



JENNIFER ROAD TRAFFIC STUDY

Project – H508413

Submitted to:
Anne Arundel County
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I. EXECUTIVE SUMMARY

The purpose of this traffic report is to provide guidance for the feasibility of removing at least one lane along Jennifer Road in Parole, MD. The roadway diet is being evaluated to accommodate the future expansion of the South Shore Trail. The project limits extend along Jennifer Road from Pavilion Parkway to Admiral Drive, from west to east. In the existing condition, Jennifer Road has two travel lanes in each direction divided by a two-way left turn lane. Three intersections are evaluated within this report including:

- Jennifer Road/Pavilion Parkway/US 50 off ramp (signalized)
- Jennifer Road/South Entrance to Detention Center (unsignalized)
- Jennifer Road/Admiral Drive (signalized)

This traffic study assesses traffic operations through Critical Lane Volume (CLV) analysis and Highway Capacity Manual (HCM) Level of Service (LOS). In the existing condition, all intersections operated at HCM LOS C or better in both the AM and PM peak hours. Forecasted Year 2040 volumes, which included a new Anne Arundel County central booking facility at the Jennifer Road Facility, were evaluated for the No Build condition and three build options. Option 1 removes one westbound through lane along Jennifer Road and provided a 100-foot right turn bay at the intersection of Jennifer Road and Pavilion Parkway. Option 2 also removes one westbound through lane along Jennifer Road but does not provide a right turn bay in order to provide more trail flexibility. Lastly, Option 3 removes both one westbound through lane and one eastbound through lane along Jennifer Road. Under all Build options, each intersection is expected to operate at CLV LOS A and HCM LOS D or better in both the AM and PM peak hours. Thus, each design option is expected to sufficiently process the 2040 volumes. Also, the arterial speeds along Jennifer Road remain steady at approximately 34 mph throughout the Existing, No Build, and Build conditions.

At the intersection of Jennifer Road and Pavilion Parkway, the westbound approach LOS remains constant at LOS B through the Existing, No Build and Option 1 condition. The westbound approach LOS increases to LOS C within Options 2 and 3. Option 1 is expected to be the least impactful alternative with regards to LOS and delay, although all intersections are expected to operate at acceptable LOS for all Build options. Based on the capacity analysis in this study, the removal of one or two travel lanes along Jennifer Road would not degrade traffic operations.



II. INTRODUCTION

The Anne Arundel County Department of Public Works recently tasked Johnson, Mirmiran & Thompson (JMT) with completing a schematic design package for sidewalk and trail construction along Jennifer Road in Annapolis, MD. The following evaluation was conducted to determine if it would be practical to remove either the westbound through lane or the two-way left turn lane to accommodate trail construction. Thus, the purpose of this traffic study is to assess the feasibility of a roadway diet along Jennifer Road. This analysis includes the future expansion of the Jennifer Road Detention Center and is a revision to the December 2017 report.

III. EXISTING CONDITIONS

The study area follows along Jennifer Road, a minor arterial roadway in Parole, MD, from Pavilion Parkway to Admiral Drive. An intermediate unsignalized intersection with five surrounding driveways is present at the entrance of the Anne Arundel County Jennifer Road Detention Center. The study area can be found in Figure 1. Along Jennifer Road there are five lanes, two westbound, two eastbound and a two-way left turn lane. The existing conditions diagram can be found on Figure 2. Field work was performed to assess current traffic conditions (section III. A). Existing ADA facilities were noted but were not checked in detail for compliance. The following describes the study area.

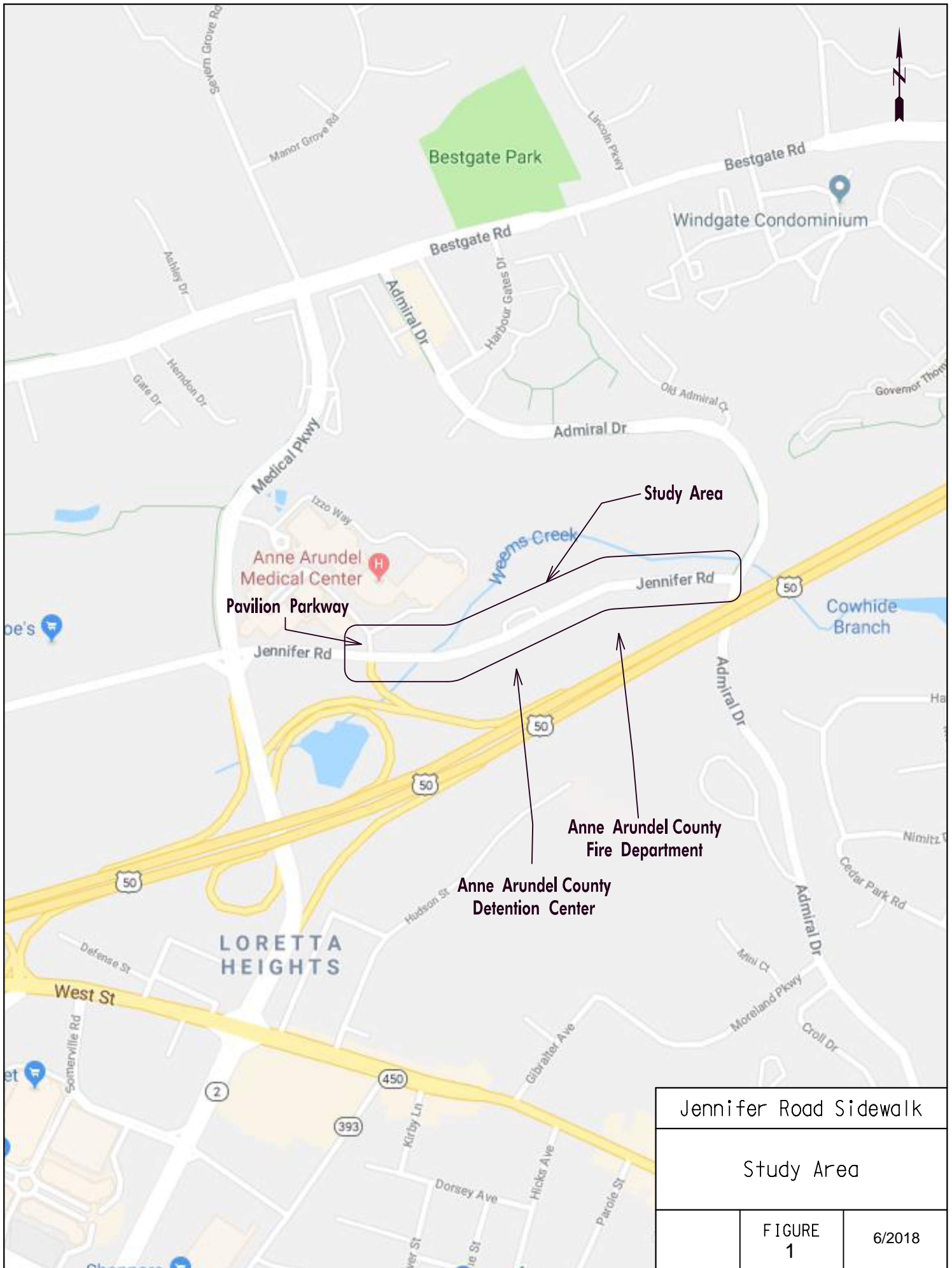
Jennifer Road and Pavilion Parkway (Signalized):

This intersection is located at the entrance of the Anne Arundel Medical Center and the US 50 off ramp. The signal is actuated coordinated with an existing cycle length of 120 seconds and split phasing. There is a pedestrian crosswalk along the north leg of the intersection with ADA facilities. The pedestrian facilities include a 65-foot crosswalk, ramps, and detectable warning surfaces. Accessible pedestrian signals (APS) and countdown pedestrian signals (CPS) are also present. The existing lane configurations are below:

- From the US 50 off ramp south of the intersection there are two left turn lanes and one shared through right turn lane.
- From the west along Jennifer Road there are two through lanes and one left turn lane.
- From Pavilion Parkway, there are two right turn lanes and one left turn lane.
- From the east, there is one through lane and one shared through and right turn lane.

