0	8	29	0	4	0	0	0	0	0	0	70	0	5	2	237
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
8:15-9:15	**0**	**0**	**22**	**82**	**0**	**0**	**9**	**31**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**84**	**0**	**6**	**1**	**239**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	12	30	0	0	1	11	0	0	0	0	0	0	0	0	37	0	4	0	95
4:15-4:30	0	0	12	43	0	0	0	17	0	0	0	0	0	0	0	0	26	0	2	0	100
4:30-4:45	0	0	13	28	0	0	4	7	0	0	0	0	0	0	0	0	35	0	1	0	88
4:45-5:00	0	0	10	22	0	0	0	12	0	0	0	0	0	0	0	0	34	0	1	0	79
5:00-5:15	0	0	14	29	0	0	0	9	0	0	0	0	0	0	0	0	25	0	0	0	77
5:15-5:30	0	0	8	23	0	0	2	12	0	0	0	0	0	0	0	0	41	0	0	0	86
5:30-5:45	0	0	6	25	0	0	2	5	0	0	0	0	0	0	0	0	25	0	2	0	65
5:45-6:00	0	0	3	17	0	0	0	9	0	0	0	0	0	0	0	0	27	0	0	0	56
6:00-6:15	0	0	9	17	0	0	2	7	0	0	0	0	0	0	0	0	29	0	0	0	64
6:15-6:30	0	0	9	15	0	0	1	2	0	0	0	0	0	0	0	0	27	0	1	0	55
6:30-6:45	0	0	6	15	0	0	1	4	0	0	0	0	0	0	0	0	17	0	1	0	44
6:45-7:00	0	0	2	5	0	0	1	3	0	0	0	0	0	0	0	0	19	0	2	0	32
Hourly Totals																					
4:00-5:00	0	0	47	123	0	0	5	47	0	0	0	0	0	0	0	0	132	0	8	0	362
4:15-5:15	0	0	49	122	0	0	4	45	0	0	0	0	0	0	0	0	120	0	4	0	344
4:30-5:30	0	0	45	102	0	0	6	40	0	0	0	0	0	0	0	0	135	0	2	0	330
4:45-5:45	0	0	38	99	0	0	4	38	0	0	0	0	0	0	0	0	125	0	3	0	307
5:00-6:00	0	0	31	94	0	0	4	35	0	0	0	0	0	0	0	0	118	0	2	0	284
5:15-6:15	0	0	26	82	0	0	6	33	0	0	0	0	0	0	0	0	122	0	2	0	271
5:30-6:30	0	0	27	74	0	0	5	23	0	0	0	0	0	0	0	0	108	0	3	0	240
5:45-6:45	0	0	27	64	0	0	4	22	0	0	0	0	0	0	0	0	100	0	2	0	219
6:00-7:00	0	0	26	52	0	0	5	16	0	0	0	0	0	0	0	0	92	0	4	0	195
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**0**	**47**	**123**	**0**	**0**	**5**	**47**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**8**	**0**	**362**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Friday, September 13, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 3:00 pm)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	0	6	23	0	0	1	0	0	0	0	0	0	0	0	0	17	0	1	0	48
10:15-10:30	0	0	9	33	0	0	3	5	0	0	0	0	0	0	0	0	31	0	2	0	83
10:30-10:45	0	0	13	25	0	0	0	9	0	0	0	0	0	0	0	0	19	0	3	0	69
10:45-11:00	0	0	6	30	0	0	2	12	0	0	0	0	0	0	0	0	28	0	3	0	81
11:00-11:15	0	0	10	17	0	0	0	6	0	0	0	0	0	0	0	0	36	0	3	0	72
11:15-11:30	0	0	7	19	0	0	3	8	0	0	0	0	0	0	0	0	33	0	3	0	73
11:30-11:45	0	0	13	24	0	0	3	3	0	0	0	0	0	0	0	0	31	0	0	0	74
11:45-12:00	0	0	8	18	0	0	2	7	0	0	0	0	0	0	0	0	37	0	3	0	75
12:00-12:15	0	0	6	22	0	0	0	6	0	0	0	0	0	0	0	0	24	0	0	0	58
12:15-12:30	0	0	10	22	0	0	2	11	0	0	0	0	0	0	0	0	43	0	1	0	89
12:30-12:45	0	0	2	20	0	0	1	5	0	0	0	0	0	0	0	0	29	0	1	0	58
12:45-1:00	0	0	8	25	0	0	1	13	0	0	0	0	0	0	0	0	35	0	1	0	83
1:00-1:15	0	0	9	16	0	0	0	8	0	0	0	0	0	0	0	0	34	0	1	0	68
1:15-1:30	0	0	12	24	0	0	1	10	0	0	0	0	0	0	0	0	29	0	2	0	78
1:30-1:45	0	0	8	24	0	0	2	6	0	0	0	0	0	0	0	0	37	0	2	0	79
1:45-2:00	0	0	11	20	0	0	1	4	0	0	0	0	0	0	0	0	28	0	1	0	65

Hourly Totals																					
10:00-11:00	0	0	34	111	0	0	6	26	0	0	0	0	0	0	0	0	95	0	9	0	281
10:15-11:15	0	0	38	105	0	0	5	32	0	0	0	0	0	0	0	0	114	0	11	0	305
10:30-11:30	0	0	36	91	0	0	5	35	0	0	0	0	0	0	0	0	116	0	12	0	295
10:45-11:45	0	0	36	90	0	0	8	29	0	0	0	0	0	0	0	0	128	0	9	0	300
11:00-12:00	0	0	38	78	0	0	8	24	0	0	0	0	0	0	0	0	137	0	9	0	294
11:15-12:15	0	0	34	83	0	0	8	24	0	0	0	0	0	0	0	0	125	0	6	0	280
11:30-12:30	0	0	37	86	0	0	7	27	0	0	0	0	0	0	0	0	135	0	4	0	296
11:45-12:45	0	0	26	82	0	0	5	29	0	0	0	0	0	0	0	0	133	0	5	0	280
12:00-1:00	0	0	26	89	0	0	4	35	0	0	0	0	0	0	0	0	131	0	3	0	288
12:15-1:15	0	0	29	83	0	0	4	37	0	0	0	0	0	0	0	0	141	0	4	0	298
12:30-1:30	0	0	31	85	0	0	3	36	0	0	0	0	0	0	0	0	127	0	5	0	287
12:45-1:45	0	0	37	89	0	0	4	37	0	0	0	0	0	0	0	0	135	0	6	0	308
1:00-2:00	0	0	40	84	0	0	4	28	0	0	0	0	0	0	0	0	128	0	6	0	290

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
12:45-1:45	**0**	**0**	**37**	**89**	**0**	**0**	**4**	**37**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**135**	**0**	**6**	**0**	**308**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 14, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Corkran Rd Northbound					Technology Dr Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	0	0	0	4	0	0	0	0	1	21	0	0	0	3	30	3	0	62
6:45-7:00	0	0	0	0	0	0	3	0	2	0	0	6	17	1	0	0	5	33	12	0	79
7:00-7:15	0	2	0	4	0	0	2	0	5	0	0	2	21	0	0	0	3	30	10	0	79
7:15-7:30	0	0	0	0	0	0	0	1	1	0	0	2	27	0	0	0	0	30	2	0	63
7:30-7:45	0	1	0	1	0	0	3	0	1	0	0	6	28	2	0	0	5	46	14	0	107
7:45-8:00	0	0	0	1	0	0	3	0	6	0	0	5	24	2	0	0	3	41	16	0	101
8:00-8:15	0	0	0	1	0	0	0	0	1	0	0	6	28	2	0	0	3	32	13	0	86
8:15-8:30	0	0	0	1	0	0	1	0	1	0	0	7	38	2	0	0	4	33	13	0	100
8:30-8:45	0	0	0	0	0	0	3	0	1	0	0	5	32	1	0	0	5	36	14	0	97
8:45-9:00	0	2	0	1	0	0	2	0	2	0	0	3	24	1	0	0	0	32	13	0	80
9:00-9:15	0	1	0	4	0	0	9	1	4	0	0	4	16	2	0	0	2	29	10	0	82
9:15-9:30	0	2	0	0	0	0	4	0	2	0	0	2	19	0	0	0	4	18	12	0	63
Hourly Totals																					
6:30-7:30	0	2	0	4	0	0	9	1	8	0	0	11	86	1	0	0	11	123	27	0	283
6:45-7:45	0	3	0	5	0	0	8	1	9	0	0	16	93	3	0	0	13	139	38	0	328
7:00-8:00	0	3	0	6	0	0	8	1	13	0	0	15	100	4	0	0	11	147	42	0	350
7:15-8:15	0	1	0	3	0	0	6	1	9	0	0	19	107	6	0	0	11	149	45	0	357
7:30-8:30	0	1	0	4	0	0	7	0	9	0	0	24	118	8	0	0	15	152	56	0	394
7:45-8:45	0	0	0	3	0	0	7	0	9	0	0	23	122	7	0	0	15	142	56	0	384
8:00-9:00	0	2	0	3	0	0	6	0	5	0	0	21	122	6	0	0	12	133	53	0	363
8:15-9:15	0	3	0	6	0	0	15	1	8	0	0	19	110	6	0	0	11	130	50	0	359
8:30-9:30	0	5	0	5	0	0	18	1	9	0	0	14	91	4	0	0	11	115	49	0	322

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:30-8:30	**0**	**1**	**0**	**4**	**0**	**0**	**7**	**0**	**9**	**0**	**0**	**24**	**118**	**8**	**0**	**0**	**15**	**152**	**56**	**0**	**394**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Corkran Rd Northbound					Technology Dr Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	2	0	6	0	0	14	0	3	0	0	3	48	0	1	0	0	32	3	0	111
4:15-4:30	0	1	0	2	0	0	8	0	6	0	0	2	42	0	0	0	1	28	2	0	92
4:30-4:45	0	1	0	7	0	0	14	0	5	0	0	3	39	0	0	0	2	30	0	1	101
4:45-5:00	0	1	0	1	0	0	7	0	2	0	0	1	38	0	0	1	1	25	6	0	83
5:00-5:15	0	0	0	0	0	0	15	0	8	0	0	1	44	0	0	0	1	28	10	0	107
5:15-5:30	0	2	0	2	0	0	11	0	3	0	1	4	36	0	0	0	0	16	2	0	77
5:30-5:45	0	0	0	6	0	0	5	0	2	0	0	0	28	0	0	0	0	16	4	0	61
5:45-6:00	0	0	0	2	0	0	8	0	2	0	0	1	23	2	0	0	0	16	0	0	54
6:00-6:15	0	1	0	2	0	0	3	0	3	0	0	2	24	0	0	0	0	9	1	0	45
6:15-6:30	0	0	0	0	0	0	6	0	2	0	0	1	16	0	0	0	1	10	8	0	44
6:30-6:45	0	0	0	1	0	0	9	0	2	0	0	2	20	2	0	0	0	24	3	0	63
6:45-7:00	0	0	0	1	0	0	4	0	2	0	0	1	18	1	0	0	0	10	1	0	38
Hourly Totals																					
4:00-5:00	0	5	0	16	0	0	43	0	16	0	0	9	167	0	1	1	4	115	11	1	389
4:15-5:15	0	3	0	10	0	0	44	0	21	0	0	7	163	0	0	1	5	111	18	1	384
4:30-5:30	0	4	0	10	0	0	47	0	18	0	1	9	157	0	0	1	4	99	18	1	369
4:45-5:45	0	3	0	9	0	0	38	0	15	0	1	6	146	0	0	1	2	85	22	0	328
5:00-6:00	0	2	0	10	0	0	39	0	15	0	1	6	131	2	0	0	1	76	16	0	299
5:15-6:15	0	3	0	12	0	0	27	0	10	0	1	7	111	2	0	0	0	57	7	0	237
5:30-6:30	0	1	0	10	0	0	22	0	9	0	0	4	91	2	0	0	1	51	13	0	204
5:45-6:45	0	1	0	5	0	0	26	0	9	0	0	6	83	4	0	0	1	59	12	0	206
6:00-7:00	0	1	0	4	0	0	22	0	9	0	0	6	78	3	0	0	1	53	13	0	190

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	**0**	**5**	**0**	**16**	**0**	**0**	**43**	**0**	**16**	**0**	**0**	**9**	**167**	**0**	**1**	**1**	**4**	**115**	**11**	**1**	**389**

Peak Hour
Turning Movement Count

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

Intersection: Airport Rd & Technology Dr
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, April 30, 2025
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	Cokran Rd Northbound					Technology Dr Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	1	1	2	0	0	4	0	1	0	0	2	20	1	0	0	3	10	4	0	49
10:15-10:30	0	0	0	2	0	0	4	0	1	0	0	6	31	0	0	0	4	35	13	0	96
10:30-10:45	0	0	0	1	0	0	4	0	0	0	0	1	23	0	0	0	1	20	3	0	53
10:45-11:00	0	1	0	0	0	0	1	0	0	0	0	1	28	2	0	0	1	29	2	0	65
11:00-11:15	0	0	0	4	0	0	2	0	2	0	0	2	14	2	0	0	0	39	2	0	67
11:15-11:30	0	1	0	0	0	0	3	0	2	0	0	1	20	0	0	0	3	32	1	0	63
11:30-11:45	0	1	0	2	0	0	3	0	2	0	0	3	24	2	0	0	3	29	0	0	69
11:45-12:00	0	0	0	2	0	0	12	0	9	0	0	0	20	0	0	0	4	30	1	0	78
12:00-12:15	0	1	0	4	0	0	4	0	0	0	0	2	19	0	0	0	4	27	7	0	68
12:15-12:30	0	1	0	2	0	0	3	0	1	0	0	0	21	1	0	0	3	41	5	0	78
12:30-12:45	0	0	0	8	0	0	4	0	1	0	0	3	21	0	0	0	0	27	5	0	69
12:45-1:00	0	1	0	1	0	0	5	0	1	0	0	0	22	2	0	0	1	34	4	0	71
1:00-1:15	0	1	0	4	0	0	1	0	2	0	0	0	15	0	0	0	4	33	5	0	65
1:15-1:30	0	2	0	1	0	0	1	0	0	0	0	2	24	1	0	0	3	30	1	0	65
1:30-1:45	0	0	0	2	0	0	3	0	1	0	0	1	19	2	0	0	0	39	0	0	67
1:45-2:00	0	1	0	2	0	0	0	0	3	0	0	0	25	1	0	0	3	28	4	0	67

Hourly Totals																					
10:00-11:00	0	2	1	5	0	0	13	0	2	0	0	10	102	3	0	0	9	94	22	0	263
10:15-11:15	0	1	0	7	0	0	11	0	3	0	0	10	96	4	0	0	6	123	20	0	281
10:30-11:30	0	2	0	5	0	0	10	0	4	0	0	5	85	4	0	0	5	120	8	0	248
10:45-11:45	0	3	0	6	0	0	9	0	6	0	0	7	86	6	0	0	7	129	5	0	264
11:00-12:00	0	2	0	8	0	0	20	0	15	0	0	6	78	4	0	0	10	130	4	0	277
11:15-12:15	0	3	0	8	0	0	22	0	13	0	0	6	83	2	0	0	14	118	9	0	278
11:30-12:30	0	3	0	10	0	0	22	0	12	0	0	5	84	3	0	0	14	127	13	0	293
11:45-12:45	0	2	0	16	0	0	23	0	11	0	0	5	81	1	0	0	11	125	18	0	293
12:00-1:00	0	3	0	15	0	0	16	0	3	0	0	5	83	3	0	0	8	129	21	0	286
12:15-1:15	0	3	0	15	0	0	13	0	5	0	0	3	79	3	0	0	8	135	19	0	283
12:30-1:30	0	4	0	14	0	0	11	0	4	0	0	5	82	3	0	0	8	124	15	0	270
12:45-1:45	0	4	0	8	0	0	10	0	4	0	0	3	80	5	0	0	8	136	10	0	268
1:00-2:00	0	4	0	9	0	0	5	0	6	0	0	3	83	4	0	0	10	130	10	0	264
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:30-12:30	**0**	**3**	**0**	**10**	**0**	**0**	**22**	**0**	**12**	**0**	**0**	**5**	**84**	**3**	**0**	**0**	**14**	**127**	**13**	**0**	**293**

Peak Hour
Turning Movement Count

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

Intersection: Cokran Rd & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 14, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Centreville Rd Northbound					Longwoods Rd Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	4	0	0	2	1	0	0	0	3	26	0	0	0	10	35	5	0	86
6:45-7:00	0	2	1	3	0	0	1	0	2	0	0	2	18	0	0	0	4	56	1	0	90
7:00-7:15	0	1	1	0	0	0	1	0	1	0	0	3	18	1	0	0	8	37	5	0	76
7:15-7:30	0	0	1	4	0	0	1	1	2	0	0	1	26	0	0	0	4	35	5	0	80
7:30-7:45	0	2	0	8	0	0	2	2	4	0	0	0	33	0	0	0	10	58	2	0	121
7:45-8:00	0	1	0	4	0	0	4	3	3	0	0	1	22	3	0	0	6	60	2	0	109
8:00-8:15	0	2	2	2	0	0	3	2	3	0	0	2	25	1	0	0	8	39	3	0	92
8:15-8:30	0	5	0	4	0	0	2	4	4	0	0	1	36	3	0	0	9	43	2	0	113
8:30-8:45	0	6	3	7	0	0	4	2	3	0	0	1	30	2	0	0	5	41	2	0	106
8:45-9:00	0	4	1	13	0	0	2	4	2	0	0	0	26	1	0	0	8	43	3	0	107
9:00-9:15	0	1	0	4	0	0	1	0	0	0	0	1	26	3	0	0	11	43	5	0	95
9:15-9:30	0	8	0	8	0	0	1	1	2	0	0	0	22	1	0	0	4	26	2	0	75
Hourly Totals																					
6:30-7:30	0	3	3	11	0	0	5	2	5	0	0	9	88	1	0	0	26	163	16	0	332
6:45-7:45	0	5	3	15	0	0	5	3	9	0	0	6	95	1	0	0	26	186	13	0	367
7:00-8:00	0	4	2	16	0	0	8	6	10	0	0	5	99	4	0	0	28	190	14	0	386
7:15-8:15	0	5	3	18	0	0	10	8	12	0	0	4	106	4	0	0	28	192	12	0	402
7:30-8:30	0	10	2	18	0	0	11	11	14	0	0	4	116	7	0	0	33	200	9	0	435
7:45-8:45	0	14	5	17	0	0	13	11	13	0	0	5	113	9	0	0	28	183	9	0	420
8:00-9:00	0	17	6	26	0	0	11	12	12	0	0	4	117	7	0	0	30	166	10	0	418
8:15-9:15	0	16	4	28	0	0	9	10	9	0	0	3	118	9	0	0	33	170	12	0	421
8:30-9:30	0	19	4	32	0	0	8	7	7	0	0	2	104	7	0	0	28	153	12	0	383
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**10**	**2**	**18**	**0**	**0**	**11**	**11**	**14**	**0**	**0**	**4**	**116**	**7**	**0**	**0**	**33**	**200**	**9**	**0**	**435**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Centreville Rd Northbound					Longwoods Rd Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	2	0	14	0	0	0	1	1	0	0	1	74	4	0	0	3	31	0	0	131
4:15-4:30	0	0	1	13	0	0	2	1	1	0	0	0	53	3	0	0	5	32	0	0	111
4:30-4:45	0	0	0	16	0	0	2	3	1	0	0	1	58	4	0	0	4	29	0	0	118
4:45-5:00	0	3	0	13	0	0	5	0	1	0	0	3	43	2	0	0	6	28	0	0	104
5:00-5:15	0	4	0	8	0	0	1	0	2	0	0	1	52	3	0	0	0	33	0	0	104
5:15-5:30	0	1	1	8	0	0	0	1	1	0	0	0	50	2	0	0	4	18	0	0	86
5:30-5:45	0	0	0	4	0	0	2	0	1	0	0	0	41	4	0	0	3	18	0	0	73
5:45-6:00	0	1	0	3	0	0	9	1	1	0	0	0	30	2	0	0	3	13	1	0	64
6:00-6:15	0	1	0	2	0	0	1	1	0	0	0	0	26	2	0	0	1	10	0	0	44
6:15-6:30	0	1	1	7	0	0	1	0	0	0	0	0	27	0	0	0	1	17	1	0	56
6:30-6:45	0	0	0	5	0	0	0	1	3	0	0	0	29	1	0	0	0	24	1	0	64
6:45-7:00	0	1	1	3	0	0	2	1	0	0	0	0	22	1	0	0	0	11	1	0	43
Hourly Totals																					
4:00-5:00	0	5	1	56	0	0	9	5	4	0	0	5	228	13	0	0	18	120	0	0	464
4:15-5:15	0	7	1	50	0	0	10	4	5	0	0	5	206	12	0	0	15	122	0	0	437
4:30-5:30	0	8	1	45	0	0	8	4	5	0	0	5	203	11	0	0	14	108	0	0	412
4:45-5:45	0	8	1	33	0	0	8	1	5	0	0	4	186	11	0	0	13	97	0	0	367
5:00-6:00	0	6	1	23	0	0	12	2	5	0	0	1	173	11	0	0	10	82	1	0	327
5:15-6:15	0	3	1	17	0	0	12	3	3	0	0	0	147	10	0	0	11	59	1	0	267
5:30-6:30	0	3	1	16	0	0	13	2	2	0	0	0	124	8	0	0	8	58	2	0	237
5:45-6:45	0	3	1	17	0	0	11	3	4	0	0	0	112	5	0	0	5	64	3	0	228
6:00-7:00	0	3	2	17	0	0	4	3	3	0	0	0	104	4	0	0	2	62	3	0	207
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**5**	**1**	**56**	**0**	**0**	**9**	**5**	**4**	**0**	**0**	**5**	**228**	**13**	**0**	**0**	**18**	**120**	**0**	**0**	**464**

Peak Hour
Turning Movement Count

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

Intersection: Airport Rd & Centreville Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, April 30, 2025
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	Centerville Rd Northbound					Longwoods Rd Southbound					N/A Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	1	10	12	0	0	5	15	2	0	0	6	19	2	0	0	6	19	11	0	108
10:15-10:30	0	2	3	4	0	0	7	15	10	0	0	4	27	5	0	0	9	39	9	0	134
10:30-10:45	0	3	7	8	0	0	4	9	2	0	0	3	21	3	0	0	11	21	8	0	100
10:45-11:00	0	1	6	8	0	0	7	4	1	0	0	1	28	6	0	0	13	32	5	0	112
11:00-11:15	0	0	5	8	0	0	8	15	5	0	0	0	20	1	0	1	16	35	7	0	121
11:15-11:30	0	2	6	12	0	0	7	9	2	0	0	1	24	1	0	1	13	29	5	0	112
11:30-11:45	0	2	3	9	0	0	5	9	3	0	0	1	21	3	0	2	16	33	6	0	113
11:45-12:00	0	1	2	7	0	0	4	8	0	0	0	2	33	3	0	0	5	36	10	0	111
12:00-12:15	0	3	5	14	0	0	13	26	5	0	0	0	22	1	0	0	14	38	5	0	146
12:15-12:30	0	3	1	5	0	0	1	4	5	0	0	0	29	1	0	1	5	36	5	0	96
12:30-12:45	0	0	5	11	0	0	5	6	2	0	0	0	31	2	0	0	4	33	5	0	104
12:45-1:00	0	1	5	5	0	0	5	5	6	0	0	1	28	3	0	0	8	27	5	0	99
1:00-1:15	0	2	3	12	0	0	3	2	2	0	0	0	16	0	0	0	13	37	1	0	91
1:15-1:30	0	0	3	9	0	0	3	4	2	0	0	0	26	1	0	0	4	33	1	0	86
1:30-1:45	0	0	1	5	0	0	2	1	2	0	0	1	20	1	0	1	4	35	3	0	76
1:45-2:00	0	2	2	8	0	0	4	5	6	0	0	1	22	2	0	0	5	28	6	0	91

Hourly Totals																					
10:00-11:00	0	7	26	32	0	0	23	43	15	0	0	14	95	16	0	6	39	111	33	0	460
10:15-11:15	0	6	21	28	0	0	26	43	18	0	0	8	96	15	0	1	49	127	29	0	467
10:30-11:30	0	6	24	36	0	0	26	37	10	0	0	5	93	11	0	2	53	117	25	0	445
10:45-11:45	0	5	20	37	0	0	27	37	11	0	0	3	93	11	0	4	58	129	23	0	458
11:00-12:00	0	5	16	36	0	0	24	41	10	0	0	4	98	8	0	4	50	133	28	0	457
11:15-12:15	0	8	16	42	0	0	29	52	10	0	0	4	100	8	0	3	48	136	26	0	482
11:30-12:30	0	9	11	35	0	0	23	47	13	0	0	3	105	8	0	3	40	143	26	0	466
11:45-12:45	0	7	13	37	0	0	23	44	12	0	0	2	115	7	0	1	28	143	25	0	457
12:00-1:00	0	7	16	35	0	0	24	41	18	0	0	1	110	7	0	1	31	134	20	0	445
12:15-1:15	0	6	14	33	0	0	14	17	15	0	0	1	104	6	0	1	30	133	16	0	390
12:30-1:30	0	3	16	37	0	0	16	17	12	0	0	1	101	6	0	0	29	130	12	0	380
12:45-1:45	0	3	12	31	0	0	13	12	12	0	0	2	90	5	0	1	29	132	10	0	352
1:00-2:00	0	4	9	34	0	0	12	12	12	0	0	2	84	4	0	1	26	133	11	0	344

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:15-12:15	**0**	**8**	**16**	**42**	**0**	**0**	**29**	**52**	**10**	**0**	**0**	**4**	**100**	**8**	**0**	**3**	**48**	**136**	**26**	**0**	**482**

Peak Hour
Turning Movement Count

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

Intersection: Centerville Rd & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 14, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	US 50 Northbound					US 50 Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	1	7	207	0	0	0	9	217	24	0	0	23	6	7	0	0	48	19	16	0	584
6:45-7:00	1	11	178	1	0	0	12	203	23	0	0	9	5	6	0	0	63	27	16	0	555
7:00-7:15	1	10	223	0	0	0	10	216	19	0	0	12	4	1	0	0	65	21	23	0	605
7:15-7:30	1	7	235	4	0	1	9	256	15	0	0	23	9	1	0	0	75	22	19	0	677
7:30-7:45	0	11	256	2	0	0	7	250	30	0	0	23	17	4	0	0	74	29	24	0	727
7:45-8:00	3	6	215	1	0	0	7	309	32	0	0	15	7	5	0	0	96	29	24	0	749
8:00-8:15	3	9	230	1	1	0	11	262	23	0	0	23	9	3	0	0	74	19	19	0	686
8:15-8:30	3	11	255	1	1	0	10	229	18	0	0	21	12	4	0	0	51	25	14	0	654
8:30-8:45	6	9	248	1	0	0	11	225	26	0	0	28	7	6	0	0	52	13	12	0	644
8:45-9:00	1	9	206	2	0	0	10	234	25	0	0	26	12	5	0	0	85	22	16	0	653
9:00-9:15	4	18	220	3	0	1	7	168	18	0	0	12	11	9	0	0	51	23	15	0	560
9:15-9:30	0	8	269	0	0	0	8	287	14	0	0	13	10	7	0	0	34	9	13	0	672
Hourly Totals																					
6:30-7:30	4	35	843	5	0	1	40	892	81	0	0	67	24	15	0	0	251	89	74	0	2421
6:45-7:45	3	39	892	7	0	1	38	925	87	0	0	67	35	12	0	0	277	99	82	0	2564
7:00-8:00	5	34	929	7	0	1	33	1031	96	0	0	73	37	11	0	0	310	101	90	0	2758
7:15-8:15	7	33	936	8	1	1	34	1077	100	0	0	84	42	13	0	0	319	99	86	0	2840
7:30-8:30	9	37	956	5	2	0	35	1050	103	0	0	82	45	16	0	0	295	102	81	0	2818
7:45-8:45	15	35	948	4	2	0	39	1025	99	0	0	87	35	18	0	0	273	86	69	0	2735
8:00-9:00	13	38	939	5	2	0	42	950	92	0	0	98	40	18	0	0	262	79	61	0	2639
8:15-9:15	14	47	929	7	1	1	38	856	87	0	0	87	42	24	0	0	239	83	57	0	2512
8:30-9:30	11	44	943	6	0	1	36	914	83	0	0	79	40	27	0	0	222	67	56	0	2529
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15	**7**	**33**	**936**	**8**	**1**	**1**	**34**	**1077**	**100**	**0**	**0**	**84**	**42**	**13**	**0**	**0**	**319**	**99**	**86**	**0**	**2840**

Weekday Evening Peak Hour (4 pm - 7 pm)

	US 50 Northbound					US 50 Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	3	5	282	0	0	0	31	229	22	0	0	29	41	18	0	0	45	7	16	0	728
4:15-4:30	5	9	258	3	0	0	30	241	17	0	0	36	31	7	0	0	46	11	19	0	713
4:30-4:45	1	3	283	0	0	0	21	254	22	0	0	40	31	6	0	0	41	8	19	0	729
4:45-5:00	4	6	298	2	0	0	22	262	20	0	0	33	26	4	0	0	39	9	30	0	755
5:00-5:15	1	9	310	4	0	0	27	259	16	0	0	23	28	7	0	0	51	7	15	0	757
5:15-5:30	3	4	269	0	0	0	14	198	15	0	0	28	27	7	0	0	52	5	12	0	634
5:30-5:45	2	4	239	1	0	0	22	195	8	0	0	25	10	10	0	0	29	8	14	0	567
5:45-6:00	1	1	177	0	0	0	12	169	9	0	0	20	14	11	0	0	34	7	6	0	461
6:00-6:15	2	1	206	1	0	0	17	151	3	0	0	15	13	1	0	0	29	7	8	0	454
6:15-6:30	9	1	181	0	0	0	17	153	8	0	0	20	5	7	0	0	27	11	7	0	446
6:30-6:45	1	5	204	1	0	0	12	183	13	0	0	11	17	6	0	0	22	6	9	0	490
6:45-7:00	2	2	154	1	0	0	19	162	6	0	0	16	10	4	0	0	30	4	11	0	421
Hourly Totals																					
4:00-5:00	13	23	1121	5	0	0	104	986	81	0	0	138	129	35	0	0	171	35	84	0	2925
4:15-5:15	11	27	1149	9	0	0	100	1016	75	0	0	132	116	24	0	0	177	35	83	0	2954
4:30-5:30	9	22	1160	6	0	0	84	973	73	0	0	124	112	24	0	0	183	29	76	0	2875
4:45-5:45	10	23	1116	7	0	0	85	914	59	0	0	109	91	28	0	0	171	29	71	0	2713
5:00-6:00	7	18	995	5	0	0	75	821	48	0	0	96	79	35	0	0	166	27	47	0	2419
5:15-6:15	8	10	891	2	0	0	65	713	35	0	0	88	64	29	0	0	144	27	40	0	2116
5:30-6:30	14	7	803	2	0	0	68	668	28	0	0	80	42	29	0	0	119	33	35	0	1928
5:45-6:45	13	8	768	2	0	0	58	656	33	0	0	66	49	25	0	0	112	31	30	0	1851
6:00-7:00	14	9	745	3	0	0	65	649	30	0	0	62	45	18	0	0	108	28	35	0	1811
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:15-5:15	**11**	**27**	**1149**	**9**	**0**	**0**	**100**	**1016**	**75**	**0**	**0**	**132**	**116**	**24**	**0**	**0**	**177**	**35**	**83**	**0**	**2954**

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 & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Wednesday, April 30, 2025
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	US 50 Northbound					US 50 Southbound					Airport Rd Eastbound					Airport Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	4	11	239	4	0	1	7	406	12	0	0	21	8	4	0	0	35	14	7	0	773
10:15-10:30	3	11	345	0	0	1	13	368	28	0	0	23	9	6	0	0	37	19	17	0	880
10:30-10:45	2	9	256	3	0	1	9	340	12	0	0	19	10	7	0	0	35	16	13	0	732
10:45-11:00	1	14	313	1	0	2	5	436	27	0	0	20	16	7	0	0	43	10	21	0	916
11:00-11:15	2	9	330	1	0	0	15	401	35	0	0	14	15	9	0	0	40	9	4	0	884
11:15-11:30	3	13	334	1	0	1	25	389	26	0	0	18	19	9	0	0	48	9	13	0	908
11:30-11:45	4	11	313	1	0	4	25	316	26	0	0	15	12	8	0	0	40	15	12	0	802
11:45-12:00	5	10	310	2	0	1	17	417	29	0	0	20	13	12	0	0	41	13	13	0	903
12:00-12:15	2	9	394	2	0	1	16	351	34	0	0	20	17	9	0	0	33	13	15	0	916
12:15-12:30	3	13	341	3	0	1	21	334	23	0	0	22	12	8	0	0	35	11	10	0	837
12:30-12:45	3	7	314	1	0	1	12	354	23	0	0	21	18	9	0	0	52	12	15	0	842
12:45-1:00	4	5	249	2	0	1	9	425	25	0	0	19	11	6	0	0	36	10	13	0	815
1:00-1:15	2	6	311	0	0	1	14	325	35	0	0	15	14	4	0	0	31	12	10	1	780
1:15-1:30	0	5	303	2	0	0	5	334	29	0	0	16	12	2	0	0	34	4	6	0	752
1:30-1:45	3	4	297	2	0	2	17	361	29	0	0	12	9	4	0	0	27	8	14	0	789
1:45-2:00	7	6	323	2	0	0	16	362	18	0	0	20	13	4	0	0	41	16	10	0	838

Hourly Totals																					
10:00-11:00	10	45	1153	8	0	5	34	1550	79	0	0	83	43	24	0	0	150	59	58	0	3301
10:15-11:15	8	43	1244	5	0	4	42	1545	102	0	0	76	50	29	0	0	155	54	55	0	3412
10:30-11:30	8	45	1233	6	0	4	54	1566	100	0	0	71	60	32	0	0	166	44	51	0	3440
10:45-11:45	10	47	1290	4	0	7	70	1542	114	0	0	67	62	33	0	0	171	43	50	0	3510
11:00-12:00	14	43	1287	5	0	6	82	1523	116	0	0	67	59	38	0	0	169	46	42	0	3497
11:15-12:15	14	43	1351	6	0	7	83	1473	115	0	0	73	61	38	0	0	162	50	53	0	3529
11:30-12:30	14	43	1358	8	0	7	79	1418	112	0	0	77	54	37	0	0	149	52	50	0	3458
11:45-12:45	13	39	1359	8	0	4	66	1456	109	0	0	83	60	38	0	0	161	49	53	0	3498
12:00-1:00	12	34	1298	8	0	4	58	1464	105	0	0	82	58	32	0	0	156	46	53	0	3410
12:15-1:15	12	31	1215	6	0	4	56	1438	106	0	0	77	55	27	0	0	154	45	48	1	3275
12:30-1:30	9	23	1177	5	0	3	40	1438	112	0	0	71	55	21	0	0	153	38	44	1	3190
12:45-1:45	9	20	1160	6	0	4	45	1445	118	0	0	62	46	16	0	0	128	34	43	1	3137
1:00-2:00	12	21	1234	6	0	3	52	1382	111	0	0	63	48	14	0	0	133	40	40	1	3160

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:15-12:15	**14**	**43**	**1351**	**6**	**0**	**7**	**83**	**1473**	**115**	**0**	**0**	**73**	**61**	**38**	**0**	**0**	**162**	**50**	**53**	**0**	**3529**

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 & Airport Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 14, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	N/A Northbound					Goldsborough Neck Rd Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	0	0	0	7	0	15	0	0	9	7	0	0	0	0	9	2	0	49
6:45-7:00	0	0	0	0	0	0	7	0	10	0	0	6	6	0	0	0	0	12	9	0	50
7:00-7:15	0	0	0	0	0	0	10	0	15	0	0	7	7	0	0	0	0	11	6	0	56
7:15-7:30	0	0	0	0	0	0	10	0	21	0	0	18	13	0	0	0	0	8	11	0	81
7:30-7:45	0	0	0	0	0	0	13	0	23	0	0	11	6	0	0	0	0	12	10	0	75
7:45-8:00	0	0	0	0	0	0	7	0	17	0	0	12	16	0	0	0	0	30	17	0	99
8:00-8:15	0	0	0	0	0	0	15	0	16	0	0	10	7	0	0	0	0	19	4	0	71
8:15-8:30	0	0	0	0	0	0	9	0	25	0	0	10	13	0	0	0	0	14	5	0	76
8:30-8:45	0	0	0	0	0	0	12	0	21	0	0	14	19	0	0	0	0	11	16	0	93
8:45-9:00	0	0	0	0	0	0	12	0	19	0	0	17	17	0	0	0	0	12	14	0	91
9:00-9:15	0	0	0	0	0	0	12	0	20	0	0	16	17	0	0	0	0	16	11	0	92
9:15-9:30	0	0	0	0	0	0	11	0	13	0	0	22	22	0	0	0	0	10	8	0	86
Hourly Totals																					
6:30-7:30	0	0	0	0	0	0	34	0	61	0	0	40	33	0	0	0	0	40	28	0	236
6:45-7:45	0	0	0	0	0	0	40	0	69	0	0	42	32	0	0	0	0	43	36	0	262
7:00-8:00	0	0	0	0	0	0	40	0	76	0	0	48	42	0	0	0	0	61	44	0	311
7:15-8:15	0	0	0	0	0	0	45	0	77	0	0	51	42	0	0	0	0	69	42	0	326
7:30-8:30	0	0	0	0	0	0	44	0	81	0	0	43	42	0	0	0	0	75	36	0	321
7:45-8:45	0	0	0	0	0	0	43	0	79	0	0	46	55	0	0	0	0	74	42	0	339
8:00-9:00	0	0	0	0	0	0	48	0	81	0	0	51	56	0	0	0	0	56	39	0	331
8:15-9:15	0	0	0	0	0	0	45	0	85	0	0	57	66	0	0	0	0	53	46	0	352
8:30-9:30	0	0	0	0	0	0	47	0	73	0	0	69	75	0	0	0	0	49	49	0	362

AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
8:30-9:30	**0**	**0**	**0**	**0**	**0**	**0**	**47**	**0**	**73**	**0**	**0**	**69**	**75**	**0**	**0**	**0**	**0**	**49**	**49**	**0**	**362**

Weekday Evening Peak Hour (4 pm - 7 pm)

	N/A Northbound					Goldsborough Neck Rd Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	0	0	0	0	20	0	27	0	0	25	14	0	0	0	0	20	26	0	132
4:15-4:30	0	0	0	0	0	0	22	0	23	0	0	31	18	0	0	0	0	19	16	0	129
4:30-4:45	0	0	0	0	0	0	13	0	31	0	0	29	13	0	0	0	0	16	22	0	124
4:45-5:00	0	0	0	0	0	0	19	0	32	0	0	16	8	0	0	0	0	19	21	0	115
5:00-5:15	0	0	0	0	0	0	13	0	23	0	0	16	17	0	0	0	0	13	17	0	99
5:15-5:30	0	0	0	0	0	0	24	0	32	0	0	16	14	0	0	0	0	23	14	0	123
5:30-5:45	0	0	0	0	0	0	7	0	23	0	0	15	11	0	0	0	0	14	14	0	84
5:45-6:00	0	0	0	0	0	0	14	0	27	0	0	11	7	0	0	0	0	14	13	0	86
6:00-6:15	0	0	0	0	0	0	7	0	21	0	0	10	8	0	0	0	0	10	22	0	78
6:15-6:30	0	0	0	0	0	0	17	0	29	0	0	10	6	0	0	0	0	13	10	0	85
6:30-6:45	0	0	0	0	0	0	5	0	19	0	0	12	5	0	0	0	0	8	12	0	61
6:45-7:00	0	0	0	0	0	0	5	0	14	0	0	6	4	0	0	0	0	8	1	0	38
Hourly Totals																					
4:00-5:00	0	0	0	0	0	0	74	0	113	0	0	101	53	0	0	0	0	74	85	0	500
4:15-5:15	0	0	0	0	0	0	67	0	109	0	0	92	56	0	0	0	0	67	76	0	467
4:30-5:30	0	0	0	0	0	0	69	0	118	0	0	77	52	0	0	0	0	71	74	0	461
4:45-5:45	0	0	0	0	0	0	63	0	110	0	0	63	50	0	0	0	0	69	66	0	421
5:00-6:00	0	0	0	0	0	0	58	0	105	0	0	58	49	0	0	0	0	64	58	0	392
5:15-6:15	0	0	0	0	0	0	52	0	103	0	0	52	40	0	0	0	0	61	63	0	371
5:30-6:30	0	0	0	0	0	0	45	0	100	0	0	46	32	0	0	0	0	51	59	0	333
5:45-6:45	0	0	0	0	0	0	43	0	96	0	0	43	26	0	0	0	0	45	57	0	310
6:00-7:00	0	0	0	0	0	0	34	0	83	0	0	38	23	0	0	0	0	39	45	0	262

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	**0**	**0**	**0**	**0**	**0**	**0**	**74**	**0**	**113**	**0**	**0**	**101**	**53**	**0**	**0**	**0**	**0**	**74**	**85**	**0**	**500**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Glebe Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Friday, September 13, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	N/A Northbound					Goldsborough Neck Rd Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	0	0	0	0	0	12	0	18	0	0	20	18	0	0	0	0	16	9	0	93
10:15-10:30	0	0	0	0	0	0	13	0	28	0	0	23	15	0	0	0	0	22	20	0	121
10:30-10:45	0	0	0	0	0	0	16	0	12	0	0	21	7	0	0	0	0	15	19	0	90
10:45-11:00	0	0	0	0	0	0	16	0	24	0	0	22	14	0	0	0	0	12	18	0	106
11:00-11:15	0	0	0	0	0	0	16	0	26	0	0	10	14	0	0	0	0	16	25	0	107
11:15-11:30	0	0	0	0	0	0	16	0	24	0	0	19	7	0	0	0	0	24	13	0	103
11:30-11:45	0	0	0	0	0	0	15	0	26	0	0	27	12	0	0	0	0	15	16	0	111
11:45-12:00	0	0	0	0	0	0	19	0	29	0	0	18	18	0	0	0	0	22	10	0	116
12:00-12:15	0	0	0	0	0	0	19	0	24	0	0	12	6	0	0	1	0	19	13	0	94
12:15-12:30	0	0	0	0	0	0	14	0	42	0	0	18	9	0	0	0	0	22	19	0	124
12:30-12:45	0	0	0	0	0	0	16	0	25	0	0	11	9	0	0	0	0	17	13	0	91
12:45-1:00	0	0	0	0	0	0	20	0	31	0	0	20	19	0	0	0	0	14	20	0	124
1:00-1:15	0	0	0	0	0	0	13	0	29	0	0	15	12	0	0	0	0	20	14	0	103
1:15-1:30	0	0	0	0	0	0	9	0	36	0	0	20	7	0	0	0	0	22	21	0	115
1:30-1:45	0	0	0	0	0	0	13	0	34	0	0	23	12	0	0	0	0	15	16	0	113
1:45-2:00	0	0	0	0	0	0	7	0	25	0	0	14	8	0	0	0	0	23	21	0	98

Hourly Totals																					
10:00-11:00	0	0	0	0	0	0	57	0	82	0	0	86	54	0	0	1	0	65	66	0	411
10:15-11:15	0	0	0	0	0	0	61	0	90	0	0	76	50	0	0	0	0	65	82	0	424
10:30-11:30	0	0	0	0	0	0	64	0	86	0	0	72	42	0	0	0	0	67	75	0	406
10:45-11:45	0	0	0	0	0	0	63	0	100	0	0	78	47	0	0	0	0	67	72	0	427
11:00-12:00	0	0	0	0	0	0	66	0	105	0	0	74	51	0	0	0	0	77	64	0	437
11:15-12:15	0	0	0	0	0	0	69	0	103	0	0	76	43	0	0	1	0	80	52	0	424
11:30-12:30	0	0	0	0	0	0	67	0	121	0	0	75	45	0	0	1	0	78	58	0	445
11:45-12:45	0	0	0	0	0	0	68	0	120	0	0	59	42	0	0	1	0	80	55	0	425
12:00-1:00	0	0	0	0	0	0	69	0	122	0	0	61	43	0	0	1	0	72	65	0	433
12:15-1:15	0	0	0	0	0	0	63	0	127	0	0	64	49	0	0	0	0	73	66	0	442
12:30-1:30	0	0	0	0	0	0	58	0	121	0	0	66	47	0	0	0	0	73	68	0	433
12:45-1:45	0	0	0	0	0	0	55	0	130	0	0	78	50	0	0	0	0	71	71	0	455
1:00-2:00	0	0	0	0	0	0	42	0	124	0	0	72	39	0	0	0	0	80	72	0	429

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
12:45-1:45	**0**	**0**	**0**	**0**	**0**	**0**	**55**	**0**	**130**	**0**	**0**	**78**	**50**	**0**	**0**	**0**	**0**	**71**	**71**	**0**	**455**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Glebe Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 14, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	MD 322 Northbound					MD 322 Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	3	40	0	0	0	10	63	25	0	0	13	11	4	0	0	1	16	10	0	196
6:45-7:00	0	7	54	2	0	0	13	82	42	0	0	6	12	7	0	0	5	26	8	0	264
7:00-7:15	0	10	56	2	0	0	17	99	38	0	0	19	11	15	0	0	4	24	11	0	306
7:15-7:30	0	19	57	4	0	0	23	120	49	0	0	23	21	7	0	0	4	23	15	0	365
7:30-7:45	0	15	66	8	0	0	19	137	47	0	0	20	21	16	0	0	10	28	10	0	397
7:45-8:00	0	23	90	6	1	0	28	146	69	0	0	20	42	14	0	0	5	49	11	0	503
8:00-8:15	0	12	71	7	0	0	23	133	53	0	0	26	26	14	0	0	8	53	18	0	444
8:15-8:30	0	9	85	6	0	0	23	118	65	0	0	27	28	4	0	0	4	31	24	0	424
8:30-8:45	0	13	72	9	0	0	13	118	34	0	0	34	17	17	0	0	4	31	15	0	377
8:45-9:00	0	16	61	15	0	0	30	106	46	0	0	17	31	10	0	0	9	30	11	0	382
9:00-9:15	0	14	62	12	1	0	31	109	38	0	0	35	21	13	0	0	10	22	18	0	385
9:15-9:30	0	12	76	11	0	0	27	94	34	0	0	27	30	9	0	0	10	31	16	0	377
Hourly Totals																					
6:30-7:30	0	39	207	8	0	0	63	364	154	0	0	61	55	33	0	0	14	89	44	0	1131
6:45-7:45	0	51	233	16	0	0	72	438	176	0	0	68	65	45	0	0	23	101	44	0	1332
7:00-8:00	0	67	269	20	1	0	87	502	203	0	0	82	95	52	0	0	23	124	47	0	1572
7:15-8:15	0	69	284	25	1	0	93	536	218	0	0	89	110	51	0	0	27	153	54	0	1710
7:30-8:30	0	59	312	27	1	0	93	534	234	0	0	93	117	48	0	0	27	161	63	0	1769
7:45-8:45	0	57	318	28	1	0	87	515	221	0	0	107	113	49	0	0	21	164	68	0	1749
8:00-9:00	0	50	289	37	0	0	89	475	198	0	0	104	102	45	0	0	25	145	68	0	1627
8:15-9:15	0	52	280	42	1	0	97	451	183	0	0	113	97	44	0	0	27	114	68	0	1569
8:30-9:30	0	55	271	47	1	0	101	427	152	0	0	113	99	49	0	0	33	114	60	0	1522
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:30-8:30	**0**	**59**	**312**	**27**	**1**	**0**	**93**	**534**	**234**	**0**	**0**	**93**	**117**	**48**	**0**	**0**	**27**	**161**	**63**	**0**	**1769**

Weekday Evening Peak Hour (4 pm - 7 pm)

	MD 322 Northbound					MD 322 Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	16	97	15	0	0	33	145	34	0	0	46	44	26	0	0	10	34	33	0	533
4:15-4:30	0	8	116	15	0	0	30	137	46	0	0	47	36	11	0	0	6	22	28	0	502
4:30-4:45	0	5	89	16	0	0	33	141	28	0	0	39	49	20	0	0	7	33	38	0	498
4:45-5:00	0	15	99	5	0	0	38	164	45	0	0	29	41	17	0	0	5	28	26	0	512
5:00-5:15	0	9	86	23	0	0	32	126	24	0	0	45	39	29	0	0	8	28	35	0	484
5:15-5:30	0	11	95	10	0	0	49	156	32	0	0	26	24	13	0	0	9	18	25	0	468
5:30-5:45	0	2	59	12	0	0	30	126	32	0	0	36	32	6	0	0	6	20	28	0	389
5:45-6:00	0	8	99	3	0	0	37	131	33	0	0	18	15	12	0	0	5	23	30	0	414
6:00-6:15	0	6	76	4	0	0	21	119	29	0	0	20	28	11	0	0	13	20	19	0	366
6:15-6:30	0	7	74	9	0	0	29	129	34	0	0	15	24	9	0	0	4	12	26	0	372
6:30-6:45	0	6	63	4	0	0	30	98	18	0	0	23	16	5	0	0	3	10	18	0	294
6:45-7:00	0	6	62	6	0	0	20	92	16	0	0	17	15	7	0	0	3	9	14	0	267
Hourly Totals																					
4:00-5:00	0	44	401	51	0	0	134	587	153	0	0	161	170	74	0	0	28	117	125	0	2045
4:15-5:15	0	37	390	59	0	0	133	568	143	0	0	160	165	77	0	0	26	111	127	0	1996
4:30-5:30	0	40	369	54	0	0	152	587	129	0	0	139	153	79	0	0	29	107	124	0	1962
4:45-5:45	0	37	339	50	0	0	149	572	133	0	0	136	136	65	0	0	28	94	114	0	1853
5:00-6:00	0	30	339	48	0	0	148	539	121	0	0	125	110	60	0	0	28	89	118	0	1755
5:15-6:15	0	27	329	29	0	0	137	532	126	0	0	100	99	42	0	0	33	81	102	0	1637
5:30-6:30	0	23	308	28	0	0	117	505	128	0	0	89	99	38	0	0	28	75	103	0	1541
5:45-6:45	0	27	312	20	0	0	117	477	114	0	0	76	83	37	0	0	25	65	93	0	1446
6:00-7:00	0	25	275	23	0	0	100	438	97	0	0	75	83	32	0	0	23	51	77	0	1299
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**44**	**401**	**51**	**0**	**0**	**134**	**587**	**153**	**0**	**0**	**161**	**170**	**74**	**0**	**0**	**28**	**117**	**125**	**0**	**2045**

Peak Hour
Turning Movement Count

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

Intersection: MD 322 & Glebe Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Friday, September 20, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	MD 322 Northbound					MD 322 Southbound					Glebe Rd Eastbound					Glebe Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	9	72	4	0	0	38	100	27	0	0	25	16	8	0	0	4	20	18	0	341
10:15-10:30	0	4	79	13	0	0	29	110	17	0	0	18	16	9	0	0	3	29	30	0	357
10:30-10:45	0	10	70	9	0	0	32	94	29	0	0	24	29	3	0	0	7	23	41	0	371
10:45-11:00	0	12	70	11	0	0	54	116	31	0	0	18	31	6	0	0	7	31	32	0	419
11:00-11:15	0	4	76	8	0	0	26	127	21	0	0	21	27	7	0	0	6	23	35	0	381
11:15-11:30	0	9	74	15	0	0	48	124	35	0	0	20	24	9	0	0	7	36	29	0	430
11:30-11:45	0	6	72	12	0	0	38	117	28	0	0	28	25	11	0	0	13	34	30	0	414
11:45-12:00	0	9	105	10	0	0	31	119	30	0	0	28	32	8	0	0	8	28	28	0	436
12:00-12:15	0	9	87	9	1	0	50	130	43	0	0	20	37	19	0	0	10	29	31	0	474
12:15-12:30	0	4	73	20	1	0	36	113	34	0	0	32	22	10	0	0	12	20	29	0	405
12:30-12:45	0	3	66	21	0	0	38	129	28	0	0	24	28	4	0	0	9	31	33	0	414
12:45-1:00	0	7	102	19	0	0	30	98	27	0	0	28	33	12	0	0	12	23	39	0	430
1:00-1:15	0	7	83	17	0	0	32	93	23	0	0	21	32	10	0	0	5	26	26	0	375
1:15-1:30	0	5	76	7	0	0	33	85	21	0	0	28	23	7	0	0	13	29	26	0	353
1:30-1:45	0	3	83	17	0	0	28	113	22	0	0	23	24	12	0	0	9	36	38	0	408
1:45-2:00	0	7	107	14	0	0	40	115	27	0	0	25	24	3	0	0	11	26	28	0	427