Jennifer Road and Detention Center (Driveways):

At this intersection, the parking lot for the detention center is to the south and fuel pumps are to the north. Visitor parking for the detention center is also to the north with a driveway to the east of the Detention Center. There are two westbound and two eastbound through lanes. A mid-block pedestrian crossing is present with a hazard identification beacon that serves as a median refuge. This crossing does not properly align with the curb ramps, specifically at the south end of the crosswalk. The misalignment forces pedestrians into the roadway in order to access the ramps. At the north end of the pedestrian crosswalk, a bus stop is present. Approximately 700 feet to the east of this intersection is the (West) Annapolis Volunteer Fire Company.



Jennifer Road Sidewalk		
Study Area		
	FIGURE 1	6/2018



LEGEND

 - SIGNALIZED INTERSECTION

Jennifer Road Sidewalk		
EXISTING CONDITION DIAGRAM		
SCALE: 1" = 160'	FIGURE 2	6/2018



Jennifer Road and Admiral Drive (Signalized):

This three-legged intersection is where Jennifer Road terminates to the east. Due to previous roadside construction along Jennifer Road at Admiral Drive, the western leg of the intersection only has one receiving lane.

Once construction is complete, it is anticipated that the western leg of the intersection will return to having two receiving lanes, although the outcome of this report will help decide if two lanes are necessary. The existing cycle length for this actuated signal is 75 seconds. The existing lane configurations are following:

- There are two lanes along Jennifer Road, one left turn lane and one right turn lane.
- Northbound on Admiral Drive, there is one shared through and left turn lane.
- Southbound on Admiral Drive, there is one shared through and right turn lane.

A 24-hour traffic count was conducted on November 8, 2017. Three Miovision cameras were used to collect traffic data at the three intersections in the study area. 13-hour turning movement counts were processed from 6:00 AM to 7:00 PM. These traffic and pedestrian volumes can be seen in the Appendix. The AM peak hour was from 7:30 AM to 8:30 AM. The PM peak hour was 5:00 PM to 6:00 PM.

A) Field Observations

AM peak field observations were conducted on November 8, 2017 and PM peak field observations were conducted on November 16, 2017. The following describes operations during these periods.

Jennifer Road and Pavilion Parkway (Signalized):

This actuated and coordinated signalized intersection operated below capacity during both the AM and PM field visits. Queues were longest in the AM peak hour from the east and north with a maximum queue of seven (7) vehicles. In the PM peak hour, the maximum queue was observed from the US50 off ramp, with five (5) queued vehicles. All queues were processed by the signal. The northbound and southbound phases were split, and the westbound left turn movement was protected and permissive. The pedestrian cross walk did not have a call during both peak period visits. The APS and CPS were tested during the field visits and were deemed to be working properly. The two-way left-turn lane did not serve any vehicular traffic.

Jennifer Road and Detention Center (Driveways):

Turning volumes out of the detention center and the pumping station were minute. The two-way left turn lane was underutilized because turning volume from Jennifer Road was minimal at this location. There was a bus stop in the northeast quadrant of the intersection. During the field observations a bus was not seen. Fire house operations did not impact traffic flow.

**Jennifer Road and Admiral Drive (Signalized):**

The Jennifer Road and Admiral Drive intersection displayed actuated signal controls. The southbound movements lag to the northbound protected left turn. During the AM field visit, the maximum queue was observed to be seven (7) vehicles on the southbound approach. During the PM peak hour, the maximum queue was observed to be 10 vehicles on the northbound approach. All vehicles were processed without phase failures. The single westbound receiving lane on the western leg of the intersection did not cause an observable detriment to signal operations. During the PM peak hour, both lanes on the eastbound approach were equally utilized.

The posted speed limit was 40 mph along Jennifer Road within the study area. Although a formal speed study was not requested/performed at this time, it was observed that the prevailing speed was between 40 and 50 mph. For modeling purposes, a speed of 45 mph was used.

IV. EXISTING ANALYSIS

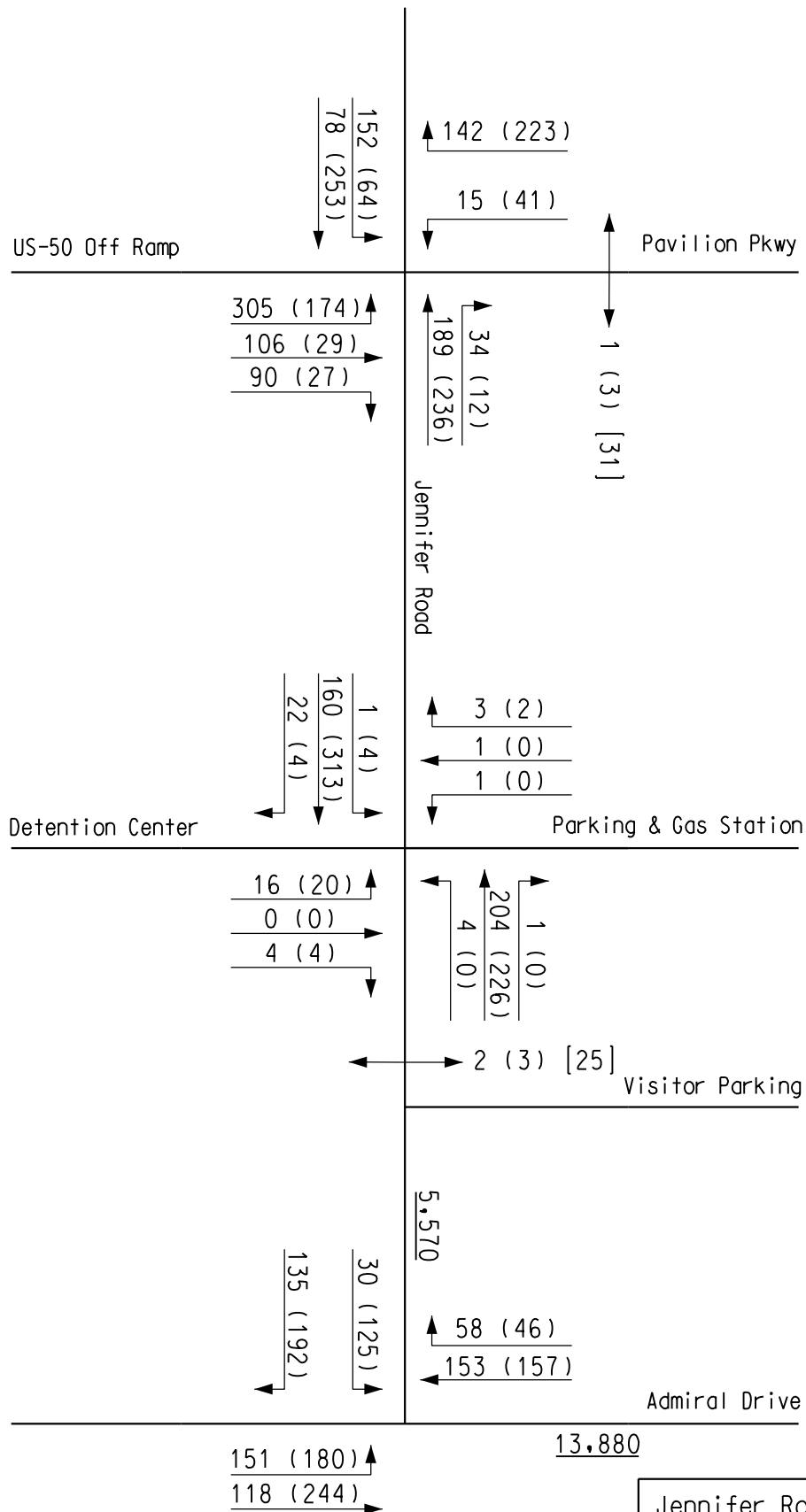
Traffic volumes from the November 8, 2017 count were balanced. The balanced volumes can be found in figure 3. These balanced volumes were used in the existing AM and PM peak hour Synchro models.

Critical Lane Volume (CLV) analysis was conducted for each intersection within the study area. Table 1 displays the resulting CLV, Level of Service (LOS), and Volume to Capacity ratio (V/C).

Intersection	AM			PM		
	CLV	LOS	V/C	CLV	LOS	V/C
Jennifer Road & Pavilion Parkway	473	A	0.3	345	A	0.22
Jennifer Road & Detention Center	138	A	0.09	204	A	0.13
Jennifer Road & Admiral Drive	435	A	0.27	705	A	0.44

Notice that all intersections operate at LOS A as defined by the CLV analysis.

To further assess existing operations, AM and PM peak hour Synchro models were created. The existing balanced volumes were used along with the signal timings that were provided by Anne Arundel County (found in Appendix). The model was calibrated using the field data. The resulting Highway Capacity Manual (HCM) LOS and delay are shown in Table 2.



LEGEND

← → AM (PM) [TOTAL] - PEDESTRIANS
2,000 - AVERAGE DAILY TRAFFIC

Jennifer Road Traffic Study		
2017 Existing Balanced Peak Hour Volumes AM (PM)		
	FIGURE 3	6/2018

Table 2. Existing HCM Level of Service and Delay

AM Peak Hour								
Intersection	Overall LOS	Overall Delay (sec/veh)	Direction	Approach LOS	Approach Delay (sec/veh)	Movement	Lane LOS	Lane Delay (sec/veh)
Jennifer Road & Pavilion	C	34.8	Eastbound	A	8.5	Left	A	9.7
						Through	A	6.0
			Westbound	B	14.6	Through	B	14.6
						Northbound	D	50.3
			Through/Right	D	53.3			
			Southbound	D	52.4	Left	D	53.0
Right	D	52.3						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.0	-	-	-
			Westbound	A	0.2	-	-	-
			Northbound	B	10.4	-	-	-
			Southbound	A	9.9	-	-	-
Jennifer Road & Admiral Drive	B	10.2	Eastbound	C	21.3	Left	C	21.3
						Right	C	21.2
			Northbound	A	2.8	Through/Left	A	2.8
						Southbound	B	11.1
PM Peak Hour								
Jennifer Road & Pavilion	C	28.1	Eastbound	A	4.8	Left	A	4.7
						Through	A	4.8
			Westbound	B	10.5	Through	B	10.5
						Northbound	D	52.7
			Through/Right	D	50.1			
			Southbound	D	51.4	Left	D	54.5
Right	D	50.8						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.1	-	-	-
			Westbound	A	0.0	-	-	-
			Northbound	B	13.4	-	-	-
			Southbound	A	9.1	-	-	-
Jennifer Road & Admiral Drive	B	13.4	Eastbound	C	21.9	Left	C	23.3
						Right	C	20.9
			Northbound	A	6.0	Through/Left	A	6.0
						Southbound	B	15.5





During the Existing condition, all intersections operated at a HCM LOS of C or better. The westbound through movement at the intersection of Jennifer Road and Pavilion Parkway operated at LOS B with 14.6 and 10.5 seconds of delay in the AM and PM peak hours, respectively.

SimTraffic microsimulation was used to determine the existing queues for each intersection in the study area. The resulting average and 95th percentile queues are presented in Table 3.

Intersection	Direction	Movement	Avg. Queue	95th Queue
Jennifer Road and Pavilion Parkway	Northbound	L	141 (119)	208 (170)
		L	88 (46)	169 (110)
		TR	120 (37)	219 (68)
	Southbound	L	15 (39)	43 (79)
		R	41 (56)	66 (85)
		R	19 (18)	49 (47)
	Eastbound	L	48 (22)	115 (54)
		T	2 (24)	10 (62)
		T	2 (23)	10 (73)
	Westbound	T	33 (43)	74 (84)
TR		38 (38)	82 (77)	
Jennifer Road and Detention Center	Northbound	L	10 (14)	34 (39)
		R	3 (6)	17 (26)
	Southbound	LTR	4 (1)	17 (6)
Jennifer Road and Admiral Drive	Northbound	LT	48 (85)	92 (139)
	Southbound	TR	59 (54)	102 (99)
	Eastbound	L	21 (60)	50 (109)
		R	70 (100)	129 (167)

Under the existing conditions, the westbound through and right turn lane had a maximum 95th percentile queue of approximately 80 feet (seen in yellow). SimTraffic was also used to determine the arterial speed along Jennifer Road. In the AM peak hour, the speeds were 35 mph and 36 mph in the eastbound and westbound direction, respectively. In the PM peak hour, the speeds were 34 mph and 37 mph in the same respective directions.

V. NO BUILD VOLUMES AND ANALYSIS

2040 forecasted volumes are needed to access the feasibility of any proposed design in the future. To develop year 2040 forecasted volumes, the BMC model was referenced. A simple annual growth rate of one half of one percent (0.5%) was applied to the balanced volumes. After reviewing the local development plans, it was assumed that this percentage would encompass any future background developments, with the exception of the future Jennifer Road Detention Center. No traffic impact study was conducted for the expanded detention center, therefore Anne Arundel County instructed JMT to



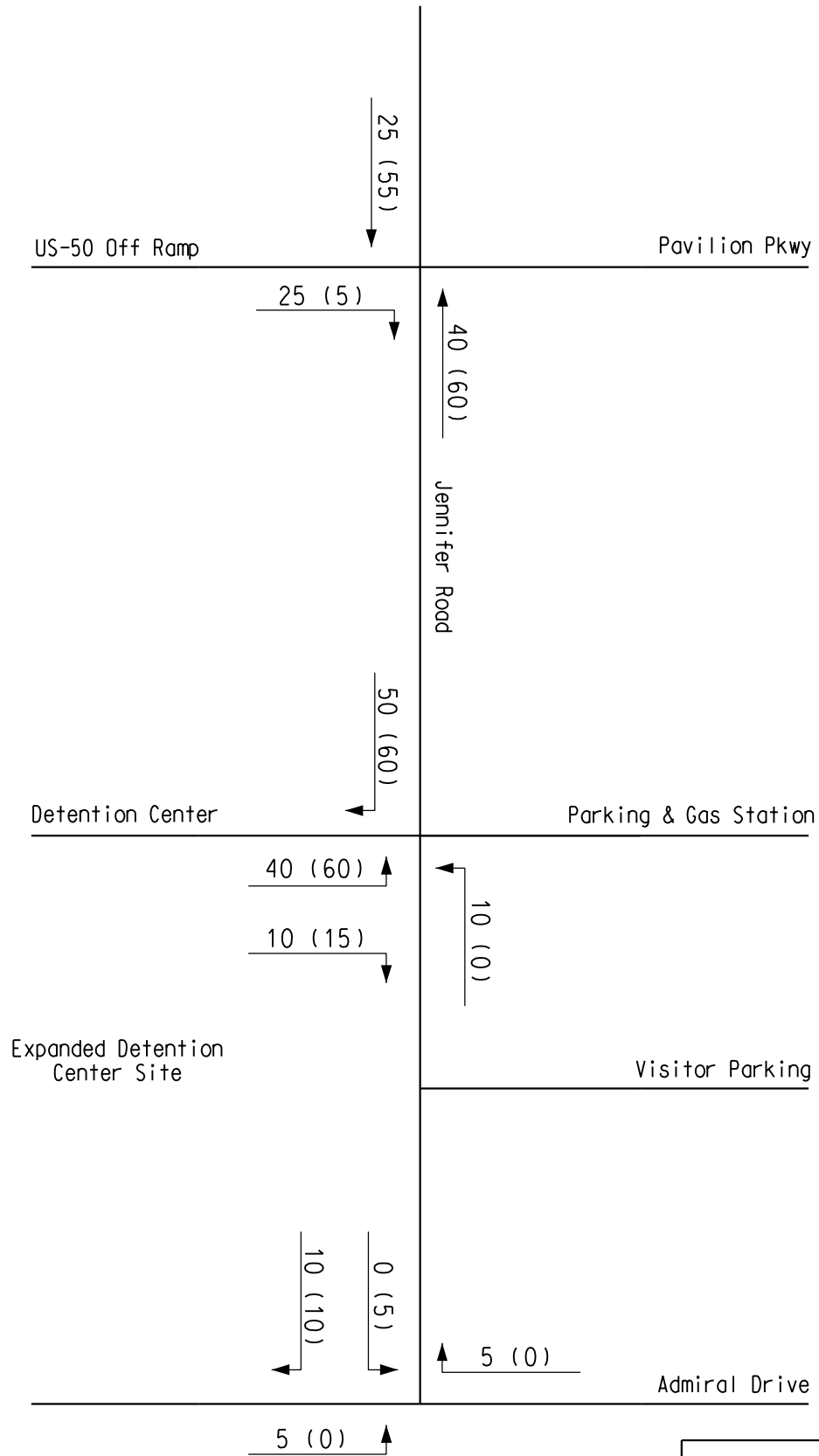
conduct a study at a similar facility. To account for the future expansion, traffic volume data was collected at the Montgomery County Detention Center on Seven Locks Road, which is a similarly sized facility (see the June 2018 volumes in the Appendix). To interpolate the Montgomery County facility's volumes to the new Jennifer Road facility, the following assumptions were used:

- The Anne Arundel County Detention Center's management staff at a previous review meeting explained that the expanded Jennifer Road facility is expected to process 1,400 people per month or 16,800 people annually.
- The Montgomery County Detention Center processes 13,000 offenders annually (Malagari, 2018). This information implies that the new Jennifer Road center will process 30% more offenders than the Montgomery County facility.
- The Anne Arundel County Detention Center management staff stated that the new facility is expected to need 50 new employees working over three shifts. This will generate 17 new trips both in and out during future shift changes. To be conservative, these 34 trips were applied to both the AM and PM peak hours even though some of the shift changes occurred outside of the AM/PM peak hours at Jennifer Road.
- To be conservative, the highest volume day from the Montgomery County traffic data was used, along with the highest volume AM and PM shift changes across the entire data collection period. This data was then scaled by a factor of 1.3 to account for the larger facility along Jennifer Road.
- It was assumed that all new trips, including employee shift changes, would occur at the parking lot adjacent to the new expanded Jennifer Road Detention Center, south of Jennifer Road.
- The new trips were distributed using the existing lane/movement utilizations.