Hourly Totals																					
10:00-11:00	0	35	291	37	0	0	153	420	104	0	0	85	92	26	0	0	21	103	121	0	1488
10:15-11:15	0	30	295	41	0	0	141	447	98	0	0	81	103	25	0	0	23	106	138	0	1528
10:30-11:30	0	35	290	43	0	0	160	461	116	0	0	83	111	25	0	0	27	113	137	0	1601
10:45-11:45	0	31	292	46	0	0	166	484	115	0	0	87	107	33	0	0	33	124	126	0	1644
11:00-12:00	0	28	327	45	0	0	143	487	114	0	0	97	108	35	0	0	34	121	122	0	1661
11:15-12:15	0	33	338	46	1	0	167	490	136	0	0	96	118	47	0	0	38	127	118	0	1755
11:30-12:30	0	28	337	51	2	0	155	479	135	0	0	108	116	48	0	0	43	111	118	0	1731
11:45-12:45	0	25	331	60	2	0	155	491	135	0	0	104	119	41	0	0	39	108	121	0	1731
12:00-1:00	0	23	328	69	2	0	154	470	132	0	0	104	120	45	0	0	43	103	132	0	1725
12:15-1:15	0	21	324	77	1	0	136	433	112	0	0	105	115	36	0	0	38	100	127	0	1625
12:30-1:30	0	22	327	64	0	0	133	405	99	0	0	101	116	33	0	0	39	109	124	0	1572
12:45-1:45	0	22	344	60	0	0	123	389	93	0	0	100	112	41	0	0	39	114	129	0	1566
1:00-2:00	0	22	349	55	0	0	133	406	93	0	0	97	103	32	0	0	38	117	118	0	1563
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:15-12:15	**0**	**33**	**338**	**46**	**1**	**0**	**167**	**490**	**136**	**0**	**0**	**96**	**118**	**47**	**0**	**0**	**38**	**127**	**118**	**0**	**1755**

Peak Hour
Turning Movement Count

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

Intersection: MD 322 & Glebe Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, September 21, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Longwoods Rd Northbound					Longwoods Rd Southbound					Hailem School Rd Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	0	0	0	0	2	3	0	0	3	0	1	0	0	0	0	0	0	9
6:45-7:00	0	1	1	0	0	0	0	4	5	0	0	4	0	0	0	0	0	0	0	0	15
7:00-7:15	0	1	2	0	0	0	0	1	5	0	0	5	0	0	0	0	0	0	0	0	14
7:15-7:30	0	1	1	0	0	0	0	0	6	0	0	2	0	0	0	0	0	0	0	0	10
7:30-7:45	0	1	1	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	10
7:45-8:00	0	1	0	0	0	0	0	3	7	0	0	5	0	0	0	0	0	0	0	0	16
8:00-8:15	0	1	0	0	0	0	0	2	7	0	0	6	0	0	0	0	0	0	0	0	16
8:15-8:30	0	1	1	0	0	0	0	4	7	0	0	7	0	0	0	0	0	0	0	0	20
8:30-8:45	0	0	0	0	0	0	0	1	11	0	0	3	0	3	0	0	0	0	0	0	18
8:45-9:00	0	0	1	0	0	0	0	4	5	0	0	1	0	2	0	0	0	0	0	0	13
9:00-9:15	0	0	0	0	0	0	0	2	6	0	0	4	0	2	0	0	0	0	0	0	14
9:15-9:30	0	1	0	0	0	1	0	2	6	0	0	6	0	1	0	0	0	0	0	0	17
Hourly Totals																					
6:30-7:30	0	3	4	0	0	0	0	7	19	0	0	14	0	1	0	0	0	0	0	0	48
6:45-7:45	0	4	5	0	0	0	0	6	19	0	0	15	0	0	0	0	0	0	0	0	49
7:00-8:00	0	4	4	0	0	0	0	5	21	0	0	16	0	0	0	0	0	0	0	0	50
7:15-8:15	0	4	2	0	0	0	0	6	23	0	0	17	0	0	0	0	0	0	0	0	52
7:30-8:30	0	4	2	0	0	0	0	10	24	0	0	22	0	0	0	0	0	0	0	0	62
7:45-8:45	0	3	1	0	0	0	0	10	32	0	0	21	0	3	0	0	0	0	0	0	70
8:00-9:00	0	2	2	0	0	0	0	11	30	0	0	17	0	5	0	0	0	0	0	0	67
8:15-9:15	0	1	2	0	0	0	0	11	29	0	0	15	0	7	0	0	0	0	0	0	65
8:30-9:30	0	1	1	0	0	1	0	9	28	0	0	14	0	8	0	0	0	0	0	0	62
AM Peak Hour	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
	U-Turn	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:45-8:45	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**10**	**32**	**0**	**0**	**21**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**70**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Longwoods Rd Northbound					Longwoods Rd Southbound					Hailem School Rd Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	3	0	0	0	0	2	3	0	0	4	0	3	0	0	0	0	0	0	15
4:15-4:30	0	1	1	0	0	0	0	3	4	0	0	8	0	3	0	0	0	0	0	0	20
4:30-4:45	0	2	0	0	0	0	0	5	4	0	0	7	0	4	0	0	0	0	0	0	22
4:45-5:00	0	0	0	0	0	0	0	4	3	0	0	5	0	3	0	0	0	0	0	0	15
5:00-5:15	0	2	2	0	0	0	0	0	5	0	0	11	0	0	0	0	0	0	0	0	20
5:15-5:30	0	0	0	0	0	0	0	2	5	0	0	7	0	1	0	0	0	0	0	0	15
5:30-5:45	0	2	3	0	0	0	0	2	6	0	0	9	0	0	0	0	0	0	0	0	22
5:45-6:00	0	1	0	0	0	0	0	1	8	0	0	2	0	0	0	0	0	0	0	0	12
6:00-6:15	0	0	1	0	0	0	0	2	7	0	0	6	0	1	0	0	0	0	0	0	17
6:15-6:30	0	1	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	9
6:30-6:45	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	0	5
6:45-7:00	0	1	1	0	0	0	0	0	2	0	0	3	0	1	0	0	0	0	0	0	8
Hourly Totals																					
4:00-5:00	0	3	4	0	0	0	0	14	14	0	0	24	0	13	0	0	0	0	0	0	72
4:15-5:15	0	5	3	0	0	0	0	12	16	0	0	31	0	10	0	0	0	0	0	0	77
4:30-5:30	0	4	2	0	0	0	0	11	17	0	0	30	0	8	0	0	0	0	0	0	72
4:45-5:45	0	4	5	0	0	0	0	8	19	0	0	32	0	4	0	0	0	0	0	0	72
5:00-6:00	0	5	5	0	0	0	0	5	24	0	0	29	0	1	0	0	0	0	0	0	69
5:15-6:15	0	3	4	0	0	0	0	7	26	0	0	24	0	2	0	0	0	0	0	0	66
5:30-6:30	0	4	4	0	0	0	0	6	24	0	0	21	0	1	0	0	0	0	0	0	60
5:45-6:45	0	2	2	0	0	0	0	4	18	0	0	15	0	2	0	0	0	0	0	0	43
6:00-7:00	0	2	3	0	0	0	0	3	12	0	0	16	0	3	0	0	0	0	0	0	39
PM Peak Hour	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
	U-Turn	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:15-5:15	**0**	**5**	**3**	**0**	**0**	**0**	**0**	**12**	**16**	**0**	**0**	**31**	**0**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**77**

Peak Hour
Turning Movement Count

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

Intersection: Longwoods Rd & Hailem School Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Friday, December 6, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	Longwoods Rd Northbound					Longwoods Rd Southbound					Hailem School Rd Eastbound					N/A Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	3	1	0	0	0	0	3	5	0	0	7	0	1	0	0	0	0	0	0	20
10:15-10:30	0	1	0	0	0	0	0	1	6	0	0	4	0	1	0	0	0	0	0	0	13
10:30-10:45	0	3	0	0	0	0	0	1	4	0	0	6	0	1	0	0	0	0	0	0	15
10:45-11:00	0	2	1	0	0	0	0	4	7	0	0	6	0	2	0	0	0	0	0	0	22
11:00-11:15	0	1	4	0	0	0	0	1	5	0	0	8	0	1	0	0	0	0	0	0	20
11:15-11:30	0	0	1	0	0	0	0	2	3	0	0	5	0	1	0	0	0	0	0	0	12
11:30-11:45	0	0	1	0	0	0	0	7	4	0	0	10	0	5	0	0	0	0	0	0	27
11:45-12:00	0	3	0	0	0	0	0	3	9	0	0	6	0	3	0	0	0	0	0	0	24
12:00-12:15	0	2	1	0	0	0	0	2	7	0	0	8	0	1	0	0	0	0	0	0	21
12:15-12:30	0	5	4	0	0	0	0	2	5	0	0	9	0	0	0	0	0	0	0	0	25
12:30-12:45	0	3	2	0	0	0	0	6	4	0	0	5	0	3	0	0	0	0	0	0	23
12:45-1:00	0	1	1	0	0	0	0	3	7	0	0	8	0	0	0	0	0	0	0	0	20
1:00-1:15	0	1	1	0	0	0	0	4	5	0	0	7	0	1	0	0	0	0	0	0	19
1:15-1:30	0	0	0	0	0	0	0	2	5	0	0	5	0	1	0	0	0	0	0	0	13
1:30-1:45	0	1	0	0	0	0	0	0	3	0	0	10	0	1	0	0	0	0	0	0	15
1:45-2:00	0	0	5	0	0	0	0	4	2	0	0	7	0	1	0	0	0	0	0	0	19

Hourly Totals																					
10:00-11:00	0	9	2	0	0	0	0	9	22	0	0	23	0	5	0	0	0	0	0	0	70
10:15-11:15	0	7	5	0	0	0	0	7	22	0	0	24	0	5	0	0	0	0	0	0	70
10:30-11:30	0	6	6	0	0	0	0	8	19	0	0	25	0	5	0	0	0	0	0	0	69
10:45-11:45	0	3	7	0	0	0	0	14	19	0	0	29	0	9	0	0	0	0	0	0	81
11:00-12:00	0	4	6	0	0	0	0	13	21	0	0	29	0	10	0	0	0	0	0	0	83
11:15-12:15	0	5	3	0	0	0	0	14	23	0	0	29	0	10	0	0	0	0	0	0	84
11:30-12:30	0	10	6	0	0	0	0	14	25	0	0	33	0	9	0	0	0	0	0	0	97
11:45-12:45	0	13	7	0	0	0	0	13	25	0	0	28	0	7	0	0	0	0	0	0	93
12:00-1:00	0	11	8	0	0	0	0	13	23	0	0	30	0	4	0	0	0	0	0	0	89
12:15-1:15	0	10	8	0	0	0	0	15	21	0	0	29	0	4	0	0	0	0	0	0	87
12:30-1:30	0	5	4	0	0	0	0	15	21	0	0	25	0	5	0	0	0	0	0	0	75
12:45-1:45	0	3	2	0	0	0	0	9	20	0	0	30	0	3	0	0	0	0	0	0	67
1:00-2:00	0	2	6	0	0	0	0	10	15	0	0	29	0	4	0	0	0	0	0	0	66

PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:30-12:30	**0**	**10**	**6**	**0**	**0**	**0**	**0**	**14**	**25**	**0**	**0**	**33**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**97**

Peak Hour
Turning Movement Count

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

Intersection: Longwoods Rd & Hailem School Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, December 7, 2024
County: Talbot County

Weekday Morning Peak Hour (6:30 am - 9:30 am)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Hailem School Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
6:30-6:45	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	5	0	0	0	11
6:45-7:00	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	5	0	0	0	11
7:00-7:15	0	0	1	3	0	0	1	7	0	0	0	0	0	0	0	0	2	0	0	0	14
7:15-7:30	0	0	2	2	0	0	0	7	0	0	0	0	0	0	0	0	6	0	0	0	17
7:30-7:45	0	0	4	2	0	0	0	1	0	0	0	0	0	0	0	0	4	0	0	0	11
7:45-8:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	13
8:00-8:15	0	0	1	2	0	0	1	6	0	0	0	0	0	0	0	0	12	0	0	0	22
8:15-8:30	0	0	4	4	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	15
8:30-8:45	0	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0	4	0	0	0	10
8:45-9:00	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	11
9:00-9:15	0	0	6	5	0	0	1	0	0	0	0	0	0	0	0	0	4	0	1	0	17
9:15-9:30	0	0	1	4	0	0	0	1	0	0	0	0	0	0	0	0	3	0	1	0	10
Hourly Totals																					
6:30-7:30	0	0	3	11	0	0	2	19	0	0	0	0	0	0	0	0	18	0	0	0	53
6:45-7:45	0	0	7	11	0	0	1	17	0	0	0	0	0	0	0	0	17	0	0	0	53
7:00-8:00	0	0	10	10	0	0	1	15	0	0	0	0	0	0	0	0	19	0	0	0	55
7:15-8:15	0	0	10	9	0	0	1	14	0	0	0	0	0	0	0	0	29	0	0	0	63
7:30-8:30	0	0	12	11	0	0	1	11	0	0	0	0	0	0	0	0	26	0	0	0	61
7:45-8:45	0	0	9	10	0	0	1	14	0	0	0	0	0	0	0	0	26	0	0	0	60
8:00-9:00	0	0	6	11	0	0	1	18	0	0	0	0	0	0	0	0	22	0	0	0	58
8:15-9:15	0	0	11	14	0	0	1	12	0	0	0	0	0	0	0	0	14	0	1	0	53
8:30-9:30	0	0	8	14	0	0	1	9	0	0	0	0	0	0	0	0	14	0	2	0	48
AM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
7:15-8:15	**0**	**0**	**10**	**9**	**0**	**0**	**1**	**14**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**0**	**0**	**63**

Weekday Evening Peak Hour (4 pm - 7 pm)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Hailem School Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-4:15	0	0	5	12	0	0	1	2	0	0	0	0	0	0	0	0	5	0	1	0	26
4:15-4:30	0	0	5	7	0	0	0	3	0	0	0	0	0	0	0	0	4	0	0	0	19
4:30-4:45	0	0	1	10	0	0	0	2	0	0	0	0	0	0	0	0	7	0	0	0	20
4:45-5:00	0	0	5	13	0	0	0	3	0	0	0	0	0	0	0	0	4	0	1	0	26
5:00-5:15	0	0	7	7	0	0	0	2	0	0	0	0	0	0	0	0	5	0	1	0	22
5:15-5:30	0	0	3	3	0	0	0	2	0	0	0	0	0	0	0	0	3	0	0	0	11
5:30-5:45	0	0	3	6	0	0	1	4	0	0	0	0	0	0	0	0	9	0	0	0	23
5:45-6:00	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	9	0	0	0	18
6:00-6:15	0	0	4	3	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	13
6:15-6:30	0	0	1	10	0	0	1	8	0	0	0	0	0	0	0	0	3	0	3	0	26
6:30-6:45	0	0	3	1	0	0	1	5	0	0	0	0	0	0	0	0	3	0	0	0	13
6:45-7:00	0	0	2	2	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	9
Hourly Totals																					
4:00-5:00	0	0	16	42	0	0	1	10	0	0	0	0	0	0	0	0	20	0	2	0	91
4:15-5:15	0	0	18	37	0	0	0	10	0	0	0	0	0	0	0	0	20	0	2	0	87
4:30-5:30	0	0	16	33	0	0	0	9	0	0	0	0	0	0	0	0	19	0	2	0	79
4:45-5:45	0	0	18	29	0	0	1	11	0	0	0	0	0	0	0	0	21	0	2	0	82
5:00-6:00	0	0	16	19	0	0	1	11	0	0	0	0	0	0	0	0	26	0	1	0	74
5:15-6:15	0	0	13	15	0	0	2	11	0	0	0	0	0	0	0	0	24	0	0	0	65
5:30-6:30	0	0	11	22	0	0	3	17	0	0	0	0	0	0	0	0	24	0	3	0	80
5:45-6:45	0	0	11	17	0	0	3	18	0	0	0	0	0	0	0	0	18	0	3	0	70
6:00-7:00	0	0	10	16	0	0	4	15	0	0	0	0	0	0	0	0	13	0	3	0	61
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
4:00-5:00	**0**	**0**	**16**	**42**	**0**	**0**	**1**	**10**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**2**	**0**	**91**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Hailem School Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Friday, January 31, 2025
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 2:00 pm)

	Goldsborough Neck Rd Northbound					Goldsborough Neck Rd Southbound					N/A Eastbound					Hailem School Rd Westbound					
Time:	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
10:00-10:15	0	0	8	6	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	0	23
10:15-10:30	0	0	3	4	0	0	0	6	0	0	0	0	0	0	0	0	5	0	0	0	18
10:30-10:45	1	0	4	9	0	0	1	4	0	0	0	0	0	0	0	0	3	0	0	0	22
10:45-11:00	0	0	6	2	0	0	0	8	0	0	0	0	0	0	0	0	5	0	1	0	22
11:00-11:15	0	0	4	3	0	0	1	4	0	0	0	0	0	0	0	0	7	0	1	0	20
11:15-11:30	0	0	1	10	0	0	1	9	0	0	0	0	0	0	0	0	10	0	0	0	31
11:30-11:45	0	0	4	10	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	25
11:45-12:00	0	0	5	9	0	0	0	6	0	0	0	0	0	0	0	0	4	0	1	0	25
12:00-12:15	0	0	3	8	0	0	0	4	0	0	0	0	0	0	0	0	7	0	0	0	22
12:15-12:30	0	0	3	6	0	0	0	7	0	0	0	0	0	0	0	0	7	0	0	0	23
12:30-12:45	0	0	3	8	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	0	16
12:45-1:00	0	0	4	9	0	0	0	2	0	0	0	0	0	0	0	0	9	0	0	0	24
1:00-1:15	0	0	3	6	0	0	0	3	0	0	0	0	0	0	0	0	6	0	0	0	18
1:15-1:30	0	0	1	9	0	0	0	1	0	0	0	0	0	0	0	0	5	0	1	0	17
1:30-1:45	0	0	2	4	0	0	0	4	0	0	0	0	0	0	0	0	3	0	0	0	13
1:45-2:00	0	0	3	4	0	0	0	2	0	0	0	0	0	0	0	0	4	0	1	0	14
Hourly Totals																					
10:00-11:00	1	0	21	21	0	0	1	22	0	0	0	0	0	0	0	0	18	0	1	0	85
10:15-11:15	1	0	17	18	0	0	2	22	0	0	0	0	0	0	0	0	20	0	2	0	82
10:30-11:30	1	0	15	24	0	0	3	25	0	0	0	0	0	0	0	0	25	0	2	0	95
10:45-11:45	0	0	15	25	0	0	2	25	0	0	0	0	0	0	0	0	29	0	2	0	98
11:00-12:00	0	0	14	32	0	0	2	23	0	0	0	0	0	0	0	0	28	0	2	0	101
11:15-12:15	0	0	13	37	0	0	1	23	0	0	0	0	0	0	0	0	28	0	1	0	103
11:30-12:30	0	0	15	33	0	0	0	21	0	0	0	0	0	0	0	0	25	0	1	0	95
11:45-12:45	0	0	14	31	0	0	1	18	0	0	0	0	0	0	0	0	21	0	1	0	86
12:00-1:00	0	0	13	31	0	0	1	14	0	0	0	0	0	0	0	0	26	0	0	0	85
12:15-1:15	0	0	13	29	0	0	1	13	0	0	0	0	0	0	0	0	25	0	0	0	81
12:30-1:30	0	0	11	32	0	0	1	7	0	0	0	0	0	0	0	0	23	0	1	0	75
12:45-1:45	0	0	10	28	0	0	0	10	0	0	0	0	0	0	0	0	23	0	1	0	72
1:00-2:00	0	0	9	23	0	0	0	10	0	0	0	0	0	0	0	0	18	0	2	0	62
PM	**Northbound**					**Southbound**					**Eastbound**					**Westbound**					
Peak Hour	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**U-Turn**	**Left**	**Thru**	**Right**	**Peds**	**Total**
11:15-12:15	**0**	**0**	**13**	**37**	**0**	**0**	**1**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**0**	**1**	**0**	**103**

Peak Hour
Turning Movement Count

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

Intersection: Goldsborough Neck Rd & Hailem School Rd
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, February 1, 2025
County: Talbot County

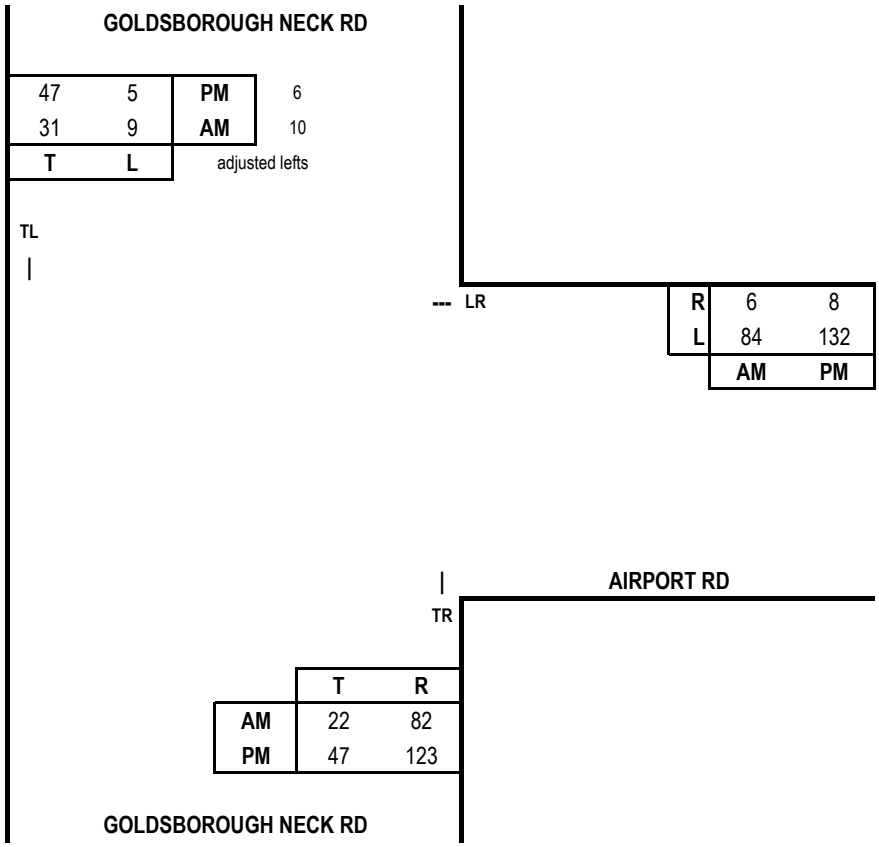
Appendix B

Level of Service (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Conditions: Existing Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	90	1.00	90				90
NB	104	1.00	104	9	1.00	9	113
SB	41	1.00	41				

CLV TOTAL= **203**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	140	1.00	140				140
NB	170	1.00	170	5	1.00	5	175
SB	53	1.00	53				

CLV TOTAL= **315**
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

N

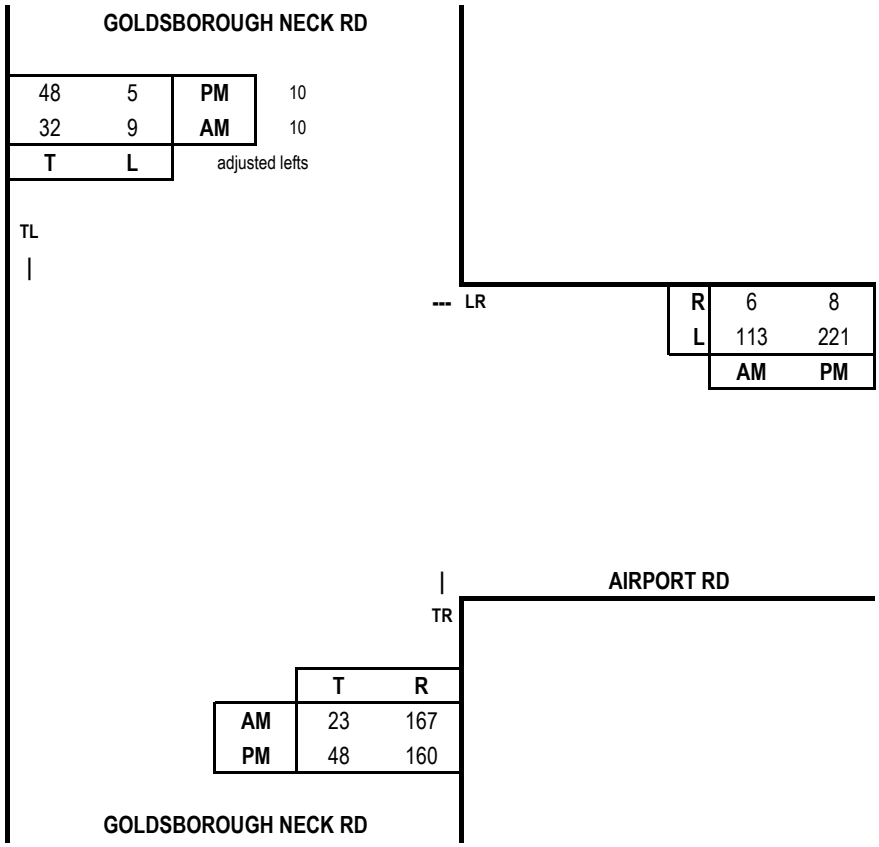
Goldsborough Neck Rd &
Airport Rd
(Existing Traffic)

Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	119	1.00	119				119
NB	190	1.00	190	9	1.00	9	199
SB	42	1.00	42				

CLV TOTAL= **318**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	229	1.00	229				229
NB	208	1.00	208	5	1.00	5	213
SB	58	1.00	58				

CLV TOTAL= **442**
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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N

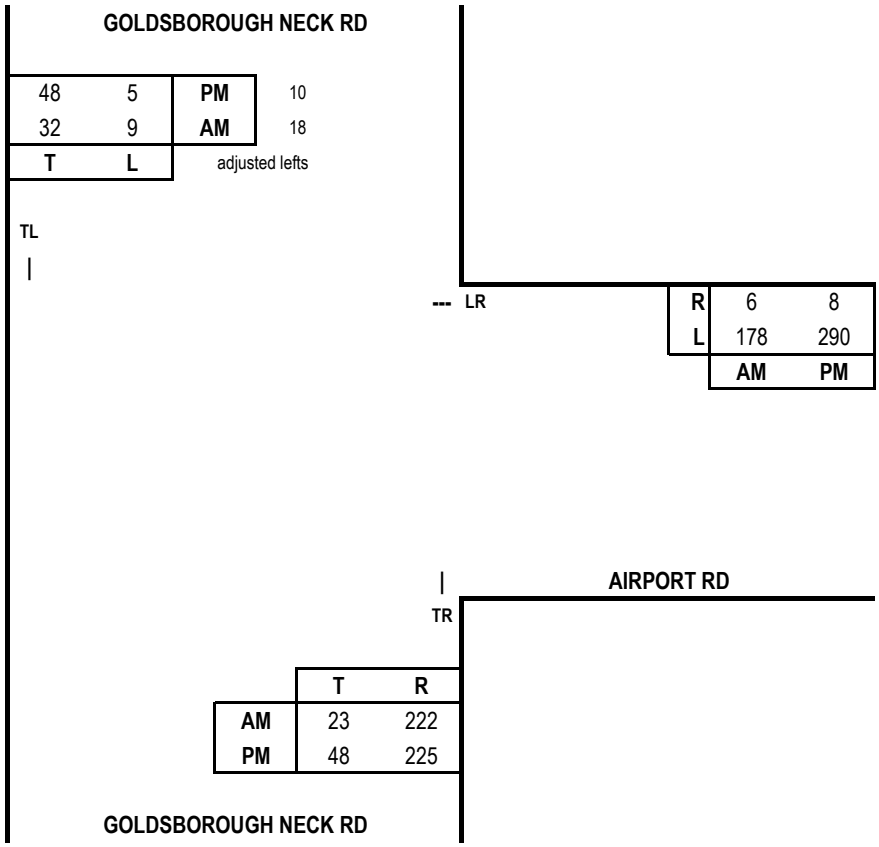
Goldsborough Neck Rd &
Airport Rd
(Background Traffic)

Intersection 2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Conditions: Total Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	184	1.00	184				184
NB	245	1.00	245	9	1.00	9	254
SB	50	1.00	50				

CLV TOTAL= **438**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	298	1.00	298				298
NB	273	1.00	273	5	1.00	5	278
SB	58	1.00	58				

CLV TOTAL= **576**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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N

Goldsborough Neck Rd &
Airport Rd
(Total Traffic)

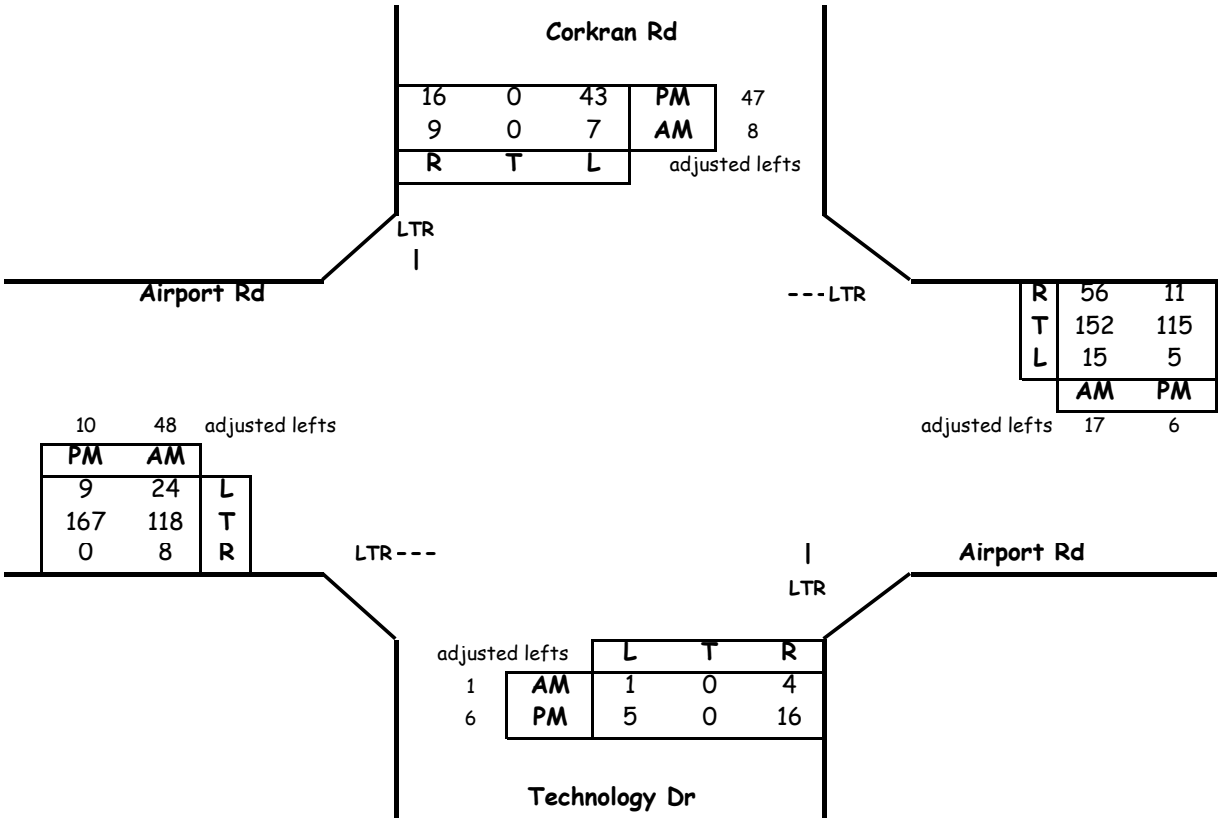
Intersection 2

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Existing Traffic

Analyst: Lenhart Traffic

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	5	1.00	5	7	1	7	18
SB	17	1.00	17	1	1	1	
EB	174	1	174	15	1	15	249
WB	225	1	225	24	1	24	

CLV TOTAL= **267**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	22	1.00	22	43	1	43	68
SB	63	1.00	63	5	1	5	
EB	177	1	177	5	1	5	182
WB	132	1	132	9	1	9	

CLV TOTAL= **250**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Airport Rd &
Technology Dr
(Existing Traffic)

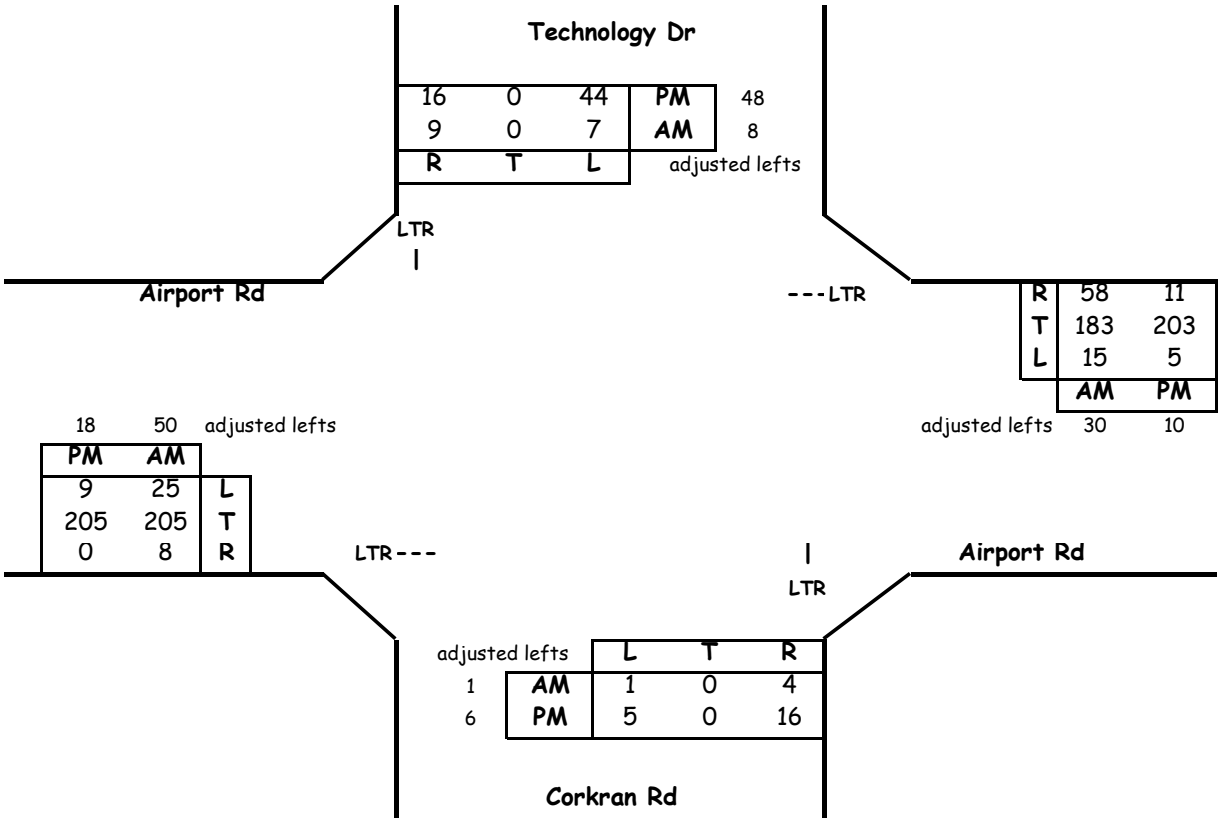
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Background Traffic

Analyst: Lenhart Traffic

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	5	1.00	5	7	1	7	18
SB	17	1.00	17	1	1	1	
EB	263	1	263	15	1	15	296
WB	271	1	271	25	1	25	

CLV TOTAL= **314**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	22	1.00	22	44	1	44	69
SB	64	1.00	64	5	1	5	
EB	223	1	223	5	1	5	233
WB	224	1	224	9	1	9	

CLV TOTAL= **302**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Airport Rd & Technology Dr
(Background Traffic)

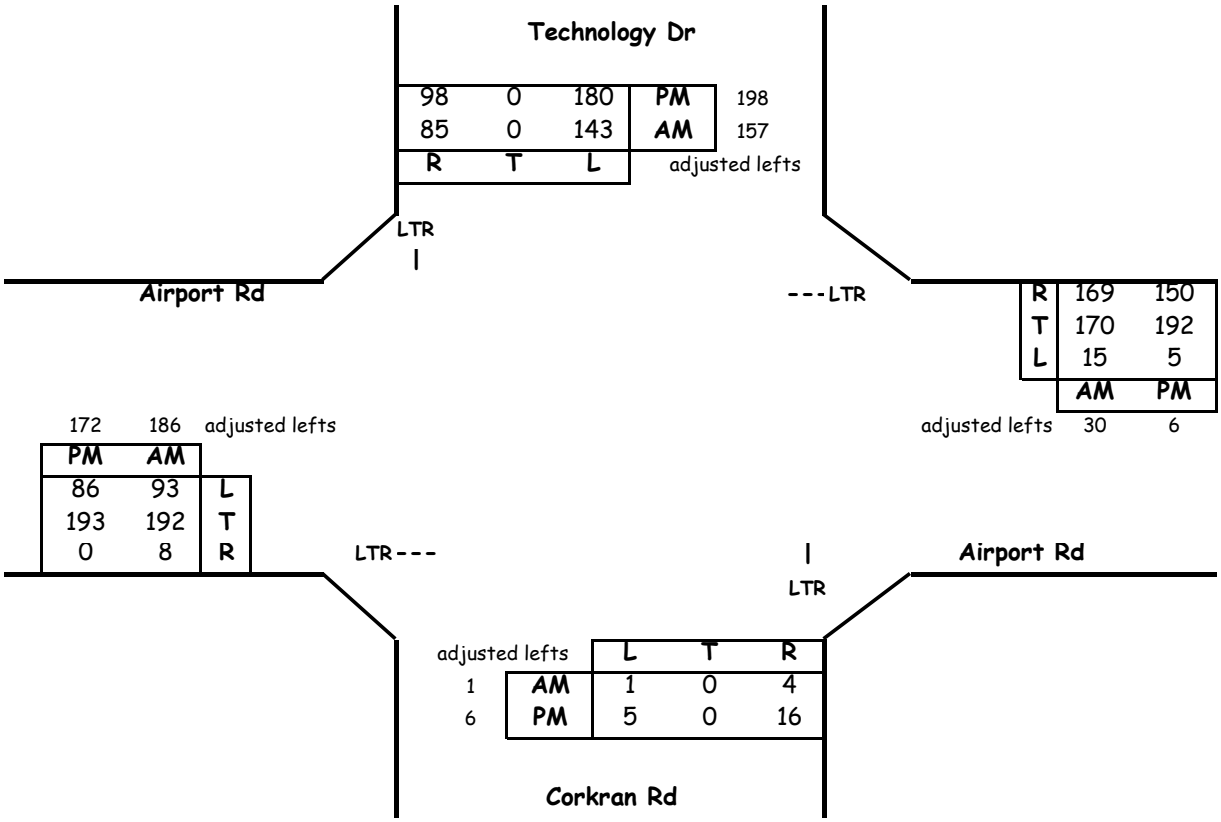
Intersection 3

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Total Traffic

Analyst: Lenhart Traffic

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	5	1.00	5	143	1	143	243
SB	242	1.00	242	1	1	1	
EB	386	1	386	15	1	15	462
WB	369	1	369	93	1	93	

CLV TOTAL= **705**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	22	1.00	22	180	1	180	301
SB	296	1.00	296	5	1	5	
EB	365	1	365	5	1	5	434
WB	348	1	348	86	1	86	

CLV TOTAL= **735**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Airport Rd & Technology Dr
(Total Traffic)

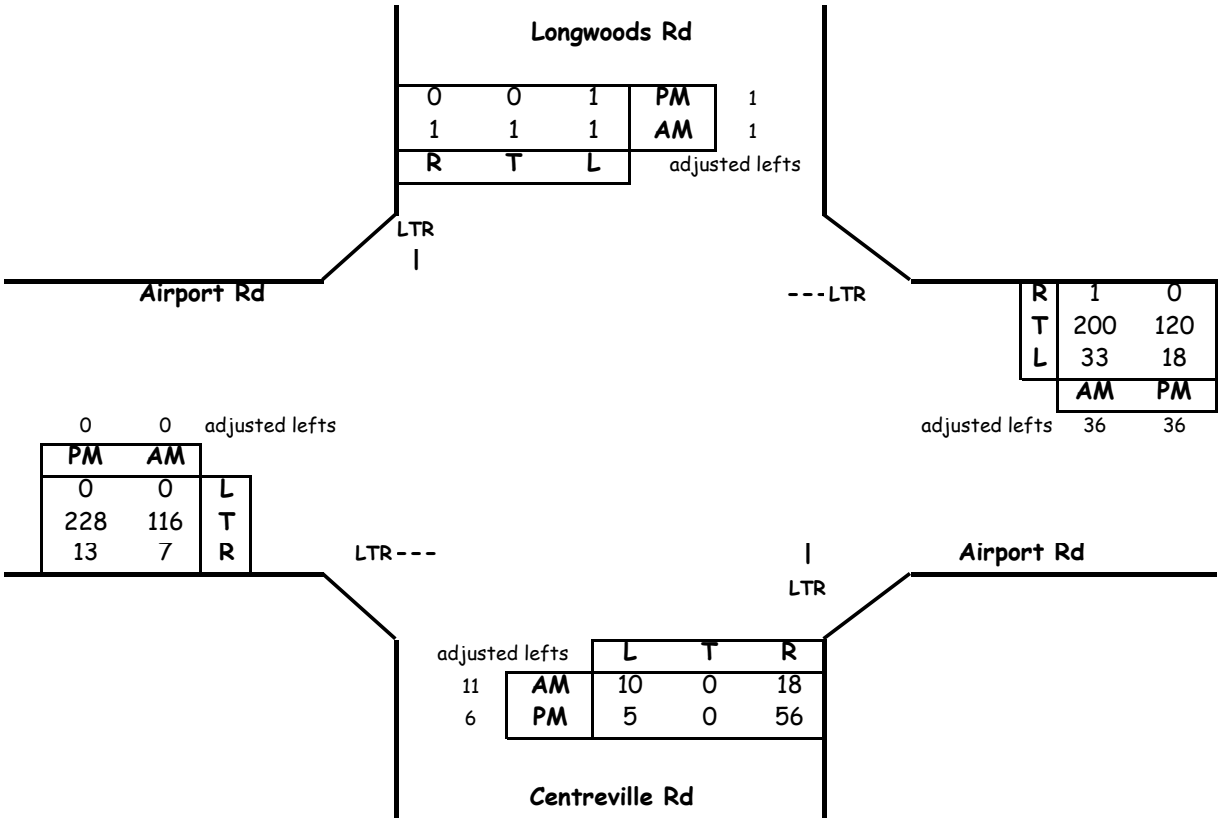
Intersection 3

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Centreville Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

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	29	1.00	29	1	1	1	30
SB	3	1.00	3	10	1	10	
EB	123	1	123	33	1	33	237
WB	237	1	237	0	1	0	

CLV TOTAL= **267**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	62	1.00	62	1	1	1	63
SB	1	1.00	1	5	1	5	
EB	241	1	241	18	1	18	259
WB	156	1	156	0	1	0	

CLV TOTAL= **322**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Airport Rd &
Centreville Rd
(Existing Traffic)

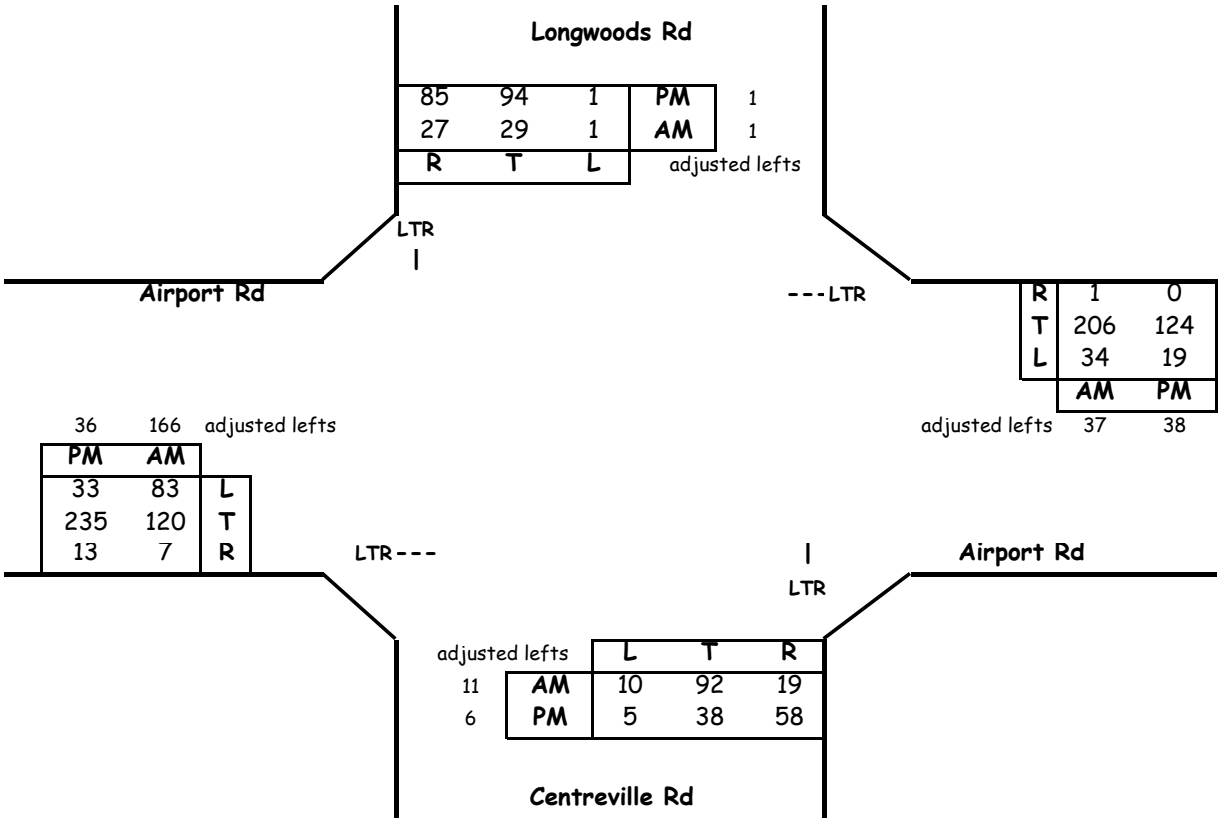
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Longwoods Rd
Study Period: Background Traffic

Analyst: Lenhart Traffic

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	122	1.00	122	1	1	1	123
SB	57	1.00	57	10	1	10	
EB	293	1	293	34	1	34	327
WB	244	1	244	83	1	83	

CLV TOTAL= **450**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	102	1.00	102	1	1	1	185
SB	180	1.00	180	5	1	5	
EB	284	1	284	19	1	19	303
WB	162	1	162	33	1	33	

CLV TOTAL= **488**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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Airport Rd &
Longwoods Rd
(Background Traffic)

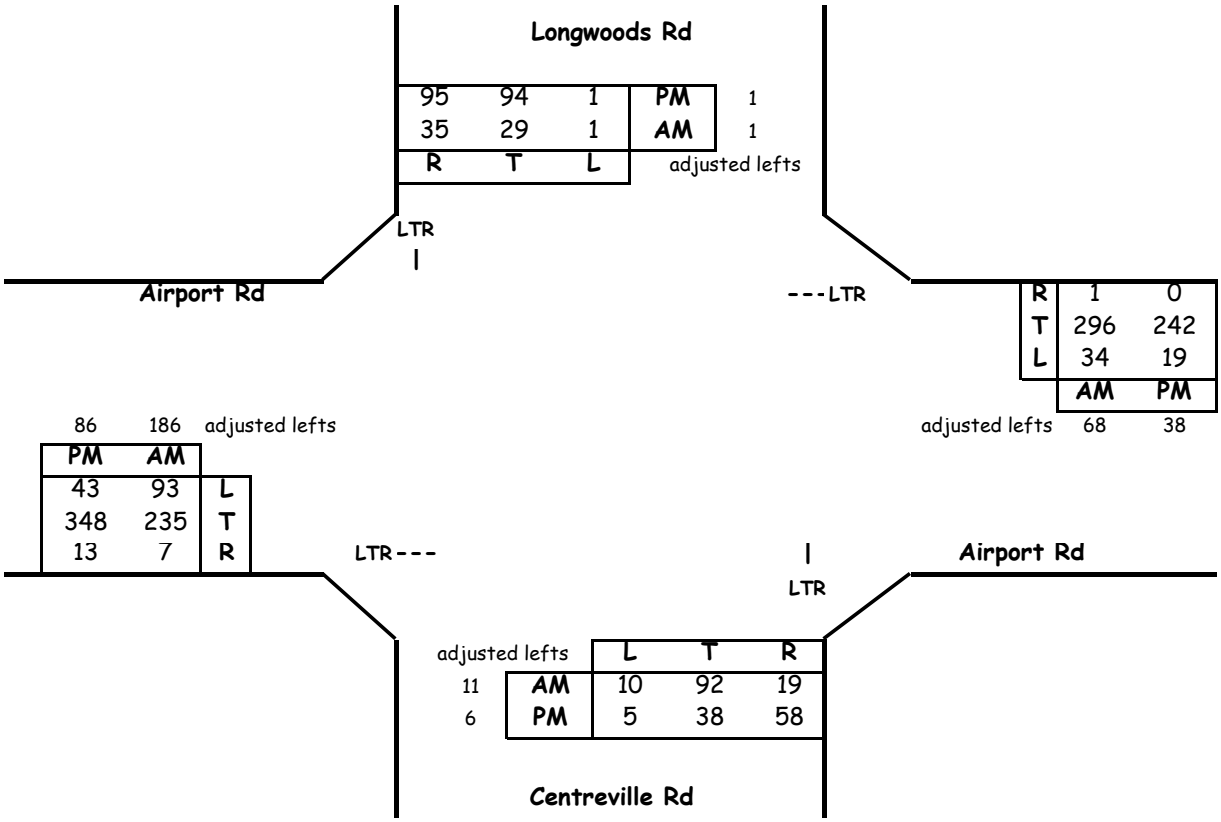
Intersection
4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Longwoods Rd
Study Period: Total Traffic