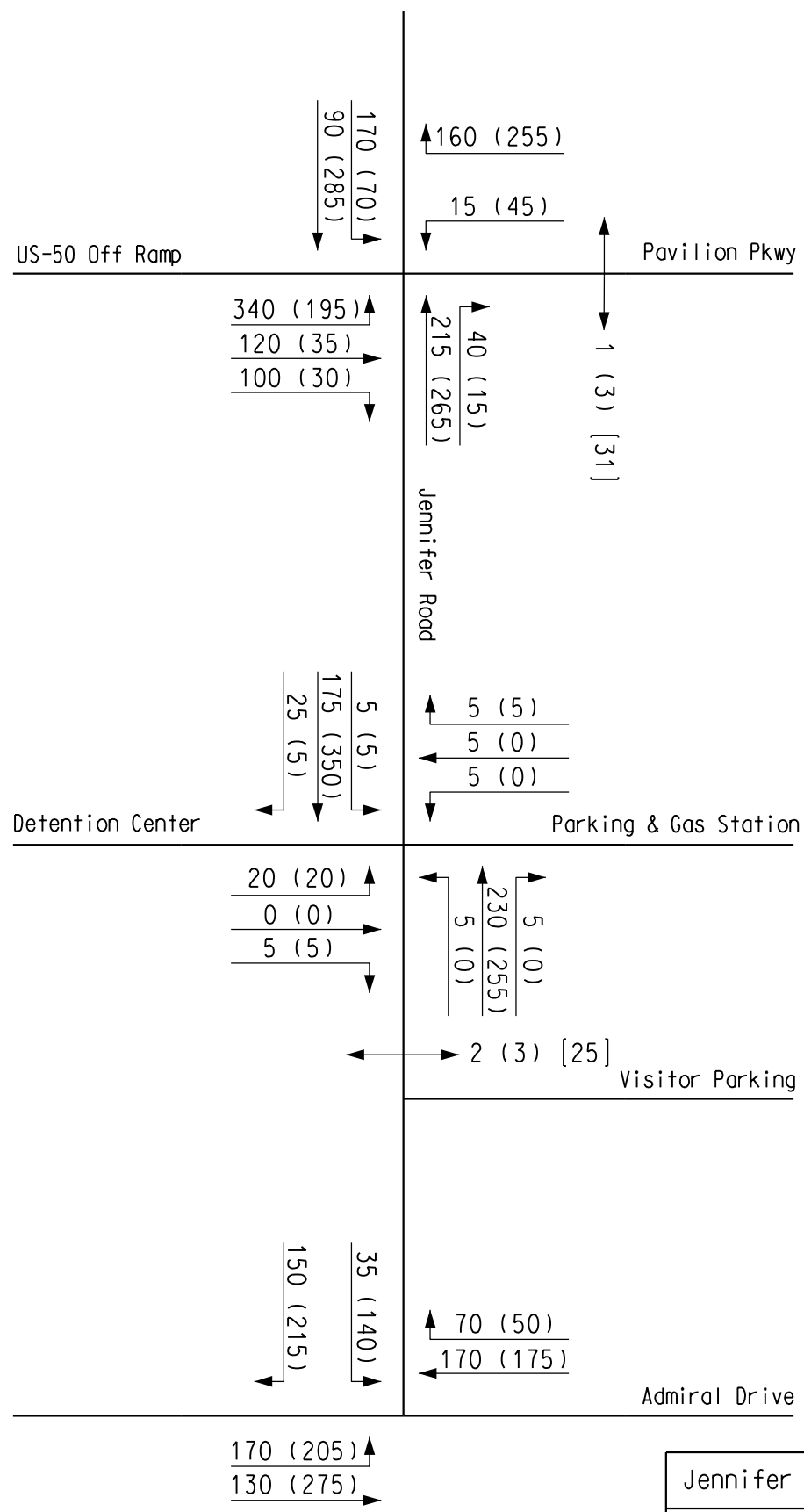
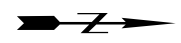
With the conservative assumptions listed above, a total of 110 new trips are expected during the AM peak hour, 60 trips into the new facility and 50 out. In the PM peak hour, 135 new trips are expected, 60 trips into the facility and 75 out. The new trips can be seen in Figure 4.

The balanced volumes (Figure 3) were compounded using the simple annual growth rate until the year 2040. These volumes can be found in Figure 5. The new trips from the Jennifer Road Detention Center (Figure 4) were also included in the development of the 2040 volumes. The resulting 2040 volumes with the future expansion of the Jennifer Road Detention Center can be found on Figure 6.

Since 2007, the AADT along Jennifer Road has decreased at an average linear rate of 140 vehicles per day (vpd) (Figure 7). With that in mind, it is a conservative assumption to increase the future volumes. Also, the 2016 MDOT reported AADT for Jennifer Road was 5,570 vpd. Importantly, FHWA advises that roadways with ADT of 20,000 vpd or less are good candidates for a roadway diet (Crowe, 2014).



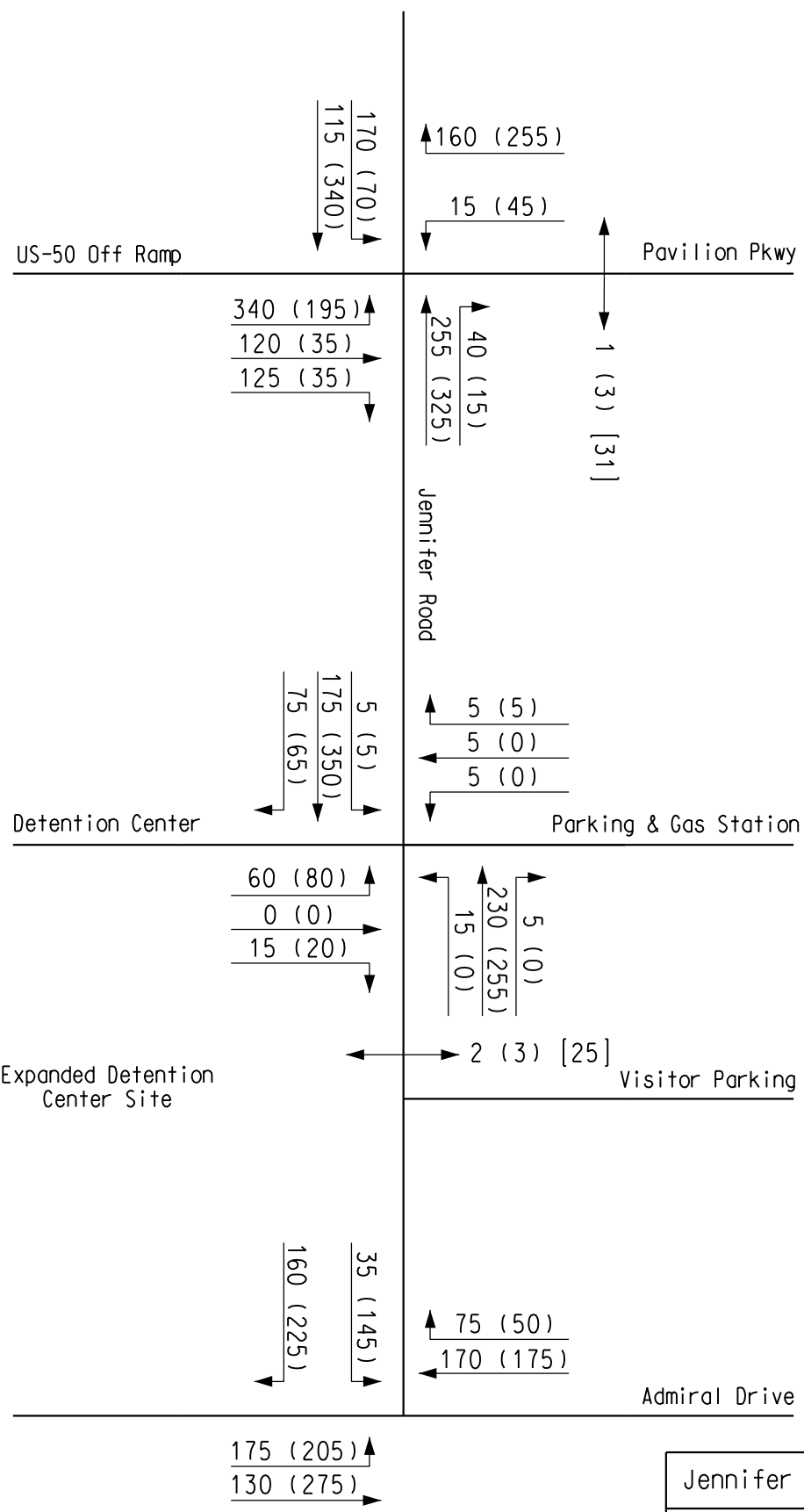
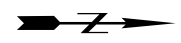
Jennifer Road Traffic Study		
Jennifer Road Detention Center Expansion New Trips AM (PM)		
	FIGURE 4	6/2018