Analyst: Lenhart Traffic

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	122	1.00	122	1	1	1	123
SB	65	1.00	65	10	1	10	
EB	428	1	428	34	1	34	462
WB	365	1	365	93	1	93	
						CLV TOTAL=	585
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	102	1.00	102	1	1	1	195
SB	190	1.00	190	5	1	5	
EB	447	1	447	19	1	19	466
WB	280	1	280	43	1	43	
						CLV TOTAL=	661
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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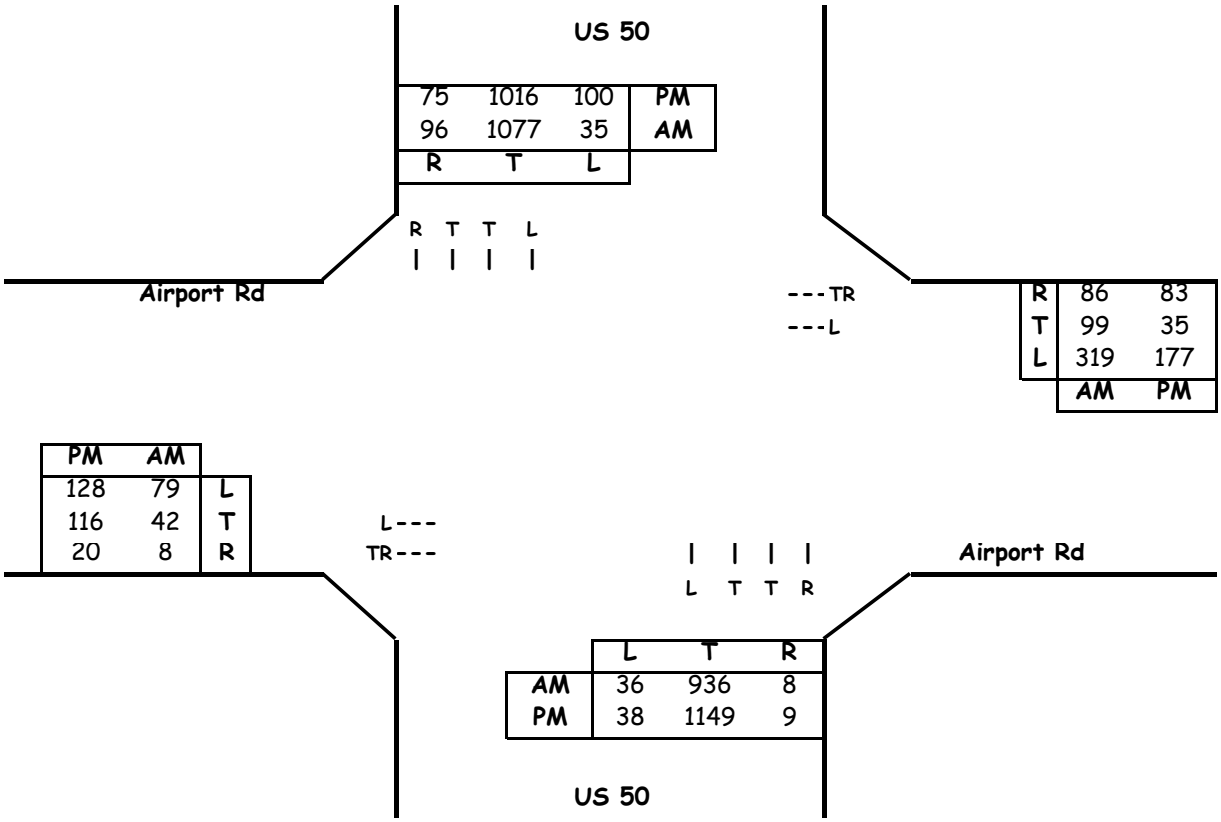
Airport Rd & Longwoods Rd
(Total Traffic)

Intersection 4

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Existing Traffic

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	936	0.55	515	35	1	35	628
SB	1077	0.55	592	36	1	36	
EB	50	1	50	319	1	319	369
WB	185	1	185	79	1	79	

CLV TOTAL= **997**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	1149	0.55	632	100	1	100	732
SB	1016	0.55	559	38	1	38	
EB	136	1	136	177	1	177	313
WB	118	1	118	128	1	128	

CLV TOTAL= **1045**
Level of Service (LOS)= **B**

Critical Lane Volume Analysis

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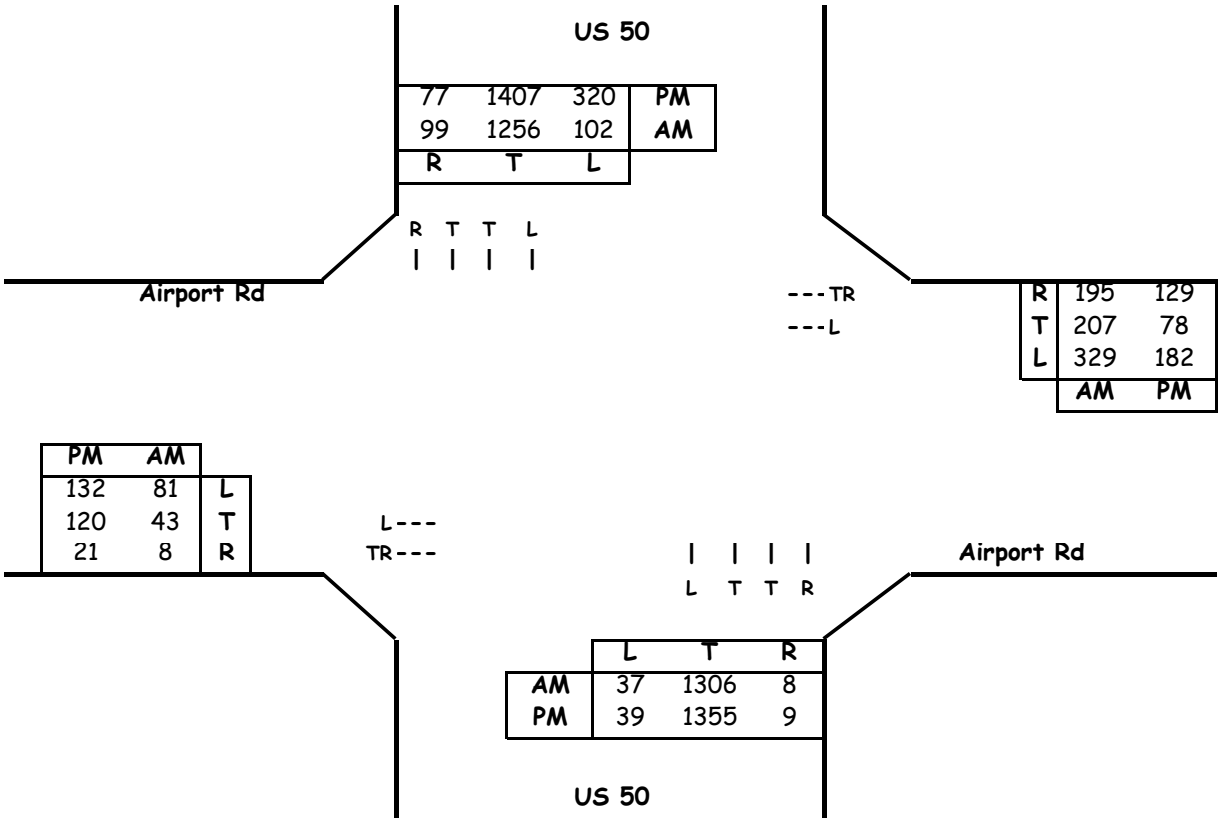
US 50 &
Airport Rd
(Existing Traffic)

Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Background Traffic

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	1306	0.55	718	102	1	102	820
SB	1256	0.55	691	37	1	37	
EB	51	1	51	329	1	329	483
WB	402	1	402	81	1	81	

CLV TOTAL= **1303**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	1355	0.55	745	320	1	320	1065
SB	1407	0.55	774	39	1	39	
EB	141	1	141	182	1	182	339
WB	207	1	207	132	1	132	

CLV TOTAL= **1404**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

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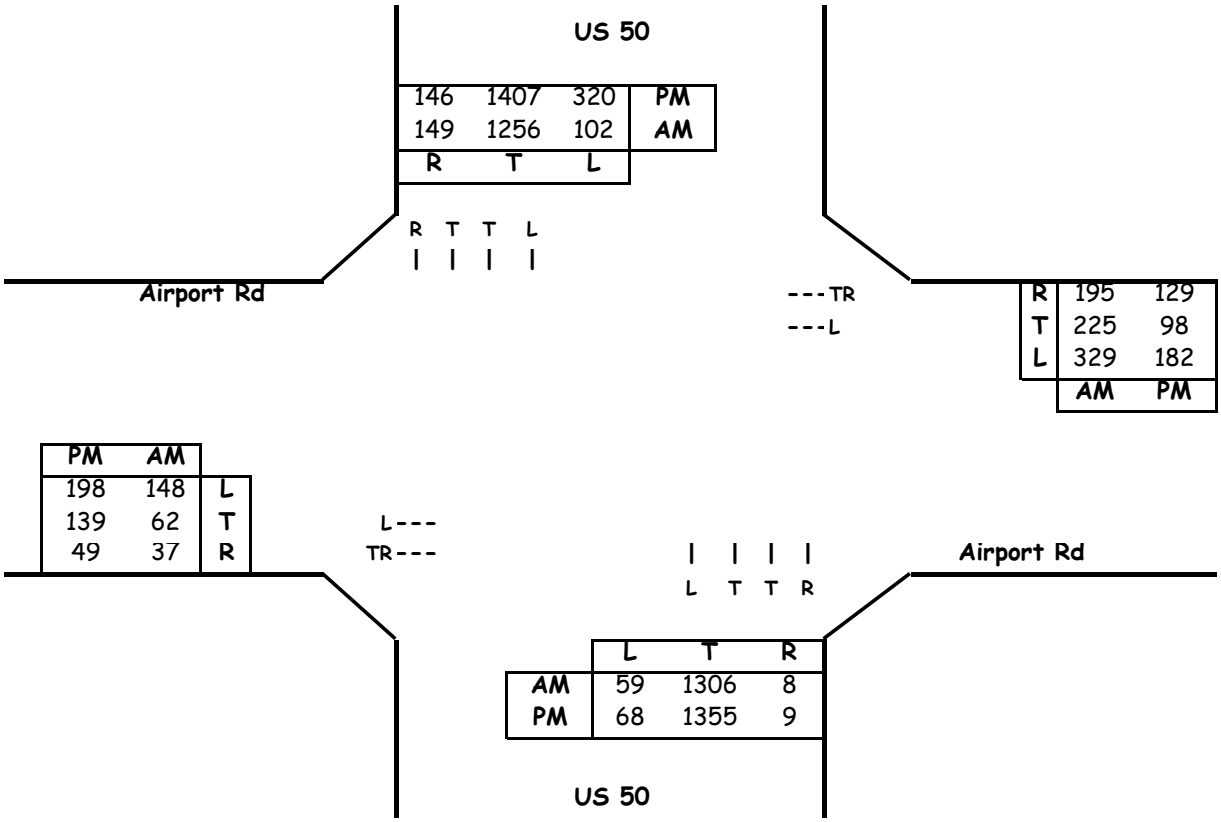
US 50 &
Airport Rd
(Background Traffic)

Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Total Traffic

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	1306	0.55	718	102	1	102	820
SB	1256	0.55	691	59	1	59	
EB	99	1	99	329	1	329	568
WB	420	1	420	148	1	148	

CLV TOTAL= **1388**
Level of Service (LOS)= **D**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	1355	0.55	745	320	1	320	1065
SB	1407	0.55	774	68	1	68	
EB	188	1	188	182	1	182	425
WB	227	1	227	198	1	198	

CLV TOTAL= **1490**
Level of Service (LOS)= **E**

Critical Lane Volume Analysis

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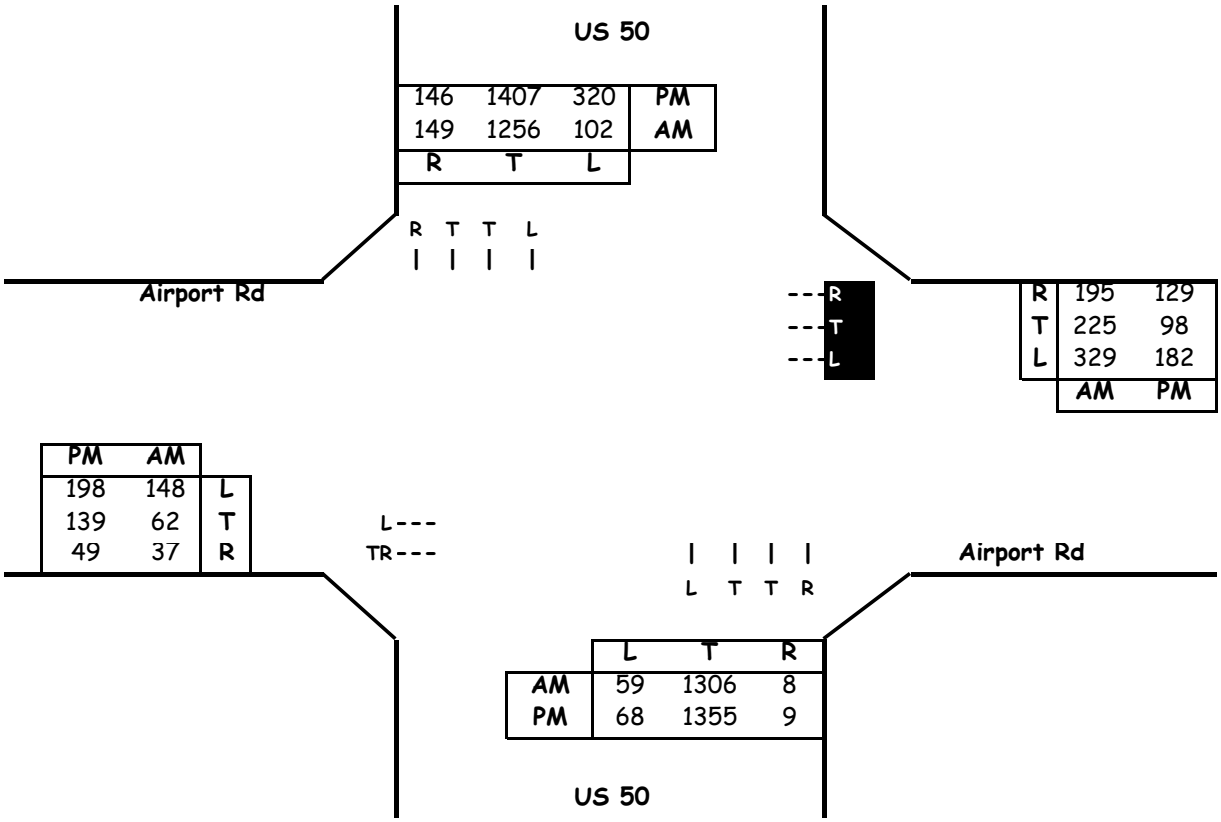
US 50 &
Airport Rd
(Total Traffic)

Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Total Traffic w/ Improvements

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	1306	0.55	718	102	1	102	820
SB	1256	0.55	691	59	1	59	
EB	99	1	99	329	1	329	428
WB	225	1	225	148	1	148	

CLV TOTAL= **1248**
Level of Service (LOS)= **C**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	1355	0.55	745	320	1	320	1065
SB	1407	0.55	774	68	1	68	
EB	188	1	188	182	1	182	370
WB	98	1	98	198	1	198	

CLV TOTAL= **1435**
Level of Service (LOS)= **D**

Critical Lane Volume Analysis

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US 50 &
Airport Rd
(Total Traffic w/ Improvements)

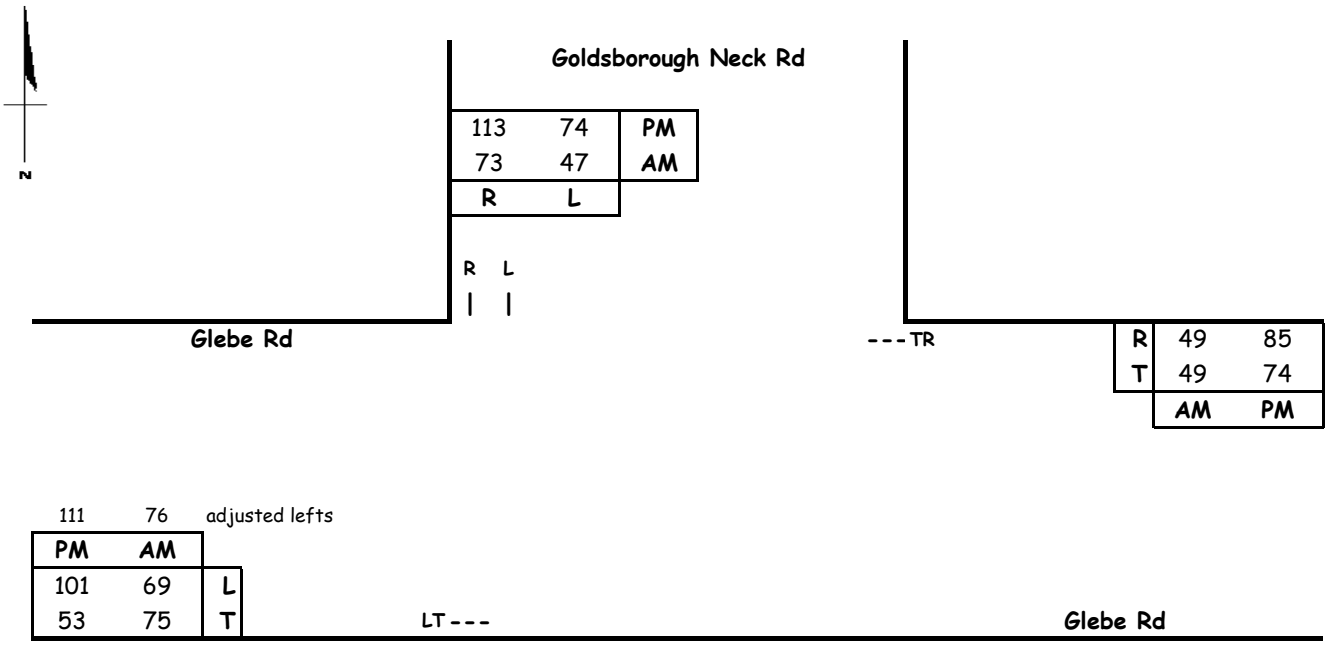
Intersection
5

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	47	1.00	47				47
EB	151	1.00	151				167
WB	98	1.00	98	69	1.00	69	
						CLV TOTAL=	214
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	74	1.00	74				74
EB	164	1.00	164				260
WB	159	1.00	159	101	1.00	101	
						CLV TOTAL=	334
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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Goldsborough Neck Rd &
Glebe Rd
(Existing Traffic)

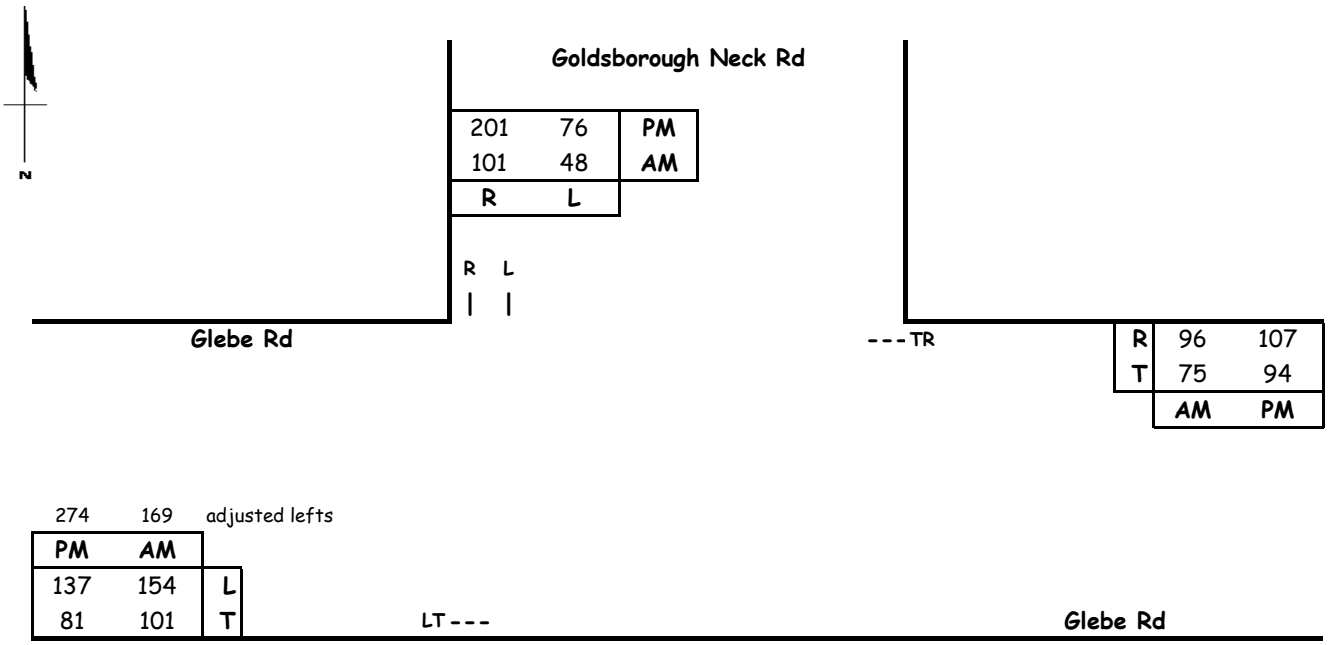
Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	48	1.00	48				48
EB	270	1.00	270				325
WB	171	1.00	171	154	1.00	154	
					CLV TOTAL=		**373**
					Level of Service (LOS)=		**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	76	1.00	76				76
EB	355	1.00	355				355
WB	201	1.00	201	137	1.00	137	
					CLV TOTAL=		**431**
					Level of Service (LOS)=		**A**

Critical Lane Volume Analysis

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Goldsborough Neck Rd &
Glebe Rd
(Background Traffic)

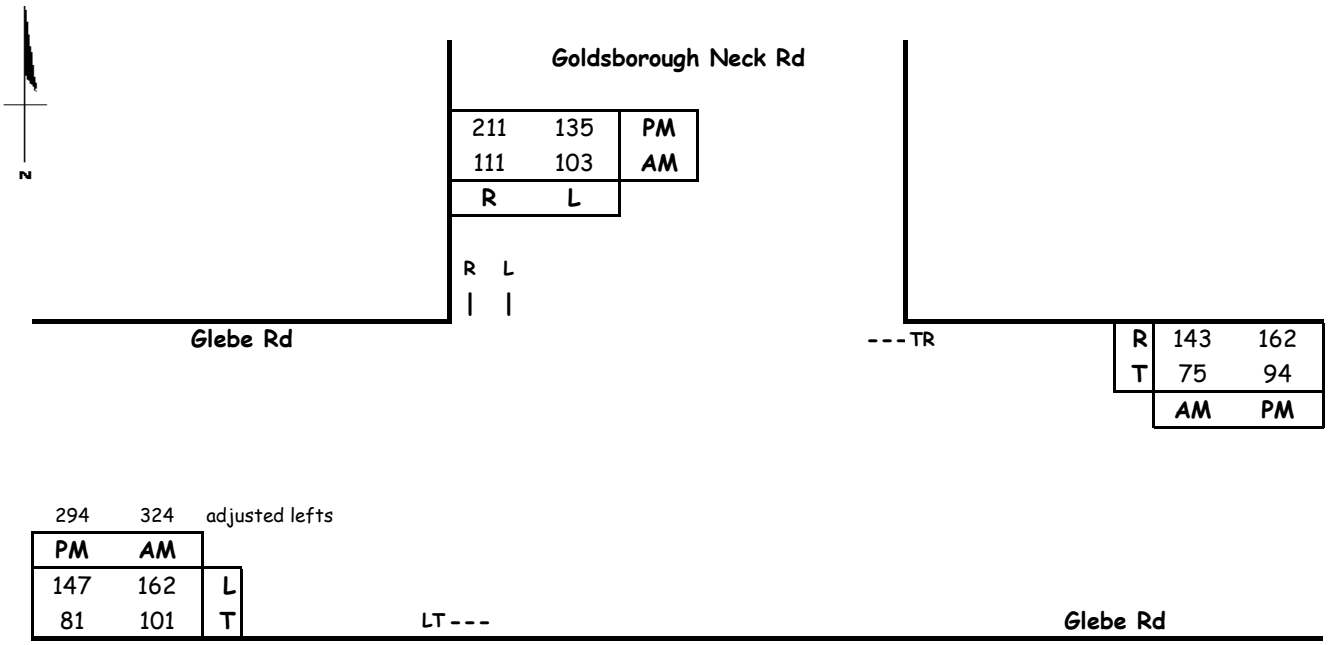
Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
SB	103	1.00	103				103
EB	425	1.00	425				425
WB	218	1.00	218	162	1.00	162	
						CLV TOTAL=	**528**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
SB	135	1.00	135				135
EB	375	1.00	375				403
WB	256	1.00	256	147	1.00	147	
						CLV TOTAL=	**538**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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Goldsborough Neck Rd &
Glebe Rd
(Total Traffic)

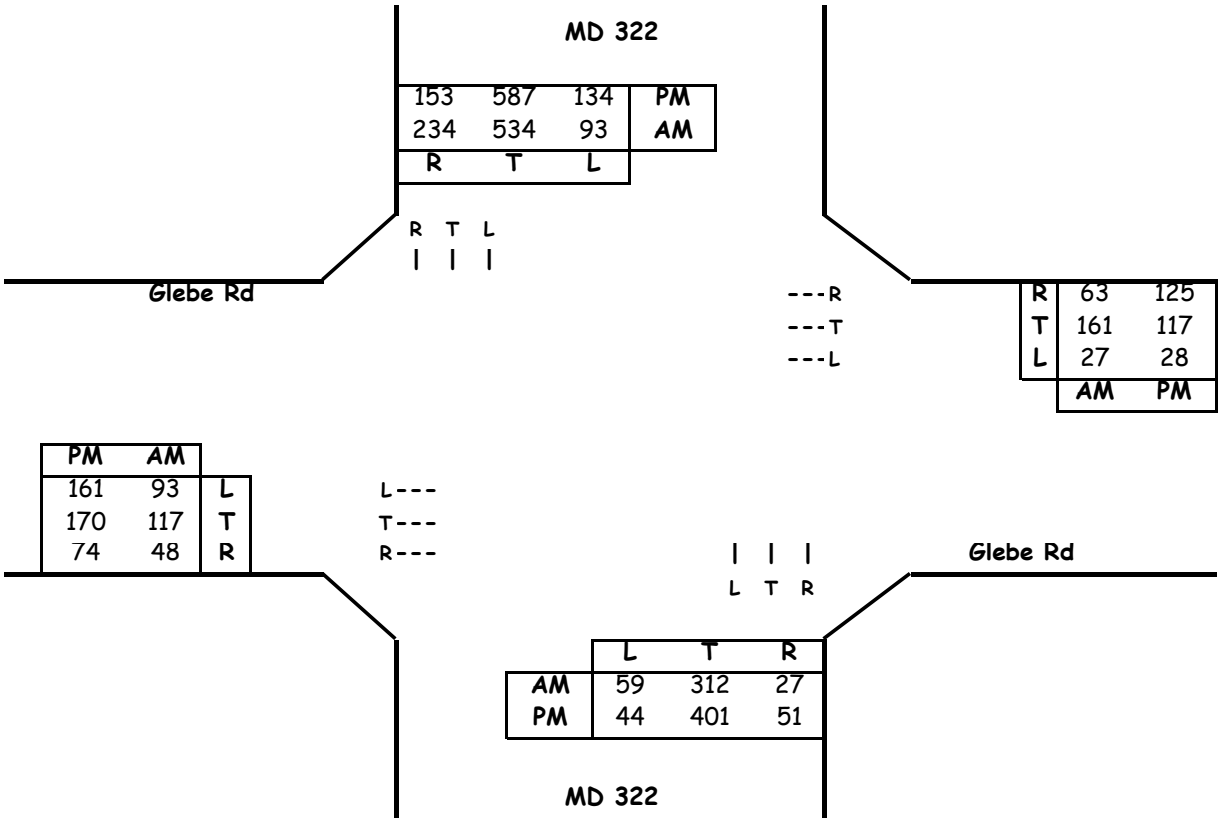
Intersection
6

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 322
Minor Street: Glebe Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

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	312	1.00	312	93	1	93	593
SB	534	1.00	534	59	1	59	
EB	117	1	117	27	1	27	254
WB	161	1	161	93	1	93	

CLV TOTAL= **847**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	401	1.00	401	134	1	134	631
SB	587	1.00	587	44	1	44	
EB	170	1	170	28	1	28	278
WB	117	1	117	161	1	161	

CLV TOTAL= **909**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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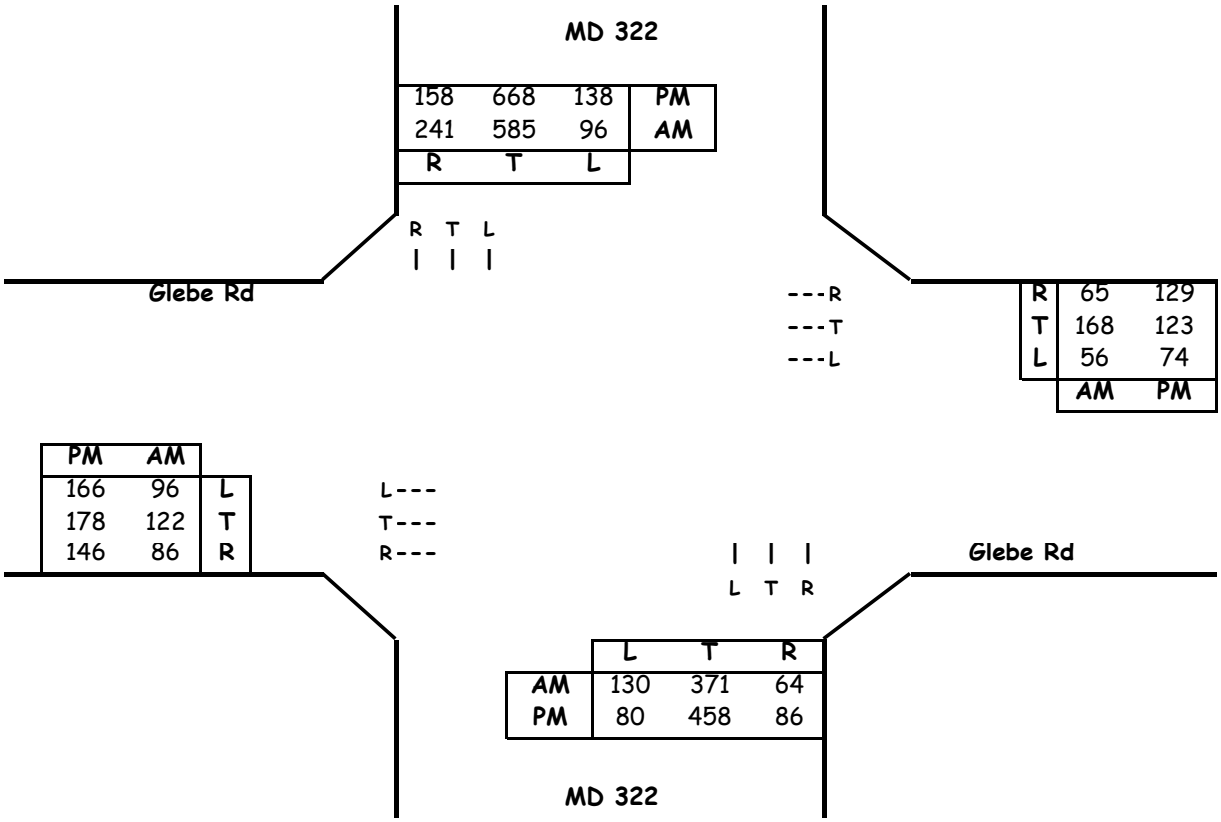
MD 322 &
Glebe Rd
(Existing Traffic)

Intersection
7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 322 **Analyst:** Lenhart Traffic
Minor Street: Glebe Rd
Study Period: Background Traffic

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	371	1.00	371	96	1	96	715
SB	585	1.00	585	130	1	130	
EB	122	1	122	56	1	56	264
WB	168	1	168	96	1	96	

CLV TOTAL= **979**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	458	1.00	458	138	1	138	748
SB	668	1.00	668	80	1	80	
EB	178	1	178	74	1	74	289
WB	123	1	123	166	1	166	

CLV TOTAL= **1037**
Level of Service (LOS)= **B**

Critical Lane Volume Analysis

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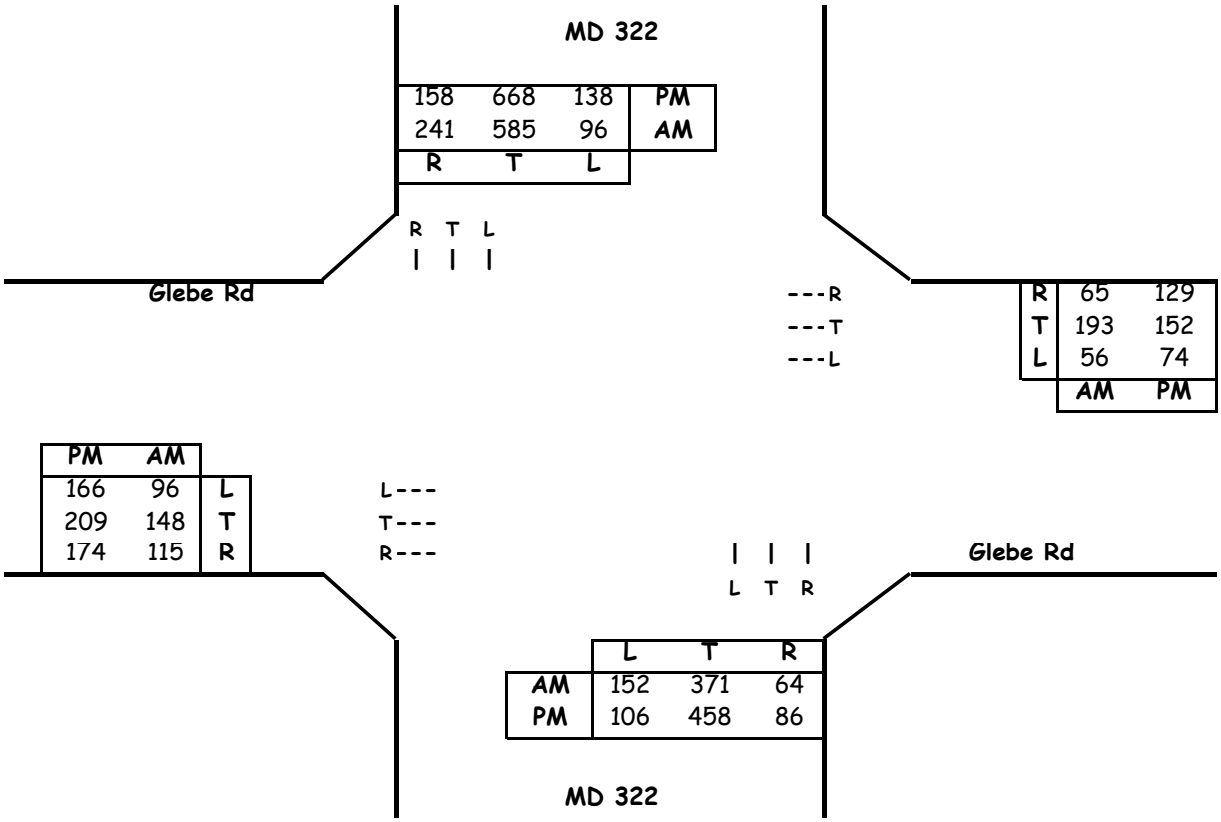
MD 322 & Glebe Rd
(Background Traffic)

Intersection 7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: MD 322 **Analyst:** Lenhart Traffic
Minor Street: Glebe Rd
Study Period: Background Traffic

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	371	1.00	371	96	1	96	737
SB	585	1.00	585	152	1	152	
EB	148	1	148	56	1	56	289
WB	193	1	193	96	1	96	

CLV TOTAL= **1026**
Level of Service (LOS)= **B**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
NB	458	1.00	458	138	1	138	774
SB	668	1.00	668	106	1	106	
EB	209	1	209	74	1	74	318
WB	152	1	152	166	1	166	

CLV TOTAL= **1092**
Level of Service (LOS)= **B**

Critical Lane Volume Analysis

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MD 322 & Glebe Rd
(Background Traffic)

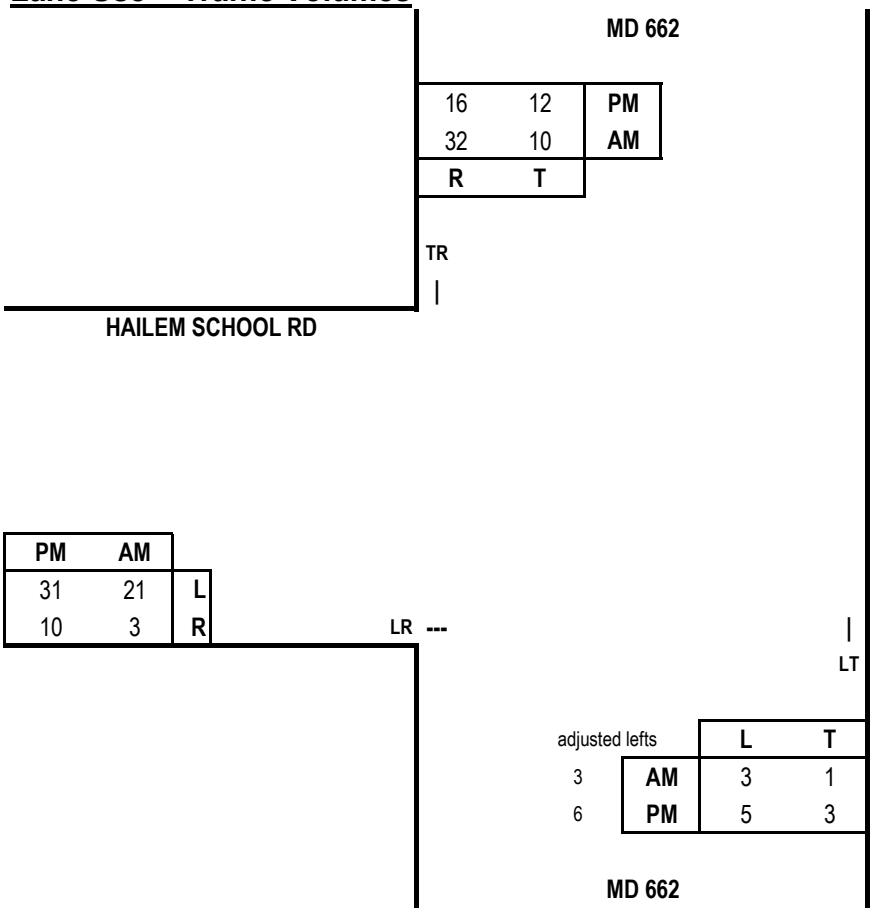
Intersection 7

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	24	1.00	24				24
NB	4	1.00	4				45
SB	42	1.00	42	3	1.00	3	

CLV TOTAL= **69**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	41	1.00	41				41
NB	9	1.00	9				33
SB	28	1.00	28	5	1.00	5	

CLV TOTAL= **74**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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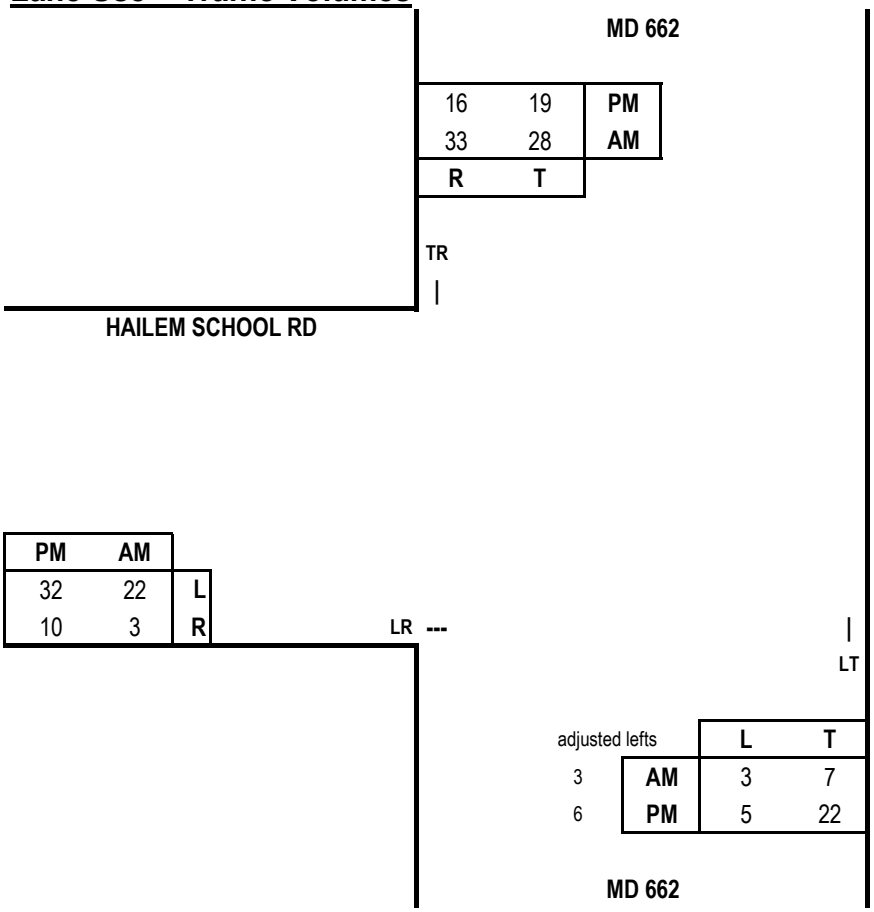
MD 662 &
Hailem School Rd
(Existing Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	25	1.00	25				25
NB	10	1.00	10				64
SB	61	1.00	61	3	1.00	3	
					CLV TOTAL=		89
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	42	1.00	42				42
NB	28	1.00	28				40
SB	35	1.00	35	5	1.00	5	
					CLV TOTAL=		82
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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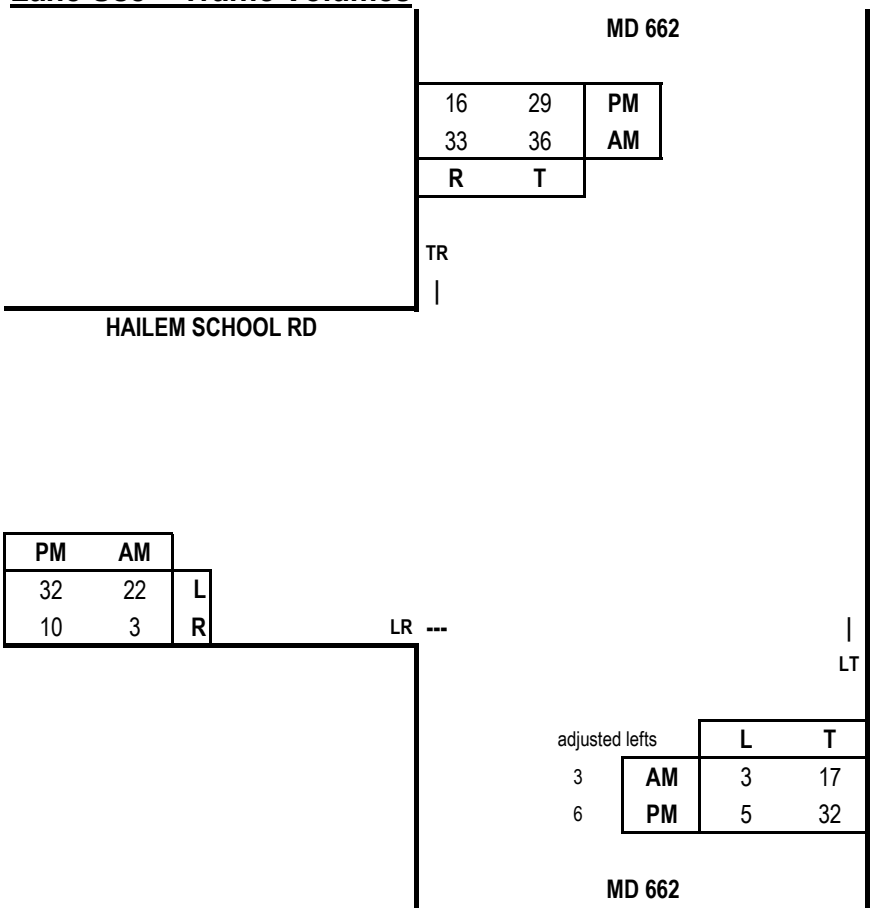
MD 662 &
Hailem School Rd
(Background Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Total Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	25	1.00	25				25
NB	20	1.00	20				72
SB	69	1.00	69	3	1.00	3	

CLV TOTAL= **97**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	42	1.00	42				42
NB	38	1.00	38				50
SB	45	1.00	45	5	1.00	5	

CLV TOTAL= **92**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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MD 662 &
Hailem School Rd
(Total Traffic)

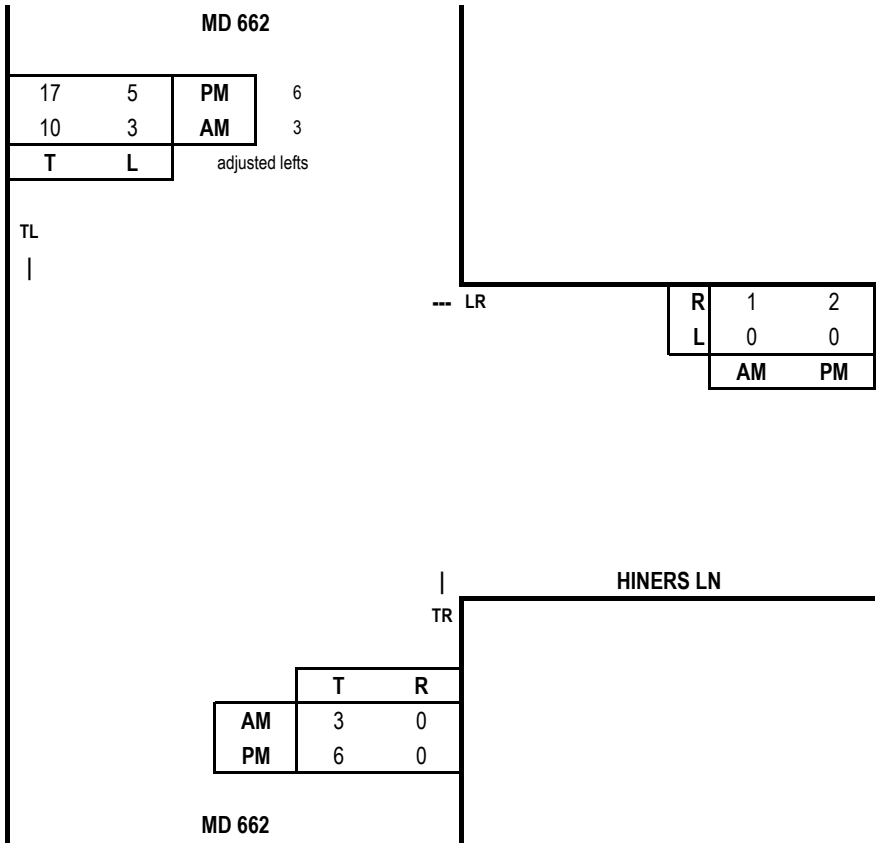
Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	3	1.00	3	3	1.00	3	13
SB	13	1.00	13				
						CLV TOTAL=	14
						Level of Service (LOS)=	A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	2	1.00	2				2
NB	6	1.00	6	5	1.00	5	23
SB	23	1.00	23				
						CLV TOTAL=	25
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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N

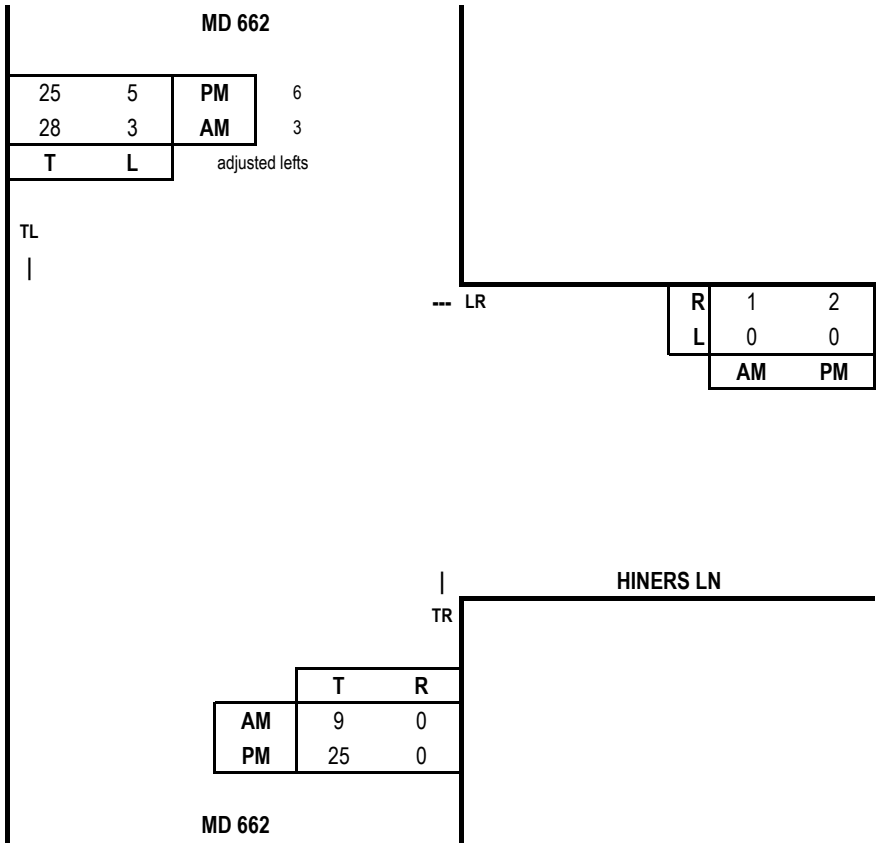
MD 662 &
Hiners Ln
(Existing Traffic)

Intersection
9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	9	1.00	9	3	1.00	3	31
SB	31	1.00	31				

CLV TOTAL= **32**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	2	1.00	2				2
NB	25	1.00	25	5	1.00	5	31
SB	31	1.00	31				

CLV TOTAL= **33**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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MD 662 &
Hiners Ln
(Background Traffic)

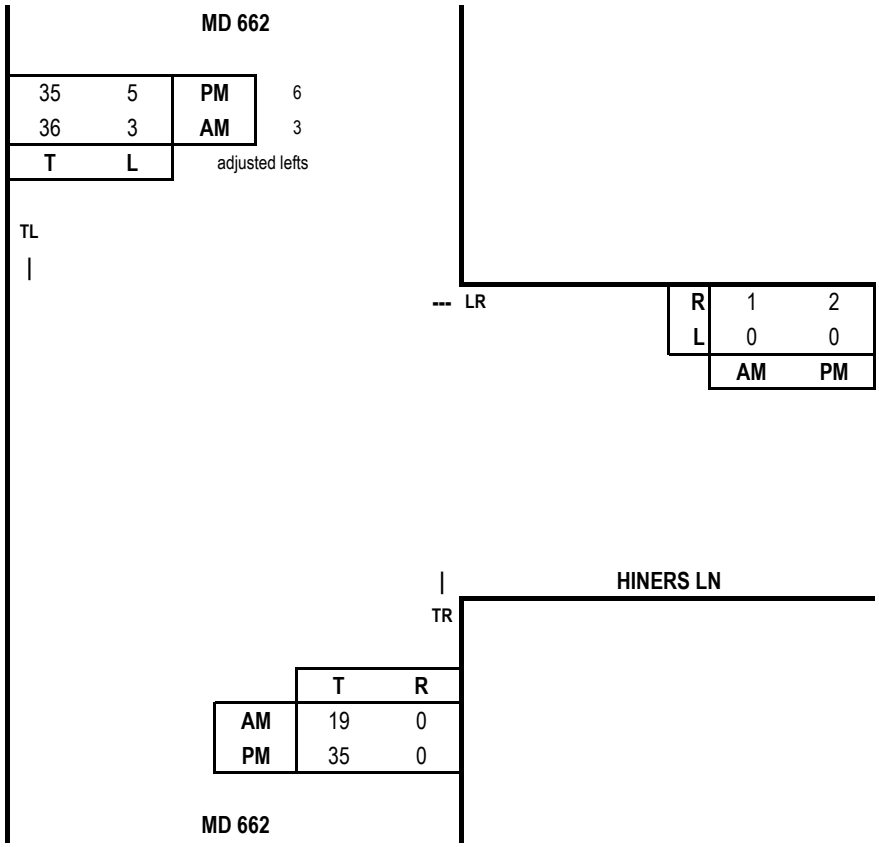
Intersection 9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	1	1.00	1				1
NB	19	1.00	19	3	1.00	3	39
SB	39	1.00	39				

CLV TOTAL= **40**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	2	1.00	2				2
NB	35	1.00	35	5	1.00	5	41
SB	41	1.00	41				

CLV TOTAL= **43**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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N

MD 662 &
Hiners Ln
(Total Traffic)