LEGEND

←→ AM (PM) [TOTAL] – PEDESTRIANS

Jennifer Road Traffic Study		
2040 Peak Hour Volumes AM (PM) Without Detention Center Expansion		
	FIGURE 5	6/2018



LEGEND

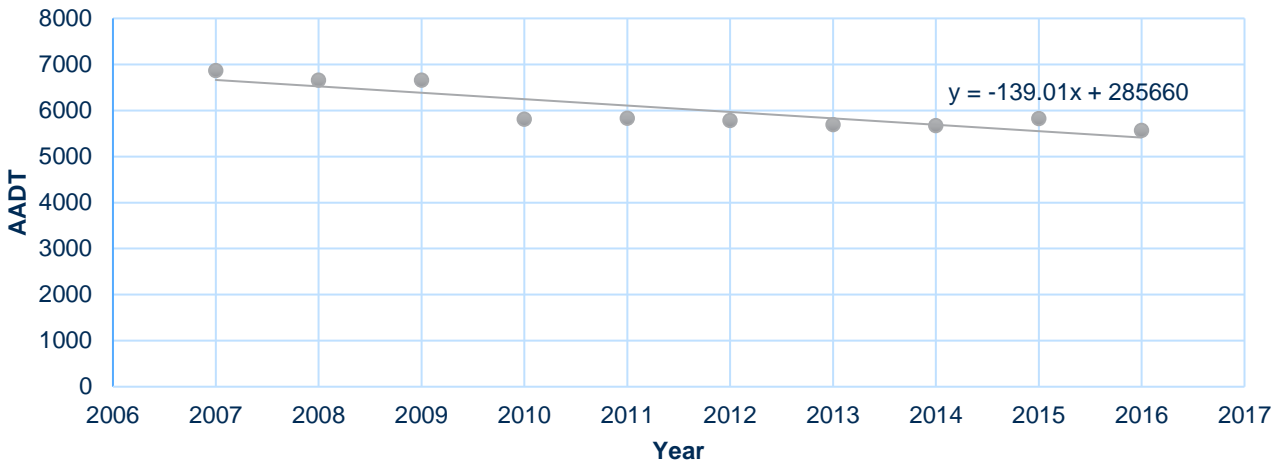
↔ AM (PM) [TOTAL] – PEDESTRIANS

Jennifer Road Traffic Study		
2040 Peak Hour Volumes AM (PM)		
	FIGURE 6	6/2018

G:\SMD\100394_018_Jennifer_Road_Sidewalk\AAD\Traffic\2040 Volumes_final with new trips.dgn Thursday, June 28, 2018 AT 03:07 PM



Figure 7. Jennifer Road Historic AADT



The balanced 2040 volumes were used to create subsequent Synchro models for the anticipated future conditions. The same signal phases were used as the existing models. The same methods of evaluations were used to assess the operations of all the intersection in the study area. Table 4 displays the CLV analysis for the No Build 2040 volumes.

Intersection	AM			PM		
	CLV	LOS	V/C	CLV	LOS	V/C
Jennifer Road & Pavilion Parkway	551	A	0.34	419	A	0.26
Jennifer Road & Detention Center	239	A	0.15	336	A	0.21
Jennifer Road & Admiral Drive	515	A	0.32	830	A	0.52

Notice that all intersections operate at LOS A as defined by the CLV analysis. The resulting HCM LOS and delay can be found in Table 5.



Table 5. Year 2040 No Build HCM Level of Service and Delay

AM Peak Hour								
Intersection	Overall LOS	Overall Delay (sec/veh)	Direction	Approach LOS	Approach Delay (sec/veh)	Movement	Lane LOS	Lane Delay (sec/veh)
Jennifer Road & Pavilion	C	35.0	Eastbound	B	14.7	Left	B	19.6
						Through	A	7.5
			Westbound	B	18.8	Through	B	18.8
						Northbound	D	47.9
			Through/Right	D	49.0			
			Southbound	D	52.4	Left	D	54.5
Right	D	52.2						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.2	-	-	-
			Westbound	A	0.5	-	-	-
			Northbound	B	12.1	-	-	-
			Southbound	B	11.4	-	-	-
Jennifer Road & Admiral Drive	B	11.0	Eastbound	C	21.9	Left	C	22.3
						Right	C	21.8
			Northbound	A	3.0	Through/Left	A	3.0
						Southbound	B	12.2
PM Peak Hour								
Jennifer Road & Pavilion	C	28.7	Eastbound	A	9.9	Left	B	11.4
						Through	A	9.6
			Westbound	B	11.6	Through	B	11.6
						Northbound	D	52.5
			Through/Right	D	49.9			
			Southbound	D	52.8	Left	D	54.8
Right	D	52.4						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.1	-	-	-
			Westbound	A	0.0	-	-	-
			Northbound	C	17.7	-	-	-
			Southbound	A	9.3	-	-	-
Jennifer Road & Admiral Drive	B	14.8	Eastbound	C	22.1	Left	C	23.8
						Right	C	20.9
			Northbound	A	8.3	Through/Left	A	8.3
						Southbound	B	16.7



Each intersection displayed an overall increase in delay from the existing conditions for both the AM and PM peak hours, however all intersection operated at LOS C or better. Much of the individual approach and lane delays also increased. The SimTraffic generated queues for the 2040 No Build models are displayed in Table 6.

Table 6. Year 2040 No Build Average and 95th Percentile Queues in Feet (AM (PM))

Intersection	Direction	Movement	Avg. Queue	95th Queue
Jennifer Road and Pavilion Parkway	Northbound	L	151 (114)	217 (168)
		L	103 (46)	185 (115)
		TR	145 (44)	244 (91)
	Southbound	L	14 (41)	40 (85)
		R	48 (62)	83 (103)
		R	20 (25)	47 (52)
	Eastbound	L	58 (27)	127 (72)
		T	3 (25)	13 (69)
		T	4 (28)	19 (76)
	Westbound	T	48 (52)	96 (104)
TR		57 (46)	106 (93)	
Jennifer Road and Detention Center	Northbound	LTR	34 (44)	60 (74)
	Southbound	LTR	8 (4)	26 (17)
Jennifer Road and Admiral Drive	Northbound	LT	64 (97)	116 (163)
	Southbound	TR	65 (68)	121 (119)
	Eastbound	L	21 (67)	49 (123)
		R	74 (98)	125 (160)

The SimTraffic reported arterial speed along Jennifer Road was 35 mph in the eastbound direction and 34 mph in the westbound direction during the AM peak hour. In the PM peak hour, the arterial speed was 33 mph and 36 mph in the eastbound and westbound direction, respectively.

Also, regarding traffic operations and capacity, the two-way left turn lane was considered unnecessary in both the existing and year 2040 conditions for two reasons. First, the turning volumes along Jennifer Road close to the detention center and fuel pumps were minimal. The improved safety that is attributed with a left turn lane is not present due to the lack of left turn volume into the driveways. Second, the left turn lane increases the distance for pedestrians to cross Jennifer Road.