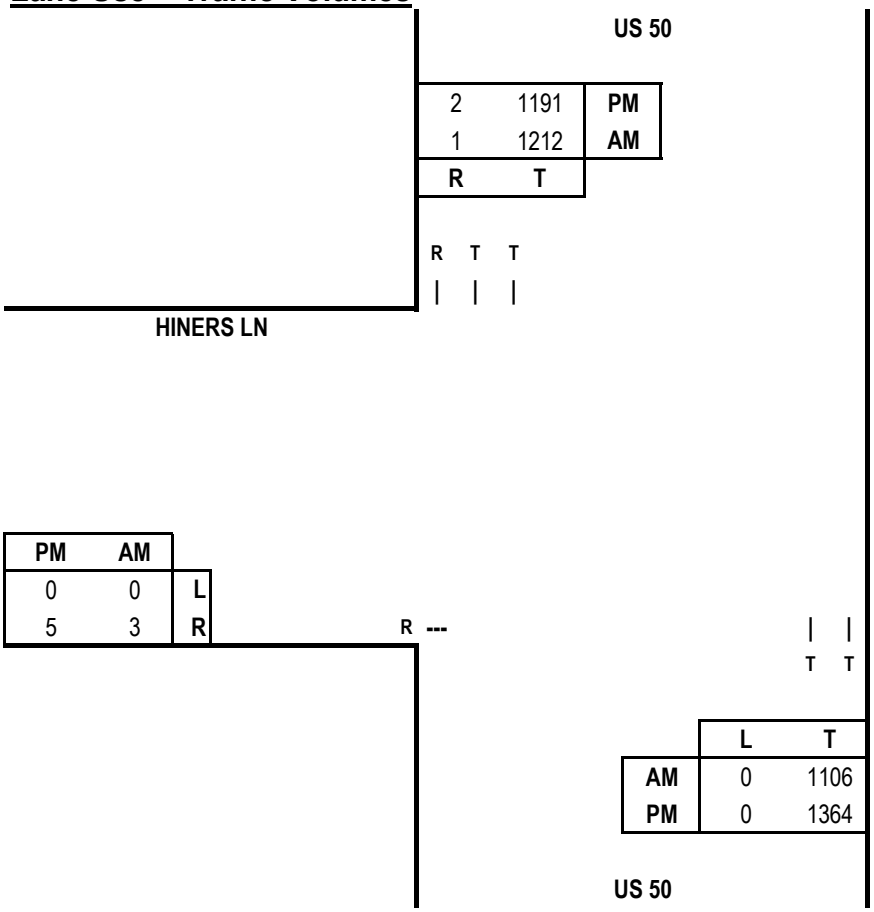
Intersection
9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	3	1.00	3				3
NB	1106	0.55	608				667
SB	1212	0.55	667	0	0.00	0	
						CLV TOTAL=	**670**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	5	1.00	5				5
NB	1364	0.55	750				750
SB	1191	0.55	655	0	0.00	0	
						CLV TOTAL=	**755**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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US 50 &
Hiners Ln
(Existing Traffic)

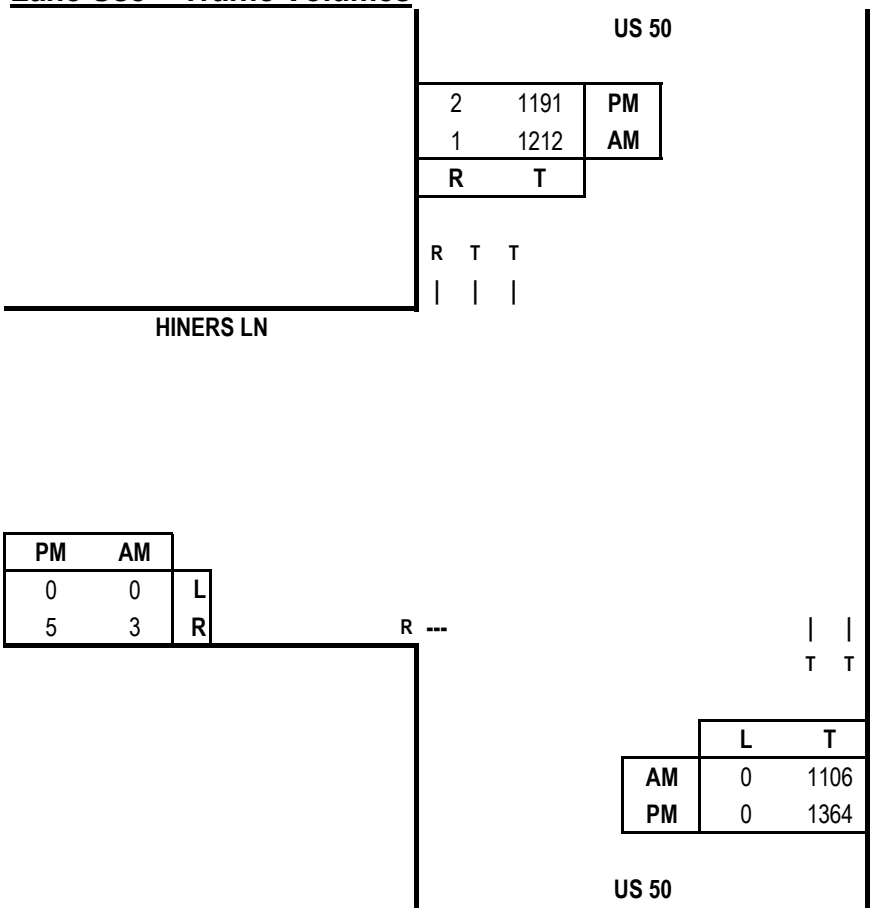
Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	3	1.00	3				3
NB	1106	0.55	608				667
SB	1212	0.55	667	0	0.00	0	
						CLV TOTAL=	**670**
						Level of Service (LOS)=	**A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	5	1.00	5				5
NB	1364	0.55	750				750
SB	1191	0.55	655	0	0.00	0	
						CLV TOTAL=	**755**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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US 50 &
Hiners Ln
(Background Traffic)

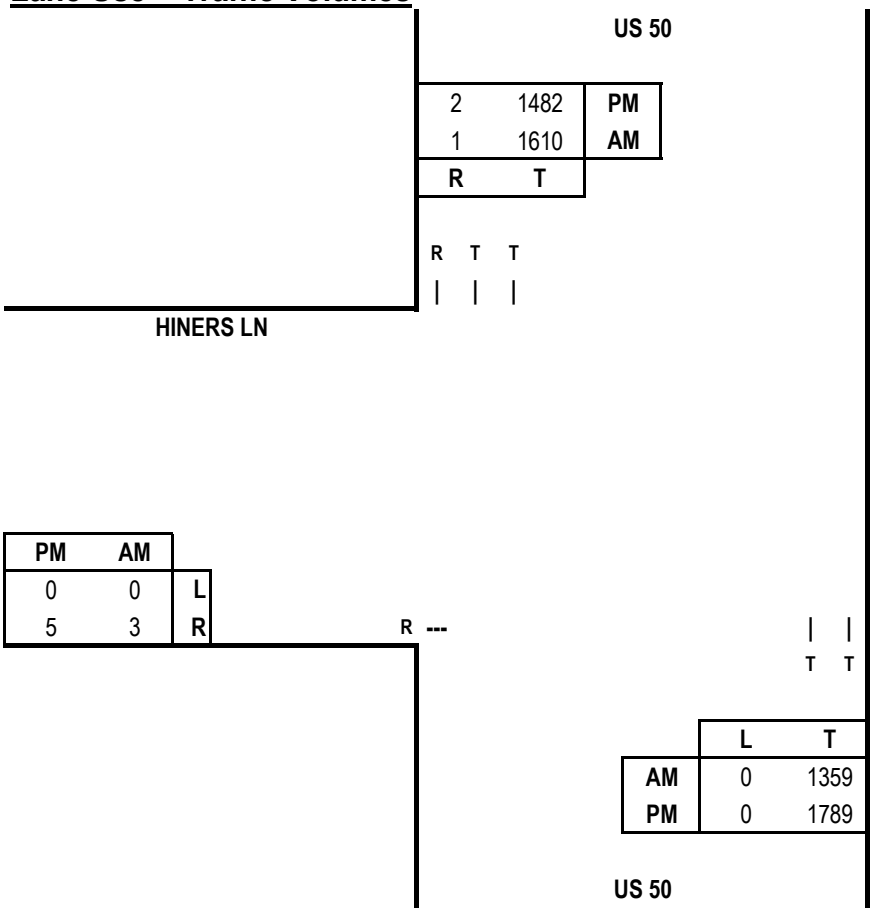
Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
EB	3	1.00	3				3
NB	1359	0.55	747				886
SB	1610	0.55	886	0	0.00	0	
					CLV TOTAL=		889
					Level of Service (LOS)=		A

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
EB	5	1.00	5				5
NB	1789	0.55	984				984
SB	1482	0.55	815	0	0.00	0	
					CLV TOTAL=		989
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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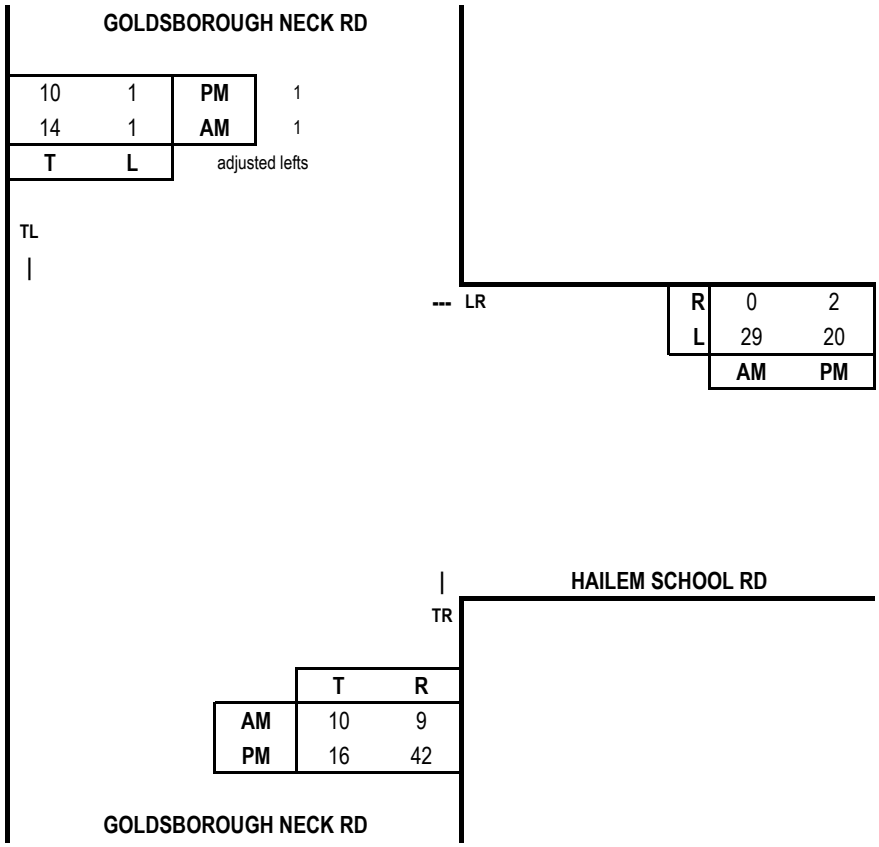
US 50 &
Hiners Ln
(Total Traffic)

Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Analyst: Lenhart Traffic
Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	29	1.00	29				29
NB	19	1.00	19	1	1.00	1	20
SB	15	1.00	15				

CLV TOTAL= **49**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	22	1.00	22				22
NB	58	1.00	58	1	1.00	1	59
SB	11	1.00	11				

CLV TOTAL= **81**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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N

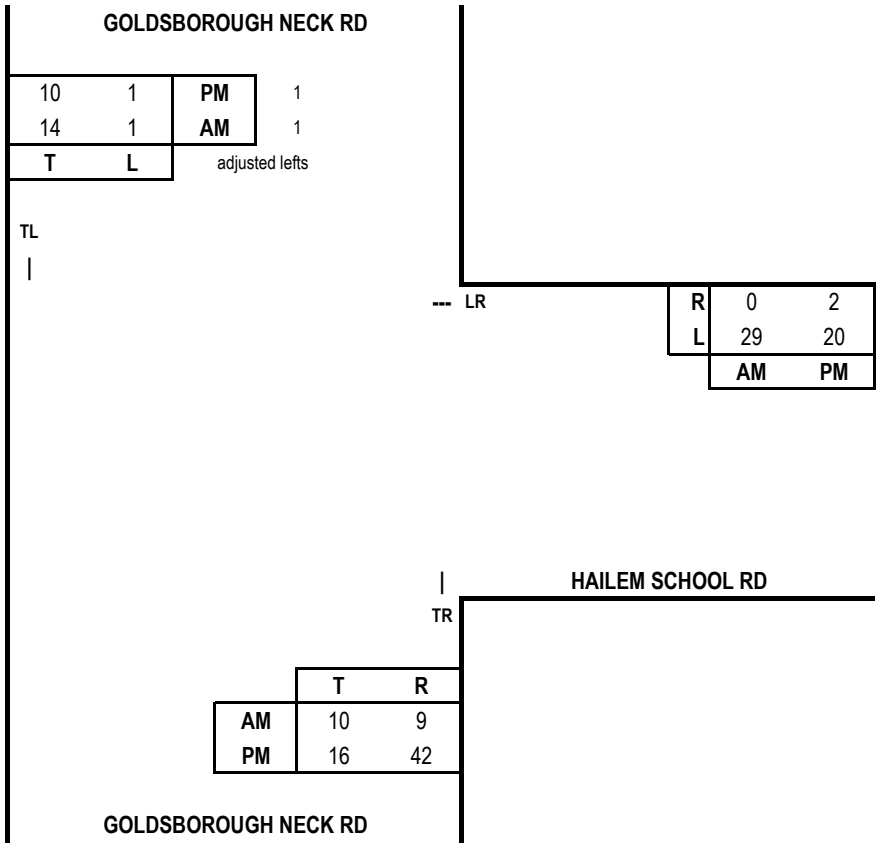
Goldsborough Neck Rd &
Hailem School Rd
(Existing Traffic)

Intersection
11

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	29	1.00	29				29
NB	19	1.00	19	1	1.00	1	20
SB	15	1.00	15				

CLV TOTAL= **49**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	22	1.00	22				22
NB	58	1.00	58	1	1.00	1	59
SB	11	1.00	11				

CLV TOTAL= **81**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

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N

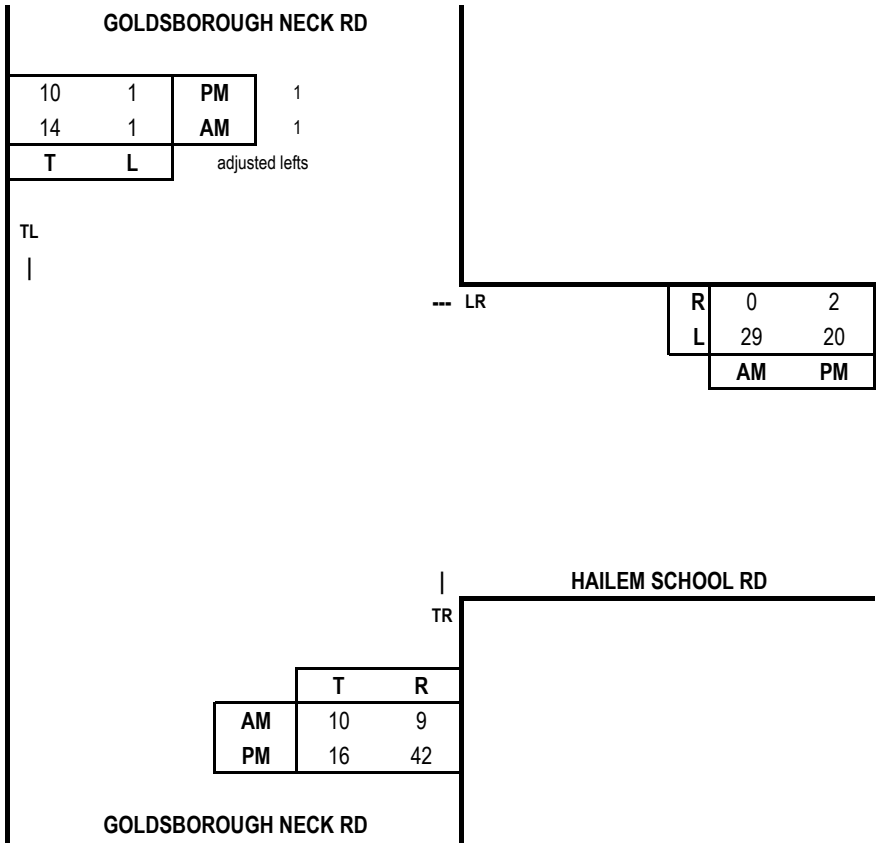
Goldsborough Neck Rd &
Hailem School Rd
(Background Traffic)

Intersection 11

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Conditions: Total Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	AM CLV
WB	29	1.00	29				29
NB	19	1.00	19	1	1.00	1	20
SB	15	1.00	15				

CLV TOTAL= **49**
Level of Service (LOS)= **A**

Evening Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	PM CLV
WB	22	1.00	22				22
NB	58	1.00	58	1	1.00	1	59
SB	11	1.00	11				

CLV TOTAL= **81**
Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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N

Goldsborough Neck Rd &
Hailem School Rd
(Total Traffic)

Intersection
11

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Site Access
Conditions: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes

Capacity Analysis

Sat. Midday Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	SAT CLV
WB	0	1.00	0				0
NB	44	1.00	44	0	1.00	0	44
SB	42	1.00	42				

CLV TOTAL= **44**

Level of Service (LOS)= **A**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
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N

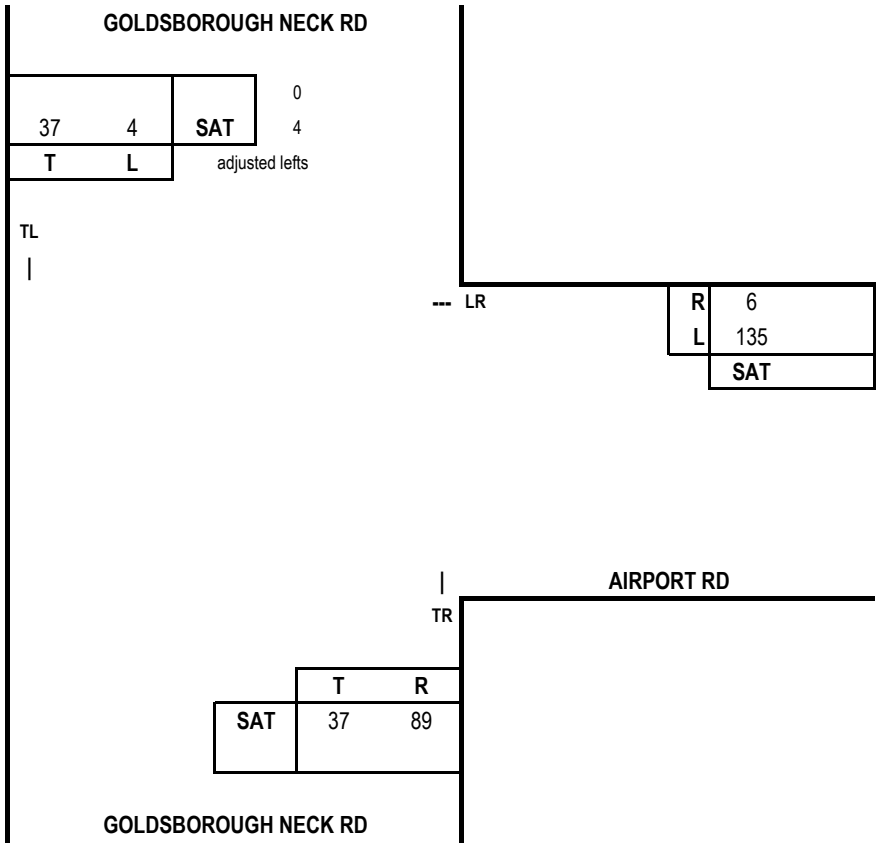
Goldsborough Neck Rd &
Site Access
(Total Traffic)

Intersection
1 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Analyst: Lenhart Traffic
Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	141	1.00	141				141
NB	126	1.00	126	4	1.00	4	130
SB	41	1.00	41				
						CLV TOTAL=	271
						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

N

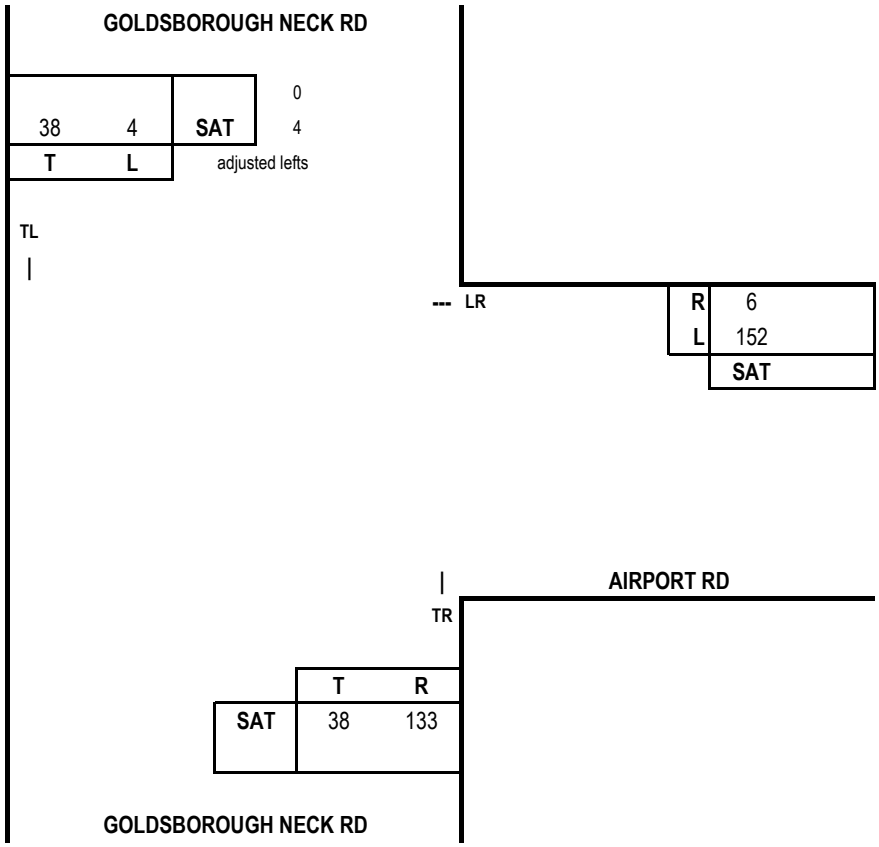
Goldsborough Neck Rd &
Airport Rd
(Existing Traffic)

Intersection
2 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Analyst: Lenhart Traffic
Conditions: Background Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	158	1.00	158				158
NB	171	1.00	171	4	1.00	4	175
SB	42	1.00	42				
						CLV TOTAL=	333
						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

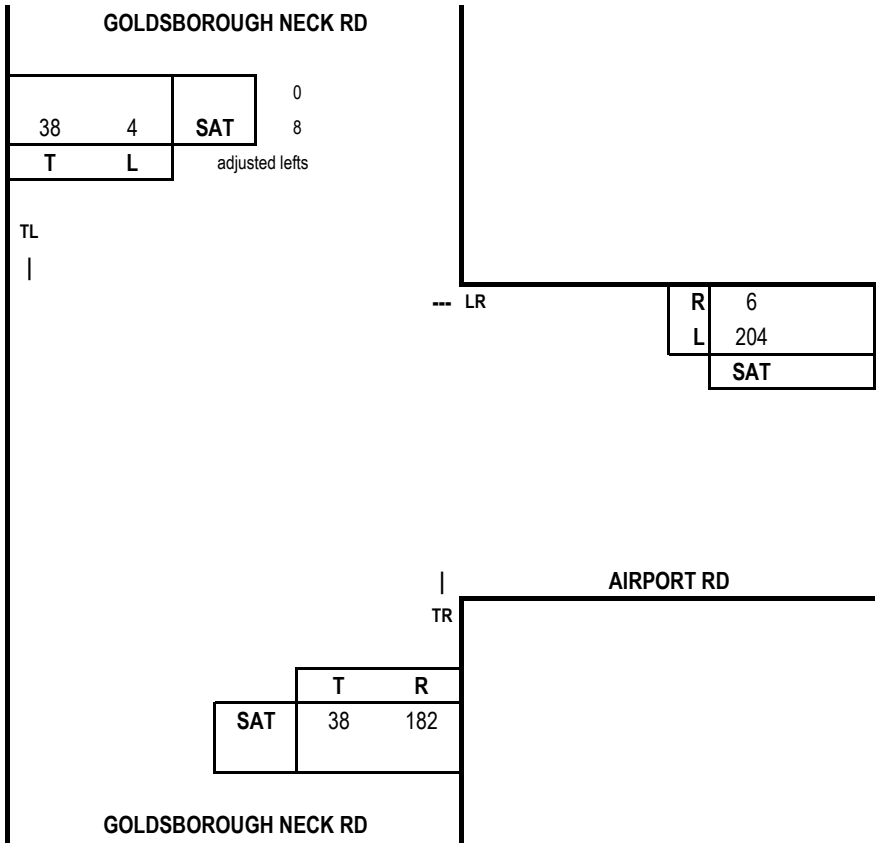
Goldsborough Neck Rd & Airport Rd
(Background Traffic)

Intersection
2- Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Airport Rd
Analyst: Lenhart Traffic
Conditions: Total Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	210	1.00	210				210
NB	220	1.00	220	4	1.00	4	224
SB	46	1.00	46				
						CLV TOTAL=	434
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Goldsborough Neck Rd &
Airport Rd
(Total Traffic)

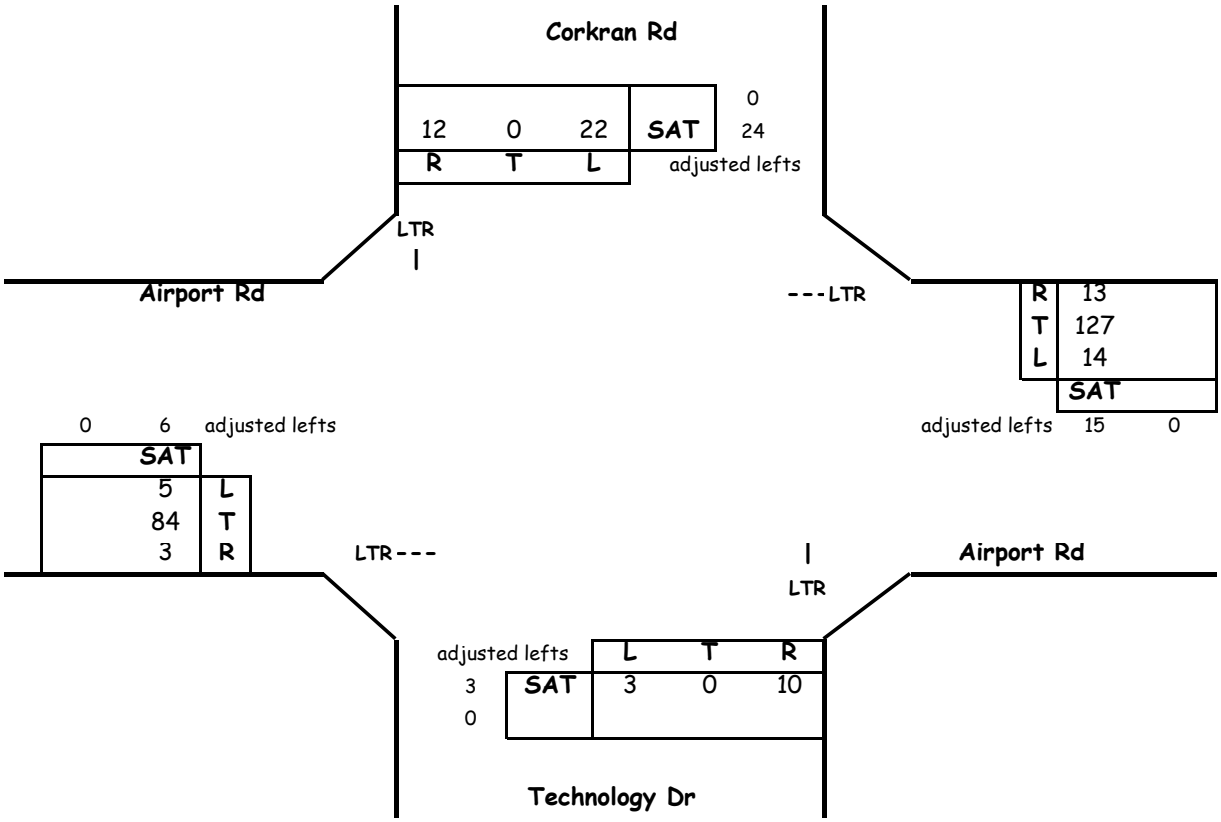
Intersection
2- Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	13	1.00	13	22	1	22	39
SB	36	1.00	36	3	1	3	
EB	93	1	93	14	1	14	160
WB	155	1	155	5	1	5	
						CLV TOTAL=	199
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
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Airport Rd & Technology Dr
(Existing Traffic)

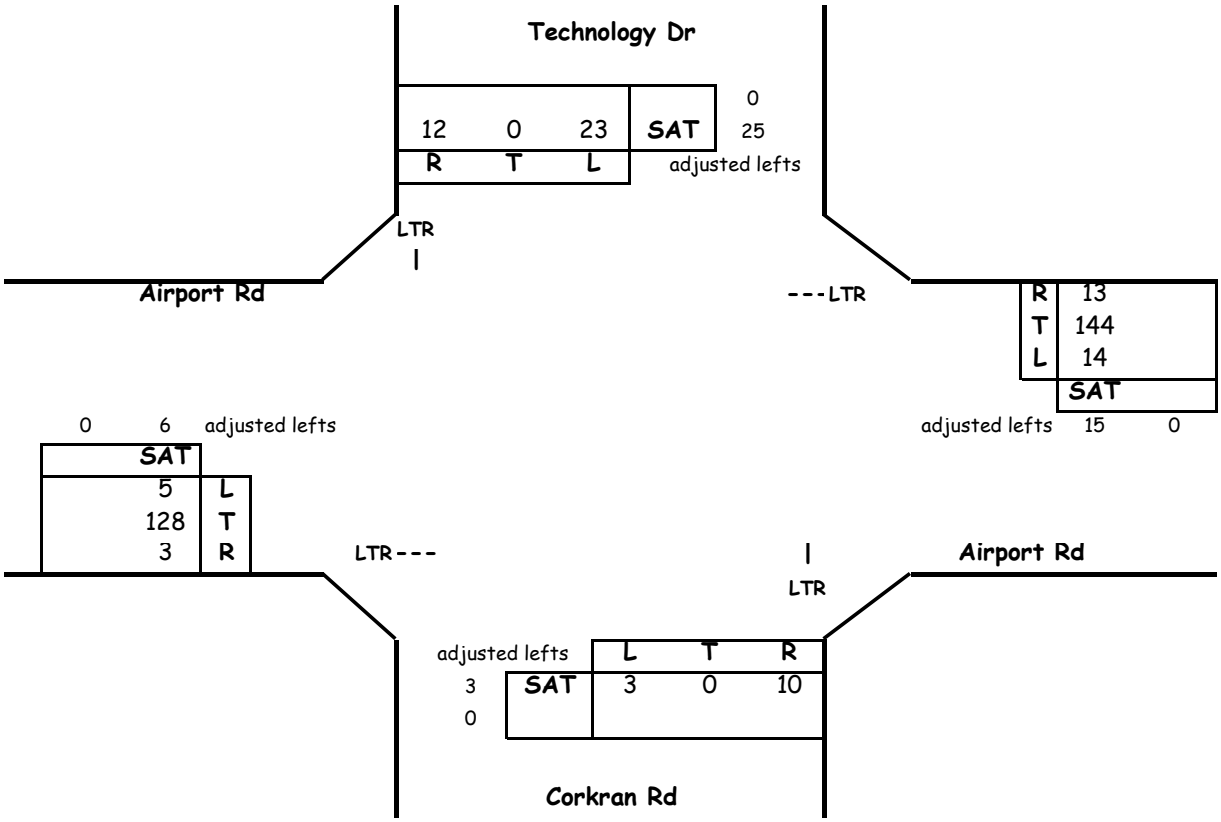
Intersection
3 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	13	1.00	13	23	1	23	40
SB	37	1.00	37	3	1	3	
EB	137	1	137	14	1	14	177
WB	172	1	172	5	1	5	
						CLV TOTAL=	217
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Airport Rd & Technology Dr
(Background Traffic)

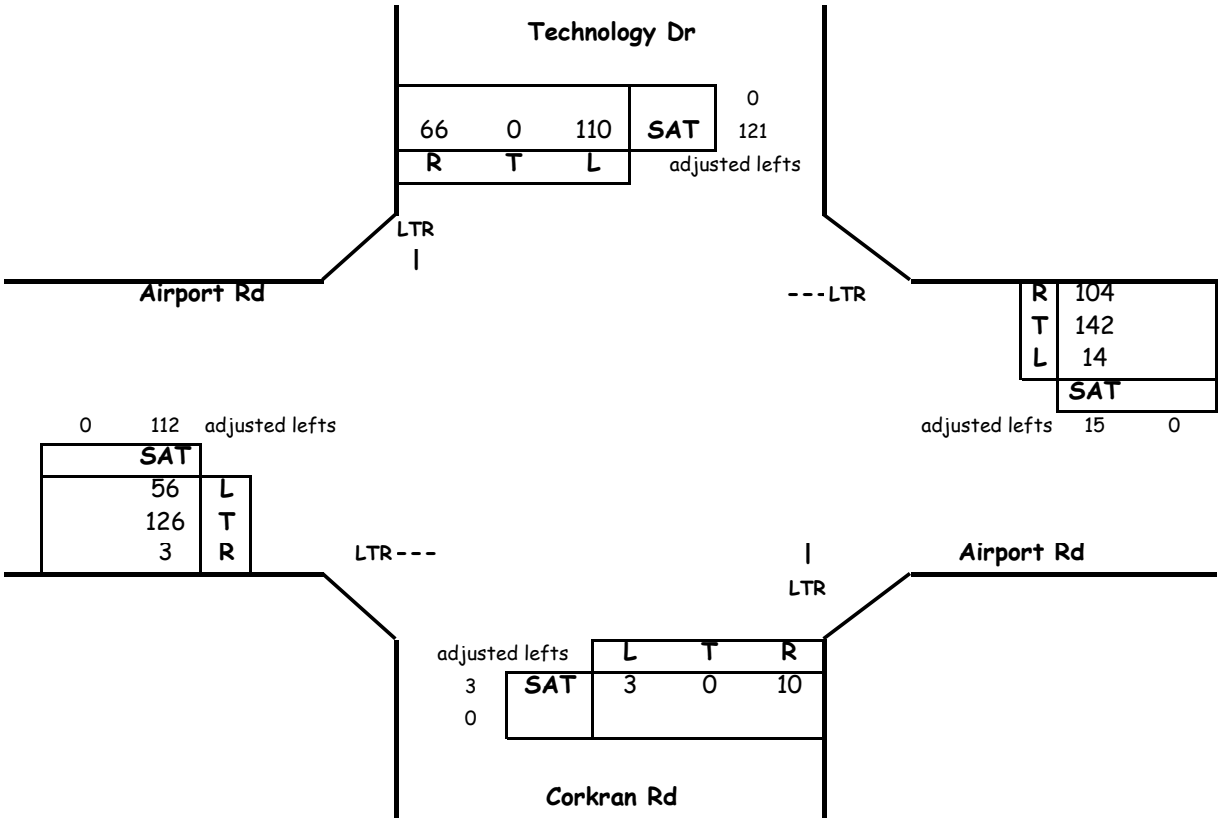
Intersection
3 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Technology Dr
Study Period: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	13	1.00	13	110	1	110	190
SB	187	1.00	187	3	1	3	
EB	241	1	241	14	1	14	317
WB	261	1	261	56	1	56	
						CLV TOTAL=	507
						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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Airport Rd &
Technology Dr
(Total Traffic)

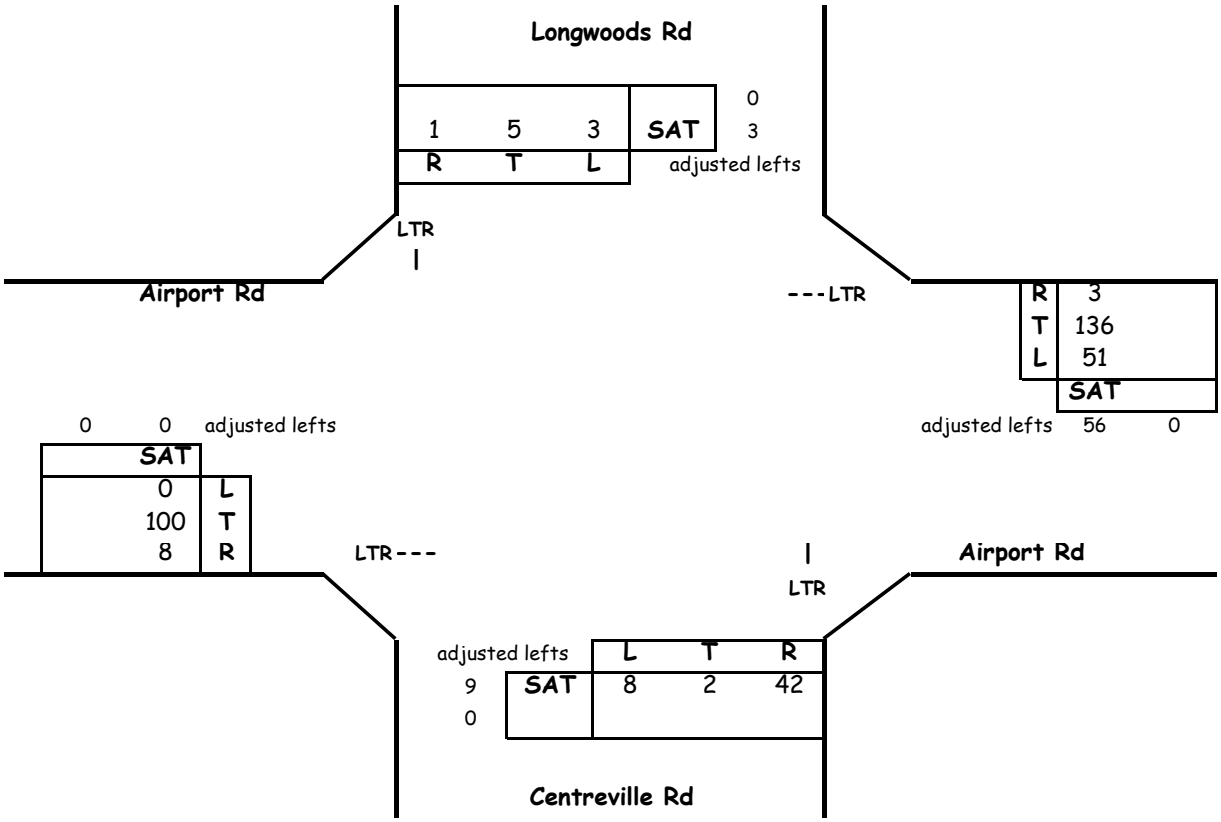
Intersection
3 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Centreville Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	53	1.00	53	3	1	3	56
SB	9	1.00	9	8	1	8	
EB	108	1	108	51	1	51	195
WB	195	1	195	0	1	0	
						CLV TOTAL=	251
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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Airport Rd &
Centreville Rd
(Existing Traffic)

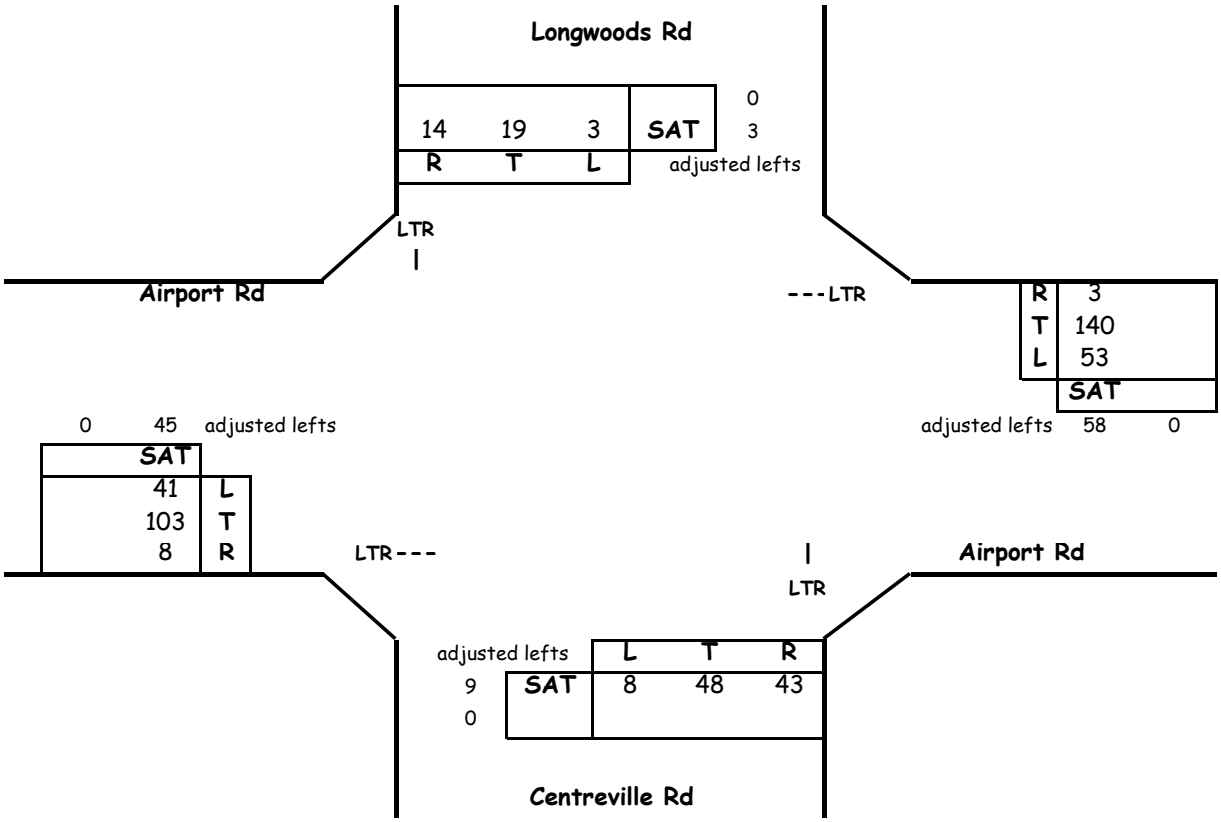
Intersection
4 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Longwoods Rd
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	100	1.00	100	3	1	3	103
SB	36	1.00	36	8	1	8	
EB	156	1	156	53	1	53	242
WB	201	1	201	41	1	41	
						CLV TOTAL=	345
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Airport Rd &
Longwoods Rd
(Background Traffic)

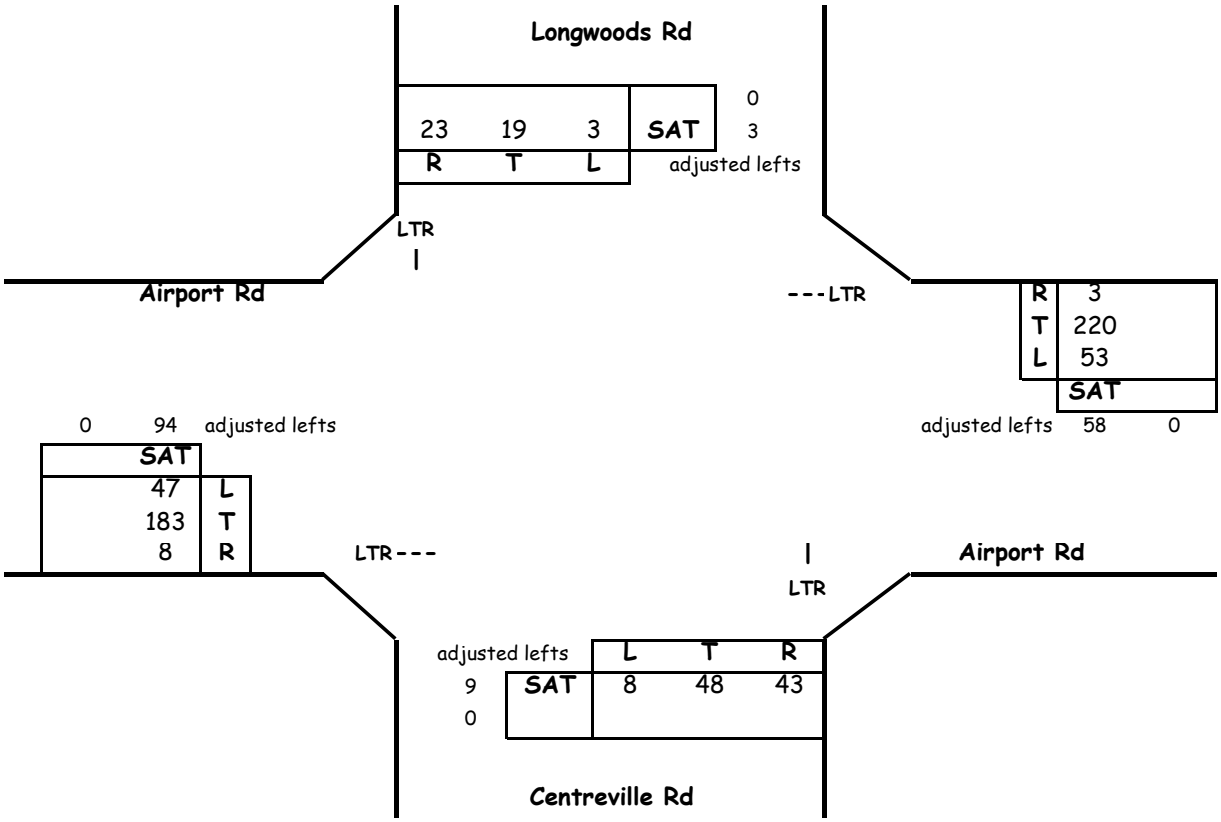
Intersection
4 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Main Line: Airport Rd
Minor Street: Longwoods Rd
Study Period: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	100	1.00	100	3	1	3	103
SB	45	1.00	45	8	1	8	
EB	285	1	285	53	1	53	338
WB	281	1	281	47	1	47	
						CLV TOTAL=	441
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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Airport Rd &
Longwoods Rd
(Total Traffic)

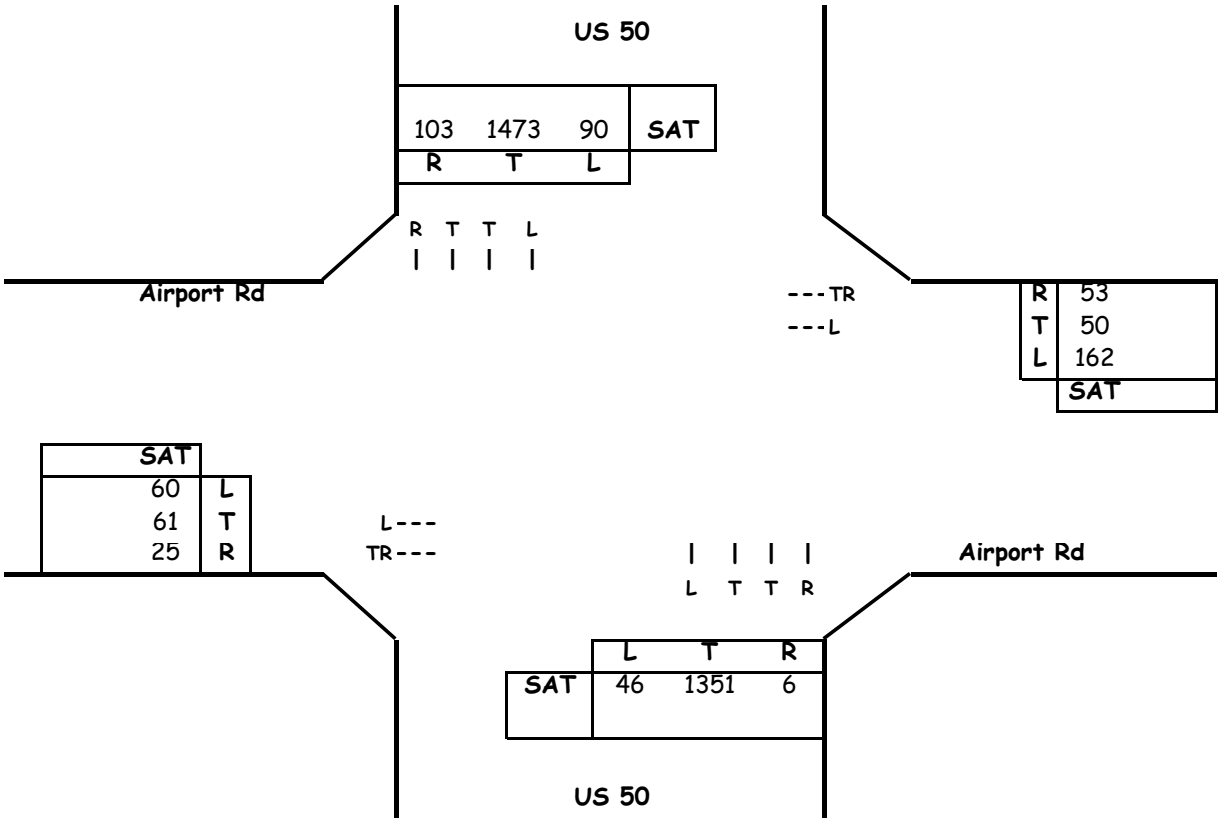
Intersection
4 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: US 50
Minor Street: Airport Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1351	0.55	743	90	1	90	856
SB	1473	0.55	810	46	1	46	
EB	86	1	86	162	1	162	248
WB	103	1	103	60	1	60	
						CLV TOTAL=	**1104**
						Level of Service (LOS)=	**B**

Critical Lane Volume Analysis

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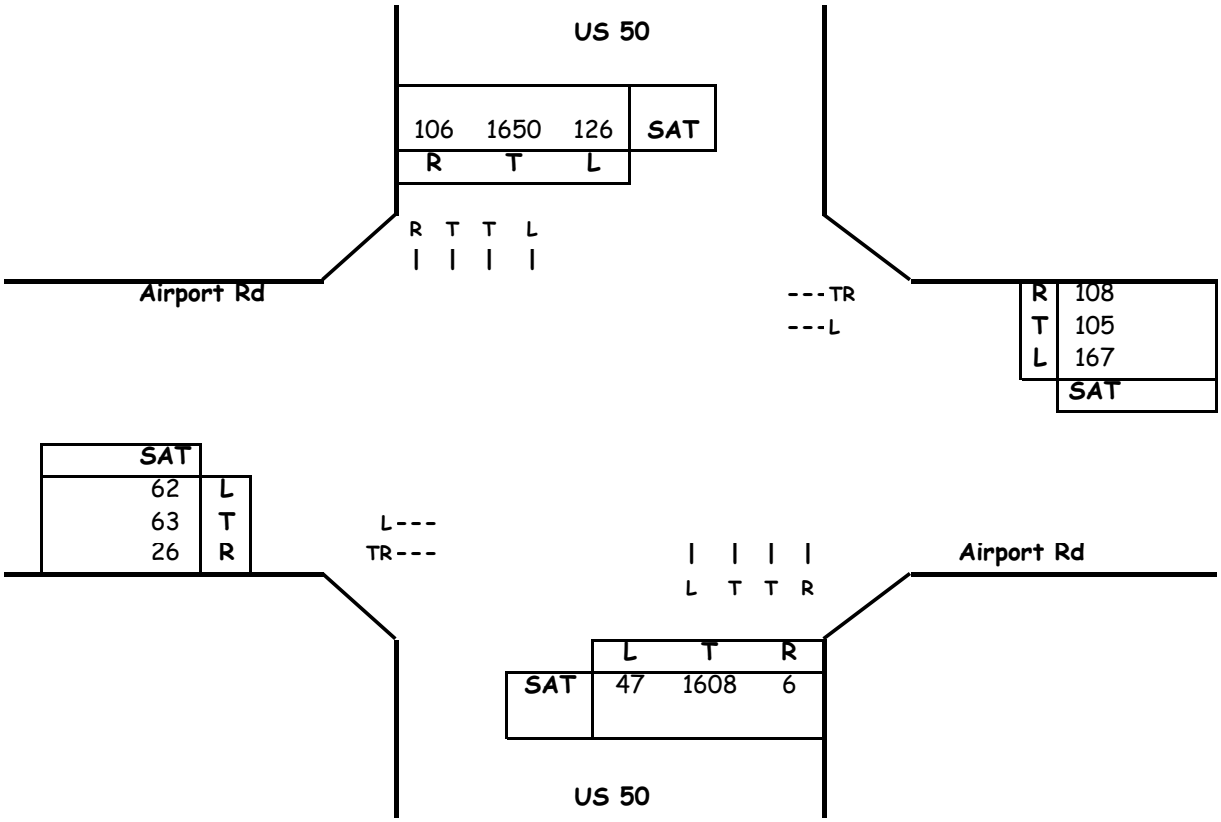
US 50 &
Airport Rd
(Existing Traffic)