VI. ALTERNATIVE DEVELOPMENT

Three options were developed to accommodate the trail. Option 1 involves removing the northernmost through lane along Jennifer Road. At the intersection of Jennifer Road and Pavilion Parkway a right turn bay of 100 feet would be provided for westbound traffic turning into the Anne Arundel Medical Center. The length of the entering taper would need to be determined during the final design stages. The proposed turn bay could be lengthened, but further modification would need to be made to the alignment of the trail. Under this option, there would be one westbound through travel lane and two eastbound through travel lanes along Jennifer Road. The existing two-way left turn lane would not be removed to maintain existing lane configurations at the signal. Figures 6 and 7 in the appendix display a concept of Option 1.

Option 2 is identical to Option 1 except that at the intersection of Jennifer Road and Pavilion Parkway, there would only be one westbound lane. This single lane will facilitate both the westbound through and right turn movements at that intersection. Option 2 provides flexibility in trail location in the northwest quadrant of the Pavilion Parkway intersection. The benefit of flexibility is offset by the financial impact of removing more of the northernmost lane on Jennifer Road. The proposed design can be seen in the appendix on Figures 8 and 9.

Option 3 involves the removal of two existing through lanes along Jennifer Road, which would leave one travel lane in each direction. This option would provide ample room for the trail and could provide street side parking. For this analysis, the lane configurations at both signalized intersections would remain the same as Option 2. The eastbound lane drop on Jennifer Road would occur between the US50 off ramp and the entrance to the Detention Center. This analysis was conducted to assess the operational feasibility of having one through travel lane in each direction along Jennifer Road. Within final design stages, heavy vehicle activity near the Detention Center and Annapolis Volunteer Fire Company will need to be considered.

The detailed geometric layout for Option 3 will need to be fully developed within the stages of the final design. The removal of an additional lane will likely provide the County more flexibility in the selection of an overall typical section for Jennifer Road between Pavilion Parkway and Admiral Drive. Several items that will need to be considered in detail include the grass buffer width adjacent to trail, inclusion of a sidewalk on opposite side of trail, inclusion of in-road bike lanes, and partial to total reconstruction of the storm drainage system.

All options were evaluated through CLV analysis. The AM results can be seen in Table 7 and the PM results can be found in Table 8. The CLV analysis for the Jennifer Road/detention center and Jennifer/Admiral Drive did not change from Option 1 to Option 2.



Table 7. Option 1 and 2 AM CLV Analysis

Intersection	Existing			2040 No Build			Option 1			Option 2			Option 3		
	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C
Jennifer Road & Pavilion Parkway	473	A	0.3	551	A	0.34	639	A	0.4	684	A	0.43	684	A	0.43
Jennifer Road & Detention Center	138	A	0.09	239	A	0.15	326	A	0.2	326	A	0.2	351	A	0.22
Jennifer Road & Admiral Drive	435	A	0.27	515	A	0.32	515	A	0.32	515	A	0.32	515	A	0.32

Table 8. Option 1 and 2 PM CLV Analysis

Intersection	Existing			2040 No Build			Option 1			Option 2			Option 3		
	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C	CLV	LOS	V/C
Jennifer Road & Pavilion Parkway	345	A	0.22	419	A	0.26	557	A	0.35	572	A	0.36	572	A	0.36
Jennifer Road & Detention Center	204	A	0.13	336	A	0.21	368	A	0.23	368	A	0.23	523	A	0.33
Jennifer Road & Admiral Drive	705	A	0.44	830	A	0.52	830	A	0.52	830	A	0.52	830	A	0.52

The removal of a westbound through lane did not impact the intersection of Jennifer Road and Admiral Drive because there was only one westbound receiving lane in the existing condition. Under Option 2, at the intersection of Jennifer Road and Pavilion Parkway, the CLV increased but remained at a LOS A.

The removal of two travel lanes on Jennifer Road did not detrimentally affect any of the study intersections, as all operated at LOS A.

A Synchro model was created to reflect all options. The resulting AM intersection HCM LOS and delay can be found in Table 9. The PM intersection HCM LOS can be seen in Table 10. The approach and individual lane delay and LOS can be found in Table 11 for Option 1, Table 12 for Option 2, and Table 13 for Option 3.



Table 9. Option 1, 2, and 3 AM HCM Analysis										
Intersection	Existing		2040 No Build		Option 1		Option 2		Option 3	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jennifer Road & Pavilion	C	34.8	C	35.0	C	35.0	D	35.5	D	35.5
Jennifer Road & Detention Center Northbound	B	10.4	B	12.1	B	13.7	B	13.7	B	13.2
Jennifer Road & Detention Center Southbound	A	9.9	B	11.4	B	11.7	B	11.7	B	12.0
Jennifer Road & Admiral Drive	B	10.2	B	11.0	B	11.0	B	11.0	B	11.0

Table 10. Option 1, 2, and 3 PM HCM Analysis										
Intersection	Existing		2040 No Build		Option 1		Option 2		Option 3	
	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)
Jennifer Road & Pavilion	C	28.1	C	28.7	C	28.7	C	28.8	C	28.8
Jennifer Road & Detention Center Northbound	B	13.4	B	17.7	C	23.6	C	26.6	C	23.8
Jennifer Road & Detention Center Southbound	A	9.1	A	9.3	B	10.4	B	10.4	B	10.1
Jennifer Road & Admiral Drive	B	13.4	B	14.8	B	14.8	B	14.8	B	14.8



Table 11. Year 2040 Option 1 HCM Level of Service and Delay

AM Peak Hour								
Intersection	Overall LOS	Overall Delay (sec/veh)	Direction	Approach LOS	Approach Delay (sec/veh)	Movement	Lane LOS	Lane Delay (sec/veh)
Jennifer Road & Pavilion	C	35.0	Eastbound	B	13.7	Left	B	18.1
						Through	A	7.4
			Westbound	B	20.2	Through	C	20.7
						Right	B	17.3
			Northbound	D	47.7	Left	D	46.9
						Through/Right	D	48.9
Southbound	D	52.4	Left	D	54.5			
			Right	D	52.2			
Jennifer Road & Detention Center	-	-	Eastbound	A	0.2	-	-	-
			Westbound	A	0.6	-	-	-
			Northbound	B	13.7	-	-	-
			Southbound	B	11.7	-	-	-
Jennifer Road & Admiral Drive	B	11.0	Eastbound	C	21.9	Left	C	22.3
						Right	C	21.8
			Northbound	A	3.0	Through/Left	A	3.0
						Southbound	B	12.2
PM Peak Hour								
Jennifer Road & Pavilion	C	28.7	Eastbound	A	6.9	Left	A	6.8
						Through	A	7.0
			Westbound	B	15.0	Through	B	15.1
						Right	B	11.5
			Northbound	D	52.8	Left	D	53.5
						Through/Right	D	50.9
Southbound	D	52.8	Left	D	54.8			
			Right	D	52.4			
Jennifer Road & Detention Center	-	-	Eastbound	A	0.1	-	-	-
			Westbound	A	0.0	-	-	-
			Northbound	C	23.6	-	-	-
			Southbound	B	10.4	-	-	-
Jennifer Road & Admiral Drive	B	14.8	Eastbound	C	22.1	Left	C	23.8
						Right	C	20.9
			Northbound	A	8.3	Through/Left	A	8.3
						Southbound	B	16.7



Table 12. Year 2040 Option 2 HCM Level of Service and Delay

AM Peak Hour								
Intersection	Overall LOS	Overall Delay (sec/veh)	Direction	Approach LOS	Approach Delay (sec/veh)	Movement	Lane LOS	Lane Delay (sec/veh)
Jennifer Road & Pavilion	D	35.5	Eastbound	B	13.8	Left	B	18.4
						Through	A	7.2
			Westbound	C	21.3	Through/Right	C	21.3
						Northbound	D	48.3
			Through/Right	D	49.5			
			Southbound	D	52.3	Left	D	53.9
Right	D	52.2						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.2	-	-	-
			Westbound	A	0.6	-	-	-
			Northbound	B	13.7	-	-	-
			Southbound	B	11.7	-	-	-
Jennifer Road & Admiral Drive	B	11.0	Eastbound	C	21.9	Left	C	22.3
						Right	C	21.8
			Northbound	A	3.0	Through/Left	A	3.0
						Southbound	B	12.2
PM Peak Hour								
Jennifer Road & Pavilion	C	28.8	Eastbound	A	6.6	Left	A	6.5
						Through	A	6.6
			Westbound	B	15.4	Through/Right	B	15.4
						Northbound	D	53.1
			Through/Right	D	52.1			
			Southbound	D	52.8	Left	D	54.8
Right	D	52.4						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.1	-	-	-
			Westbound	A	0.0	-	-	-
			Northbound	C	26.6	-	-	-
			Southbound	B	10.4	-	-	-
Jennifer Road & Admiral Drive	B	14.8	Eastbound	C	22.1	Left	C	23.8
						Right	C	20.9
			Northbound	A	8.3	Through/Left	A	8.3
						Southbound	B	16.7