Intersection
5-Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Background Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1608	0.55	884	126	1	126	1010
SB	1650	0.55	908	47	1	47	
EB	89	1	89	167	1	167	275
WB	213	1	213	62	1	62	
						CLV TOTAL=	**1285**
						Level of Service (LOS)=	***C***

Critical Lane Volume Analysis

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

US 50 &
Airport Rd
(Background Traffic)

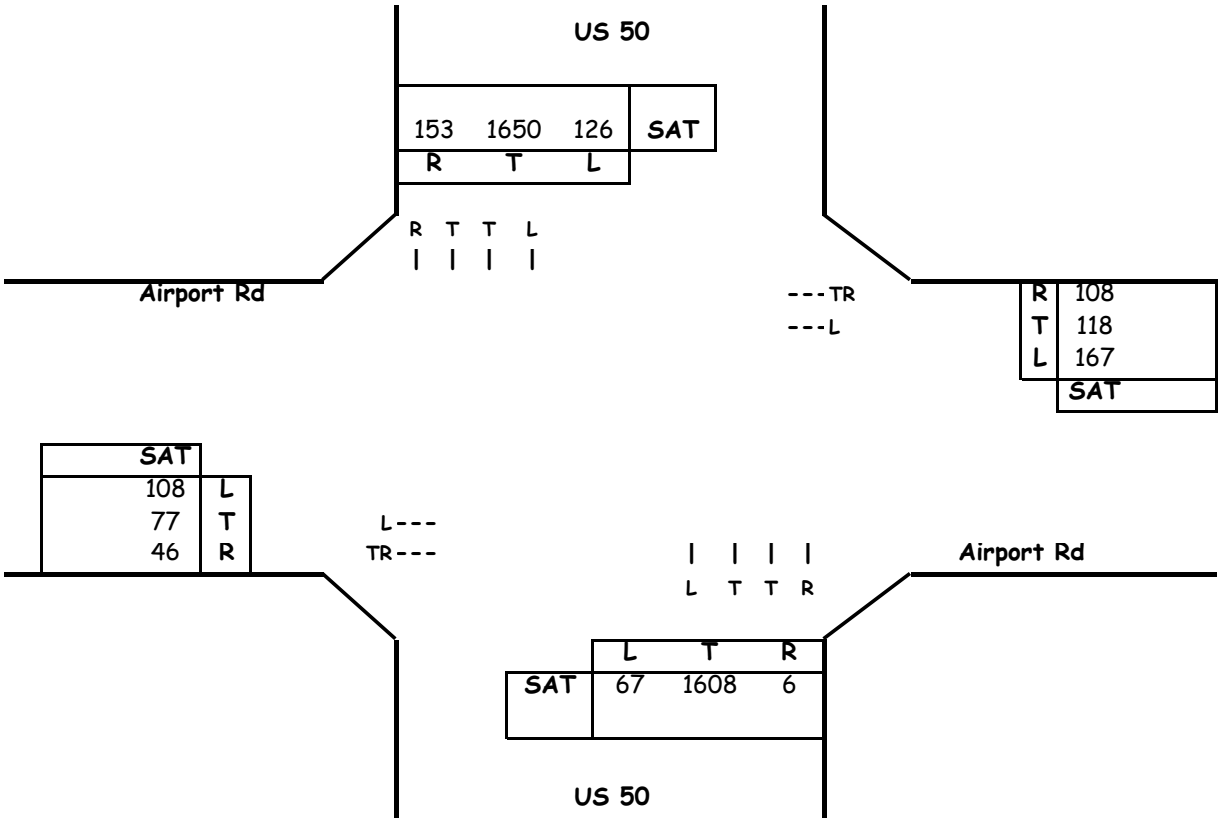
Intersection
5-Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: US 50
Minor Street: Airport Rd
Study Period: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1608	0.55	884	126	1	126	1010
SB	1650	0.55	908	67	1	67	
EB	123	1	123	167	1	167	334
WB	226	1	226	108	1	108	
						CLV TOTAL=	**1344**
						Level of Service (LOS)=	**D**

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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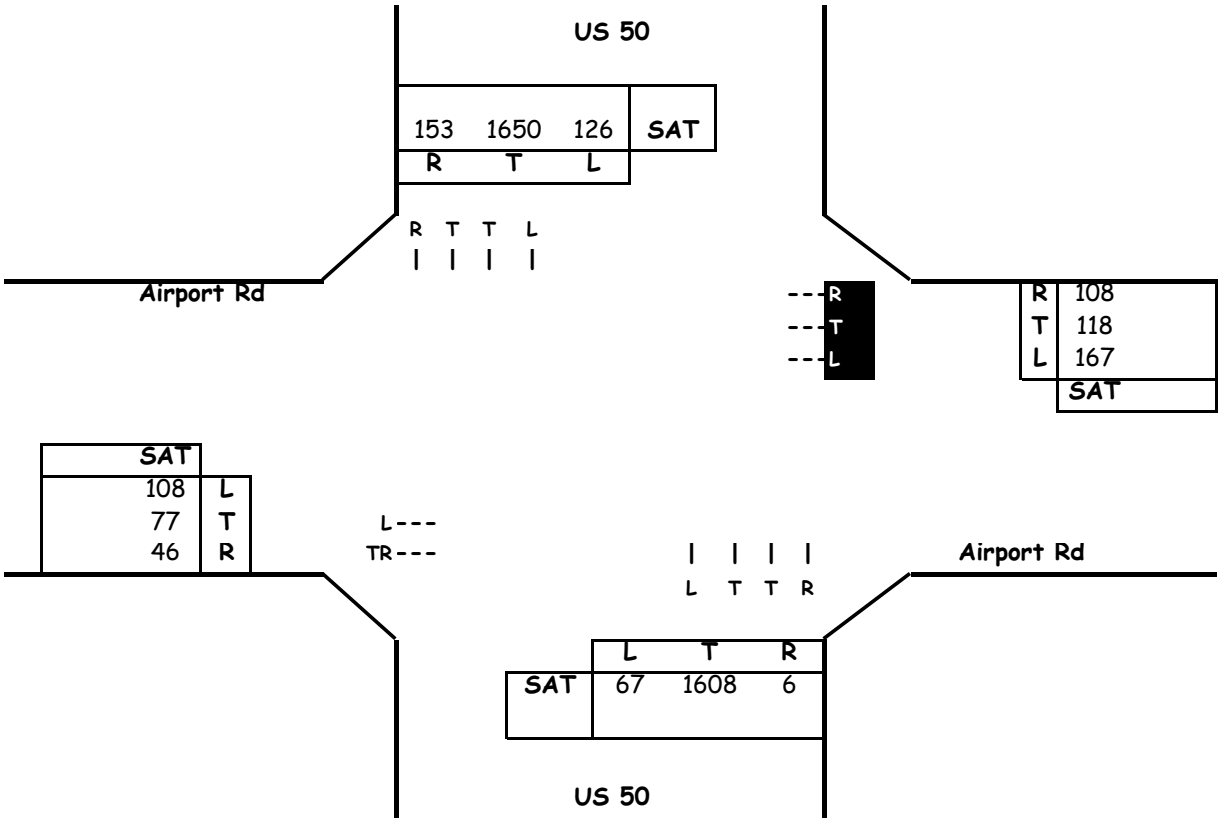
US 50 &
Airport Rd
(Total Traffic)

Intersection
5-Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: US 50 **Analyst:** Lenhart Traffic
Minor Street: Airport Rd
Study Period: Total Traffic w/ Improvements

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	1608	0.55	884	126	1	126	1010
SB	1650	0.55	908	67	1	67	
EB	123	1	123	167	1	167	290
WB	118	1	118	108	1	108	
						CLV TOTAL=	1300
						Level of Service (LOS)=	C

Critical Lane Volume Analysis

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US 50 &
Airport Rd
(Total Traffic w/ Improvements)

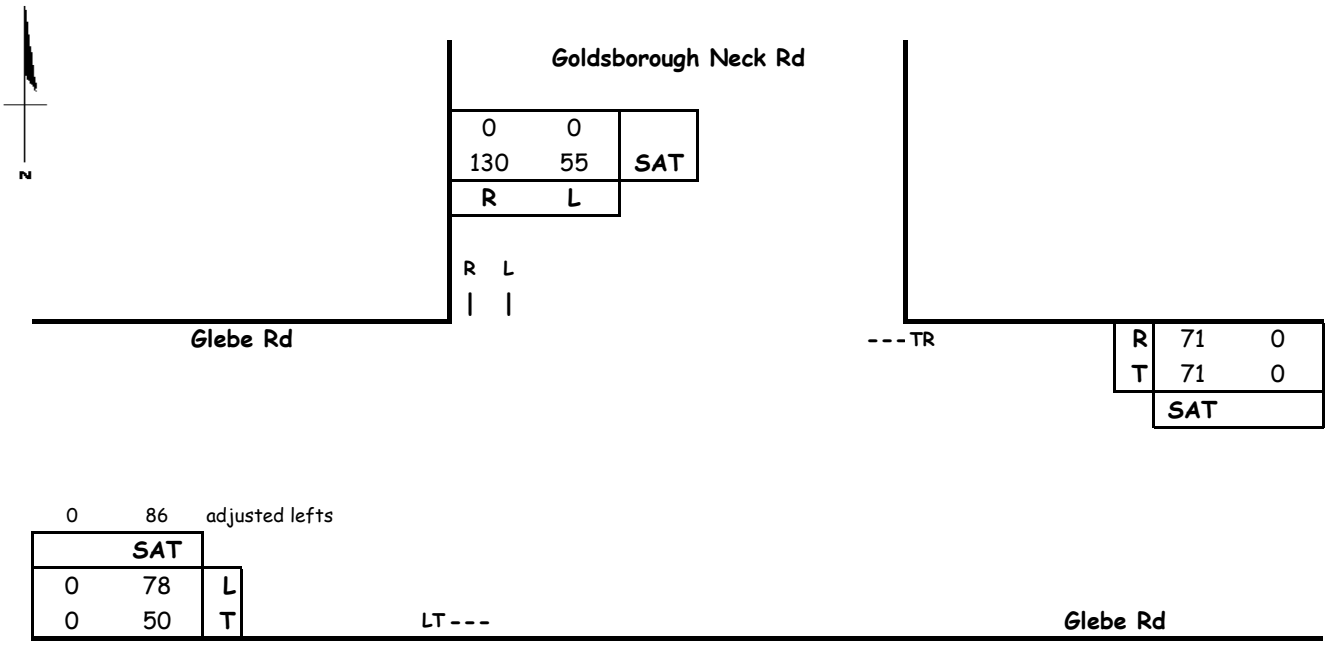
Intersection
5-Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

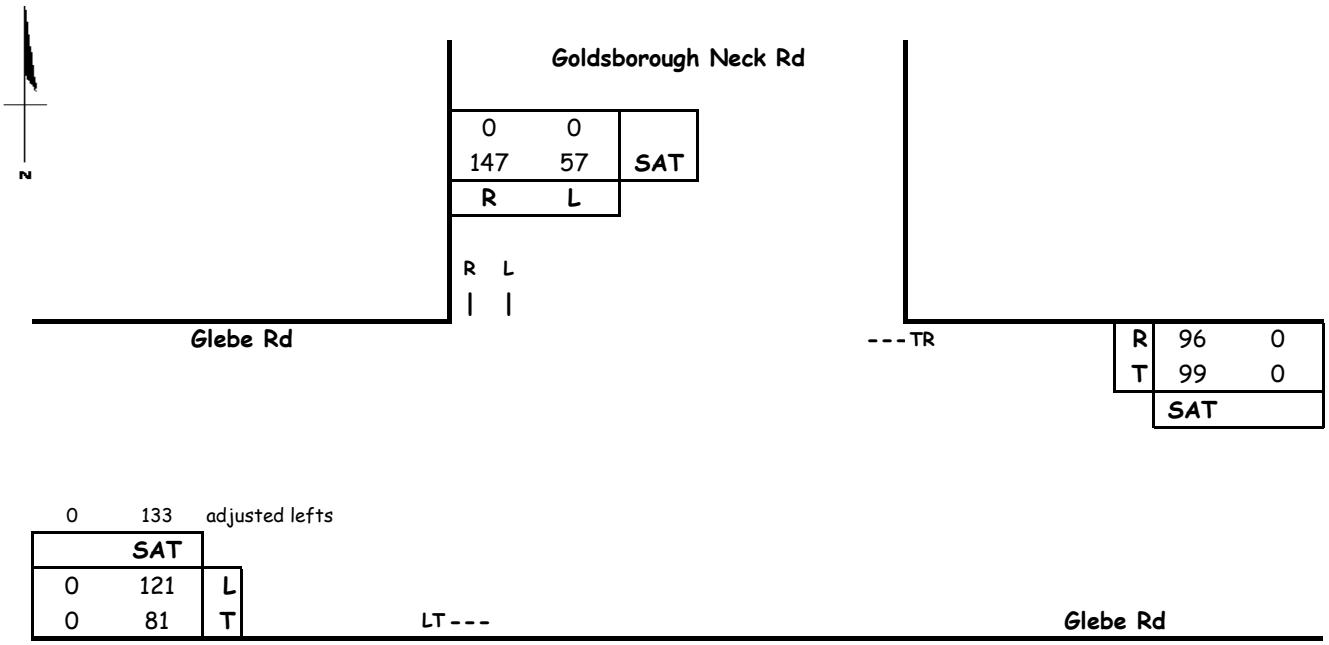
Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	SAT CLV
SB	55	1.00	55				55
EB	136	1.00	136				220
WB	142	1.00	142	78	1.00	78	
					CLV TOTAL=		**275**
					Level of Service (LOS)=		**A**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	SAT CLV
SB	57	1.00	57				57
EB	214	1.00	214				316
WB	195	1.00	195	121	1.00	121	
					CLV TOTAL=		**373**
					Level of Service (LOS)=		**A**

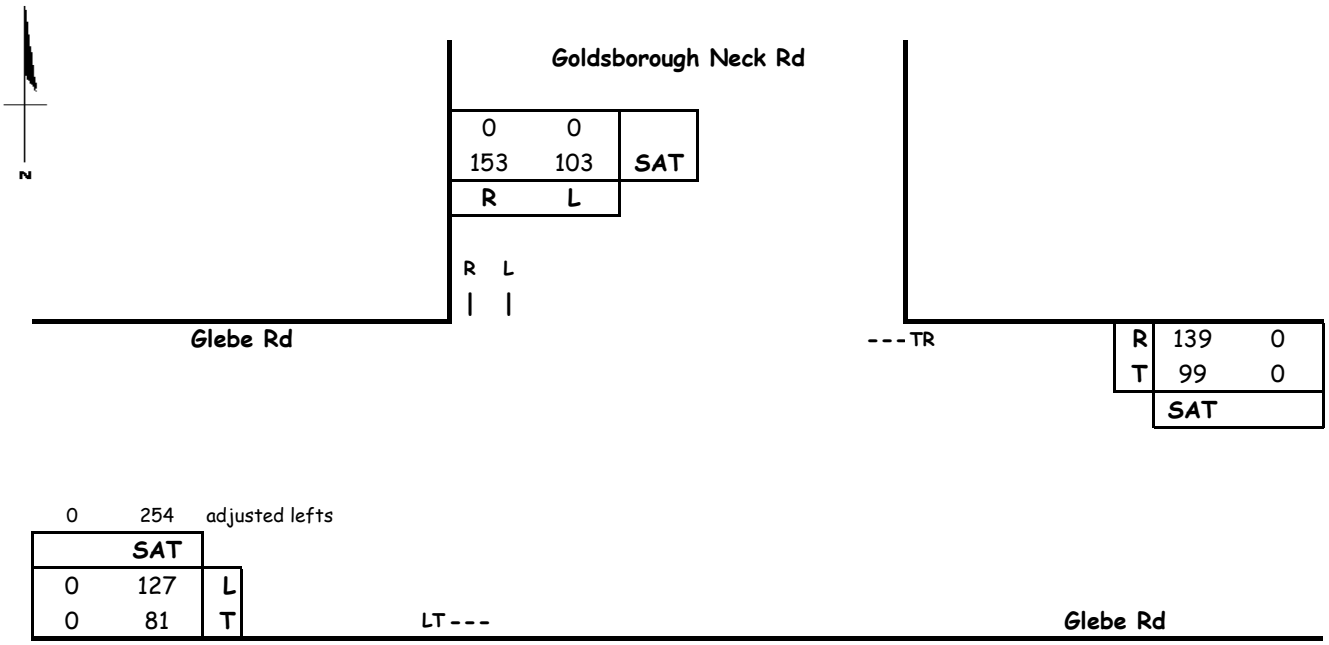
Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Goldsborough Neck Rd & Glebe Rd (Background Traffic)	**Intersection** **6 - Sat**

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Glebe Rd
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour

Dir	Thru Volumes VOL	x LUF	= Total	+ Opposing Lefts VOL	x LUF	= Total	SAT CLV
SB	103	1.00	103				103
EB	335	1.00	335				365
WB	238	1.00	238	127	1.00	127	
					CLV TOTAL=		**468**
					Level of Service (LOS)=		**A**

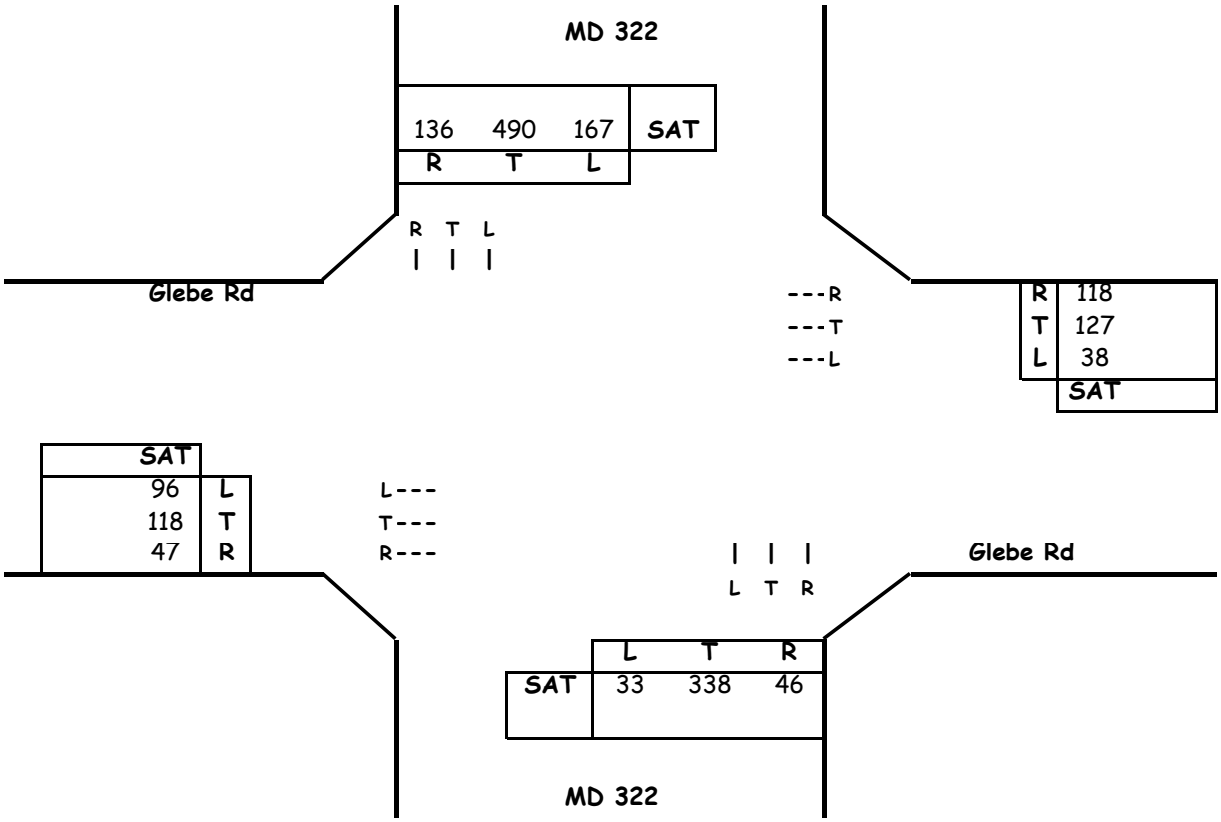
Critical Lane Volume Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Goldsborough Neck Rd & Glebe Rd (Total Traffic)	**Intersection** **6 - Sat**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: MD 322
Minor Street: Glebe Rd
Study Period: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	338	1.00	338	167	1	167	523
SB	490	1.00	490	33	1	33	
EB	118	1	118	38	1	38	223
WB	127	1	127	96	1	96	
						CLV TOTAL=	746
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
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MD 322 & Glebe Rd
(Existing Traffic)

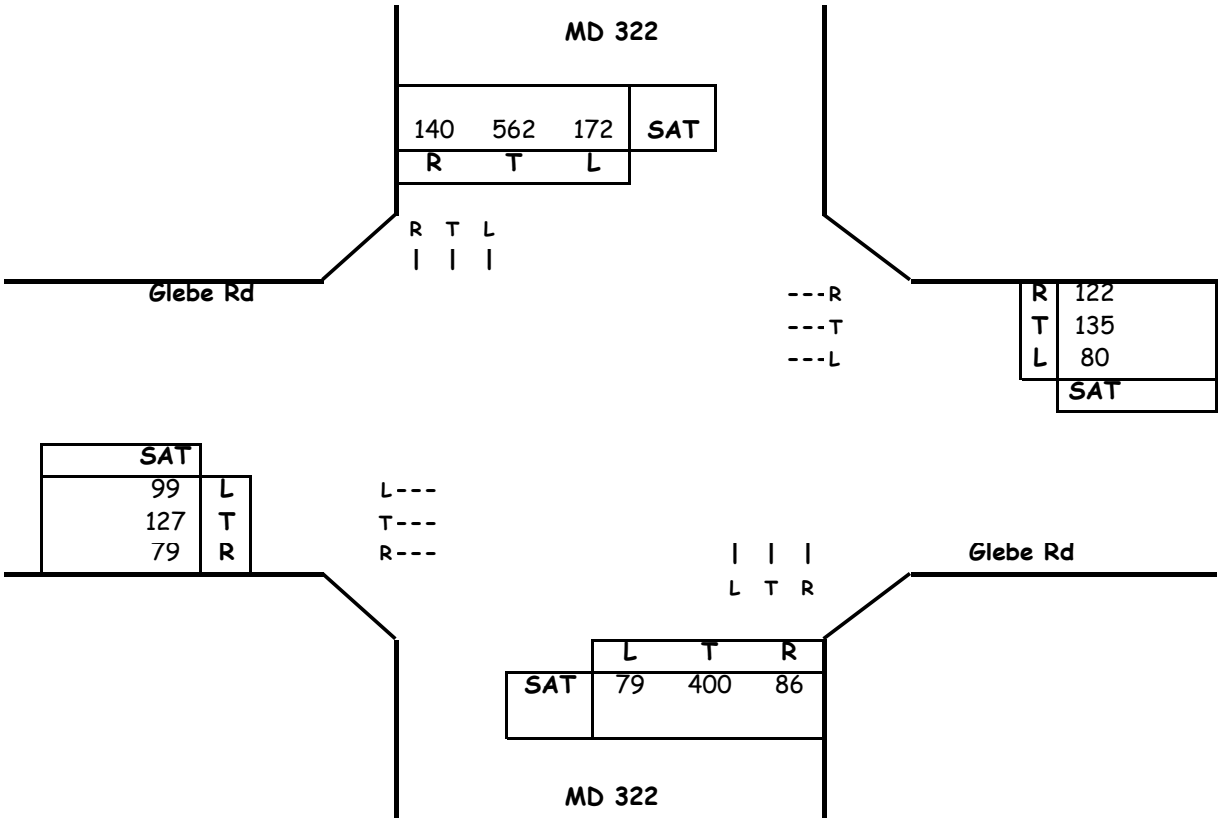
Intersection
7 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: MD 322
Minor Street: Glebe Rd
Study Period: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	400	1.00	400	172	1	172	641
SB	562	1.00	562	79	1	79	
EB	127	1	127	80	1	80	234
WB	135	1	135	99	1	99	
						CLV TOTAL=	875
						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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MD 322 &
Glebe Rd
(Background Traffic)

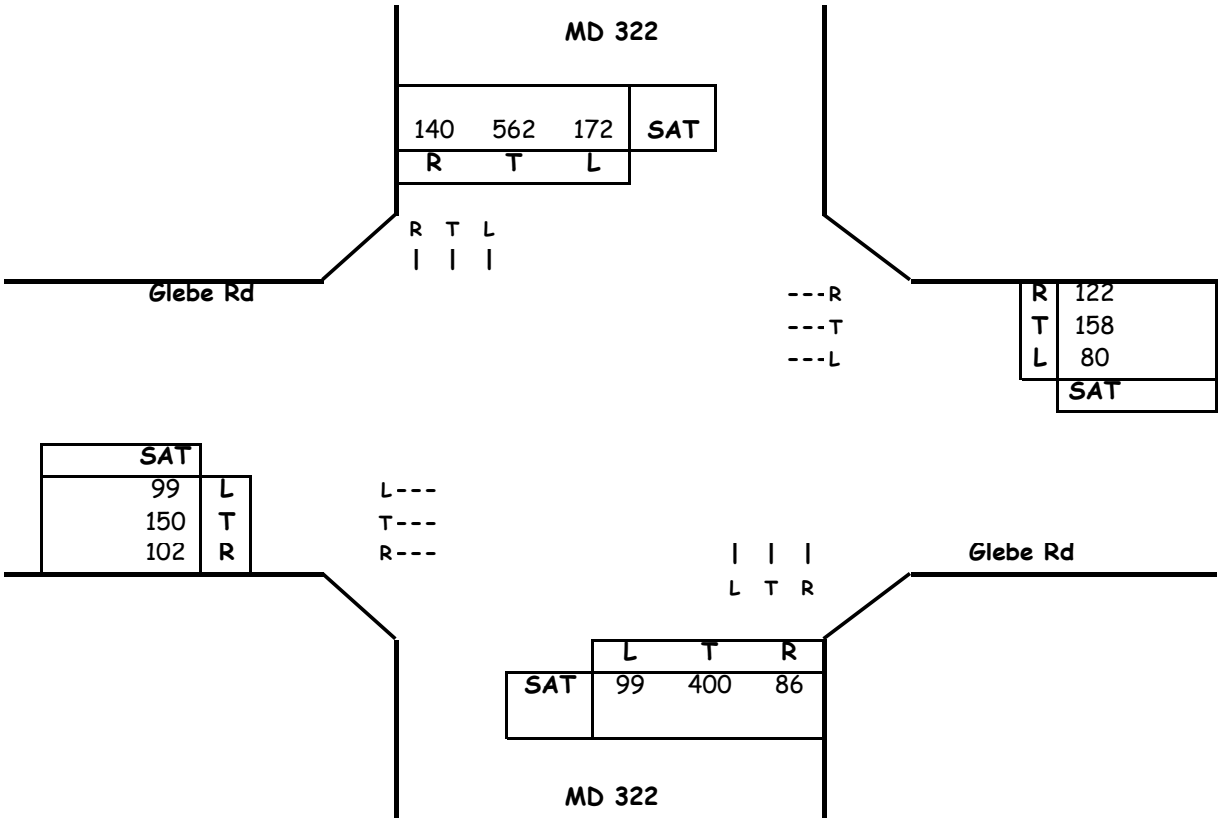
Intersection
7 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: MD 322
Minor Street: Glebe Rd
Study Period: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	400	1.00	400	172	1	172	661
SB	562	1.00	562	99	1	99	
EB	150	1	150	80	1	80	257
WB	158	1	158	99	1	99	
						CLV TOTAL=	918
						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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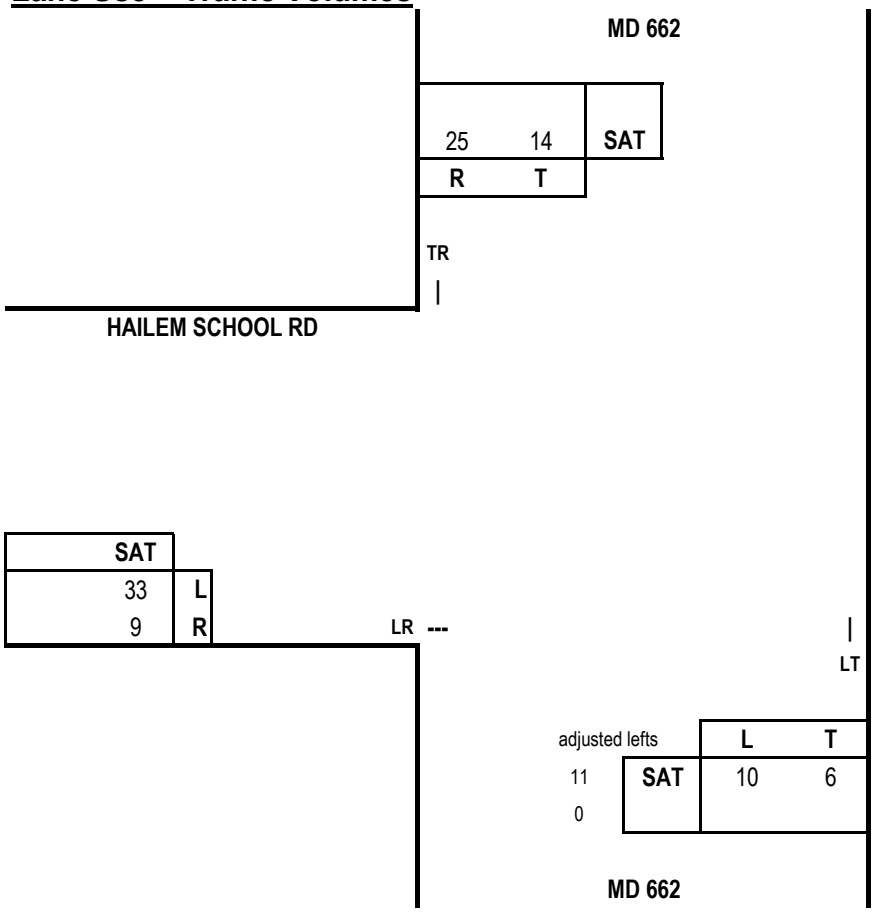
MD 322 & Glebe Rd
(Total Traffic)

Intersection
7 - Sat

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Existing Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	42	1.00	42				42
NB	17	1.00	17				49
SB	39	1.00	39	10	1.00	10	
						CLV TOTAL=	91
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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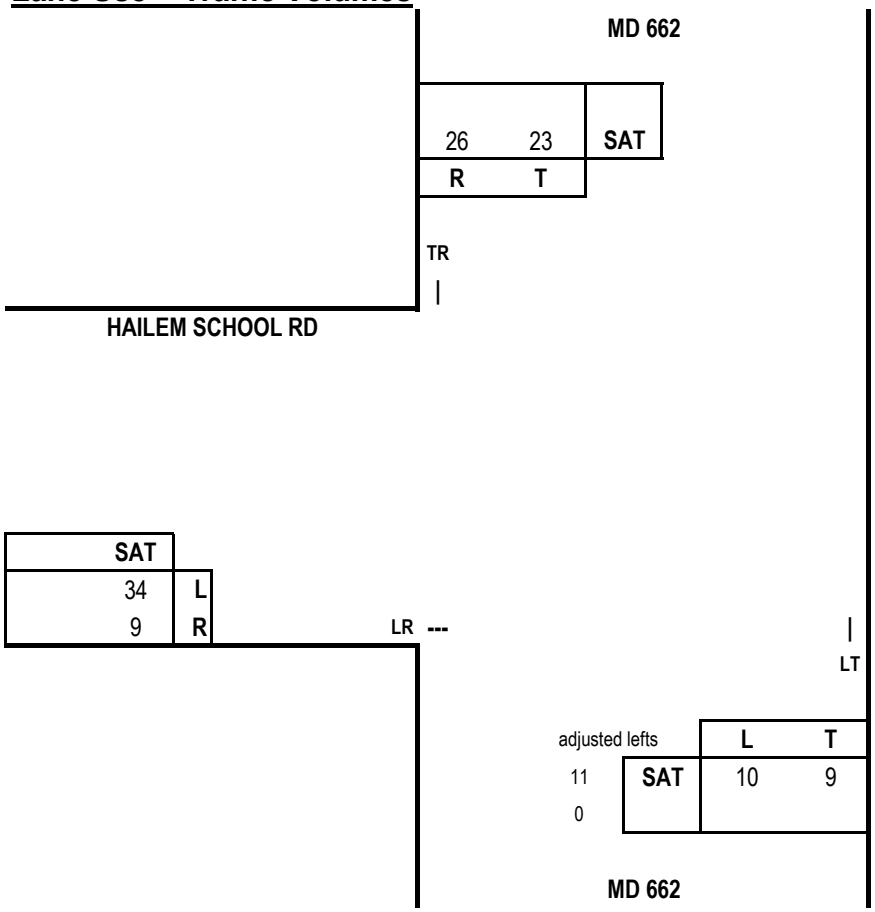
MD 662 &
Hailem School Rd
(Existing Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	43	1.00	43				43
NB	20	1.00	20				59
SB	49	1.00	49	10	1.00	10	
					CLV TOTAL=		102
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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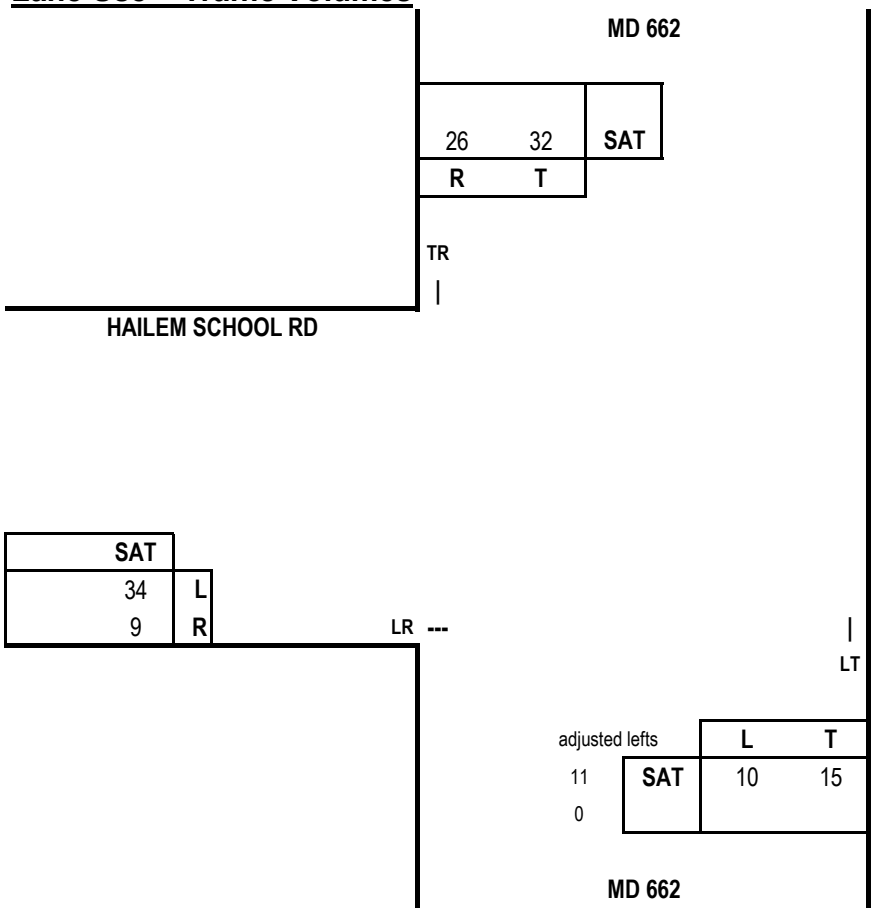
MD 662 &
Hailem School Rd
(Background Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hailem School Rd
Conditions: Total Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			SAT
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	43	1.00	43				43
NB	26	1.00	26				68
SB	58	1.00	58	10	1.00	10	
					CLV TOTAL=		111
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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MD 662 &
Hailem School Rd
(Total Traffic)

Intersection
8

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes

Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	12	1.00	12	6	1.00	6	24
SB	24	1.00	24				
						CLV TOTAL=	28
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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N

MD 662 &
Hiners Ln
(Existing Traffic)

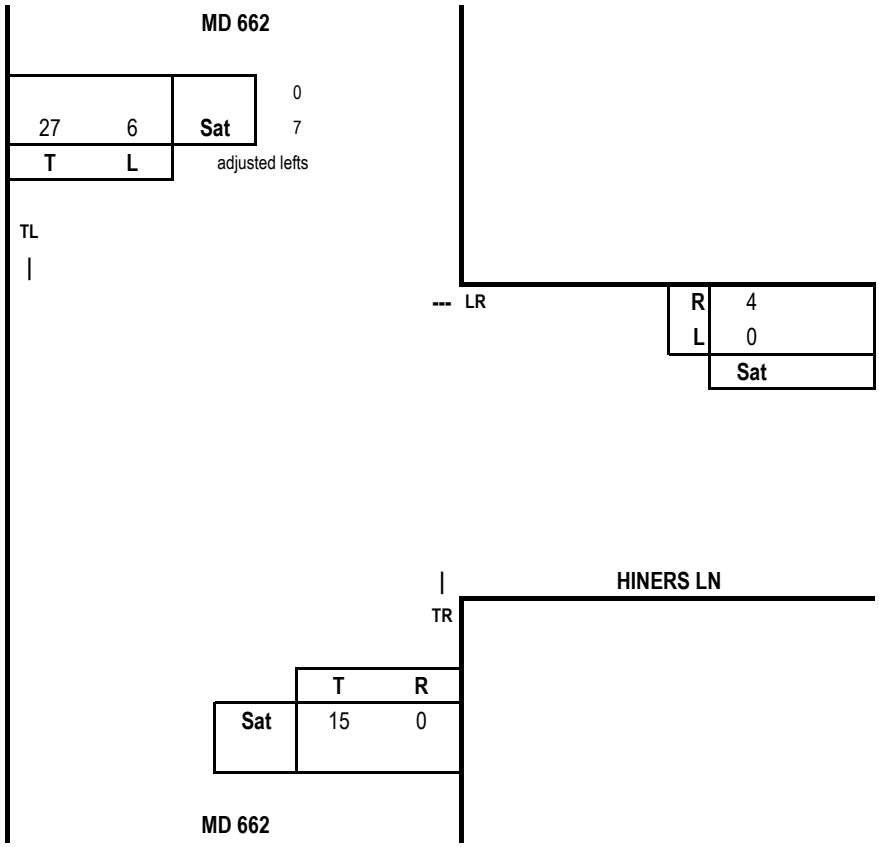
Intersection
9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	15	1.00	15	6	1.00	6	34
SB	34	1.00	34				
						CLV TOTAL=	38
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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N

MD 662 &
Hiners Ln
(Background Traffic)

Intersection
9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: MD 662
and: Hiners Ln
Conditions: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes

Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	4	1.00	4				4
NB	21	1.00	21	6	1.00	6	43
SB	43	1.00	43				
						CLV TOTAL=	47
						Level of Service (LOS)=	A

Critical Lane Volume Analysis

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N

MD 662 &
Hiners Ln
(Total Traffic)

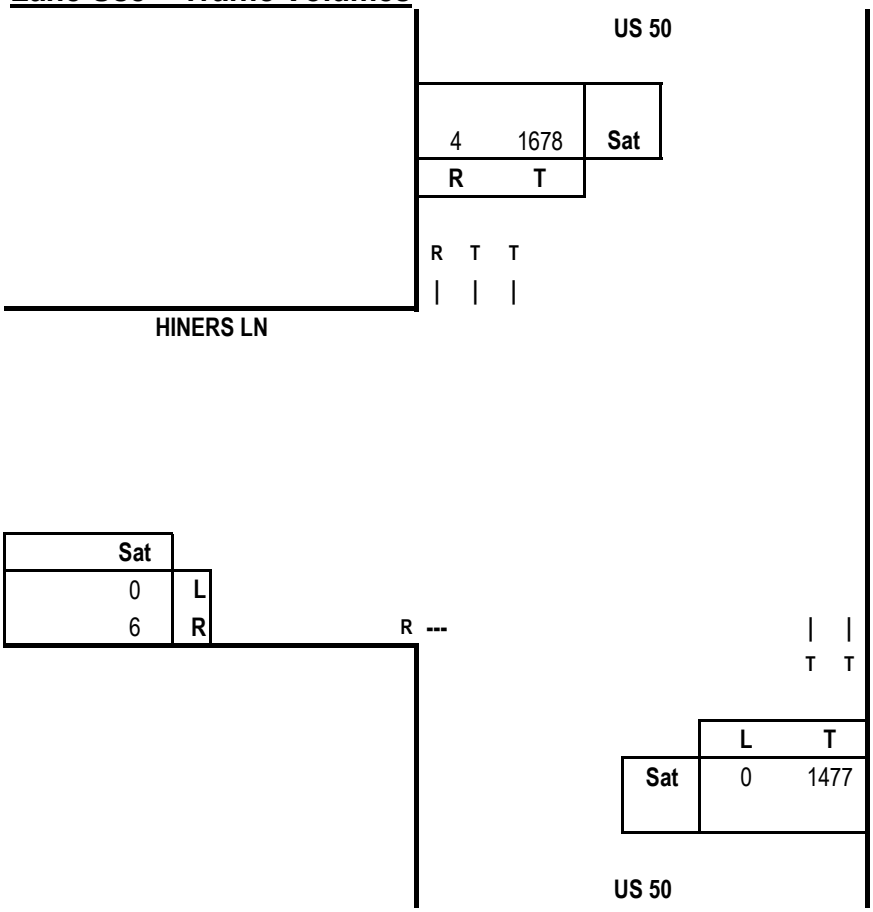
Intersection
9

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Existing Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	6	1.00	6				6
NB	1477	0.55	812				923
SB	1678	0.55	923	0	0.00	0	
						CLV TOTAL=	**929**
						Level of Service (LOS)=	**A**

Critical Lane Volume Analysis

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US 50 &
Hiners Ln
(Existing Traffic)

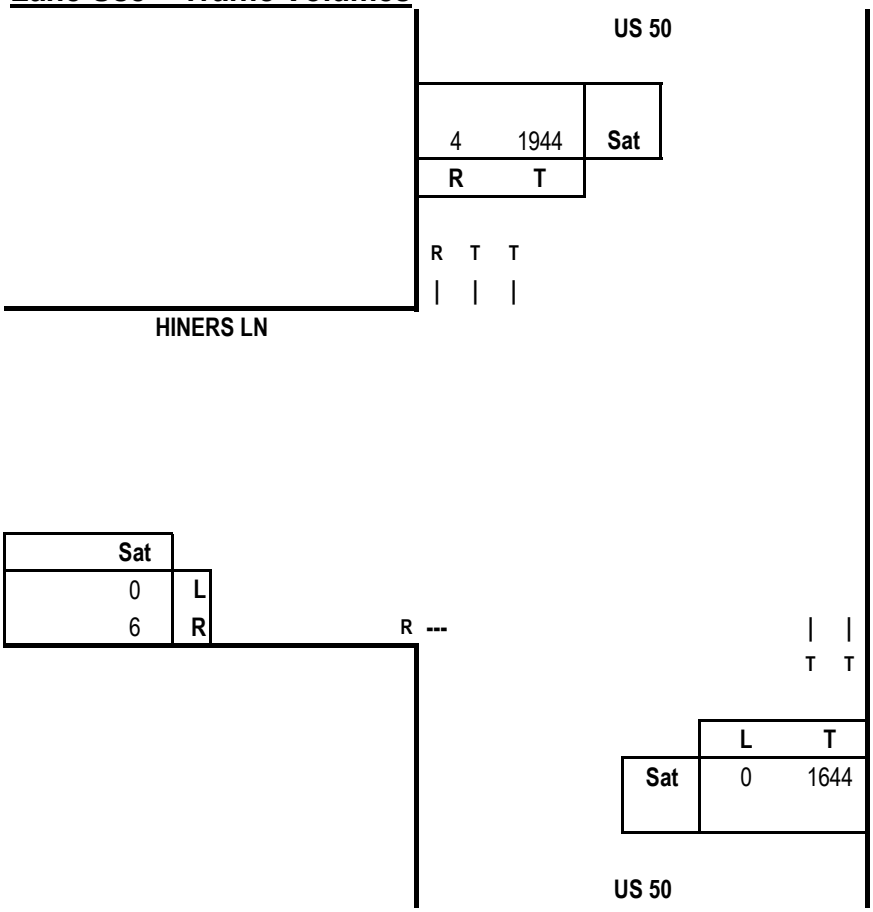
Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Background Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	6	1.00	6				6
NB	1644	0.55	904				1069
SB	1944	0.55	1069	0	0.00	0	
						CLV TOTAL=	1075
						Level of Service (LOS)=	B

Critical Lane Volume Analysis

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US 50 &
Hiners Ln
(Background Traffic)

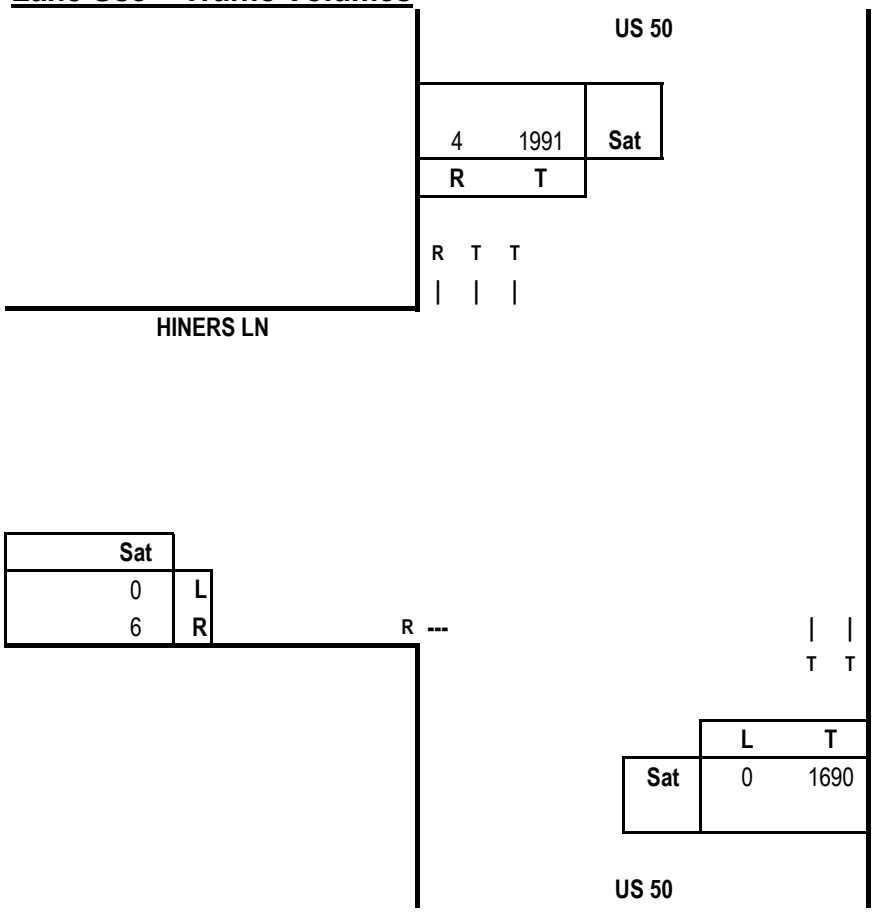
Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: US 50
and: Hiners Ln
Conditions: Total Traffic

Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
EB	6	1.00	6				6
NB	1690	0.55	930				1095
SB	1991	0.55	1095	0	0.00	0	
						CLV TOTAL=	1101
						Level of Service (LOS)=	B

Critical Lane Volume Analysis

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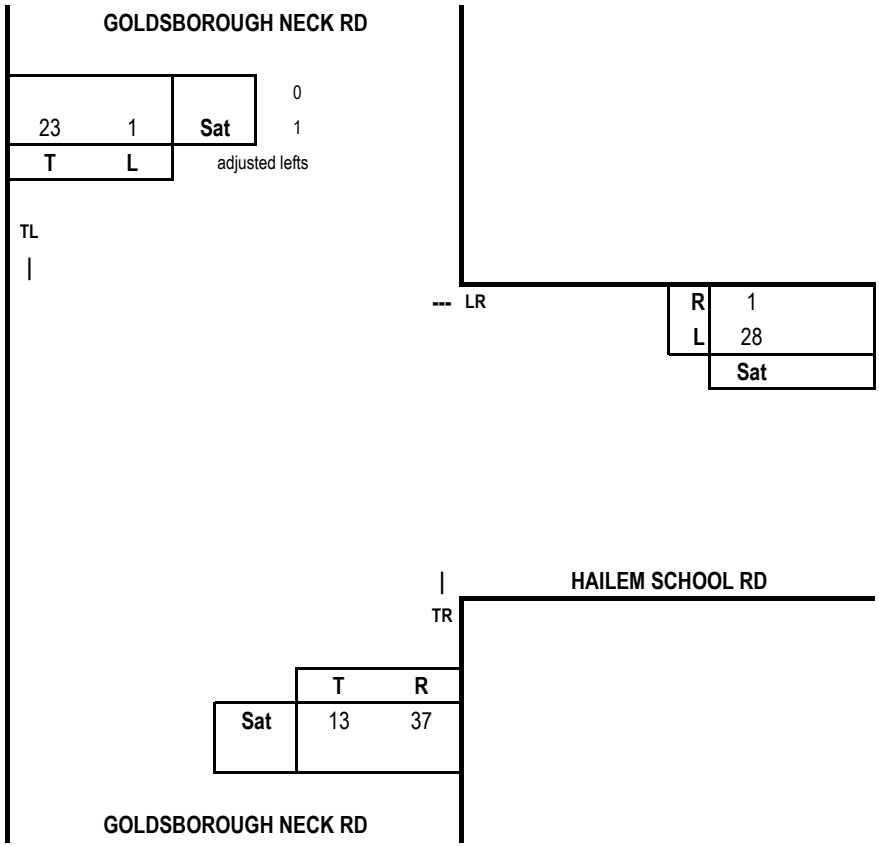
US 50 &
Hiners Ln
(Total Traffic)

Intersection
10

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Analyst: Lenhart Traffic
Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	29	1.00	29				29
NB	50	1.00	50	1	1.00	1	51
SB	24	1.00	24				
					CLV TOTAL=		80
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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N

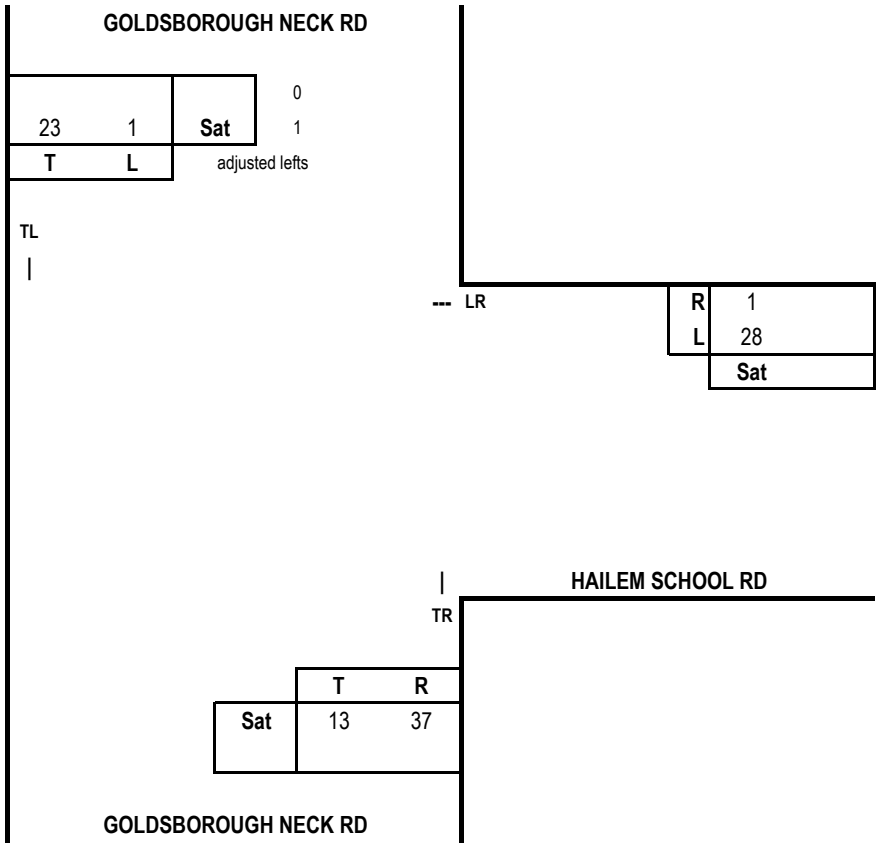
Goldsborough Neck Rd &
Hailem School Rd
(Existing Traffic)