Table 13. Year 2040 Option 3 HCM Level of Service and Delay

AM Peak Hour								
Intersection	Overall LOS	Overall Delay (sec/veh)	Direction	Approach LOS	Approach Delay (sec/veh)	Movement	Lane LOS	Lane Delay (sec/veh)
Jennifer Road & Pavilion	D	35.5	Eastbound	B	13.8	Left	B	18.4
						Through	A	7.2
			Westbound	C	21.3	Through/Right	C	21.3
						Northbound	D	48.3
			Through/Right	D	49.5			
			Southbound	D	52.4	Left	D	53.9
Right	D	52.2						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.2	-	-	-
			Westbound	A	0.6	-	-	-
			Northbound	B	13.2	-	-	-
			Southbound	B	12.0	-	-	-
Jennifer Road & Admiral Drive	B	11.0	Eastbound	C	21.9	Left	C	22.3
						Right	C	21.8
			Northbound	A	3.0	Through/Left	A	3.0
						Southbound	B	12.2
PM Peak Hour								
Jennifer Road & Pavilion	C	28.8	Eastbound	A	6.6	Left	A	6.5
						Through	A	6.6
			Westbound	B	15.4	Through/Right	B	15.4
						Northbound	D	53.1
			Through/Right	D	52.1			
			Southbound	D	52.8	Left	D	54.8
Right	D	52.4						
Jennifer Road & Detention Center	-	-	Eastbound	A	0.1	-	-	-
			Westbound	A	0.0	-	-	-
			Northbound	C	23.8	-	-	-
			Southbound	B	10.1	-	-	-
Jennifer Road & Admiral Drive	B	14.8	Eastbound	C	22.1	Left	C	23.8
						Right	C	20.9
			Northbound	A	8.3	Through/Left	A	8.3
						Southbound	B	16.7



Both signalized intersections within the study area maintained their LOS from the existing condition when option 1 was implemented. The unsignalized intersection at Jennifer Road and the detention center decreased from a LOS A to B in both Option 1 and 2. All intersections operated at LOS D or better for all Build options.

Under Build Option 1, the approach delay along westbound Jennifer Road at the intersection of Pavilion Parkway increased marginally by 1.4 and 3.4 seconds in the AM and PM peak hours, respectively. This result is consistent within Option 2 and 3 as well. Throughout all Build options this approach LOS is maintained at LOS C or better.

SimTraffic was used to determine the queue lengths and arterial speeds for all design options. Table 14 displays the queue lengths and Table 15 Displays the arterial speeds.

Table. 14 Year 2040 Options 1, 2, & 3 Average and 95th Percentile Queues in Feet (AM (PM))

Intersection	Direction	Movement	Option 1		Option 2		Option 3	
			Avg. Queue	95th Queue	Avg. Queue	95th Queue	Avg. Queue	95th Queue
Jennifer Road and Pavilion Parkway	Northbound	L	149 (117)	216 (182)	150 (115)	212 (187)	154 (122)	224 (183)
		L	100 (48)	182 (126)	101 (48)	182 (127)	105 (55)	196 (134)
		TR	139 (46)	228 (93)	144 (45)	243 (94)	136 (37)	222 (75)
	Southbound	L	16 (33)	45 (68)	13 (37)	39 (76)	14 (37)	40 (77)
		R	42 (65)	68 (108)	42 (61)	70 (103)	44 (61)	73 (97)
		R	18 (25)	45 (54)	19 (24)	44 (51)	22 (24)	47 (53)
	Eastbound	L	57 (27)	120 (67)	56 (28)	125 (74)	62 (26)	126 (67)
		T	5 (33)	41 (85)	2 (29)	11 (77)	7 (37)	25 (87)
		T	5 (37)	24 (92)	5 (34)	22 (90)	4 (35)	20 (90)
	Westbound	T/TR	88 (96)	165 (179)	103 (106)	189 (187)	105 (98)	200 (190)
R		24 (7)	83 (42)	-	-	-	-	
Jennifer Road and Detention Center	Northbound	LTR	36 (43)	62 (74)	34 (42)	58 (80)	32 (41)	54 (70)
	Southbound	LTR	8 (4)	24 (17)	9 (3)	27 (13)	9 (3)	25 (16)
Jennifer Road and Admiral Drive	Northbound	LT	63 (102)	111 (168)	63 (106)	113 (182)	58 (104)	104 (187)
	Southbound	TR	65 (67)	116 (124)	70 (69)	128 (121)	64 (72)	128 (135)
	Eastbound	L	23 (71)	58 (142)	19 (63)	47 (116)	20 (71)	56 (131)
		R	74 (101)	125 (165)	72 (102)	123 (180)	79 (101)	134 (160)

For Option 1, although a 100-foot storage bay would adequately store the 95th percentile queues, it should be noted that some vehicles may be trapped in the through lane queue, unable to reach the storage bay.



	Existing		2040 No Build		Option 1		Option 2		Option 3	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Jennifer Road Eastbound	35	34	35	33	35	32	34	32	34	31
Jennifer Road Westbound	36	37	34	36	34	35	34	35	32	33

The arterial speeds along Jennifer Road were similar to the No Build and Existing condition with most design options only altering the speeds by one to two miles per hour.

The arterial LOS is shown in Table 16. The LOS was outputted from Synchro and included Jennifer Road from west of Pavilion Parkway/US 50 Off Ramp to Admiral Drive. Synchro references the Arterials section of the Highway Capacity Manual to assign an arterial LOS that is based upon the roadway’s class, signal delay, travel time, and speeds.

	AM Peak Hour LOS		PM Peak Hour LOS	
	Eastbound	Westbound	Eastbound	Westbound
Existing	C	C	D	B
No Build 2040	C	C	D	B
Build Option 1	C	C	D	C
Build Option 2	C	C	D	C
Build Option 3	C	C	D	C

During the AM peak hour, the LOS along Jennifer Road remains constant with a LOS C in both the eastbound and westbound directions. In the PM peak hour, the eastbound LOS also remains constant at LOS D. During the PM peak hour in the westbound direction, the LOS decreases from LOS B to LOS C for each of the three study options. This reduction in service can be attributed to the loss of the westbound travel lane to accommodate the Trail.

Options 1 and 2 were evaluated with Autoturn for the Fire House and the Anne Arundel County Detention Center. The Autoturn layout can be seen in Figures 10 and 11 in the appendix. The removal of the northernmost lane along Jennifer Road would not impede existing heavy vehicles from turning in the future.



VII. CONCLUSION

Based upon the traffic analysis, the removal of one westbound lane along Jennifer Road would not significantly affect traffic operations. Option 1 is the least impactful alternative that will accommodate the trail. Delay at the three study intersections increased by an average of 1.5 seconds/vehicle in the AM peak hour and 4.1 second/vehicle in the PM peak hour. Under Option 1, all the study intersections operated at a HCM LOS C or better in both the AM and PM peak hours. The largest increase in 95th percentile queue length with the implementation of Option 1 is expected to be 85 feet or approximately 3 vehicles westbound at the intersection of Jennifer Road and Pavilion Parkway in the PM peak hour.

Per our evaluation of Option 2, it is slightly more impactful when compared to Option 1. With the implementation of Option 2, the intersection of Jennifer Road and Pavilion Parkway is expected to operate at a HCM LOS D in the AM peak hour. This anticipated reduction in LOS is due to the minor increase in intersection delay of 0.7 seconds/vehicle from 34.8 to 35.5. The largest increase in a 95th percentile queue for Option 2 is expected to be 100 feet or approximately 4 vehicles westbound at Pavilion Parkway in the AM peak hour.