Intersection
11

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Conditions: Background Traffic
Analyst: Lenhart Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	29	1.00	29				29
NB	50	1.00	50	1	1.00	1	51
SB	24	1.00	24				
					CLV TOTAL=		80
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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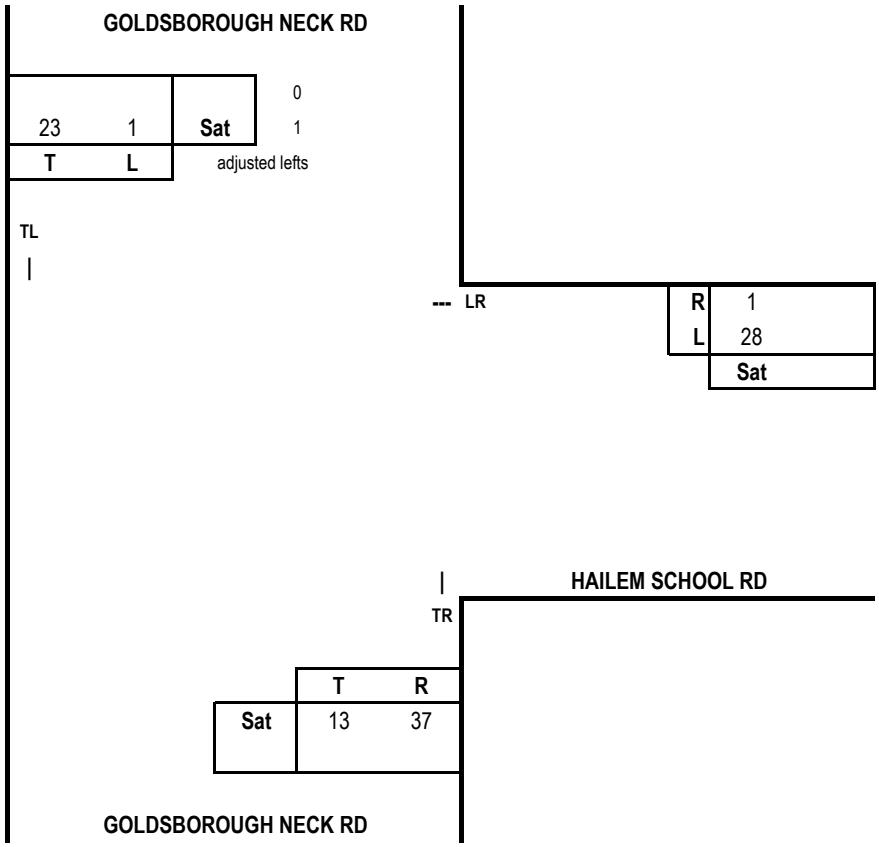
Goldsborough Neck Rd &
Hailem School Rd
(Background Traffic)

Intersection
11

CRITICAL LANE VOLUME (CLV) METHODOLOGY
for MSHA

Intersection of: Goldsborough Neck Rd
and: Hailem School Rd
Analyst: Lenhart Traffic
Conditions: Total Traffic

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour							
	Thru Volumes			+ Opposing Lefts			Sat
Dir	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
WB	29	1.00	29				29
NB	50	1.00	50	1	1.00	1	51
SB	24	1.00	24				
					CLV TOTAL=		80
					Level of Service (LOS)=		A

Critical Lane Volume Analysis

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N

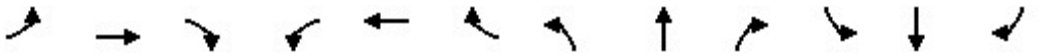
Goldsborough Neck Rd &
Hailem School Rd
(Total Traffic)

Intersection
11

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	84	6	22	82	9	31
Future Volume (Veh/h)	84	6	22	82	9	31
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	91	7	24	89	10	34
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	122	68			113	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	122	68			113	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	99			99	
cM capacity (veh/h)	867	995			1476	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	98	113	44
Volume Left	91	0	10
Volume Right	7	89	0
cSH	875	1700	1476
Volume to Capacity	0.11	0.07	0.01
Queue Length 95th (ft)	9	0	1
Control Delay (s)	9.6	0.0	1.7
Lane LOS	A		A
Approach Delay (s)	9.6	0.0	1.7
Approach LOS	A		

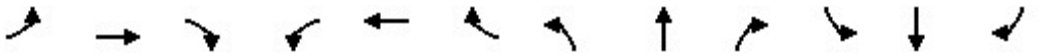
Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	116	7	33	200	1	10	0	18	1	1	1
Future Volume (Veh/h)	0	116	7	33	200	1	10	0	18	1	1	1
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)	0	126	8	36	217	1	11	0	20	1	1	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	218			134			421	420	130	440	424	218
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	218			134			421	420	130	440	424	218
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	100			98			98	100	98	100	100	100
cM capacity (veh/h)	1352			1451			531	512	920	506	509	822

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	134	254	31	3
Volume Left	0	36	11	1
Volume Right	8	1	20	1
cSH	1352	1451	730	582
Volume to Capacity	0.00	0.02	0.04	0.01
Queue Length 95th (ft)	0	2	3	0
Control Delay (s)	0.0	1.3	10.1	11.2
Lane LOS		A	B	B
Approach Delay (s)	0.0	1.3	10.1	11.2
Approach LOS			B	B

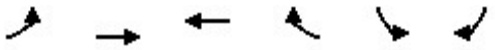
Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	32.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	42	8	319	99	86	36	936	8	35	1077	96
Future Volume (vph)	79	42	8	319	99	86	36	936	8	35	1077	96
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1817		1770	1733		1770	3539	1583	1770	3539	1583
Flt Permitted	0.63	1.00		0.54	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1177	1817		1001	1733		1770	3539	1583	1770	3539	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)	86	46	9	347	108	93	39	1017	9	38	1171	104
RTOR Reduction (vph)	0	3	0	0	13	0	0	0	3	0	0	38
Lane Group Flow (vph)	86	52	0	347	188	0	39	1017	6	38	1171	66
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	19.4	19.4		54.5	54.5		8.7	136.1	136.1	8.6	136.0	136.0
Effective Green, g (s)	19.4	19.4		54.5	54.5		8.7	136.1	136.1	8.6	136.0	136.0
Actuated g/C Ratio	0.09	0.09		0.26	0.26		0.04	0.64	0.64	0.04	0.64	0.64
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	107	165		367	444		72	2264	1012	71	2262	1012
v/s Ratio Prot		0.03		c0.14	0.11		c0.02	0.29		0.02	c0.33	
v/s Ratio Perm	0.07			c0.11					0.00			0.04
v/c Ratio	0.80	0.32		0.95	0.42		0.54	0.45	0.01	0.54	0.52	0.07
Uniform Delay, d1	94.8	90.4		74.8	66.0		100.0	19.4	13.8	100.1	20.7	14.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.9	1.1		32.9	0.7		8.1	0.6	0.0	7.6	0.9	0.1
Delay (s)	128.6	91.6		107.7	66.6		108.1	20.0	13.9	107.6	21.5	14.6
Level of Service	F	F		F	E		F	C	B	F	C	B
Approach Delay (s)		114.2			92.6			23.2			23.5	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	212.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.0%	ICU Level of Service	B
Analysis Period (min)	15		

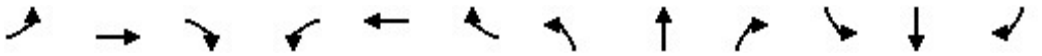
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	69	75	49	49	47	73
Future Volume (Veh/h)	69	75	49	49	47	73
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)	75	82	53	53	51	79
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	106				312	80
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	106				312	80
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				92	92
cM capacity (veh/h)	1485				647	981

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	157	106	130
Volume Left	75	0	51
Volume Right	0	53	79
cSH	1485	1700	1614
Volume to Capacity	0.05	0.06	0.08
Queue Length 95th (ft)	4	0	7
Control Delay (s)	3.8	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	3.8	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	24.4%	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)	93	117	48	27	161	63	59	312	27	93	534	234
Future Volume (vph)	93	117	48	27	161	63	59	312	27	93	534	234
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.43	1.00	1.00	0.57	1.00	1.00	0.40	1.00	1.00	0.55	1.00	1.00
Satd. Flow (perm)	804	1863	1583	1061	1863	1583	754	1863	1583	1018	1863	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)	101	127	52	29	175	68	64	339	29	101	580	254
RTOR Reduction (vph)	0	0	44	0	0	58	0	0	7	0	0	59
Lane Group Flow (vph)	101	127	8	29	175	10	64	339	22	101	580	195
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	17.2	17.2	17.2	17.2	17.2	17.2	85.9	85.9	85.9	85.9	85.9	85.9
Effective Green, g (s)	17.2	17.2	17.2	17.2	17.2	17.2	85.9	85.9	85.9	85.9	85.9	85.9
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	123	285	242	162	285	242	577	1427	1213	780	1427	1213
v/s Ratio Prot		0.07			0.09			0.18			c0.31	
v/s Ratio Perm	c0.13		0.01	0.03		0.01	0.08		0.01	0.10		0.12
v/c Ratio	0.82	0.45	0.03	0.18	0.61	0.04	0.11	0.24	0.02	0.13	0.41	0.16
Uniform Delay, d1	46.0	43.1	40.4	41.3	44.3	40.4	3.3	3.7	3.1	3.4	4.4	3.5
Progression Factor	1.00	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	33.7	1.1	0.1	0.5	3.9	0.1	0.4	0.4	0.0	0.3	0.9	0.3
Delay (s)	79.7	44.2	40.4	41.8	48.2	40.5	3.7	4.1	3.1	3.7	5.3	3.8
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		56.3			45.6			4.0			4.7	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	112.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	3	3	1	10	32
Future Volume (Veh/h)	21	3	3	1	10	32
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	3	3	1	11	35
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	36	28	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36	28	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	975	1046	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	26	4	46
Volume Left	23	3	0
Volume Right	3	0	35
cSH	983	1562	1700
Volume to Capacity	0.03	0.00	0.03
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	5.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	5.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	3	0	3	10
Future Volume (Veh/h)	0	1	3	0	3	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	3	0	3	11
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	20	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	20	3			3	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	995	1081			1619	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	3	14
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1081	1700	1619
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.3	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	8.3	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1106	1212	1
Future Volume (Veh/h)	0	3	0	1106	1212	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1202	1317	1
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	1918	658	1318			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1918	658	1318			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	59	407	520			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	601	601	658	658	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	407	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.35	0.35	0.39	0.39	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	13.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	13.9	0.0		0.0		
Approach LOS	B					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	43.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	0	10	9	1	14
Future Volume (Veh/h)	29	0	10	9	1	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	0	11	10	1	15
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	33	16			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	33	16			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	980	1063			1595	

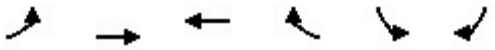
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	21	16
Volume Left	32	0	1
Volume Right	0	10	0
cSH	980	1700	1595
Volume to Capacity	0.03	0.01	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	8.8	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	118	8	15	161	1	4
Future Volume (Veh/h)	118	8	15	161	1	4
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)	128	9	16	175	1	4
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			137		340	132
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			137		340	132
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1447		649	917

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	137	191	5
Volume Left	0	16	1
Volume Right	9	0	4
cSH	1700	1447	847
Volume to Capacity	0.08	0.01	0.01
Queue Length 95th (ft)	0	1	0
Control Delay (s)	0.0	0.7	9.3
Lane LOS		A	A
Approach Delay (s)	0.0	0.7	9.3
Approach LOS			A

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	122	152	56	7	9
Future Volume (Veh/h)	24	122	152	56	7	9
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)	26	133	165	61	8	10
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	226				380	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	226				380	196
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				99	99
cM capacity (veh/h)	1342				610	846

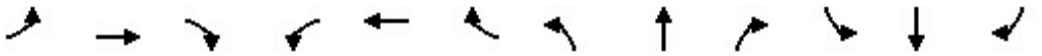
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	159	226	18
Volume Left	26	0	8
Volume Right	0	61	10
cSH	1342	1700	722
Volume to Capacity	0.02	0.13	0.02
Queue Length 95th (ft)	1	0	2
Control Delay (s)	1.4	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	1.4	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	113	6	23	167	9	32
Future Volume (Veh/h)	113	6	23	167	9	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	123	7	25	182	10	35
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	171	116			207	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	171	116			207	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	85	99			99	
cM capacity (veh/h)	813	936			1364	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	130	207	45
Volume Left	123	0	10
Volume Right	7	182	0
cSH	819	1700	1364
Volume to Capacity	0.16	0.12	0.01
Queue Length 95th (ft)	14	0	1
Control Delay (s)	10.2	0.0	1.7
Lane LOS	B		A
Approach Delay (s)	10.2	0.0	1.7
Approach LOS	B		

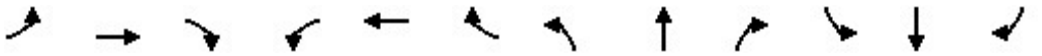
Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	120	7	34	206	1	10	92	19	1	29	27
Future Volume (Veh/h)	83	120	7	34	206	1	10	92	19	1	29	27
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)	90	130	8	37	224	1	11	100	21	1	32	29
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	225			138			658	613	134	684	616	224
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	225			138			658	613	134	684	616	224
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	93			97			97	73	98	100	91	96
cM capacity (veh/h)	1344			1446			317	371	915	262	369	815

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	228	262	132	62
Volume Left	90	37	11	1
Volume Right	8	1	21	29
cSH	1344	1446	403	491
Volume to Capacity	0.07	0.03	0.33	0.13
Queue Length 95th (ft)	5	2	35	11
Control Delay (s)	3.5	1.3	18.2	13.4
Lane LOS	A	A	C	B
Approach Delay (s)	3.5	1.3	18.2	13.4
Approach LOS			C	B

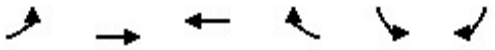
Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	43.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	43	8	329	207	195	37	1306	8	102	1256	99
Future Volume (vph)	81	43	8	329	207	195	37	1306	8	102	1256	99
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1818		1770	1727		1770	3539	1583	1770	3539	1583
Flt Permitted	0.20	1.00		0.56	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	370	1818		1036	1727		1770	3539	1583	1770	3539	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)	88	47	9	358	225	212	40	1420	9	111	1365	108
RTOR Reduction (vph)	0	3	0	0	14	0	0	0	4	0	0	39
Lane Group Flow (vph)	88	53	0	358	423	0	40	1420	5	111	1365	69
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	24.3	24.3		59.4	59.4		9.2	136.9	136.9	19.3	147.0	147.0
Effective Green, g (s)	24.3	24.3		59.4	59.4		9.2	136.9	136.9	19.3	147.0	147.0
Actuated g/C Ratio	0.11	0.11		0.26	0.26		0.04	0.60	0.60	0.08	0.64	0.64
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	39	192		366	447		71	2114	945	149	2270	1015
v/s Ratio Prot		0.03		c0.13	0.24		0.02	c0.40		c0.06	0.39	
v/s Ratio Perm	c0.24			0.12					0.00			0.04
v/c Ratio	2.26	0.28		0.98	0.95		0.56	0.67	0.01	0.74	0.60	0.07
Uniform Delay, d1	102.4	94.3		81.4	83.3		108.0	31.0	18.6	102.5	24.0	15.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	638.8	0.8		40.7	29.1		9.8	1.7	0.0	18.2	1.2	0.1
Delay (s)	741.2	95.1		122.2	112.4		117.8	32.7	18.6	120.7	25.1	15.5
Level of Service	F	F		F	F		F	C	B	F	C	B
Approach Delay (s)		489.9			116.8			34.9			31.2	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	66.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	229.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

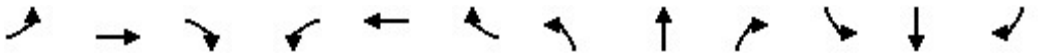
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	101	75	96	48	101
Future Volume (Veh/h)	154	101	75	96	48	101
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)	167	110	82	104	52	110
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	186				578	134
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	186				578	134
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				88	88
cM capacity (veh/h)	1388				420	915

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	277	186	162
Volume Left	167	0	52
Volume Right	0	104	110
cSH	1388	1700	1309
Volume to Capacity	0.12	0.11	0.12
Queue Length 95th (ft)	10	0	11
Control Delay (s)	5.2	0.0	11.2
Lane LOS	A		B
Approach Delay (s)	5.2	0.0	11.2
Approach LOS			B

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	37.0%	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)	96	122	86	56	168	65	130	371	64	96	585	241
Future Volume (vph)	96	122	86	56	168	65	130	371	64	96	585	241
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.42	1.00	1.00	0.56	1.00	1.00	0.37	1.00	1.00	0.51	1.00	1.00
Satd. Flow (perm)	776	1863	1583	1036	1863	1583	696	1863	1583	941	1863	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)	104	133	93	61	183	71	141	403	70	104	636	262
RTOR Reduction (vph)	0	0	78	0	0	60	0	0	17	0	0	62
Lane Group Flow (vph)	104	133	15	61	183	11	141	403	53	104	636	200
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	17.7	17.7	17.7	17.7	17.7	17.7	85.7	85.7	85.7	85.7	85.7	85.7
Effective Green, g (s)	17.7	17.7	17.7	17.7	17.7	17.7	85.7	85.7	85.7	85.7	85.7	85.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	122	293	249	163	293	249	530	1420	1206	717	1420	1206
v/s Ratio Prot		0.07			0.10			0.22			c0.34	
v/s Ratio Perm	c0.13		0.01	0.06		0.01	0.20		0.03	0.11		0.13
v/c Ratio	0.85	0.45	0.06	0.37	0.62	0.04	0.27	0.28	0.04	0.15	0.45	0.17
Uniform Delay, d1	46.1	43.0	40.3	42.4	44.2	40.2	4.0	4.0	3.3	3.6	4.8	3.6
Progression Factor	1.00	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	40.3	1.1	0.1	1.4	4.1	0.1	1.2	0.5	0.1	0.4	1.0	0.3
Delay (s)	86.4	44.1	40.4	43.8	48.4	40.3	5.2	4.5	3.4	4.0	5.8	3.9
Level of Service	F	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		56.4			45.7			4.6			5.1	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	112.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	3	3	7	28	33
Future Volume (Veh/h)	22	3	3	7	28	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	3	3	8	30	36
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	62	48	66			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62	48	66			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	942	1021	1536			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	11	66
Volume Left	24	3	0
Volume Right	3	0	36
cSH	951	1536	1700
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.9	2.0	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	2.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	9	0	3	28
Future Volume (Veh/h)	0	1	9	0	3	28
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	10	0	3	30
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	46	10			10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46	10			10	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	962	1071			1610	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	10	33
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1071	1700	1610
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	0.7
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	0.7
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1292	1560	1
Future Volume (Veh/h)	0	3	0	1292	1560	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1404	1696	1
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	2398	848	1697			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2398	848	1697			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	28	305	372			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	702	702	848	848	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	305	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.41	0.41	0.50	0.50	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	16.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	16.9	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	53.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	0	10	9	1	14
Future Volume (Veh/h)	29	0	10	9	1	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	0	11	10	1	15
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	33	16			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	33	16			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	980	1063			1595	

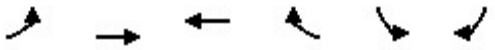
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	21	16
Volume Left	32	0	1
Volume Right	0	10	0
cSH	980	1700	1595
Volume to Capacity	0.03	0.01	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	8.8	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	205	8	15	192	1	4
Future Volume (Veh/h)	205	8	15	192	1	4
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)	223	9	16	209	1	4
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			232		468	228
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			232		468	228
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1336		546	812

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	232	225	5
Volume Left	0	16	1
Volume Right	9	0	4
cSH	1700	1336	740
Volume to Capacity	0.14	0.01	0.01
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	0.6	9.9
Lane LOS		A	A
Approach Delay (s)	0.0	0.6	9.9
Approach LOS			A

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	209	183	58	7	9
Future Volume (Veh/h)	25	209	183	58	7	9
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)	27	227	199	63	8	10
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	262				512	230
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	262				512	230
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	98				98	99
cM capacity (veh/h)	1302				511	809

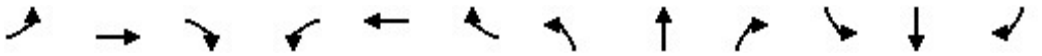
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	254	262	18
Volume Left	27	0	8
Volume Right	0	63	10
cSH	1302	1700	643
Volume to Capacity	0.02	0.15	0.03
Queue Length 95th (ft)	2	0	2
Control Delay (s)	1.0	0.0	10.8
Lane LOS	A		B
Approach Delay (s)	1.0	0.0	10.8
Approach LOS			B

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	178	6	23	222	9	32
Future Volume (Veh/h)	178	6	23	222	9	32
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	193	7	25	241	10	35
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	200	146			266	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	200	146			266	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	75	99			99	
cM capacity (veh/h)	782	902			1298	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	200	266	45
Volume Left	193	0	10
Volume Right	7	241	0
cSH	786	1700	1298
Volume to Capacity	0.25	0.16	0.01
Queue Length 95th (ft)	25	0	1
Control Delay (s)	11.1	0.0	1.8
Lane LOS	B		A
Approach Delay (s)	11.1	0.0	1.8
Approach LOS	B		

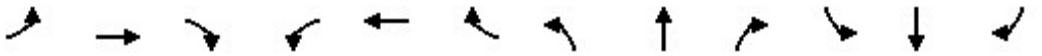
Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	235	7	34	296	1	10	92	19	1	29	35
Future Volume (Veh/h)	93	235	7	34	296	1	10	92	19	1	29	35
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)	101	255	8	37	322	1	11	100	21	1	32	38
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	323			263			912	858	259	928	862	322
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	323			263			912	858	259	928	862	322
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	92			97			95	62	97	99	88	95
cM capacity (veh/h)	1237			1301			201	263	780	157	261	718

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	364	360	132	71
Volume Left	101	37	11	1
Volume Right	8	1	21	38
cSH	1237	1301	285	391
Volume to Capacity	0.08	0.03	0.46	0.18
Queue Length 95th (ft)	7	2	58	16
Control Delay (s)	2.8	1.1	28.0	16.2
Lane LOS	A	A	D	C
Approach Delay (s)	2.8	1.1	28.0	16.2
Approach LOS			D	C

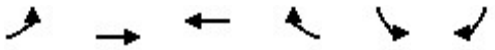
Intersection Summary				
Average Delay	6.8			
Intersection Capacity Utilization	55.5%	ICU Level of Service	B	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	62	37	329	225	195	59	1306	8	102	1256	149
Future Volume (vph)	148	62	37	329	225	195	59	1306	8	102	1256	149
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1758		1770	1733		1770	3539	1583	1770	3539	1583
Flt Permitted	0.21	1.00		0.44	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	385	1758		810	1733		1770	3539	1583	1770	3539	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)	161	67	40	358	245	212	64	1420	9	111	1365	162
RTOR Reduction (vph)	0	9	0	0	13	0	0	0	4	0	0	64
Lane Group Flow (vph)	161	98	0	358	444	0	64	1420	5	111	1365	98
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	30.5	30.5		65.5	65.5		13.8	135.5	135.5	19.6	141.3	141.3
Effective Green, g (s)	30.5	30.5		65.5	65.5		13.8	135.5	135.5	19.6	141.3	141.3
Actuated g/C Ratio	0.13	0.13		0.28	0.28		0.06	0.58	0.58	0.08	0.60	0.60
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	50	229		351	484		104	2048	916	148	2136	955
v/s Ratio Prot		0.06		c0.13	0.26		0.04	c0.40		c0.06	0.39	
v/s Ratio Perm	c0.42			0.15					0.00			0.06
v/c Ratio	3.22	0.43		1.02	0.92		0.62	0.69	0.01	0.75	0.64	0.10
Uniform Delay, d1	101.8	93.8		80.2	81.7		107.6	34.7	20.8	104.9	29.9	19.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1048.7	1.3		53.2	22.2		10.3	2.0	0.0	19.0	1.5	0.2
Delay (s)	1150.5	95.1		133.4	103.8		117.9	36.6	20.8	123.9	31.4	19.8
Level of Service	F	F		F	F		F	D	C	F	C	B
Approach Delay (s)		729.1			116.8			40.0			36.5	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	97.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	234.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

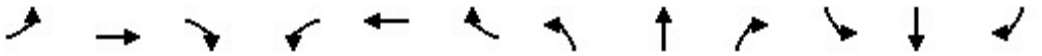
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	162	101	75	143	103	111
Future Volume (Veh/h)	162	101	75	143	103	111
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)	176	110	82	155	112	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	237				622	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	237				622	160
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	87				71	86
cM capacity (veh/h)	1330				391	886

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	286	237	233
Volume Left	176	0	112
Volume Right	0	155	121
cSH	1330	1700	814
Volume to Capacity	0.13	0.14	0.29
Queue Length 95th (ft)	11	0	30
Control Delay (s)	5.4	0.0	13.6
Lane LOS	A		B
Approach Delay (s)	5.4	0.0	13.6
Approach LOS			B

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	42.7%	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)	96	148	115	56	193	65	152	371	64	96	585	241
Future Volume (vph)	96	148	115	56	193	65	152	371	64	96	585	241
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.37	1.00	1.00	0.49	1.00	1.00	0.37	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	690	1863	1583	921	1863	1583	686	1863	1583	935	1863	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)	104	161	125	61	210	71	165	403	70	104	636	262
RTOR Reduction (vph)	0	0	104	0	0	59	0	0	18	0	0	66
Lane Group Flow (vph)	104	161	21	61	210	12	165	403	52	104	636	196
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	19.6	19.6	19.6	19.6	19.6	19.6	85.7	85.7	85.7	85.7	85.7	85.7
Effective Green, g (s)	19.6	19.6	19.6	19.6	19.6	19.6	85.7	85.7	85.7	85.7	85.7	85.7
Actuated g/C Ratio	0.17	0.17	0.17	0.17	0.17	0.17	0.75	0.75	0.75	0.75	0.75	0.75
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	118	319	271	157	319	271	514	1396	1186	701	1396	1186
v/s Ratio Prot		0.09			0.11			0.22			c0.34	
v/s Ratio Perm	c0.15		0.01	0.07		0.01	0.24		0.03	0.11		0.12
v/c Ratio	0.88	0.50	0.08	0.39	0.66	0.04	0.32	0.29	0.04	0.15	0.46	0.17
Uniform Delay, d1	46.2	42.9	39.8	42.0	44.2	39.5	4.7	4.6	3.7	4.0	5.4	4.1
Progression Factor	1.00	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	48.1	1.3	0.1	1.6	4.8	0.1	1.6	0.5	0.1	0.4	1.1	0.3
Delay (s)	94.4	44.2	39.9	43.6	49.1	39.6	6.4	5.1	3.8	4.5	6.5	4.4
Level of Service	F	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		56.2			46.1			5.3			5.7	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	114.3	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	3	3	17	36	33
Future Volume (Veh/h)	22	3	3	17	36	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	3	3	18	39	36
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	81	57	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	57	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	919	1009	1524			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	21	75
Volume Left	24	3	0
Volume Right	3	0	36
cSH	929	1524	1700
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.0	1.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	1.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	19	0	3	36
Future Volume (Veh/h)	0	1	19	0	3	36
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	21	0	3	39
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	66	21			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	66	21			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	938	1056			1595	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	21	42
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1056	1700	1595
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1359	1610	1
Future Volume (Veh/h)	0	3	0	1359	1610	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1477	1750	1
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	2488	875	1751			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2488	875	1751			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	24	292	354			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	738	738	875	875	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	292	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.43	0.43	0.51	0.51	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	17.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.4	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	54.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	29	0	10	9	1	14
Future Volume (Veh/h)	29	0	10	9	1	14
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	0	11	10	1	15
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	33	16			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	33	16			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	97	100			100	
cM capacity (veh/h)	980	1063			1595	

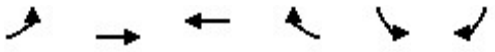
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	32	21	16
Volume Left	32	0	1
Volume Right	0	10	0
cSH	980	1700	1595
Volume to Capacity	0.03	0.01	0.00
Queue Length 95th (ft)	3	0	0
Control Delay (s)	8.8	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	192	8	15	255	1	4
Future Volume (Veh/h)	192	8	15	255	1	4
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)	209	9	16	277	1	4
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			218		522	214
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			218		522	214
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	100
cM capacity (veh/h)			1352		509	827

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	218	293	5
Volume Left	0	16	1
Volume Right	9	0	4
cSH	1700	1352	735
Volume to Capacity	0.13	0.01	0.01
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	0.5	9.9
Lane LOS		A	A
Approach Delay (s)	0.0	0.5	9.9
Approach LOS			A

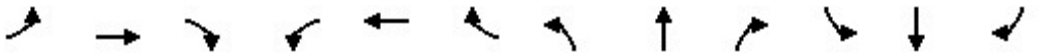
Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	35.7%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	93	196	170	169	143	85
Future Volume (Veh/h)	93	196	170	169	143	85
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)	101	213	185	184	155	92
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	369				692	277
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	369				692	277
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				59	88
cM capacity (veh/h)	1190				375	762

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	314	369	247
Volume Left	101	0	155
Volume Right	0	184	92
cSH	1190	1700	463
Volume to Capacity	0.08	0.22	0.53
Queue Length 95th (ft)	7	0	77
Control Delay (s)	3.2	0.0	21.4
Lane LOS	A		C
Approach Delay (s)	3.2	0.0	21.4
Approach LOS			C

Intersection Summary			
Average Delay	6.8		
Intersection Capacity Utilization	57.9%	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)	148	62	37	329	225	195	59	1306	8	102	1256	149
Future Volume (vph)	148	62	37	329	225	195	59	1306	8	102	1256	149
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	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		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	1.00	1.00
Satd. Flow (prot)	1770	1758		1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.61	1.00		0.49	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1130	1758		909	1863	1583	1770	3539	1583	1770	3539	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)	161	67	40	358	245	212	64	1420	9	111	1365	162
RTOR Reduction (vph)	0	9	0	0	0	108	0	0	4	0	0	75
Lane Group Flow (vph)	161	98	0	358	245	104	64	1420	5	111	1365	87
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	36.2	36.2		76.7	76.7	76.7	12.9	114.9	114.9	18.4	120.4	120.4
Effective Green, g (s)	36.2	36.2		76.7	76.7	76.7	12.9	114.9	114.9	18.4	120.4	120.4
Actuated g/C Ratio	0.16	0.16		0.34	0.34	0.34	0.06	0.51	0.51	0.08	0.54	0.54
Clearance Time (s)	4.5	4.5		4.5	4.5	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	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	183	284		450	639	543	102	1819	813	145	1906	852
v/s Ratio Prot		0.06		c0.13	0.13		0.04	c0.40		c0.06	0.39	
v/s Ratio Perm	c0.14			0.14		0.07			0.00			0.06
v/c Ratio	0.88	0.34		0.80	0.38	0.19	0.63	0.78	0.01	0.77	0.72	0.10
Uniform Delay, d1	91.5	83.1		61.2	55.5	51.6	103.0	44.1	26.5	100.4	38.7	25.2
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	34.7	0.7		9.4	0.4	0.2	11.5	3.4	0.0	21.1	2.3	0.2
Delay (s)	126.2	83.8		70.6	55.9	51.8	114.4	47.5	26.5	121.5	41.1	25.4
Level of Service	F	F		E	E	D	F	D	C	F	D	C
Approach Delay (s)		109.3			61.3			50.2			45.0	
Approach LOS		F			E			D			D	

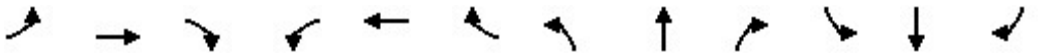
Intersection Summary			
HCM 2000 Control Delay	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	223.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	132	8	47	123	5	47
Future Volume (Veh/h)	132	8	47	123	5	47
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	143	9	51	134	5	51
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	179	118			185	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	179	118			185	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	82	99			100	
cM capacity (veh/h)	808	934			1390	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	152	185	56
Volume Left	143	0	5
Volume Right	9	134	0
cSH	814	1700	1390
Volume to Capacity	0.19	0.11	0.00
Queue Length 95th (ft)	17	0	0
Control Delay (s)	10.4	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	10.4	0.0	0.7
Approach LOS	B		

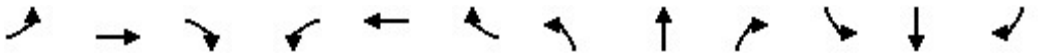
Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	24.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	228	13	18	120	0	5	0	56	1	0	0
Future Volume (Veh/h)	0	228	13	18	120	0	5	0	56	1	0	0
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)	0	248	14	20	130	0	5	0	61	1	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	130			262			425	425	255	486	432	130
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	130			262			425	425	255	486	432	130
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	100			98			99	100	92	100	100	100
cM capacity (veh/h)	1455			1302			533	513	784	448	508	920

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	262	150	66	1
Volume Left	0	20	5	1
Volume Right	14	0	61	0
cSH	1455	1302	757	448
Volume to Capacity	0.00	0.02	0.09	0.00
Queue Length 95th (ft)	0	1	7	0
Control Delay (s)	0.0	1.2	10.2	13.1
Lane LOS		A	B	B
Approach Delay (s)	0.0	1.2	10.2	13.1
Approach LOS			B	B

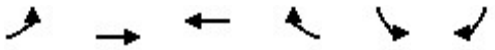
Intersection Summary				
Average Delay	1.8			
Intersection Capacity Utilization	31.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	116	20	177	35	83	38	1149	9	100	1016	75
Future Volume (vph)	128	116	20	177	35	83	38	1149	9	100	1016	75
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.89		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1821		1770	1666		1770	3539	1583	1770	3539	1583
Flt Permitted	0.67	1.00		0.30	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1257	1821		554	1666		1770	3539	1583	1770	3539	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)	139	126	22	192	38	90	41	1249	10	109	1104	82
RTOR Reduction (vph)	0	3	0	0	37	0	0	0	4	0	0	29
Lane Group Flow (vph)	139	145	0	192	91	0	41	1249	6	109	1104	53
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	27.8	27.8		57.3	57.3		9.2	137.0	137.0	18.9	146.7	146.7
Effective Green, g (s)	27.8	27.8		57.3	57.3		9.2	137.0	137.0	18.9	146.7	146.7
Actuated g/C Ratio	0.12	0.12		0.25	0.25		0.04	0.60	0.60	0.08	0.65	0.65
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	154	223		274	421		71	2138	956	147	2290	1024
v/s Ratio Prot		0.08		c0.08	0.05		0.02	c0.35		c0.06	0.31	
v/s Ratio Perm	c0.11			0.10					0.00			0.03
v/c Ratio	0.90	0.65		0.70	0.22		0.58	0.58	0.01	0.74	0.48	0.05
Uniform Delay, d1	98.1	94.8		71.8	67.0		106.8	27.4	17.8	101.5	20.5	14.6
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	44.9	6.7		7.8	0.3		10.9	1.2	0.0	18.1	0.7	0.1
Delay (s)	143.0	101.5		79.7	67.2		117.7	28.6	17.8	119.6	21.2	14.7
Level of Service	F	F		E	E		F	C	B	F	C	B
Approach Delay (s)		121.6			74.7			31.3			29.1	
Approach LOS		F			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	42.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	226.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

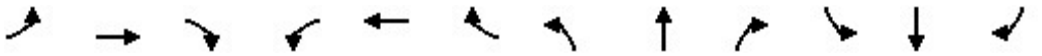
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	101	53	74	85	74	113
Future Volume (Veh/h)	101	53	74	85	74	113
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)	110	58	80	92	80	123
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	172				404	126
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	172				404	126
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				86	87
cM capacity (veh/h)	1405				555	924

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	168	172	203
Volume Left	110	0	80
Volume Right	0	92	123
cSH	1405	1700	1409
Volume to Capacity	0.08	0.10	0.14
Queue Length 95th (ft)	6	0	13
Control Delay (s)	5.3	0.0	10.7
Lane LOS	A		B
Approach Delay (s)	5.3	0.0	10.7
Approach LOS			B

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	31.6%	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)	161	170	74	28	117	125	44	401	51	134	587	153
Future Volume (vph)	161	170	74	28	117	125	44	401	51	134	587	153
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.59	1.00	1.00	0.45	1.00	1.00	0.36	1.00	1.00	0.48	1.00	1.00
Satd. Flow (perm)	1102	1863	1583	844	1863	1583	674	1863	1583	890	1863	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)	175	185	80	30	127	136	48	436	55	146	638	166
RTOR Reduction (vph)	0	0	65	0	0	111	0	0	14	0	0	44
Lane Group Flow (vph)	175	185	15	30	127	25	48	436	41	146	638	122
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	21.6	21.6	21.6	21.6	21.6	21.6	85.6	85.6	85.6	85.6	85.6	85.6
Effective Green, g (s)	21.6	21.6	21.6	21.6	21.6	21.6	85.6	85.6	85.6	85.6	85.6	85.6
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19	0.74	0.74	0.74	0.74	0.74	0.74
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	204	346	294	156	346	294	496	1372	1166	655	1372	1166
v/s Ratio Prot		0.10			0.07			0.23			c0.34	
v/s Ratio Perm	c0.16		0.01	0.04		0.02	0.07		0.03	0.16		0.08
v/c Ratio	0.86	0.53	0.05	0.19	0.37	0.09	0.10	0.32	0.03	0.22	0.47	0.10
Uniform Delay, d1	45.8	42.8	38.9	39.9	41.3	39.1	4.3	5.3	4.1	4.8	6.1	4.4
Progression Factor	1.00	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	28.1	1.6	0.1	0.6	0.7	0.1	0.4	0.6	0.1	0.8	1.1	0.2
Delay (s)	73.9	44.3	38.9	40.5	42.0	39.3	4.7	5.9	4.2	5.6	7.3	4.5
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		55.1			40.6			5.6			6.5	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	116.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	31	10	5	3	12	16
Future Volume (Veh/h)	31	10	5	3	12	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	34	11	5	3	13	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	34	22	30			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	34	22	30			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	100			
cM capacity (veh/h)	975	1056	1583			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	45	8	30
Volume Left	34	5	0
Volume Right	11	0	17
cSH	994	1583	1700
Volume to Capacity	0.05	0.00	0.02
Queue Length 95th (ft)	4	0	0
Control Delay (s)	8.8	4.6	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	4.6	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	5.2		
Intersection Capacity Utilization	14.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	2	6	0	5	17
Future Volume (Veh/h)	0	2	6	0	5	17
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	7	0	5	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	35	7			7	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	35	7			7	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	975	1075			1614	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	7	23
Volume Left	0	0	5
Volume Right	2	0	0
cSH	1075	1700	1614
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	15.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	1364	1191	2
Future Volume (Veh/h)	0	5	0	1364	1191	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	1483	1295	2
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	2036	648	1297			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2036	648	1297			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	49	413	530			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	5	742	742	648	648	2
Volume Left	0	0	0	0	0	0
Volume Right	5	0	0	0	0	2
cSH	413	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.44	0.44	0.38	0.38	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	13.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	13.8	0.0		0.0		
Approach LOS	B					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	42.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

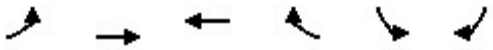
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	167	0	5	131	5	16
Future Volume (Veh/h)	167	0	5	131	5	16
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)	182	0	5	142	5	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			182		334	182
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			182		334	182
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1393		659	861

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	182	147	22
Volume Left	0	5	5
Volume Right	0	0	17
cSH	1700	1393	805
Volume to Capacity	0.11	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.3	9.6
Lane LOS		A	A
Approach Delay (s)	0.0	0.3	9.6
Approach LOS			A

Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		20.9%	ICU Level of Service A
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	183	115	11	43	16
Future Volume (Veh/h)	9	183	115	11	43	16
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)	10	199	125	12	47	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	137				350	131
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	137				350	131
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				93	98
cM capacity (veh/h)	1447				643	919

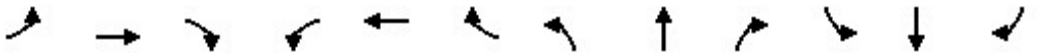
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	209	137	64
Volume Left	10	0	47
Volume Right	0	12	17
cSH	1447	1700	698
Volume to Capacity	0.01	0.08	0.09
Queue Length 95th (ft)	1	0	8
Control Delay (s)	0.4	0.0	10.7
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	10.7
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	27.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	221	8	48	160	5	48
Future Volume (Veh/h)	221	8	48	160	5	48
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	240	9	52	174	5	52
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	201	139			226	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	201	139			226	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	69	99			100	
cM capacity (veh/h)	785	909			1342	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	249	226	57
Volume Left	240	0	5
Volume Right	9	174	0
cSH	789	1700	1342
Volume to Capacity	0.32	0.13	0.00
Queue Length 95th (ft)	34	0	0
Control Delay (s)	11.7	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	11.7	0.0	0.7
Approach LOS	B		

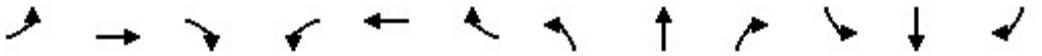
Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	235	13	19	124	0	5	38	58	1	94	85
Future Volume (Veh/h)	33	235	13	19	124	0	5	38	58	1	94	85
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)	36	255	14	21	135	0	5	41	63	1	102	92
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	135			269			654	511	262	594	518	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	135			269			654	511	262	594	518	135
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	98			98			98	91	92	100	77	90
cM capacity (veh/h)	1449			1295			273	447	777	345	443	914

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	305	156	109	195
Volume Left	36	21	5	1
Volume Right	14	0	63	92
cSH	1449	1295	570	584
Volume to Capacity	0.02	0.02	0.19	0.33
Queue Length 95th (ft)	2	1	18	36
Control Delay (s)	1.1	1.2	12.8	14.2
Lane LOS	A	A	B	B
Approach Delay (s)	1.1	1.2	12.8	14.2
Approach LOS			B	B

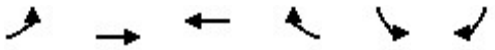
Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	36.5%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	120	21	182	78	129	39	1355	9	320	1407	77
Future Volume (vph)	132	120	21	182	78	129	39	1355	9	320	1407	77
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.98		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1821		1770	1689		1770	3539	1583	1770	3539	1583
Flt Permitted	0.62	1.00		0.28	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1151	1821		526	1689		1770	3539	1583	1770	3539	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)	143	130	23	198	85	140	42	1473	10	348	1529	84
RTOR Reduction (vph)	0	3	0	0	25	0	0	0	4	0	0	30
Lane Group Flow (vph)	143	150	0	198	200	0	42	1473	6	348	1529	54
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	29.0	29.0		59.7	59.7		9.5	136.6	136.6	25.5	152.6	152.6
Effective Green, g (s)	29.0	29.0		59.7	59.7		9.5	136.6	136.6	25.5	152.6	152.6
Actuated g/C Ratio	0.12	0.12		0.25	0.25		0.04	0.58	0.58	0.11	0.65	0.65
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	141	224		271	428		71	2054	918	191	2295	1026
v/s Ratio Prot		0.08		c0.08	0.12		0.02	c0.42		c0.20	0.43	
v/s Ratio Perm	c0.12			0.10					0.00			0.03
v/c Ratio	1.01	0.67		0.73	0.47		0.59	0.72	0.01	1.82	0.67	0.05
Uniform Delay, d1	103.2	98.6		74.7	74.3		111.0	35.5	20.8	104.9	25.6	15.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	79.6	7.7		9.7	0.8		12.5	2.2	0.0	389.7	1.5	0.1
Delay (s)	182.7	106.3		84.4	75.1		123.5	37.7	20.8	494.6	27.1	15.1
Level of Service	F	F		F	E		F	D	C	F	C	B
Approach Delay (s)		143.2			79.5			39.9			109.6	
Approach LOS		F			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	83.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	235.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		

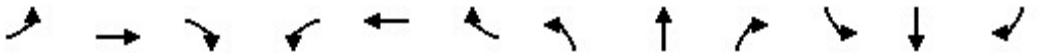
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	81	94	107	76	201
Future Volume (Veh/h)	137	81	94	107	76	201
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)	149	88	102	116	83	218
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	218				546	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	218				546	160
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				81	75
cM capacity (veh/h)	1352				444	885

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	237	218	301
Volume Left	149	0	83
Volume Right	0	116	218
cSH	1352	1700	1222
Volume to Capacity	0.11	0.13	0.25
Queue Length 95th (ft)	9	0	24
Control Delay (s)	5.4	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	5.4	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	37.6%	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)	166	178	146	74	123	129	80	458	86	138	668	158
Future Volume (vph)	166	178	146	74	123	129	80	458	86	138	668	158
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.58	1.00	1.00	0.44	1.00	1.00	0.31	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	1075	1863	1583	817	1863	1583	585	1863	1583	819	1863	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)	180	193	159	80	134	140	87	498	93	150	726	172
RTOR Reduction (vph)	0	0	129	0	0	113	0	0	25	0	0	46
Lane Group Flow (vph)	180	193	30	80	134	27	87	498	68	150	726	126
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	22.1	22.1	22.1	22.1	22.1	22.1	85.6	85.6	85.6	85.6	85.6	85.6
Effective Green, g (s)	22.1	22.1	22.1	22.1	22.1	22.1	85.6	85.6	85.6	85.6	85.6	85.6
Actuated g/C Ratio	0.19	0.19	0.19	0.19	0.19	0.19	0.73	0.73	0.73	0.73	0.73	0.73
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	203	352	299	154	352	299	429	1366	1161	600	1366	1161
v/s Ratio Prot		0.10			0.07			0.27			c0.39	
v/s Ratio Perm	c0.17		0.02	0.10		0.02	0.15		0.04	0.18		0.08
v/c Ratio	0.89	0.55	0.10	0.52	0.38	0.09	0.20	0.36	0.06	0.25	0.53	0.11
Uniform Delay, d1	46.1	42.8	39.1	42.5	41.3	39.0	4.9	5.7	4.3	5.1	6.8	4.5
Progression Factor	1.00	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	33.7	1.7	0.1	2.9	0.7	0.1	1.1	0.8	0.1	1.0	1.5	0.2
Delay (s)	79.8	44.5	39.2	45.5	42.0	39.1	5.9	6.4	4.4	6.1	8.3	4.7
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		54.9			41.7			6.1			7.4	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	116.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	10	5	22	19	16
Future Volume (Veh/h)	32	10	5	22	19	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	11	5	24	21	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	64	30	38			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	30	38			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	100			
cM capacity (veh/h)	939	1045	1572			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	46	29	38
Volume Left	35	5	0
Volume Right	11	0	17
cSH	963	1572	1700
Volume to Capacity	0.05	0.00	0.02
Queue Length 95th (ft)	4	0	0
Control Delay (s)	8.9	1.3	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	1.3	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	15.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	2	25	0	5	25
Future Volume (Veh/h)	0	2	25	0	5	25
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	27	0	5	27
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	64	27			27	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	64	27			27	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	939	1048			1587	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	27	32
Volume Left	0	0	5
Volume Right	2	0	0
cSH	1048	1700	1587
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	1.2
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	1.2
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	15.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	1723	1413	2
Future Volume (Veh/h)	0	5	0	1723	1413	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	1873	1536	2
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	2472	768	1538			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2472	768	1538			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	25	344	428			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	5	936	936	768	768	2
Volume Left	0	0	0	0	0	0
Volume Right	5	0	0	0	0	2
cSH	344	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.55	0.55	0.45	0.45	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	15.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	15.6	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	51.0%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

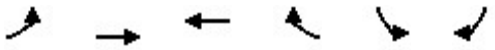
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	205	0	5	219	5	16
Future Volume (Veh/h)	205	0	5	219	5	16
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)	223	0	5	238	5	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			223		471	223
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			223		471	223
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1346		549	817

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	223	243	22
Volume Left	0	5	5
Volume Right	0	0	17
cSH	1700	1346	735
Volume to Capacity	0.13	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.2	10.0
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	10.0
Approach LOS			B

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	25.5%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	9	221	203	11	44	16
Future Volume (Veh/h)	9	221	203	11	44	16
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)	10	240	221	12	48	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	233				487	227
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	233				487	227
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				91	98
cM capacity (veh/h)	1335				536	812

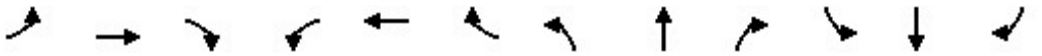
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	250	233	65
Volume Left	10	0	48
Volume Right	0	12	17
cSH	1335	1700	588
Volume to Capacity	0.01	0.14	0.11
Queue Length 95th (ft)	1	0	9
Control Delay (s)	0.4	0.0	11.9
Lane LOS	A		B
Approach Delay (s)	0.4	0.0	11.9
Approach LOS			B

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	29.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	290	8	48	225	5	48
Future Volume (Veh/h)	290	8	48	225	5	48
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	315	9	52	245	5	52
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	236	174			297	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	236	174			297	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	58	99			100	
cM capacity (veh/h)	749	869			1264	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	324	297	57
Volume Left	315	0	5
Volume Right	9	245	0
cSH	752	1700	1264
Volume to Capacity	0.43	0.17	0.00
Queue Length 95th (ft)	55	0	0
Control Delay (s)	13.4	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	13.4	0.0	0.7
Approach LOS	B		

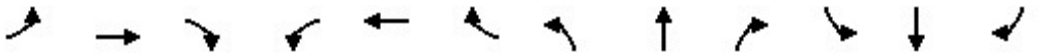
Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	348	13	19	242	0	5	38	58	1	94	95
Future Volume (Veh/h)	43	348	13	19	242	0	5	38	58	1	94	95
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)	47	378	14	21	263	0	5	41	63	1	102	103
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	263			392			938	784	385	868	791	263
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	263			392			938	784	385	868	791	263
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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			98			97	87	90	100	67	87
cM capacity (veh/h)	1301			1167			151	308	663	213	305	776

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	439	284	109	206
Volume Left	47	21	5	1
Volume Right	14	0	63	103
cSH	1301	1167	417	436
Volume to Capacity	0.04	0.02	0.26	0.47
Queue Length 95th (ft)	3	1	26	62
Control Delay (s)	1.2	0.8	16.7	20.4
Lane LOS	A	A	C	C
Approach Delay (s)	1.2	0.8	16.7	20.4
Approach LOS			C	C

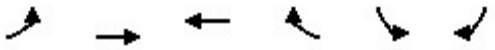
Intersection Summary				
Average Delay	6.5			
Intersection Capacity Utilization	49.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	139	49	182	98	129	68	1355	9	320	1407	146
Future Volume (vph)	198	139	49	182	98	129	68	1355	9	320	1407	146
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.91		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1790		1770	1704		1770	3539	1583	1770	3539	1583
Flt Permitted	0.14	1.00		0.25	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	267	1790		463	1704		1770	3539	1583	1770	3539	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)	215	151	53	198	107	140	74	1473	10	348	1529	159
RTOR Reduction (vph)	0	5	0	0	20	0	0	0	4	0	0	59
Lane Group Flow (vph)	215	199	0	198	227	0	74	1473	6	348	1529	100
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	30.5	30.5		56.9	56.9		15.0	135.6	135.6	25.5	146.1	146.1
Effective Green, g (s)	30.5	30.5		56.9	56.9		15.0	135.6	135.6	25.5	146.1	146.1
Actuated g/C Ratio	0.13	0.13		0.25	0.25		0.06	0.59	0.59	0.11	0.63	0.63
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	35	235		237	418		114	2072	927	194	2233	999
v/s Ratio Prot		0.11		c0.08	0.13		0.04	c0.42		c0.20	0.43	
v/s Ratio Perm	c0.80			0.13					0.00			0.06
v/c Ratio	6.14	0.85		0.84	0.54		0.65	0.71	0.01	1.79	0.68	0.10
Uniform Delay, d1	100.5	98.2		93.1	76.0		105.7	34.0	19.9	103.0	27.7	16.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2374.2	23.4		21.7	1.4		12.0	2.1	0.0	377.1	1.7	0.2
Delay (s)	2474.7	121.6		114.8	77.4		117.7	36.1	19.9	480.1	29.5	17.0
Level of Service	F	F		F	E		F	D	B	F	C	B
Approach Delay (s)		1329.0			94.0			39.9			105.5	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	196.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.63		
Actuated Cycle Length (s)	231.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	94.2%	ICU Level of Service	F
Analysis Period (min)	15		

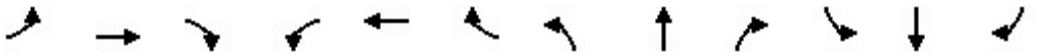
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	147	81	94	162	135	211
Future Volume (Veh/h)	147	81	94	162	135	211
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)	160	88	102	176	147	229
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	278				598	190
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278				598	190
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	88				64	73
cM capacity (veh/h)	1285				407	852

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	248	278	376
Volume Left	160	0	147
Volume Right	0	176	229
cSH	1285	1700	1042
Volume to Capacity	0.12	0.16	0.36
Queue Length 95th (ft)	11	0	42
Control Delay (s)	5.7	0.0	13.9
Lane LOS	A		B
Approach Delay (s)	5.7	0.0	13.9
Approach LOS			B

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	44.8%	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)	166	209	174	74	152	129	106	458	86	138	668	158
Future Volume (vph)	166	209	174	74	152	129	106	458	86	138	668	158
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.52	1.00	1.00	0.38	1.00	1.00	0.31	1.00	1.00	0.44	1.00	1.00
Satd. Flow (perm)	960	1863	1583	711	1863	1583	574	1863	1583	811	1863	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)	180	227	189	80	165	140	115	498	93	150	726	172
RTOR Reduction (vph)	0	0	151	0	0	112	0	0	26	0	0	48
Lane Group Flow (vph)	180	227	38	80	165	28	115	498	67	150	726	124
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	24.0	24.0	24.0	24.0	24.0	24.0	85.6	85.6	85.6	85.6	85.6	85.6
Effective Green, g (s)	24.0	24.0	24.0	24.0	24.0	24.0	85.6	85.6	85.6	85.6	85.6	85.6
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.72	0.72	0.72	0.72	0.72	0.72
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	376	320	143	376	320	414	1344	1142	585	1344	1142
v/s Ratio Prot		0.12			0.09			0.27			c0.39	
v/s Ratio Perm	c0.19		0.02	0.11		0.02	0.20		0.04	0.18		0.08
v/c Ratio	0.93	0.60	0.12	0.56	0.44	0.09	0.28	0.37	0.06	0.26	0.54	0.11
Uniform Delay, d1	46.4	43.0	38.7	42.5	41.4	38.4	5.7	6.3	4.8	5.6	7.5	5.0
Progression Factor	1.00	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	44.1	2.7	0.2	4.7	0.8	0.1	1.7	0.8	0.1	1.1	1.6	0.2
Delay (s)	90.6	45.7	38.8	47.2	42.2	38.5	7.4	7.1	4.9	6.7	9.1	5.2
Level of Service	F	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		57.1			41.9			6.8			8.1	
Approach LOS		E			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	118.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	32	10	5	32	29	16
Future Volume (Veh/h)	32	10	5	32	29	16
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	11	5	35	32	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	86	40	49			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	40	49			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	100			
cM capacity (veh/h)	913	1031	1558			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	46	40	49
Volume Left	35	5	0
Volume Right	11	0	17
cSH	939	1558	1700
Volume to Capacity	0.05	0.00	0.03
Queue Length 95th (ft)	4	0	0
Control Delay (s)	9.0	0.9	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	0.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.4		
Intersection Capacity Utilization	15.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	2	35	0	5	35
Future Volume (Veh/h)	0	2	35	0	5	35
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	2	38	0	5	38
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	86	38			38	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	86	38			38	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	912	1034			1572	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	2	38	43
Volume Left	0	0	5
Volume Right	2	0	0
cSH	1034	1700	1572
Volume to Capacity	0.00	0.02	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.5	0.0	0.9
Lane LOS	A		A
Approach Delay (s)	8.5	0.0	0.9
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	16.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	0	1789	1482	2
Future Volume (Veh/h)	0	5	0	1789	1482	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	5	0	1945	1611	2
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	2584	806	1613			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2584	806	1613			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	98	100			
cM capacity (veh/h)	21	325	400			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	5	972	972	806	806	2
Volume Left	0	0	0	0	0	0
Volume Right	5	0	0	0	0	2
cSH	325	1700	1700	1700	1700	1700
Volume to Capacity	0.02	0.57	0.57	0.47	0.47	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	16.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	16.2	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	52.8%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

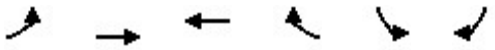
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	193	0	5	290	5	16
Future Volume (Veh/h)	193	0	5	290	5	16
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)	210	0	5	315	5	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			210		535	210
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			210		535	210
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		99	98
cM capacity (veh/h)			1361		504	830

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	210	320	22
Volume Left	0	5	5
Volume Right	0	0	17
cSH	1700	1361	724
Volume to Capacity	0.12	0.00	0.03
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	0.2	10.1
Lane LOS		A	B
Approach Delay (s)	0.0	0.2	10.1
Approach LOS			B

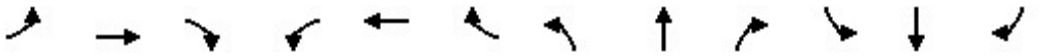
Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	29.3%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	86	209	192	150	180	98
Future Volume (Veh/h)	86	209	192	150	180	98
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)	93	227	209	163	196	107
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	372				704	290
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	372				704	290
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	92				47	86
cM capacity (veh/h)	1186				372	749

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	320	372	303
Volume Left	93	0	196
Volume Right	0	163	107
cSH	1186	1700	452
Volume to Capacity	0.08	0.22	0.67
Queue Length 95th (ft)	6	0	121
Control Delay (s)	2.9	0.0	27.7
Lane LOS	A		D
Approach Delay (s)	2.9	0.0	27.7
Approach LOS			D

Intersection Summary			
Average Delay	9.4		
Intersection Capacity Utilization	61.0%	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)	198	139	49	182	98	129	68	1355	6	320	1407	146
Future Volume (vph)	198	139	49	182	98	129	68	1355	6	320	1407	146
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	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		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	1.00	1.00
Satd. Flow (prot)	1770	1790		1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.60	1.00		0.40	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1111	1790		742	1863	1583	1770	3539	1583	1770	3539	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)	215	151	53	198	107	140	74	1473	7	348	1529	159
RTOR Reduction (vph)	0	6	0	0	0	103	0	0	4	0	0	61
Lane Group Flow (vph)	215	198	0	198	107	37	74	1473	3	348	1529	98
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	46.8	46.8		60.0	60.0	60.0	14.4	108.3	108.3	47.8	141.7	141.7
Effective Green, g (s)	46.8	46.8		60.0	60.0	60.0	14.4	108.3	108.3	47.8	141.7	141.7
Actuated g/C Ratio	0.20	0.20		0.26	0.26	0.26	0.06	0.47	0.47	0.21	0.62	0.62
Clearance Time (s)	4.5	4.5		4.5	4.5	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	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	226	364		232	486	413	111	1669	746	368	2184	976
v/s Ratio Prot		0.11		c0.03	0.06		0.04	c0.42		c0.20	0.43	
v/s Ratio Perm	c0.19			0.19		0.02			0.00			0.06
v/c Ratio	0.95	0.55		0.85	0.22	0.09	0.67	0.88	0.00	0.95	0.70	0.10
Uniform Delay, d1	90.3	81.9		91.0	66.5	64.1	105.3	54.9	32.1	89.6	29.6	17.9
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	46.1	1.7		24.9	0.2	0.1	14.1	7.1	0.0	32.8	1.9	0.2
Delay (s)	136.4	83.5		115.9	66.7	64.2	119.4	62.0	32.1	122.5	31.5	18.1
Level of Service	F	F		F	E	E	F	E	C	F	C	B
Approach Delay (s)		110.7			87.8			64.6			46.0	
Approach LOS		F			F			E			D	

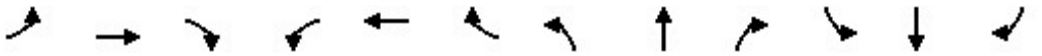
Intersection Summary			
HCM 2000 Control Delay	62.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	229.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	135	6	37	89	4	37
Future Volume (Veh/h)	135	6	37	89	4	37
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	147	7	40	97	4	40
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	136	88			137	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	136	88			137	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	83	99			100	
cM capacity (veh/h)	855	970			1447	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	154	137	44
Volume Left	147	0	4
Volume Right	7	97	0
cSH	859	1700	1447
Volume to Capacity	0.18	0.08	0.00
Queue Length 95th (ft)	16	0	0
Control Delay (s)	10.1	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	10.1	0.0	0.7
Approach LOS	B		

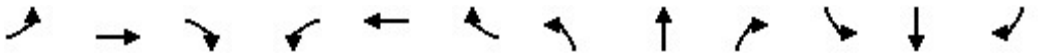
Intersection Summary			
Average Delay	4.7		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	100	8	51	136	3	8	2	42	3	5	1
Future Volume (Veh/h)	0	100	8	51	136	3	8	2	42	3	5	1
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)	0	109	9	55	148	3	9	2	46	3	5	1
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	151			118			376	374	114	420	378	150
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	151			118			376	374	114	420	378	150
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	100			96			98	100	95	99	99	100
cM capacity (veh/h)	1430			1470			560	536	939	501	533	897

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	118	206	57	9
Volume Left	0	55	9	3
Volume Right	9	3	46	1
cSH	1430	1470	829	546
Volume to Capacity	0.00	0.04	0.07	0.02
Queue Length 95th (ft)	0	3	6	1
Control Delay (s)	0.0	2.2	9.7	11.7
Lane LOS		A	A	B
Approach Delay (s)	0.0	2.2	9.7	11.7
Approach LOS			A	B

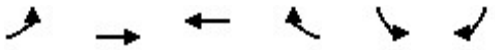
Intersection Summary				
Average Delay	2.9			
Intersection Capacity Utilization	26.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	61	25	162	50	53	46	1351	6	90	1473	103
Future Volume (vph)	60	61	25	162	50	53	46	1351	6	90	1473	103
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1782		1770	1718		1770	3539	1583	1770	3539	1583
Flt Permitted	0.68	1.00		0.34	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1276	1782		633	1718		1770	3539	1583	1770	3539	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)	65	66	27	176	54	58	50	1468	7	98	1601	112
RTOR Reduction (vph)	0	6	0	0	17	0	0	0	2	0	0	37
Lane Group Flow (vph)	65	87	0	176	95	0	50	1468	5	98	1601	75
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	16.2	16.2		44.1	44.1		11.4	136.2	136.2	17.0	141.8	141.8
Effective Green, g (s)	16.2	16.2		44.1	44.1		11.4	136.2	136.2	17.0	141.8	141.8
Actuated g/C Ratio	0.08	0.08		0.21	0.21		0.05	0.65	0.65	0.08	0.67	0.67
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	98	136		258	359		95	2286	1022	142	2380	1064
v/s Ratio Prot		0.05		c0.08	0.06		0.03	0.41		c0.06	c0.45	
v/s Ratio Perm	0.05			c0.07					0.00			0.05
v/c Ratio	0.66	0.64		0.68	0.26		0.53	0.64	0.00	0.69	0.67	0.07
Uniform Delay, d1	94.6	94.4		73.5	69.8		97.1	22.6	13.2	94.3	20.6	11.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.6	9.4		7.2	0.4		5.2	1.4	0.0	13.5	1.5	0.1
Delay (s)	110.3	103.8		80.7	70.2		102.3	24.0	13.2	107.8	22.2	12.0
Level of Service	F	F		F	E		F	C	B	F	C	B
Approach Delay (s)		106.5			76.6			26.5			26.2	
Approach LOS		F			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	210.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.8%	ICU Level of Service	C
Analysis Period (min)	15		

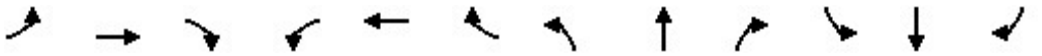
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	78	50	71	71	55	130
Future Volume (Veh/h)	78	50	71	71	55	130
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)	85	54	77	77	60	141
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	154				340	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	154				340	116
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	94				90	85
cM capacity (veh/h)	1426				617	937

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	139	154	201
Volume Left	85	0	60
Volume Right	0	77	141
cSH	1426	1700	1336
Volume to Capacity	0.06	0.09	0.15
Queue Length 95th (ft)	5	0	13
Control Delay (s)	4.9	0.0	10.1
Lane LOS	A		B
Approach Delay (s)	4.9	0.0	10.1
Approach LOS			B

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	28.4%	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)	96	118	47	38	127	118	33	338	46	167	490	136
Future Volume (vph)	96	118	47	38	127	118	33	338	46	167	490	136
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.53	1.00	1.00	0.56	1.00	1.00	0.43	1.00	1.00	0.53	1.00	1.00
Satd. Flow (perm)	983	1863	1583	1041	1863	1583	807	1863	1583	988	1863	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)	104	128	51	41	138	128	36	367	50	182	533	148
RTOR Reduction (vph)	0	0	44	0	0	110	0	0	11	0	0	33
Lane Group Flow (vph)	104	128	7	41	138	18	36	367	39	182	533	115
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	16.0	16.0	16.0	16.0	16.0	16.0	85.8	85.8	85.8	85.8	85.8	85.8
Effective Green, g (s)	16.0	16.0	16.0	16.0	16.0	16.0	85.8	85.8	85.8	85.8	85.8	85.8
Actuated g/C Ratio	0.14	0.14	0.14	0.14	0.14	0.14	0.77	0.77	0.77	0.77	0.77	0.77
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	141	269	228	150	269	228	624	1442	1225	765	1442	1225
v/s Ratio Prot		0.07			0.07			0.20			c0.29	
v/s Ratio Perm	c0.11		0.00	0.04		0.01	0.04		0.02	0.18		0.07
v/c Ratio	0.74	0.48	0.03	0.27	0.51	0.08	0.06	0.25	0.03	0.24	0.37	0.09
Uniform Delay, d1	45.4	43.5	40.7	42.2	43.8	41.0	3.0	3.5	2.9	3.5	4.0	3.0
Progression Factor	1.00	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	18.1	1.3	0.1	1.0	1.7	0.2	0.2	0.4	0.0	0.7	0.7	0.2
Delay (s)	63.5	44.9	40.8	43.2	45.5	41.2	3.1	3.9	2.9	4.2	4.7	3.2
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		51.0			43.4			3.8			4.3	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	110.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.0%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	3	3	1	10	32
Future Volume (Veh/h)	21	3	3	1	10	32
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	23	3	3	1	11	35
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	36	28	46			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	36	28	46			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	100	100			
cM capacity (veh/h)	975	1046	1562			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	26	4	46
Volume Left	23	3	0
Volume Right	3	0	35
cSH	983	1562	1700
Volume to Capacity	0.03	0.00	0.03
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	5.5	0.0
Lane LOS	A	A	
Approach Delay (s)	8.8	5.5	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	3.3		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	3	0	3	10
Future Volume (Veh/h)	0	1	3	0	3	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	3	0	3	11
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	20	3			3	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	20	3			3	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	995	1081			1619	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	3	14
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1081	1700	1619
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.3	0.0	1.6
Lane LOS	A		A
Approach Delay (s)	8.3	0.0	1.6
Approach LOS	A		

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1106	1212	1
Future Volume (Veh/h)	0	3	0	1106	1212	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1202	1317	1
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	1918	658	1318			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1918	658	1318			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	59	407	520			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	601	601	658	658	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	407	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.35	0.35	0.39	0.39	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	13.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	B					
Approach Delay (s)	13.9	0.0		0.0		
Approach LOS	B					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	43.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

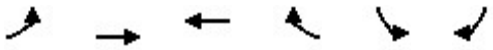
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	84	3	14	139	3	10
Future Volume (Veh/h)	84	3	14	139	3	10
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)	91	3	15	151	3	11
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			94		274	92
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			94		274	92
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1500		709	965

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	94	166	14
Volume Left	0	15	3
Volume Right	3	0	11
cSH	1700	1500	895
Volume to Capacity	0.06	0.01	0.02
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	0.7	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	0.7	9.1
Approach LOS			A

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	24.8%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	94	127	13	22	12
Future Volume (Veh/h)	5	94	127	13	22	12
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)	5	102	138	14	24	13
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	152				257	145
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	152				257	145
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				97	99
cM capacity (veh/h)	1429				729	902

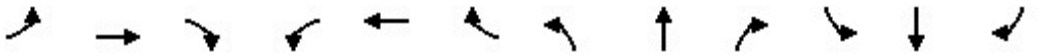
Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	107	152	37
Volume Left	5	0	24
Volume Right	0	14	13
cSH	1429	1700	782
Volume to Capacity	0.00	0.09	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.4	0.0	9.8
Lane LOS	A		A
Approach Delay (s)	0.4	0.0	9.8
Approach LOS			A

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	152	6	38	133	4	38
Future Volume (Veh/h)	152	6	38	133	4	38
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	165	7	41	145	4	41
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	162	114			186	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	162	114			186	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	80	99			100	
cM capacity (veh/h)	826	939			1388	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	172	186	45
Volume Left	165	0	4
Volume Right	7	145	0
cSH	830	1700	1388
Volume to Capacity	0.21	0.11	0.00
Queue Length 95th (ft)	19	0	0
Control Delay (s)	10.5	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	10.5	0.0	0.7
Approach LOS	B		

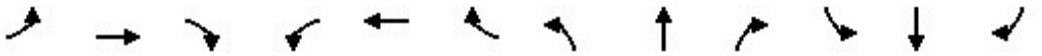
Intersection Summary			
Average Delay	4.5		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	103	8	53	140	3	8	48	43	3	19	14
Future Volume (Veh/h)	41	103	8	53	140	3	8	48	43	3	19	14
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)	45	112	9	58	152	3	9	52	47	3	21	15
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	155			121			502	478	116	549	480	154
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	155			121			502	478	116	549	480	154
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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 %	97			96			98	89	95	99	95	98
cM capacity (veh/h)	1425			1467			431	453	936	366	451	892

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	166	213	108	39
Volume Left	45	58	9	3
Volume Right	9	3	47	15
cSH	1425	1467	581	545
Volume to Capacity	0.03	0.04	0.19	0.07
Queue Length 95th (ft)	2	3	17	6
Control Delay (s)	2.3	2.3	12.6	12.1
Lane LOS	A	A	B	B
Approach Delay (s)	2.3	2.3	12.6	12.1
Approach LOS			B	B

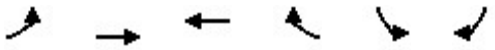
Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	27.9%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	62	63	26	167	105	108	47	1608	6	126	1650	106
Future Volume (vph)	62	63	26	167	105	108	47	1608	6	126	1650	106
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.96		1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1781		1770	1721		1770	3539	1583	1770	3539	1583
Flt Permitted	0.61	1.00		0.33	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1145	1781		615	1721		1770	3539	1583	1770	3539	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)	67	68	28	182	114	117	51	1748	7	137	1793	115
RTOR Reduction (vph)	0	6	0	0	17	0	0	0	3	0	0	38
Lane Group Flow (vph)	67	90	0	182	214	0	51	1748	4	137	1793	77
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	16.9	16.9		45.7	45.7		11.7	136.1	136.1	21.1	145.5	145.5
Effective Green, g (s)	16.9	16.9		45.7	45.7		11.7	136.1	136.1	21.1	145.5	145.5
Actuated g/C Ratio	0.08	0.08		0.21	0.21		0.05	0.63	0.63	0.10	0.67	0.67
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	89	139		259	363		95	2225	995	172	2379	1064
v/s Ratio Prot		0.05		c0.08	0.12		0.03	c0.49		c0.08	0.51	
v/s Ratio Perm	0.06			c0.07					0.00			0.05
v/c Ratio	0.75	0.64		0.70	0.59		0.54	0.79	0.00	0.80	0.75	0.07
Uniform Delay, d1	97.7	96.8		75.4	76.9		99.7	29.4	14.9	95.5	23.5	12.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.7	9.8		8.3	2.6		5.7	2.9	0.0	22.0	2.3	0.1
Delay (s)	127.4	106.6		83.7	79.5		105.4	32.3	14.9	117.5	25.8	12.3
Level of Service	F	F		F	E		F	C	B	F	C	B
Approach Delay (s)		115.2			81.4			34.3			31.2	
Approach LOS		F			F			C			C	

Intersection Summary			
HCM 2000 Control Delay	40.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	216.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

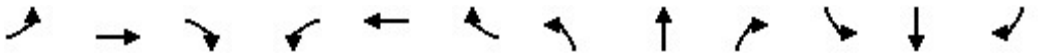
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	121	81	99	96	57	147
Future Volume (Veh/h)	121	81	99	96	57	147
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)	132	88	108	104	62	160
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	212				512	160
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	212				512	160
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	90				87	82
cM capacity (veh/h)	1358				471	885

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	220	212	222
Volume Left	132	0	62
Volume Right	0	104	160
cSH	1358	1700	1228
Volume to Capacity	0.10	0.12	0.18
Queue Length 95th (ft)	8	0	16
Control Delay (s)	5.1	0.0	11.0
Lane LOS	A		B
Approach Delay (s)	5.1	0.0	11.0
Approach LOS			B

Intersection Summary			
Average Delay	5.5		
Intersection Capacity Utilization	35.4%	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)	99	127	79	80	135	122	79	400	86	172	562	140
Future Volume (vph)	99	127	79	80	135	122	79	400	86	172	562	140
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.51	1.00	1.00	0.53	1.00	1.00	0.39	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	942	1863	1583	992	1863	1583	726	1863	1583	909	1863	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)	108	138	86	87	147	133	86	435	93	187	611	152
RTOR Reduction (vph)	0	0	73	0	0	113	0	0	21	0	0	35
Lane Group Flow (vph)	108	138	13	87	147	20	86	435	72	187	611	117
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	16.5	16.5	16.5	16.5	16.5	16.5	85.7	85.7	85.7	85.7	85.7	85.7
Effective Green, g (s)	16.5	16.5	16.5	16.5	16.5	16.5	85.7	85.7	85.7	85.7	85.7	85.7
Actuated g/C Ratio	0.15	0.15	0.15	0.15	0.15	0.15	0.77	0.77	0.77	0.77	0.77	0.77
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	139	276	234	147	276	234	559	1435	1219	700	1435	1219
v/s Ratio Prot		0.07			0.08			0.23			c0.33	
v/s Ratio Perm	c0.11		0.01	0.09		0.01	0.12		0.05	0.21		0.07
v/c Ratio	0.78	0.50	0.05	0.59	0.53	0.08	0.15	0.30	0.06	0.27	0.43	0.10
Uniform Delay, d1	45.6	43.6	40.7	44.2	43.8	40.8	3.3	3.8	3.1	3.7	4.4	3.2
Progression Factor	1.00	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	23.4	1.4	0.1	6.3	2.0	0.2	0.6	0.5	0.1	0.9	0.9	0.2
Delay (s)	68.9	45.0	40.8	50.5	45.8	41.0	3.9	4.4	3.2	4.6	5.3	3.3
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		51.7			45.1			4.1			4.8	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	111.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	3	3	7	28	33
Future Volume (Veh/h)	22	3	3	7	28	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	3	3	8	30	36
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	62	48	66			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	62	48	66			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	942	1021	1536			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	11	66
Volume Left	24	3	0
Volume Right	3	0	36
cSH	951	1536	1700
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.9	2.0	0.0
Lane LOS	A	A	
Approach Delay (s)	8.9	2.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	13.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	9	0	3	28
Future Volume (Veh/h)	0	1	9	0	3	28
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	10	0	3	30
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	46	10			10	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	46	10			10	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	962	1071			1610	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	10	33
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1071	1700	1610
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	0.7
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	0.7
Approach LOS	A		

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	14.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1292	1560	1
Future Volume (Veh/h)	0	3	0	1292	1560	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1404	1696	1
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	2398	848	1697			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2398	848	1697			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	28	305	372			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	702	702	848	848	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	305	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.41	0.41	0.50	0.50	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	16.9	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	16.9	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	53.1%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

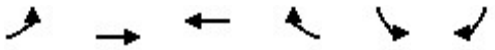
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	128	3	14	156	3	10
Future Volume (Veh/h)	128	3	14	156	3	10
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)	139	3	15	170	3	11
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			142		340	140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			142		340	140
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1441		649	907

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	142	185	14
Volume Left	0	15	3
Volume Right	3	0	11
cSH	1700	1441	836
Volume to Capacity	0.08	0.01	0.02
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	0.7	9.4
Lane LOS		A	A
Approach Delay (s)	0.0	0.7	9.4
Approach LOS			A

Intersection Summary			
Average Delay	0.8		
Intersection Capacity Utilization	29.2%	ICU Level of Service	A
Analysis Period (min)	15		



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	138	144	13	23	12
Future Volume (Veh/h)	5	138	144	13	23	12
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)	5	150	157	14	25	13
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	171				324	164
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	171				324	164
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	99
cM capacity (veh/h)	1406				668	881

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	155	171	38
Volume Left	5	0	25
Volume Right	0	14	13
cSH	1406	1700	728
Volume to Capacity	0.00	0.10	0.05
Queue Length 95th (ft)	0	0	4
Control Delay (s)	0.3	0.0	10.2
Lane LOS	A		B
Approach Delay (s)	0.3	0.0	10.2
Approach LOS			B

Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	21.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	204	6	38	182	4	38
Future Volume (Veh/h)	204	6	38	182	4	38
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	222	7	41	198	4	41
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	189	140			239	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	189	140			239	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	72	99			100	
cM capacity (veh/h)	798	908			1328	

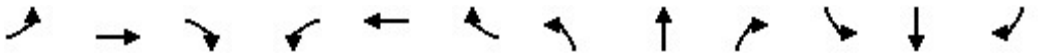
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	229	239	45
Volume Left	222	0	4
Volume Right	7	198	0
cSH	801	1700	1328
Volume to Capacity	0.29	0.14	0.00
Queue Length 95th (ft)	30	0	0
Control Delay (s)	11.3	0.0	0.7
Lane LOS	B		A
Approach Delay (s)	11.3	0.0	0.7
Approach LOS	B		

Intersection Summary			
Average Delay	5.1		
Intersection Capacity Utilization	31.6%	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 (veh/h)	47	183	8	53	220	3	8	48	43	3	19	23
Future Volume (Veh/h)	47	183	8	53	220	3	8	48	43	3	19	23
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)	51	199	9	58	239	3	9	52	47	3	21	25
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					519							
pX, platoon unblocked												
vC, conflicting volume	242			208			698	664	204	735	666	240
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	242			208			698	664	204	735	666	240
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
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			96			97	85	94	99	94	97
cM capacity (veh/h)	1324			1363			309	351	837	264	350	798

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	259	300	108	49
Volume Left	51	58	9	3
Volume Right	9	3	47	25
cSH	1324	1363	463	477
Volume to Capacity	0.04	0.04	0.23	0.10
Queue Length 95th (ft)	3	3	22	9
Control Delay (s)	1.8	1.8	15.1	13.4
Lane LOS	A	A	C	B
Approach Delay (s)	1.8	1.8	15.1	13.4
Approach LOS			C	B

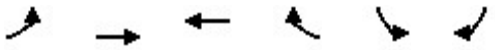
Intersection Summary				
Average Delay	4.6			
Intersection Capacity Utilization	33.8%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	77	46	167	118	108	67	1608	6	126	1650	153
Future Volume (vph)	108	77	46	167	118	108	67	1608	6	126	1650	153
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	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	0.94		1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1758		1770	1729		1770	3539	1583	1770	3539	1583
Flt Permitted	0.61	1.00		0.33	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1130	1758		610	1729		1770	3539	1583	1770	3539	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)	117	84	50	182	128	117	73	1748	7	137	1793	166
RTOR Reduction (vph)	0	9	0	0	14	0	0	0	3	0	0	62
Lane Group Flow (vph)	117	125	0	182	231	0	73	1748	4	137	1793	104
Turn Type	Perm	NA		pm+pt	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8					2			6
Actuated Green, G (s)	26.9	26.9		55.8	55.8		14.8	136.0	136.0	21.6	142.8	142.8
Effective Green, g (s)	26.9	26.9		55.8	55.8		14.8	136.0	136.0	21.6	142.8	142.8
Actuated g/C Ratio	0.12	0.12		0.25	0.25		0.07	0.60	0.60	0.10	0.63	0.63
Clearance Time (s)	4.5	4.5		4.5	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	3.0	3.0	3.0
Lane Grp Cap (vph)	133	208		274	425		115	2121	948	168	2227	996
v/s Ratio Prot		0.07		c0.07	0.13		0.04	c0.49		c0.08	0.51	
v/s Ratio Perm	c0.10			0.09					0.00			0.07
v/c Ratio	0.88	0.60		0.66	0.54		0.63	0.82	0.00	0.82	0.81	0.10
Uniform Delay, d1	98.4	94.9		72.6	74.4		103.4	36.0	18.3	100.7	31.6	16.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	43.5	4.8		6.0	1.4		10.9	3.8	0.0	25.3	3.2	0.2
Delay (s)	141.9	99.8		78.5	75.9		114.3	39.8	18.3	126.0	34.8	16.9
Level of Service	F	F		E	E		F	D	B	F	C	B
Approach Delay (s)		119.4			77.0			42.7			39.4	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	226.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.2%	ICU Level of Service	E
Analysis Period (min)	15		

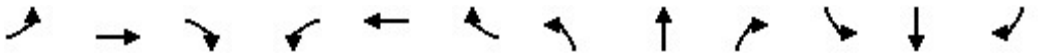
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	127	81	99	139	103	153
Future Volume (Veh/h)	127	81	99	139	103	153
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)	138	88	108	151	112	166
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						5
Median type		None	None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	259				548	184
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	259				548	184
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	89				75	81
cM capacity (veh/h)	1306				445	859

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	226	259	278
Volume Left	138	0	112
Volume Right	0	151	166
cSH	1306	1700	1105
Volume to Capacity	0.11	0.15	0.25
Queue Length 95th (ft)	9	0	25
Control Delay (s)	5.3	0.0	12.4
Lane LOS	A		B
Approach Delay (s)	5.3	0.0	12.4
Approach LOS			B

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	40.7%	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)	99	150	102	80	158	122	99	400	86	172	562	140
Future Volume (vph)	99	150	102	80	158	122	99	400	86	172	562	140
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	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1863	1583	1770	1863	1583
Flt Permitted	0.45	1.00	1.00	0.47	1.00	1.00	0.39	1.00	1.00	0.49	1.00	1.00
Satd. Flow (perm)	834	1863	1583	881	1863	1583	720	1863	1583	905	1863	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)	108	163	111	87	172	133	108	435	93	187	611	152
RTOR Reduction (vph)	0	0	93	0	0	112	0	0	22	0	0	36
Lane Group Flow (vph)	108	163	18	87	172	21	108	435	71	187	611	116
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	17.8	17.8	17.8	17.8	17.8	17.8	85.7	85.7	85.7	85.7	85.7	85.7
Effective Green, g (s)	17.8	17.8	17.8	17.8	17.8	17.8	85.7	85.7	85.7	85.7	85.7	85.7
Actuated g/C Ratio	0.16	0.16	0.16	0.16	0.16	0.16	0.76	0.76	0.76	0.76	0.76	0.76
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	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	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	131	294	250	139	294	250	548	1419	1205	689	1419	1205
v/s Ratio Prot		0.09			0.09			0.23			c0.33	
v/s Ratio Perm	c0.13		0.01	0.10		0.01	0.15		0.04	0.21		0.07
v/c Ratio	0.82	0.55	0.07	0.63	0.59	0.08	0.20	0.31	0.06	0.27	0.43	0.10
Uniform Delay, d1	45.8	43.7	40.3	44.2	43.9	40.4	3.8	4.2	3.3	4.0	4.8	3.4
Progression Factor	1.00	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	32.5	2.3	0.1	8.5	3.0	0.1	0.8	0.6	0.1	1.0	1.0	0.2
Delay (s)	78.4	46.0	40.4	52.7	46.9	40.5	4.6	4.7	3.4	5.0	5.7	3.6
Level of Service	E	D	D	D	D	D	A	A	A	A	A	A
Approach Delay (s)		53.5			46.0			4.5			5.2	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	112.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	3	3	17	36	33
Future Volume (Veh/h)	22	3	3	17	36	33
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	24	3	3	18	39	36
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	81	57	75			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	81	57	75			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	100	100			
cM capacity (veh/h)	919	1009	1524			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	27	21	75
Volume Left	24	3	0
Volume Right	3	0	36
cSH	929	1524	1700
Volume to Capacity	0.03	0.00	0.04
Queue Length 95th (ft)	2	0	0
Control Delay (s)	9.0	1.1	0.0
Lane LOS	A	A	
Approach Delay (s)	9.0	1.1	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	1	19	0	3	36
Future Volume (Veh/h)	0	1	19	0	3	36
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	1	21	0	3	39
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	66	21			21	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	66	21			21	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	938	1056			1595	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	1	21	42
Volume Left	0	0	3
Volume Right	1	0	0
cSH	1056	1700	1595
Volume to Capacity	0.00	0.01	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	8.4	0.0	0.5
Lane LOS	A		A
Approach Delay (s)	8.4	0.0	0.5
Approach LOS	A		

Intersection Summary			
Average Delay	0.5		
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	3	0	1359	1610	1
Future Volume (Veh/h)	0	3	0	1359	1610	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	3	0	1477	1750	1
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	2488	875	1751			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2488	875	1751			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	24	292	354			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	3	738	738	875	875	1
Volume Left	0	0	0	0	0	0
Volume Right	3	0	0	0	0	1
cSH	292	1700	1700	1700	1700	1700
Volume to Capacity	0.01	0.43	0.43	0.51	0.51	0.00
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	17.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	C					
Approach Delay (s)	17.4	0.0		0.0		
Approach LOS	C					

Intersection Summary				
Average Delay	0.0			
Intersection Capacity Utilization	54.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	20	2	16	42	1	10
Future Volume (Veh/h)	20	2	16	42	1	10
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	22	2	17	46	1	11
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	53	40			63	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	40			63	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	100			100	
cM capacity (veh/h)	955	1031			1540	

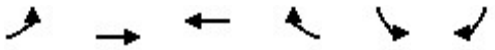
Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	24	63	12
Volume Left	22	0	1
Volume Right	2	46	0
cSH	961	1700	1540
Volume to Capacity	0.02	0.04	0.00
Queue Length 95th (ft)	2	0	0
Control Delay (s)	8.8	0.0	0.6
Lane LOS	A		A
Approach Delay (s)	8.8	0.0	0.6
Approach LOS	A		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	13.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	126	3	14	208	3	10
Future Volume (Veh/h)	126	3	14	208	3	10
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)	137	3	15	226	3	11
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			140		394	138
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			140		394	138
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1443		604	910

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	140	241	14
Volume Left	0	15	3
Volume Right	3	0	11
cSH	1700	1443	821
Volume to Capacity	0.08	0.01	0.02
Queue Length 95th (ft)	0	1	1
Control Delay (s)	0.0	0.6	9.5
Lane LOS		A	A
Approach Delay (s)	0.0	0.6	9.5
Approach LOS			A

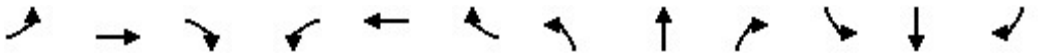
Intersection Summary			
Average Delay		0.7	
Intersection Capacity Utilization		31.9%	ICU Level of Service
Analysis Period (min)		15	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	56	136	142	104	110	66
Future Volume (Veh/h)	56	136	142	104	110	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)	61	148	154	113	120	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	267				480	210
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	267				480	210
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	95				77	91
cM capacity (veh/h)	1297				519	830

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	209	267	192
Volume Left	61	0	120
Volume Right	0	113	72
cSH	1297	1700	604
Volume to Capacity	0.05	0.16	0.32
Queue Length 95th (ft)	4	0	34
Control Delay (s)	2.6	0.0	13.7
Lane LOS	A		B
Approach Delay (s)	2.6	0.0	13.7
Approach LOS			B

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	44.2%	ICU Level of Service	A
Analysis Period (min)	15		



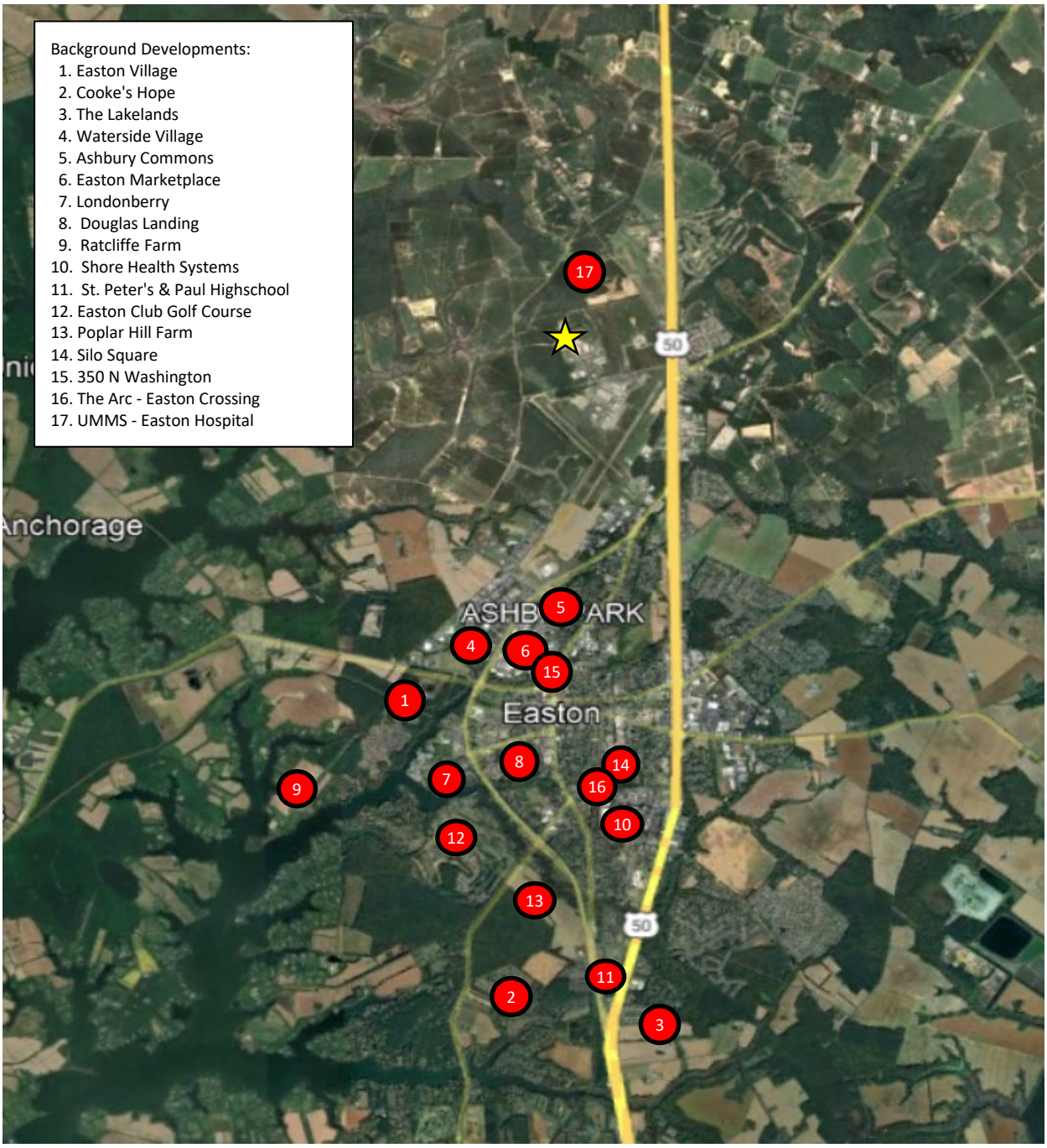
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	77	6	167	118	108	67	1608	6	126	1650	153
Future Volume (vph)	108	77	6	167	118	108	67	1608	6	126	1650	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	0.95	1.00	1.00	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	1.00	1.00
Satd. Flow (prot)	1770	1841		1770	1863	1583	1770	3539	1583	1770	3539	1583
Flt Permitted	0.67	1.00		0.46	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1257	1841		852	1863	1583	1770	3539	1583	1770	3539	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)	117	84	7	182	128	117	73	1748	7	137	1793	166
RTOR Reduction (vph)	0	1	0	0	0	91	0	0	3	0	0	58
Lane Group Flow (vph)	117	90	0	182	128	26	73	1748	4	137	1793	108
Turn Type	Perm	NA		pm+pt	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	26.1	26.1		50.4	50.4	50.4	14.2	138.7	138.7	21.7	146.2	146.2
Effective Green, g (s)	26.1	26.1		50.4	50.4	50.4	14.2	138.7	138.7	21.7	146.2	146.2
Actuated g/C Ratio	0.12	0.12		0.22	0.22	0.22	0.06	0.62	0.62	0.10	0.65	0.65
Clearance Time (s)	4.5	4.5		4.5	4.5	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	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	146	214		272	418	355	112	2188	978	171	2306	1031
v/s Ratio Prot		0.05		c0.06	0.07		0.04	c0.49		c0.08	0.51	
v/s Ratio Perm	c0.09			0.09		0.02			0.00			0.07
v/c Ratio	0.80	0.42		0.67	0.31	0.07	0.65	0.80	0.00	0.80	0.78	0.10
Uniform Delay, d1	96.6	92.1		75.5	72.4	68.6	102.6	32.3	16.4	99.2	27.6	14.6
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	26.2	1.3		6.1	0.4	0.1	12.8	3.2	0.0	23.0	2.7	0.2
Delay (s)	122.7	93.4		81.6	72.8	68.6	115.4	35.4	16.4	122.1	30.2	14.8
Level of Service	F	F		F	E	E	F	D	B	F	C	B
Approach Delay (s)		109.9			75.4			38.6			35.0	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	224.3	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Appendix C

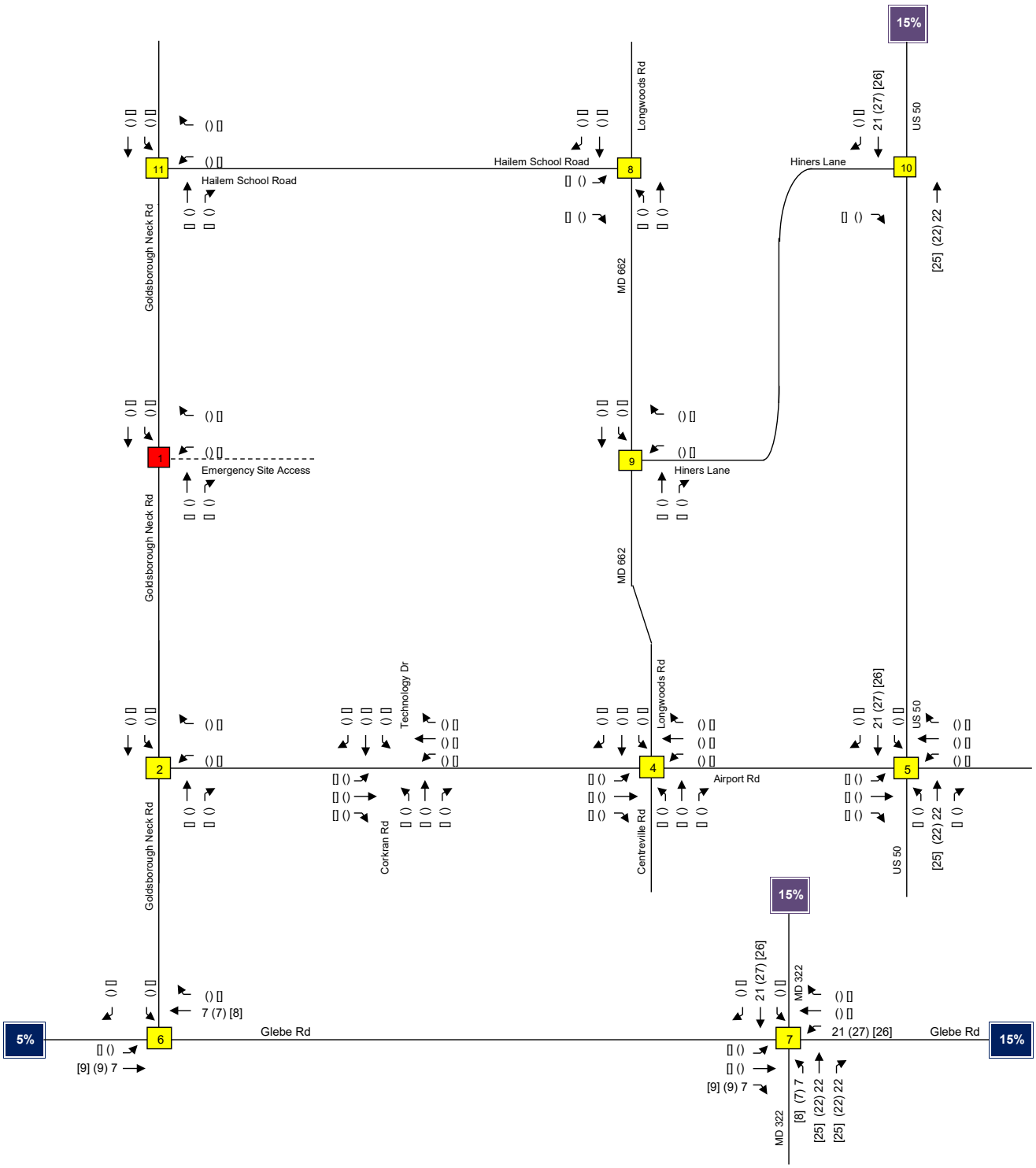
Background Developments



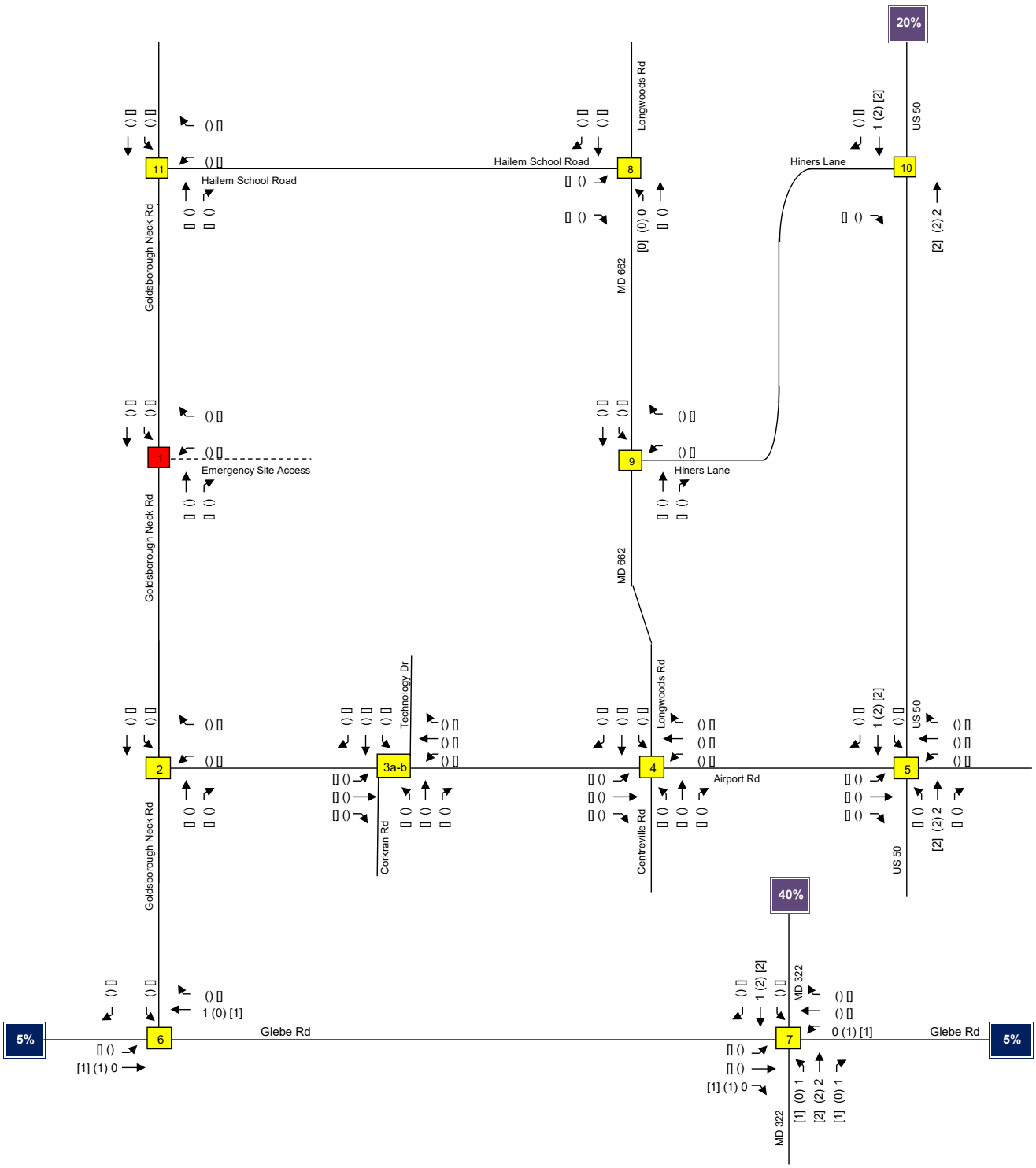
Traffic Impact Analysis	Location of Background Devs.	**Exhibit C-1**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Trip Generation for Background Developments

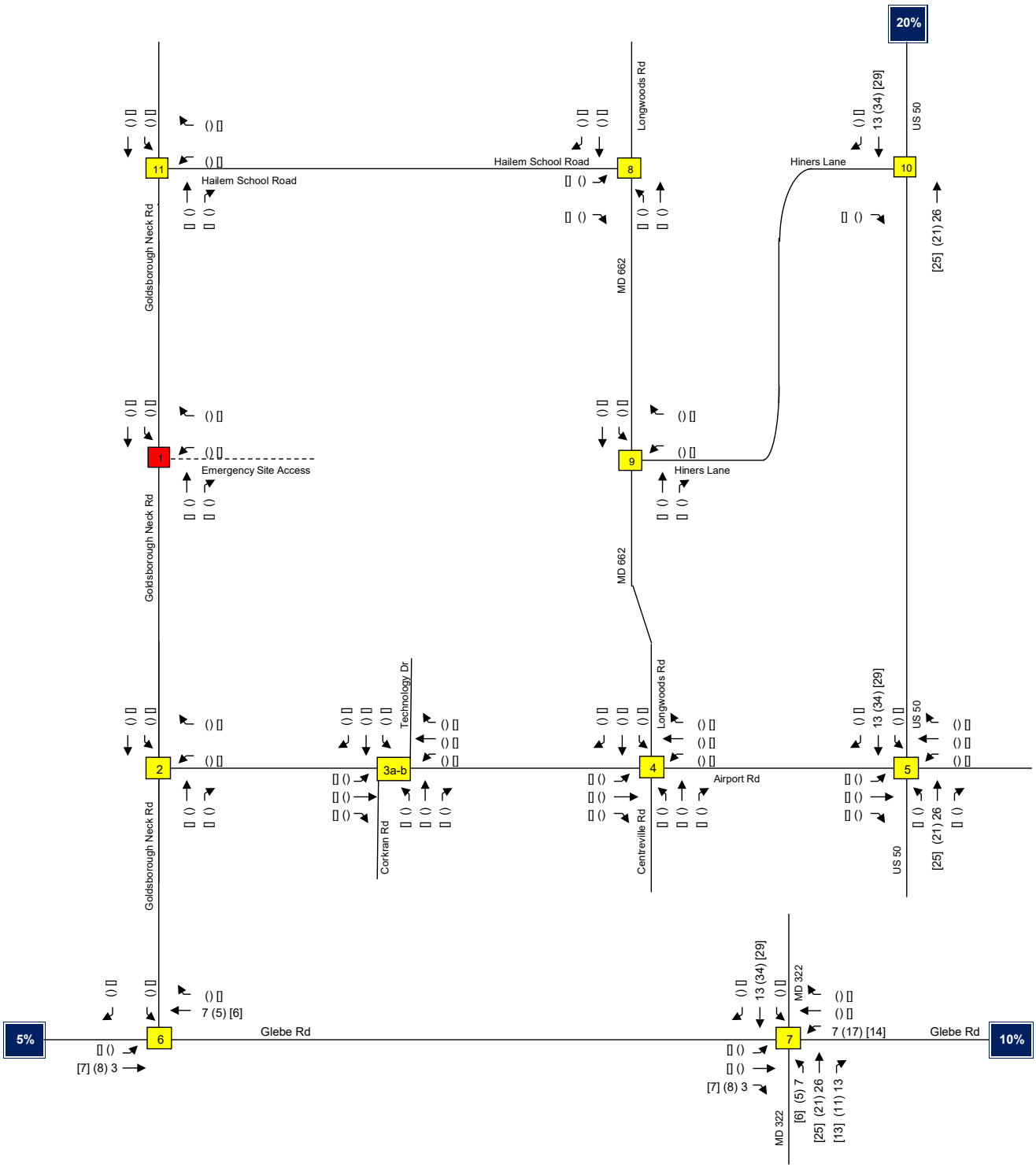
			AM Peak			PM Peak			Sat Mid-day Peak		
			In	Out	Total	In	Out	Total	In	Out	Total
1 - Easton Village	250 Single-Family Units Less 225 Built	25 units remaining	5	14	19	16	9	25	12	11	23
2 - Cookes Hope	288 Single-Family Units Less 185 Built	103 units remaining	19	57	76	64	38	102	52	44	96
3 - The Lakelands	158 Townhouse Units (All Built)	0 units remaining	Built								
4. Waterside Village	Phase 1 - 203,878 SF of Retail (All Built)	0 square feet remaining	Built								
	Phase 1 - 38,157 SF of Office (All Built)	0 square feet remaining	Built								
	Phase 1 - 24,901 SF of Restaurant (Approx. 50% Built)	12,451 square feet remaining	68	56	124	76	46	122	71	68	139
	Pass-by Trips for Phase 1 Restaurant (0% AM, 49% PM, 49% Saturday):		0	0	0	-37	-23	-60	-35	-33	-68
	Primary Off-Site Trips for Phase 1 Restaurant:		68	56	124	39	23	62	36	35	71
	Phase 1 - 3,651 SF of Bank (All Built)	0 square feet remaining	Built								
	Phase 2A - 40,000 SF of Retail (All Built)	0 square feet remaining	Built								
	Phase 2B - 60 Mid-rise Multifamily Units (Not Built)	60 units	6	16	22	16	10	26	13	13	26
	Phase 2C - 37,500 SF of Retail (Not Built)	37,500 square feet	22	13	35	69	74	143	88	81	169
	Pass-by Trips for Phase 2C Retail (0% AM, 34% PM, 34% Saturday):		0	0	0	-23	-25	-48	-30	-28	-58
	Primary Off-Site Trips for Phase 2 Retail:		22	13	35	46	49	95	58	53	111
	Phase 2D - 81,500 SF of Retail Less 76,500 SF Built	5,000 square feet remaining	3	2	5	9	10	19	12	11	23
	Pass-by Trips for Phase 2D Retail (0% AM, 34% PM, 34% Saturday):		0	0	0	-3	-3	-6	-4	-4	-8
	Primary Off-Site Trips for Phase 2D Retail:		3	2	5	6	7	13	8	7	15
5. Ashbury Commons	64 Townhouse Units Less 40 Built	24 units remaining	3	8	11	8	5	13	8	9	17
	26 Single-Family Units Less 13 built	13 units remaining	2	8	10	8	5	13	6	6	12
6. Easton Marketplace	15,000 SF Pharmacy (Not Built)	15,000 square feet	31	27	58	77	77	154	64	67	131
	Pass-by Trips for Pharmacy (0% AM, 53% PM, 53% Saturday):		0	0	0	-41	-41	-82	-34	-36	-70
	Primary Off-Site Trips for Pharmacy:		31	27	58	36	36	72	30	31	61
7. Londonberry	41 Single-Family Units Less 38 Built	0 units remaining	0	0	0	0	0	0	0	0	0
8. Douglas Landing	91 Townhouse Units Less 64 Built	27 units remaining	3	9	12	9	6	15	9	10	19
	48 Single-Family Units Less 43 built	5 units remaining	1	3	4	3	2	5	3	2	5
9 - Ratcliffe Farm	15 Single-Family Units (All Built)	0 units remaining	Built								
10 - Shore Health Systems Medical Campus	352,000 SF of Hospital (All Built)	0 square feet remaining	Built								
11. St. Peters and Paul	500 Student Private School	500 students	244	156	400	37	48	85	0	0	0
	6 Field Soccer Complex	6 fields	4	2	6	65	34	99	116	125	241
	18,000 SF Family Life Center	18,000 square feet	4	2	6	4	5	9	29	21	50
12. Easton Club Golf Course	18 Hole Golf Course	18 holes	25	7	32	28	24	52	27	28	55
13. Poplar Hill Farm	Single-Family Detached (ITE-210, Units)	119 units	22	67	89	76	44	120	64	54	118
14. Silo Square	Single-Family Attached Housing (ITE-215, Units)	28 units	3	6	9	7	6	13	12	12	24
15. 350 N Washington	Multifamily Housing, Low-Rise (ITE-220, Units)	16 units	1	5	6	5	3	8	3	4	7
16. The Arc - Easton Crossing (see note)	Multifamily Housing, Mid-Rise (ITE-221, Urban/Suburban, Units) [Not Close to Rail Transit]	130 units	11	35	46	31	20	51	27	25	52
	Fast Casual Restaurant (ksf, ITE-930)	3,000 sq.ft.	2	2	4	21	17	38	54	44	98
17. Shore Health Systems	Hospital - Phase 1 plus Future Phases (ksf, ITE-610)	488,000 sq.ft.	268	132	400	147	273	420	134	66	200
	Medical Clinic - Phase 1 plus Future Phases (ksf, ITE-720)	296,000 sq.ft.	651	153	804	224	671	895	326	77	403
		Net Total:	919	285	1204	371	944	1315	460	143	603



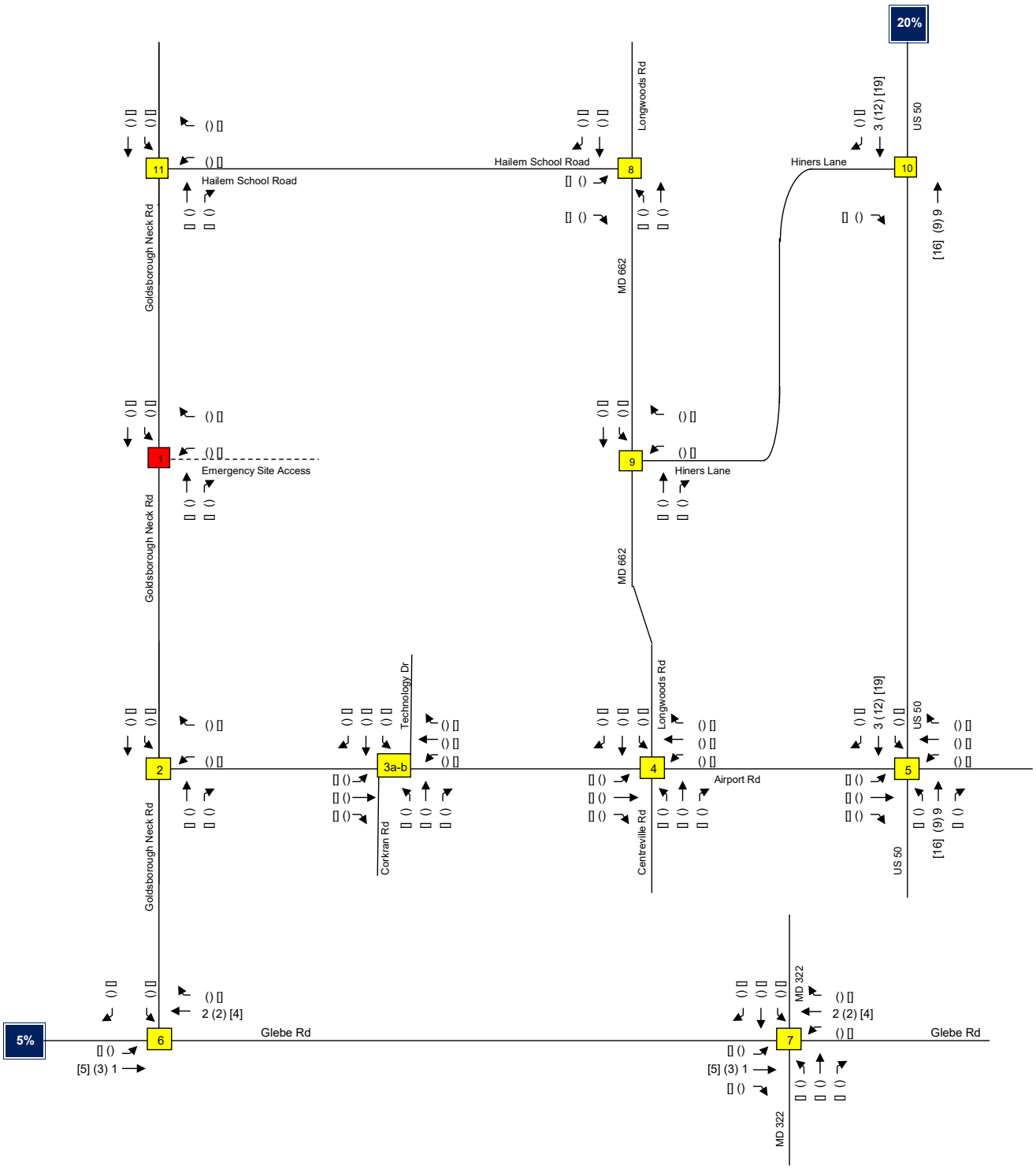
Traffic Impact Analysis	Background Development Trip Assignment - BDs 1, 4, 5, 6, 15	**Exhibit C-3**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



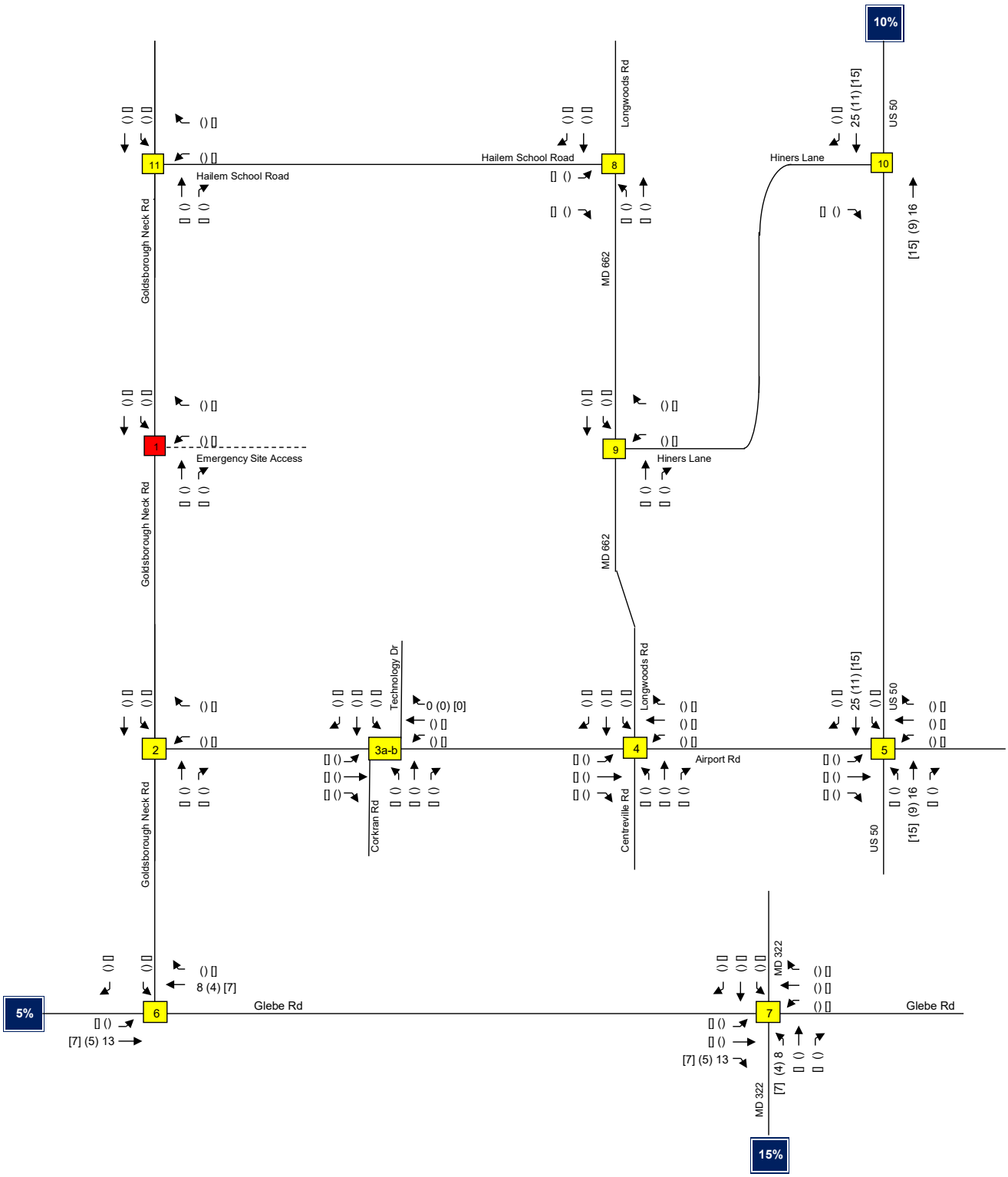
Traffic Impact Analysis	Background Development Trip Assignment - BDs 7 & 8	**Exhibit C-4**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



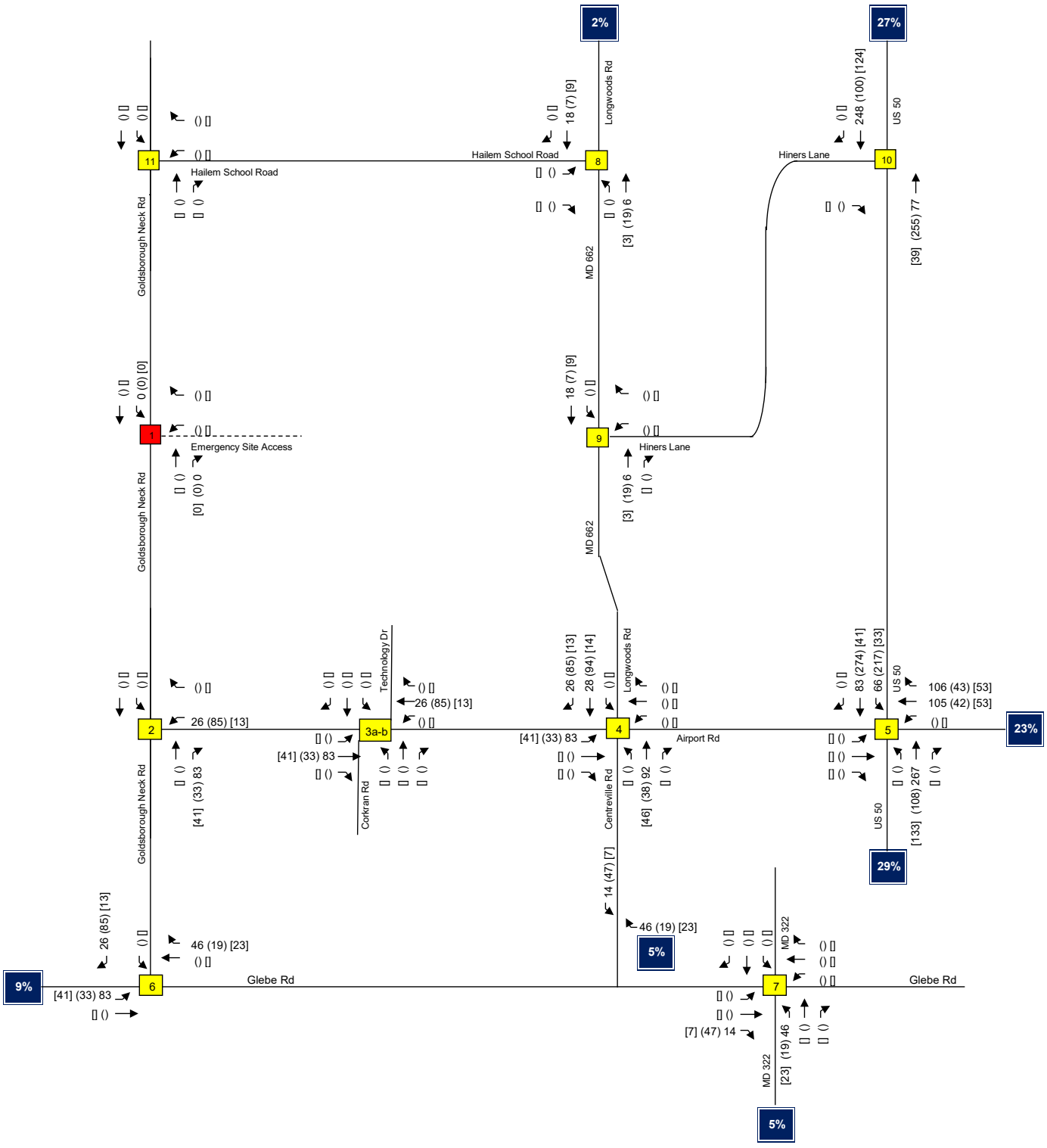
Traffic Impact Analysis	Background Development Trip Assignment - BDs 2, 12, 13	**Exhibit C-5**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Background Development Trip Assignment - BDs 14 & 16	**Exhibit C-6**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Background Development Trip Assignment - BD 11	**Exhibit C-7**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	



Traffic Impact Analysis	Background Development Trip Assignment - BD 17	**Exhibit C-8**
LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Key: xx = AM Peak Vol's (xx) = PM Peak Vol's [xx] = Sat Peak Vol's	

TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

July 2, 2025

Dear Resident,

The Easton Planning Commission (Commission) will hold a public meeting on **Thursday, July 17, 2025 at 1:00 p.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 Planned Unit Development (PUD) application 2025 - 1456 has been filed by Lane Engineering LLC (Applicant) on behalf of Easton Sunrise Partners, LLC (Owner) to request Subdivision Sketch Plat approval for the development of 365 residential units, and two (2) commercial buildings. The Applicant is also seeking a formal recommendation to the Town Council for PUD approval which will include findings as to the request's consistency with the Comprehensive Plan. The property is located at 9684, 9778, 9783, 9687 Technology Drive & 29001, 29004 I-Way Court, also known as Tax Map 0025, Grid 0004, Parcels 0090 & 0092, Lots 1-4, 9, 10.

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 or comments regarding this application, please contact the Planning Office at (410) 822-1943 or via email at planningandzoning@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 - July 2, 2025

Joe Mayer <jmayer@eastonmd.gov>

Fox Chase Estates

1 message

Maury Schlesinger Tue, Jun 24, 2025 at 6:00 AM
To: "PlanningCommission@eastonmd.gov" <planningcommission@eastonmd.gov>

Fox Chase Estates PUD

I hate to be a critic of every new proposal, but this PUD subdivision plan requires some comments:

1. The site is currently zoned BC – no housing permitted. Why is this change of use OK? Is it just because the PUD plan checks all (or most) of the regulatory boxes?
2. The site is isolated, distant from any other housing, adjacent to agricultural and industrial uses and, yes, the future hospital site. Is this an appropriate location to expand the town's stock of housing?
3. The preliminary plan adopts many of the development principles advocated by the town's regulations for new subdivisions. Yeah! A portion of the houses have an alley system, with parking in the rear. But many have garages and driveways facing the street. This is especially unfortunate for the townhouses. If one is attempting to create a place which reflects the "feel" of Easton, continuous driveways along the street and elevations whose primary element is a garage door is not the right approach.
4. With sidewalks and walking paths and a mix open space and use-specific recreation areas, the plans appear attractive. But where can kid ride their bike to get an ice cream cone or someone push a stroller to buy a loaf of bread? There might eventually be retail in the proposed commercial buildings, but those are located at a significant distance from the housing, situated past a pair of existing warehouses and beyond a sea of parking. Why not a village center near the clubhouse - a store (or two) between the apartment buildings and the signature traffic circle? Or could retailing occupy the ground floor of the apartment buildings, with storefronts facing Technology Drive?

Without some service retail, life here would require driving a car for everything other than on-site recreation. Even once the hospital is built, it's unlikely one would walk across its acres of planned buffer and parking lots. The developer says its plan provides housing options, especially for potential hospital employees. But what happens to the rest of the town when the relocated hospital sucks new residents north of the airport? Despite the architecture, this "neo-traditional village" is just more spawl, created by the faulty decision of locating the hospital so far from the core of the town. But the current mindset that housing, especially "attainable" housing, should be cultivated - even when contrary to existing zoning - will determine the fate of this proposal. Adjustments to this proposal should be required before approval.

Joe Mayer <jmayer@eastonmd.gov>

Fox Chase Estates - additional comments

1 message

Maury Schlesinger Fri, Jun 27, 2025 at 7:50 AM
To: "PlanningCommission@eastonmd.gov" <planningcommission@eastonmd.gov>

Fox Chase Estates Proposal
Additional Comments 6/27/25

After listening to the presentation at the Commission's June 24th meeting, I have some additional comments:

1. Proximity to the airport: As the entire project is within the circling approach arc of the airport, there will be noise from planes and a risk to residents of aircraft malfunctions.

2. Proximity to the new hospital:

   (a) Noise from helicopters for the hospital: I live two blocks from the current hospital and helicopters disturb my sleep. I had assumed the new hospital - located far from town - was to mitigate this nuisance to town residents. Those who would live in this new subdivision, especially those in the larger, more expensive houses closest to the hospital, will likely endure similar sonic annoyances and awakenings as I.
   (b) Hospital staff: The applicant stated that one goal of the project was to provide housing for hospital staff, but without a path (road or walkway) through the hospital's property these hospital employees would need to make a circuitous route without sidewalks down Technology Drive, Airport Drive, and up Route 662. If the hospital is a sponsor or supporter of this project, it should commit to a road or walkway through its property from the road stub shown on the northern edge of site plan, or this developer should fund its construction.

3. Potential health effects of homes and recreation areas near high-tension power lines (not illustrated in the 3D renderings): Lines run in close proximity to many townhouses. The site rendering shows an open field for public use under these high-tension power lines on the western side of the site. There continues to be concerns in the scientific and medical communities that high EMF from such power lines affects human health. Web resource: Living near Power Lines | New Health Advisor

4. Local retail: The applicant said there would be retail in the ground floor of the condo buildings; but there's only the notation "possible mixed use" on the site plan and the renderings don't show retail in that location, but rather show ground floor apartments. If retail is planned there, it should be explicitly illustrated and included in the PUD proposal.

5. Affordability: Where are the calculations of "affordability?" Where's the price list, and monthly costs (including mortgage payment, utilities and the HOA fee) compared to the income standards? To simply say in a hearing that some units will be affordable doesn't guarantee that will occur. Interest rates, material and labor costs could

increase and make current assumptions flawed by the time units are put on sale. The PUD agreement (if the project is accepted) should include those calculations and assurances that the affordability formula will be met throughout the initial sales process. Commissioners have already discussed the need for deed restrictions on resales.

6. Demand for units: The applicant stated there was a "bidding war" by national builders for this project. Let's see some evidence. As mentioned by Commissioners in the meeting, there's a large number of new housing units coming on-line in the town in the near future. Won't those approved units and normal housing churn provide a sufficient number of homes for the few additional new staff this new (smaller) hospital will need? Why would the Commission speed consideration of this application to give it a competitive edge getting to market sooner than others already approved?

7. Concern about segregation of housing types and “one HOA fee” (although that’s not a Planning Commission consideration): In Leonardtown, I lived in a PUD community of several streets of single-family houses and a separate townhouse sector, all part of one HOA. There was always tension between these two groups of owners over which got the greater benefit from the HOA fee, as the townhouse area required more maintenance than the single-family area. And with the physical separation of these two groups, there was no sense of being part of one community.

This PUD proposal is an end-run around the existing zoning which rationally located non-residential uses in proximity to the airport and at a distance from town amenities and services. There is no rationale for changing the planned use of this land other than a developer's desire to increase its profitability by taking advantage of the hospital's new site. The Commission should find this proposal unacceptable.

Maury Schlesinger

304 Winton Ave.

Thomas Ledvina
7585 Pollys Hill Lane
Easton, Maryland
13 July 2025

Town of Easton Planning Commission
14 S. Harrison Street
P.O. Box 520
Easton, Maryland 21601

Re: Planned Unit Development Application for Fox Chase Estates

Ladies and Gentlemen:

The subject proposal is to build a Planned Use Development (PUD) containing 365 dwelling units and, to a much smaller extent, two two-story commercial buildings in an area zoned for and currently containing only business/commercial uses. The existing subdivision designates the land for industrial purposes. It currently contains a number of large warehouses, a veterinary clinic, small businesses, and commercial buildings. PUDS are designed to provide greater public benefits than traditional zoning. The Code of Easton requires that to recommend approval of this PUD, the Planning Commission must certify that the PUD meets every one of 11 criteria. Failure to meet just one, in the opinion of the Planning Commission, can justify denial of the PUD. Among these criteria are the following:

1.) *The proposed subdivision provides against such scattered or premature subdivision of land as would involve danger or injury to health, safety, or prosperity...*

2.) *The proposed subdivision provides for harmonious development of the municipality and its environs.*

7.) *The land indicated on the plats ... can be used for building purposes without danger to public health, safety, or general welfare.*

9.) *The proposed subdivision promotes the orderly growth of the Town of Easton, providing for ... proper development of land while preventing, through the Commission's discretion, such scattered, premature and undesirable subdivision and development of land as would involve danger, or injury to health, safety or property... or would be injurious to maintenance of the integrity of the adopted Town Comprehensive Plan.*

The Planning Commission should not certify compliance with any of these criteria and should recommend disapproval of the application. Although there are a number of

problems with this proposal, analysis should start with the three primary rules of real estate: "location, location, location." The Easton Comprehensive Plan stresses a vision of Easton as a small rural town with special character and sense of community derived from its historic downtown, varied architecture, and walkability. Easton residents highly value these qualities. The town is striving mightily to maintain "One Easton" despite the challenges posed by Route 50, which bifurcates the town. Approval of this PUD will make maintaining "One Easton" immensely more difficult.

This PUD throws out well thought out planning and zoning for leap-frog sprawl that will establish a terrible precedent for the future of Easton. Coordination between the developer and Talbot County has gotten off to a very late start. Coordination between Talbot County and Easton is critical. Developer's counsel at the June 24th meeting of the Commission promised multi-billion-dollar development around the hospital in the coming years. Rushing to push approval this one project without a coherent, comprehensive plan brings visions of the Oklahoma land rush rather than the comprehensive, inter-governmental planning process that is needed. Easton and Talbot County must take the time to do this right. A rushed decision, without thorough analysis, poses "*danger or injury to health, safety, or prosperity*" and cannot provide "orderly growth." The developer is demanding rapid, premature approval of a development that poses threats and concerns the Town has not considered in recent development applications and without sufficient coordination with Talbot County. If this development moves forward, it will be very difficult and expensive to mitigate the impacts and risks imposed on future residents or future operation of Easton Airport. The Planning Commission has the discretion to label this for what it is, "*such scattered, premature and undesirable subdivision and development of land as would involve danger, or injury to health, safety or property.*"

This proposed development is located about as far from the Town core as is possible. It is the antithesis of the contiguous development envisioned by the Comprehensive Plan, separated from the closest Easton residential development to the east by Route 50 and a variety of businesses. Moreover, it is separated from Easton's central core by Easton/Newnam Field, a physical barrier that can't be breached by sidewalks or rails-to-trails. Indeed, proximity to the airport is what makes maintaining the business/commercial zoning of this property so appropriate. Easton/Newman Field is a valuable resource for Easton, generating $91.5 in business revenue each year. It averages 200 flights each day.

To remain viable and effective, airports must be protected from encroachment - restrictions to operations imposed to mitigate safety and noise concerns. Local jurisdictions, not the Federal Aviation Agency (FAA) have the responsibility to prevent encroachment. *See* FAA Advisory Circular 150/5190-4B, Subject: Airport Land Use Compatibility Planning.[1] It is up to the Town today whether its future residents consider the airport a valued resource or a dangerous, noisy neighbor. Agricultural uses are

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[1] https://www.faa.gov/documentLibrary/media/Advisory_Circular/150_5190_4b_Land_Use_Compatibility.pdf

preferred, but the FAA recommends that local zoning address these concerns by limiting development in certain areas close to the airport to low density industrial or commercial uses. Easton already has this protection in place; approving this development will abandon these safety measures. Because the intersection is in an FAA runway protection area – created for the safety of aircraft crew and passengers and the public, this PUD will require improvements to the intersection of Airport Road and Goldsborough Neck Rd. at a minimum. Even if this development itself is not located in a designated runway protection zone, its proximity raises serious concerns. In 2021 a small plane taking off from Easton airport crashed in a soybean field just north of Technology Drive. *See Star Democrat*, June 25, 2021 p. 1, 5. (Attachment 1). Of note, it appears that the crash site is in the vicinity of the proposed four-story apartment buildings, containing 120 units.

Similarly, Easton Airport has designated several noise abatement areas where special measures are required. *See* Easton Airport Noise Abatement Flyer [PUD location added] (Attachment 2). The proposed residential development is in the middle of the landing and takeoff patterns and will likely require noise abatement of its own as soon as residences are in place. As operations at Easton Airport grow and the aircraft become larger or noisier, safety and noise concerns for residential development near the airport will grow as well. Easton is engaged in a $52 million project to demolish the Black and Decker plant and move a runway to improve the safety of flight operations at the south end of the airport. It makes no sense to change the existing zoning at the north end of the airport and create new safety and noise issues there.

Approving this PUD will also deprive the Town of Easton of the revenue from the business/commercial development that can be developed here. Such development is not bothered by proximity to the airport and need not be contiguous to the town. This is an ideal site for such uses. It does not encroach on or limit airport operations. Occupied density is very low. Aircraft noise is not an issue, especially at night when aircraft noise is especially noticeable. Future business/commercial development (e.g., the large warehouses recently built there) that is displaced by this development would be difficult or impossible to locate in many other areas of Easton. The Urban III study conducted for the town suggests that revenue and taxes should help inform development decisions. Replacing well-sited industrial development with primarily residential development is a mistake.

It is not clear that Easton has an immediate need for more new housing. Analysis during the drafting of the revised Comprehensive Plan shows that Easton already has sufficient land that can be developed into approximately 4500 residences, enough to house Easton's projected population for almost two decades, even at a population growth rate significantly higher than experienced in recent years. Approximately 1200 dwelling units are already approved and undergoing or awaiting construction. Although we are told by the developer's counsel that these units will help the new hospital with staffing issues, it is not clear that the new hospital will have significantly more staff than the current one. The current staff presumably already has housing, some of which might be closer to the new

hospital or more attractive than what is proposed. Presumably any new units will be marketed first come, first served, not just to hospital employees. The most attractive feature of this proposal is its inclusion of a significant number of affordable dwelling units. This is an important consideration, but it is by no means certain that this development will provide substantial long-term relief. We are given promises but few details on how the affordable units will be reserved for hospital or public service employees or kept "affordable" in future years.

Approval of PUDS is a discretionary decision. The developer has the burden of showing that changing existing zoning and development standards will result in a better Easton, an Easton that maintains the quality of life and characteristics that make it unique. The fundamental problem with this application is the location, which cannot be changed. Without conceding the other criteria, the developer has not shown that this PUD meets four of the criteria that the Planning Commission must certify in order to recommend approval. The Commission should recommend disapproval.

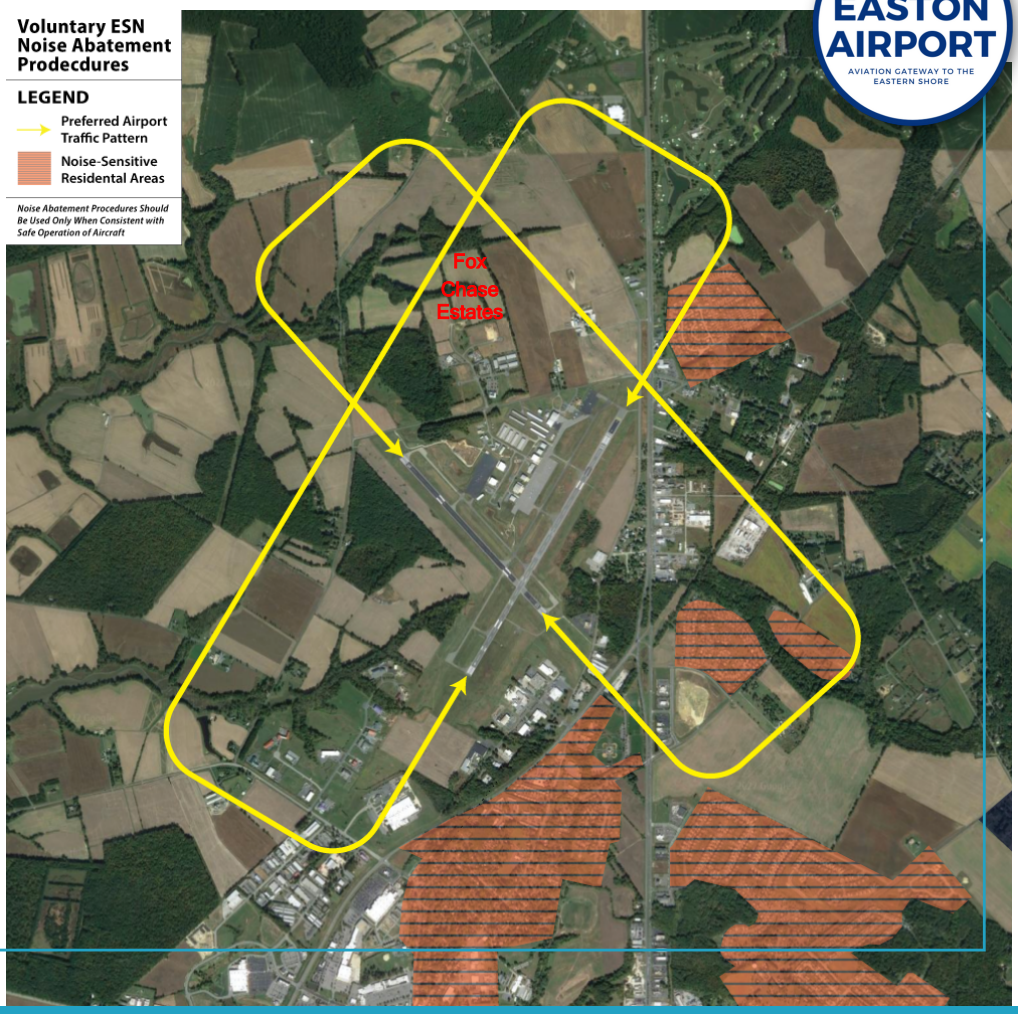
Respectfully,

Thomas Ledvina

Attach: (1) *Star Democrat*, June 25, 2021 p. 1, 5.
(2) Easton Airport Noise Abatement Flyer [PUD location added]

ESN NOISE ABATEMENT

Good Neighbor Program



TRAFFIC PATTERNS

All aircraft operating into and out of Easton Airport must follow the preferred airport traffic patterns.

- Traffic pattern is standard left hand for Runways 15 & 4 and right hand for Runways 22 & 33
- Traffic pattern altitude for the airport is 1,100 feet MSL for single-engine and multi-engine piston aircraft. 1,600 feet MSL for turbine aircraft.
- Helicopter traffic pattern is 500 feet AGL avoiding congested areas and flow of fixed wing traffic.
- Helicopters must make every effort to minimize overflight of residential areas.

The Air Traffic Control tower will assign pattern instructions based on real time air traffic conditions. During busy periods, air traffic control may deviate from using preferred patterns to ensure the highest level of flight safety.

VOLUNTARY NOISE ABATEMENT PROCEDURES FOR DEPARTURES

Unless issued specific control instructions by ATC, the following procedures are recommended:

RUNWAY 4: If traffic permits, make a slight left turn after departure to avoid overflying retirement community.

RUNWAY 22: Continue straight out or make a right turn to avoid overflight of the Town of Easton. Departures should avoid overflight of the Town of Easton below 2000 ft.

Aircraft should avoid climbing out over the Town of Easton and residential areas near the airport to the extent possible.

BEST PRACTICES

- Be aware of noise-sensitive areas, especially residential communities surrounding the airport.
- Avoid flying low, especially at high power settings, over these areas.
- Avoid high rpm settings in the pattern.
- On takeoff, reduce to climb power as soon as it is safe and practical to do so.
- Use low power approaches when possible, and always avoid the low, dragged-in approach.

Aviation statistics show that most engine failures (with the exception of fuel starvation) occur during take-off with high power settings and landing as power settings change. If your engine(s) suddenly quit would you rather be over open ground (as recommended in these procedures) or over developed areas with few emergency landing sites?

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PLANE CRASH

PHOTO BY NATALIE JONES
The charred remains of the Piper PA-28 plane lay just north of Easton Airport. Investigators from the airport and the FAA will be looking into the cause of the June 24 crash.

Plane crashes near Easton Airport

Naval Academy midshipman identified as pilot; helped at scene by good Samaritans

BY LUKE PARKER
lparker@chespub.com

EASTON — A small airplane crashed in an open field Thursday morning as it was departing from Easton Airport.

The pilot, a Naval Academy midshipman who was conscious upon landing, suffered a severe leg injury but was able to extricate himself from the burning plane. Two employees from Barkers Landing Corporation, who were working on a construction site further down Technology Drive, rushed to the crash area and carried the pilot to safety.

See CRASH Page A5

OPIOIDS

Eastern Shore, state see jumps in numbers of drug overdoses

A new program called Maryland SOS aims to reduce opioid and other substance-related fatalities.

GOVERNOR'S OFFICE
Lt. Gov Boyd Rutherford has launched a new state effort aimed at reducing deadly drug overdoses.

ANNAPOLIS — The Eastern Shore saw a 16% increase in opioid overdose deaths during the first quarter compared to last year and the state is launching new efforts to curtail a concerning statewide rise in drug and alcohol-related fatalities.

A new report from the Maryland Opioid Operational Command Center and state department of health found there were 58 deadly opioid overdoses on the Eastern Shore during the first quarter. That is eight more deaths than in Q1 2020 translating into a 16% rise.

Statewide, Maryland saw a 5.7% increase in overdose deaths involving drugs and alcohol in Q1 2021 compared to the same time frame a year ago and 6.3% jump in opioid-related fatalities, according to the new report released Thursday, June 24.

There were 682 "unintentional intoxication deaths" from drugs and alcohol during the first quarter — up from 645 overdoes deaths in Q1 2020. Opioids, including the very potent and dangerous fentanyl, were involved in 89.7% of fatal overdoses during the first three months of 2021, according to state health agencies.

The shutdowns, social isolation and job losses stemming from the COVID-19 pandemic and its related government orders have contributed to a worrisome rise in overdoses in Maryland and nationally.

See OPIOIDS Page A9

INSIDE

SHORE magazine

Check out the new edition of SHORE which has a focus on wellness. The magazine is included for *Star Democrat* subscribers.

VACCINE MANDATES

Andy Harris keeps up pressure to nix university COVID vaccine mandates

SALISBURY — U.S. Rep. Andy Harris, R-Md-1st, continues to press the state to stop the University System of Maryland from mandating COVID-19 vaccines for students, staff and faculty.

The system operates the University of Maryland College Park, Salisbury University, University of Maryland Eastern Shore, Towson University and other state colleges.

Harris worries about the heart inflammation side effects from coronavirus vaccines, especially in young men, and said the decision to get vaccinated should solely be between a patient and their doctor, rather than a university bureaucrat, according to a statement from his office.

Harris — a conservative who represents the Eastern Shore and is a medical doctor and anesthesiologist — wrote Gov. Larry Hogan and Maryland Secretary of Health Dennis Schrader for a second time on June 24 asking them to stop the state universities' vaccine mandates.

See HARRIS Page A9

3 THINGS ABOUT TODAY

1 On this day in history, in 1876, Lt. Col. Colonel George A. Custer and his 7th Cavalry were wiped out by Sioux and Cheyenne Indians in the Battle of the Little Bighorn in Montana. Famous birthdays Basketball Hall of Famer Willis Reed is 79. Singer Carly Simon is 76. Actor-comedian Jimmie Walker is 74. Supreme Court Justice Sonia Sotomayor is 67. Actor-writer-director Ricky Gervais (pictured) is 60. Jazz musician Joey Alexander is 18. (More history on A6)

2 The Chesapeake Moms Club has selected Dock Street Foundation as beneficiary of annual fundraising event. Inspired by Dock Street's Hopeful campaign, Stevensville's Chesapeake Moms Club raised more than $3,000 for Dock Street Foundation at their recent annual charity event. The Chesapeake Moms Club is a social and philanthropic nonprofit organization. (Story on A4)

3 Towson University has decided to remove the names of slave owners from two dormitories following a vote by the University System of Maryland board of regents. The university created a 10-person committee comprised of students, faculty and staff a year ago that assessed whether changing the names would comply with university guidelines. It unanimously recommended renaming Carroll Hall and Paca House, according to the Associated Press. (Story on A2)

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LOCAL

PHOTO BY NATALIE JONES

Members of the maintenance team from Trident Aircraft look at the site of the plane crash. They declined to comment on the crash.

CRASH

From Page A1

With a belt, the workers, Robert Bridge and Derek Hoffman, then applied a tourniquet to the pilot's leg before he was airlifted to the R. Adams Cowley Shock Trauma Center in Baltimore.

The plane was executing a test flight as part of the Naval Academy's Powered Flight Program – a summer program conducted by Trident Aircraft that provides prospective naval aviators the opportunity to learn how to fly prior to beginning Naval Flight School.

According to a press release from the Naval Academy, participants in the Powered Flight Program undergo weeks of intensive training, memorization, and instructor-led flights. If qualified, midshipmen may fly solo.

The Naval Academy did not identify the midshipman in the Easton crash, but did confirm that there were no other persons in the plane.

The single-engine PA-28 model plane left Easton Airport shortly after 11 a.m. on June 24. According to Easton Airport manager Micah Risher, the facility was notified of the emergency landing at approximately 11:15 a.m.

PHOTO BY NATALIE JONES

A bloodied sock lies on the ground near the site of the plane crash. The pilot extricated himself from the plane after crashing and is reported to have a serious leg injury.

Three fire and one rescue engines dispatched by the Easton Volunteer Fire Department arrived at the scene at 11:20 a.m., and the flames were extinguished less than five minutes after that, 3rd Lt. Justin Jones said.

According to Hoffman, who overheard the pilot's call to 911, the plane had lost power before crashing. Neither Hoffman or Bridge saw smoke coming from the aircraft as it was coming down, though they described its flight as "wobbly."

After hearing the crash, both men ran all the way down Technology Drive. The plane landed just past the end of the road in a field littered with steel beams.

Hoffman and Bridge found the pilot, who had managed to exit the cockpit, sitting on the ground next to the plane. He was on the phone with 911.

"He was well aware of what was going on," Hoffman said of the pilot.

Without the patient's name, the Shock Trauma Center was unable to provide an update on his condition at this time.

The crash is currently under investigation by the Federal Aviation Administration's Flight Standards Office in Linthicum Heights. Further investigations will be conducted by the National Transportation Safety Board and the Easton Airport, as well as the airport's Air Traffic Control Tower, which will run through its own list of investigative procedures.

PHOTO BY NATALIE JONES

The remains of a small Piper PA-28 airplane lie in a field one mile north of Easton Airport. The plane crashed and caught on fire shortly after taking off Thursday morning.

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Samantha Smith <ssmith@eastonmd.gov>

Proposed rezoning

1 message

Carin Starr <cstarr7@gmail.com> Wed, Jul 16, 2025 at 10:02 AM
To: PlanningCommission@eastonmd.gov

Dear Planning Commissioners,
I encourage you to table a decision on rezoning the commercial property near the new hospital construction. Fully understanding the best use for this property can be best determined once the Comprehensive Plan is completed.
This will allow for consideration of the best fit with Easton's vision of its future.
Thank you for your consideration.
Best regards,
Carin Starr
Resident Oxford, Maryland

--
Carin Starr
PO Box 132
Oxford, MD 21654
419-215-8938
cstarr7@gmail.com

Samantha Smith <ssmith@eastonmd.gov>

development

1 message

'Nanny Trippe' via Planning Commission <PlanningCommission@eastonmd.gov> Wed, Jul 16, 2025 at 12:10 PM

Reply-To: Nanny Trippe <aubfarm@icloud.com>
To: "PlanningCommission@eastonmd.gov" <PlanningCommission@eastonmd.gov>

Dear Planning Commission-

I write to you to submit an honest plea to deny/table approval of further residential development. Back in the 80's, induced by the coming enactment of The Critical Area Law, the county wisely imposed a moratorium on development and subdivision that landowners were rushing to do poor to the law. Putting the brakes on was wise and prevented sever overdevelopment.

Already, the strain on our infrastructure is palpable—the traffic is congested and reckless. The same is true of our civic departments-fire and rescue, police, etc. I do not have school children but I do not see how they can absorb the projected numbers of students.
The developers come in, make a fortune and we are left to handle the fallout of poor planning decisions.

Please handle these proposals with great consideration for our fragile environment as well as all of the special features that define us—they will be lost and unable to be restored. As a many generation native of the area, I have already witnessed much loss of natural beauty, peace and quiet. It's ok to say no!

Respectfully submitted,

Nanny Trippe
27386 Tripp Road
Easton, Md.

Samantha Smith <ssmith@eastonmd.gov>

Fox Chase Estates

1 message

Bettye Maki <bjmaki04@gmail.com> Wed, Jul 16, 2025 at 12:49 PM
To: PlanningCommission@eastonmd.gov

Dear Ladies and Gentlemen,
I am writting to express my concern in regards to the possible approval of Fox Chase Estates.
To get right to the point it is a very bad idea to place over 400 housing units in the flight path of an airport. I live in Easton Club East and hear many complaints about nearby crop dusting once a year.
Doesn't this remind you of the crab picking business on Maryland Avenue in Easton. Every one is asking how Easton could have allowed a place so smelly be allowed in a neighborhood. If this project is passed, just like the crab picking business, you are setting Easton and Talbot County up for many noise complaints and possible law suits. Unlike the crab picking you could be putting people in danger. Suppose there is a flight failure?
We do not need these 400 plus homes. Easton is in the process of building over 1000 homes currently. There are not enough medical doctors for the existing population. The schools are filled to capacity. Our roads are becoming more and more crowded.
Are we serious about keeping Easton a rural community?
I truly hope so.

Respectfully,
Bettye Maki
7448 Jeffreys Way
Easton, MD 21601

Samantha Smith <ssmith@eastonmd.gov>

Proposed Fox Chase Development

1 message

Dave Perry <daveperry06@gmail.com> Wed, Jul 16, 2025 at 1:47 PM
To: PlanningCommission@eastonmd.gov

Ladies and Gentlemen,

I strongly oppose the proposed Fox Chase development. Many excellent reasons for concluding that this is the wrong project in the wrong place were raised by Commission members and the public at your June meeting.

I am especially appreciative of those members who have questioned the need to rush this project through the approval process. The applicant has tried repeatedly to create a sense of urgency for project approval. First, by claiming a "partnership" with the hospital that is not in fact a partnership of any kind. Then, a stated need to have new housing available for sale six months before the planned opening of the new hospital. Then, a "bidding war" among national home builders for the rights to this development. Finally, a request for a "special meeting" of the Planning Commission to move the application along in an expedited fashion. These actions suggest a clear strategy on the part of the applicant to avoid a thorough and public review of the project.

The wishes of the residents of Easton are clearly expressed through the Comp Plan process. Let's not abandon our existing zoning, future land uses, or designated growth areas for housing for this project. Please vote to recommend against approval of this project.

Thank you,

David Perry
7418 Michael Avenue, Easton
703-887-4624

Samantha Smith <ssmith@eastonmd.gov>

Development near new hospital

1 message

'Betty Hartmeyer' via Planning Commission <PlanningCommission@eastonmd.gov> Wed, Jul 16, 2025 at 7:10 PM

Reply-To: Betty Hartmeyer <bettybh@goeaston.net>
To: PlanningCommission@eastonmd.gov

Honorable Members of the Planning Commission,

I am writing this letter to go on record as opposing any attempt or bill that would allow you to make a decision to approve any request or legislation concerning new housing plans for construction near the site of the new hospital until you have reviewed and approved the Easton Comprehensive Plan!

Also I am very concerned with the amount of new housing that is currently in various stages of construction now and already planned for the future! My biggest concern is that our existing infrastructure, public services and schools are not at all adequate or affordable to handle such an influx of people and cars with their needs! Certainly our new hospital cannot!!!

Sincerely, Betty B. Hartmeyer
17 Shannon Terrace
Easton, MD.

Sent from my iPhone

Samantha Smith <ssmith@eastonmd.gov>

Re Fox Chase Development Hearing Today

1 message

Deidra Lyngard <dlyngard@gmail.com> Thu, Jul 17, 2025 at 5:32 AM
To: PlanningCommission@eastonmd.gov

An article in the Talbot Spy brought to my attention that yet another development is being proposed for Easton. I hope that the Planning Commission will refrain from voting on this measure until the Comp Plan is updated and that if it does choose to vote it won't provide a zoning variance for this development, which would out additional pressure on our schools and traffic routes. We do not need another development of this size in our town. And the Fox Chase I know outside of Philly is not a place I would want to emulate.

Thanks you,
Deidra Lyngard

Samantha Smith <ssmith@eastonmd.gov>

Fox Chase Estates

1 message

James Bradley <pjbrad1881@gmail.com> Wed, Jul 16, 2025 at 8:31 PM
To: PlanningCommission@eastonmd.gov

Ms. Bollman's letter to the Planning Commission has laid out five compelling reasons why not to approve the Fox Chase Estates proposal at this time, if ever. I write to say I entirely agree that building 365 houses at that commercially zoned site so far from town, adding to the large number of sites already under consideration, would be hugely detrimental to the welfare of the town of Easton. Do the wise thing and turn the proposal down.
Patricia Bradley
700 Port Street
Easton, MD

Samantha Smith <ssmith@eastonmd.gov>

Fox Chase Estates

1 message

James Van Ness <hoodielvr@gmail.com> Wed, Jul 16, 2025 at 6:05 PM
To: PlanningCommission@eastonmd.gov
Cc: James Van Ness <hoodielvr@gmail.com>

I understand that the Easton Planning Commission intends to consider a rezoning request by developers proposing to construct a 365-unit development north of the airport. I write to express my opposition to this development, and to urge the Planning Commission to postpone any decision on this rezoning request until more is known about the proposed development and until a more robust effort is made to invite the public to voice its views.

There are several reasons why I think this development at this location at this time is wrong for the Town of Easton:

- This development is not currently needed, as I understand that 1200 housing units are already under construction in Easton.
- The proposed location for this development epitomizes undesirable urban sprawl and is inconsistent with the historic, small-town feeling most current residents treasure and wish to preserve.
- An extensive housing development so near to the airport will subject residents to unwelcome noise from aircraft operations and, importantly, invite the possibility of a tragic aircraft accident.

There doesn't appear to be any compelling reason for acting on this rezoning request at this time. I urge the Planning Commission to table this request until more outreach is done to give the general public an opportunity to be heard.

Thank you for considering my views.

James G. Van Ness
28656 Clubhouse Dr.
Easton, Md. 21601
hoodielvr@gmail.com

(no subject)

1 message

Clare Kettell <clare.kettell@gmail.com> Thu, Jul 17, 2025 at 11:40 AM
To: planningcommission@eastonmd.gov

365 homes at chase estates

I'm writing in opposition to adding more homes to our already construction saturated Easton. We don't need 365 more homes and chase estates. Our hospitals, doctors schools are already running full.

----- Clare Kettell ------