Option 3 involves the most roadside construction as two travel lanes would be removed. All the study intersections would operation at LOS D or better in both the AM and PM peak hours. The intersection of Jennifer Road and Pavilion Parkway is expected to operate at LOS D and LOS C in the AM and PM peak hours, respectively.

It is anticipated that all intersections within the study area will operate at LOS D or better with all design options. Although the two-way left turn lane is unnecessary for traffic operations, the addition width serves as added capacity for emergency vehicles.

Upon final design, the use of in-road bike lanes and final lane widths would need to be considered.

Works Cited

- Crowe, Becky. *Road Diet Informational Guide - Safety*, Federal Highway Administration, 24 Nov. 2014, safety.fhwa.dot.gov/road_diets/guidance/info_guide/ch3.cfm#s335.
- Malagari, Suzy. "Department of Corrections and Rehabilitation." Montgomery County Detention Center, Montgomery County, MD, 2018, www.montgomerycountymd.gov/cor/MCDC/index.html.

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Digital Appendix

Synchro (.syn) Files

Synchro Reports

SimTraffic Reports

Arterial Speed Reports

SEPAC ECOM All Data

10/2/2017
3:22:37PM

Intersection Name: **Admiral Drive @ Jennifer Road**

Intersection Alias: **admiraljen**

Access Data

1 :9600 Baud
3 :9600 Baud

Access Code: **9999**

Channel: 1

Address: **0**

Revision: **3.13f**

IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

<u>Vehicle Basic Timings</u>							<u>Misc Timings</u>						<u>Pedestrian Timings</u>						
Min		All		Walk		Walk		Ped		Alt		Alt		Actuated					
Phase	Green	Passage	Max1	Max2	Yellow	Red	Green	Yellow	Offset	Offset	Bike	Bike	Walk	Clr	Walk	Clr	Flash	Ext	Rest in
							Delay	Delay	Time	Mode	Green	Psg					Walk	Ped	Walk
1	0	0.0	0	0	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	20	5.0	35	0	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.5	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	6	3.0	20	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	5	4.0	20	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	20	5.0	35	0	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.5	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.5	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings

Ph.	<u>General Control</u>						<u>Miscellaneous</u>						<u>Special Sequence</u>					
	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	No	Omit	Minus	Omit
	Initial	Initial	Redu	Redu	Redu	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Simu	Omit	Yel	Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	NonActII	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector						Special Detector Phase Assignment						
	Assign		Switch				Assign		Switch				Assign		Switch			
	Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay	
Veh Det:1	2	Veh	0	0.0	0	Ped Det:1	2	Ped	0	0.0	0							
Veh Det:2	4	Veh	0	0.0	8	Ped Det:2	4	Ped	0	0.0	0							
Veh Det:3	4	Veh	0	0.0	2	Ped Det:3	6	Ped	0	0.0	0							
Veh Det:4	5	Veh	0	0.0	4	Ped Det:4	8	Ped	0	0.0	0							
Veh Det:5	6	Veh	0	0.0	0	Default Data												

Unit Data

General Control

Startup Time:	8 sec	Input	Output
Startup State:	Flash	Ring	Respons
Red Revert:	40.0 sec	1	Ring 1
Auto Ped Clr:	No	2	Ring 2
Stop T Reset:	No	3	None
Alt Sequence:	0	4	None
Special Seq:	0-Standard		
I/O Modes:			
ABC Input(Entry) Modes:	0	D Input(Entry) Modes:	0
ABC Output(O/STS) Modes:	0	D Output(O/STS) Modes:	0

Remote Flash

Test A = Flash

Phase	Entry	Exit
-------	-------	------

Default Data

- No Flash

Default Data

- No Flash

Overlaps

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Start Green

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

Minus PED

Phase(s)	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
----------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Phase(s)															
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
2	1	3	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
4	1	1	5	5	7	7	2	2	4	4								
5	2	6	6	6	8	8	5	6	7	8								
6	2	7																

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split Cycle

General Coordination Data

Operation Mode: 0=Free **Offset Mode:** 0=Beg Grn **Manual Dial:** 1
Coordination Mode: 0=Permissive **Force Mode:** 0=Plan **Manual Split:** 1
Maximun Mode: 2=Max 2 **Max Dwell Time:** 0 **Manual Offset:** 1
Correction Mode: 0=Dwell **Yield Period:** 0

Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: // Offset Time: Alternat Sequence: Rg 2 Lag Time: Rg 3 Lag Time: Rg 4 Lag Time:
 Mode: Special Function: Correction Mode:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 0 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7

Traffic Data

					PHASE FUNCTION																
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		:	//		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events

		Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs										
Event	Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Vehicle Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
<u>Veh Det Switch Omit</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Also</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Overlap Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data
Default Data - No Dimming Programmed

Lane Defination						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

<u>program_day</u>	<u>program_hour</u>	<u>program_minute</u>	<u>LanePhFun</u>
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Preemption Data

General Preemption Data					
Flash = Preempt 1	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5			
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6			

Preempt	Preempt Timers																					
	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select			Track				Dwell Green	Return		
												Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	0	0	0	0	0	40	20	0	0	40	20	10	0	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	0	0	40	20	10	0	40	20
3	No	0	20	0	0	0	0	0	0	0	0	8	40	20	0	0	40	20	30	0	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
2	Yes	Yes	1	No	Yes	2	Yes	Yes	1	No	Yes	1	No	Yes	1	No	Yes
4	No	Yes	2	Yes	Yes	4	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
5	Yes	Yes	3	No	Yes	5	Yes	Yes	3	No	Yes	3	No	Yes	3	No	Yes
6	No	Yes	4	No	Yes	6	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
			5	Yes	Yes				5	No	Yes	5	No	Yes	5	No	Yes
			6	No	Yes				6	No	Yes	6	No	Yes	6	No	Yes
			7	No	Yes				7	No	Yes	7	No	Yes	7	No	Yes
			8	No	Yes				8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers															
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap	
														Signal Type	Blankout

Priority Detector Channels

Priority
Detector

Priority Fixed Phases

Priority

Legend: 0 1
 CO-PHASE FALSE TRUE
 QJ-PHASE

Priority

Priority Bank :

Level

Partial Priority

Alt Seq
Alt Seq Enabled
Min Walk

Full Priority

Freq. Override
Ped skip
Force full Priority
Frequency
Freq. Level

Recovery

Method
Return
PedWait
PedOverride

Codes:

0 X
FALSE TRUE

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
2	Red	Green	No						
5	Red	Green	No	Default Data			Default Data		

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
6	Red	Green	No						
				Default Data			Default Data		

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
4	Red	Green	No						
				Default Data			Default Data		

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
				Default Data			Default Data		

Default Data**Preempt 5**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
				Default Data			Default Data		

Default Data**Preempt 6**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn
Ph. Track	Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp. Track	Dwell	Cycle	Trail Grn
				Default Data			Default Data		

Default Data**System/Detectors Data**

Local Critical Alarms

Revert to Backup: 15

1st Phone:

Local Free: No

Cycle Failure: No

Coord Failure: No

Conflict Flash: No

Remote Flash: No

2nd Phone:

Local Fash: No

Cycle Fault: No

Coord Fault: No

Preemption: No

Voltage Monitor: No

Special Status 1: No

Special Status 2: No

Special Status 3: No

Special Status 4: No

Special Status 5: No

Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor
-----------------	------------------	------	---------	--------------------	-------------------------	--------------	-------------------	------------------	---------------	-------------------	------------------	---------------

Default Data

Sample Interval:

Default Data**Queue: 1**

Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level Enter Leave Dial / Split / Offset

Queue: 2

Input Selection: 0=Average

Detector Failed Level : 0

Default Data**Vehical Detector**

Diagnostic Value 0

Max No Erratic

Detector Presence Activity Count

Vehical Detector

Diagnostic Value 1

Max No Erratic

Detector Presence Activity Count

Special Detector

Diagnostic Value 0

Max No Erratic

Detector Presence Activity Count

Default Data - Diag 0 Values**Default Data - No Diag 1 Values****Default Data - No Diag 0 Valu**

Pedestrian Detector

Diagnostic Value 0

	Max	No	Erratic
Detector	Presence	Activity	Count

Pedestrian Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Special Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data - No Diag 1 Values

Dial/Split/Offset
//

Default Data

Default Data - No Diag 1 Values

Speed Trap	Speed Trap
Low Treshold	High Treshold

Default Data

Volume Detector Data

Report Interval 0

Volume	Controller
Detector	Detector
Number	Channel

Default Data

SEPAC ECOM All Data

10/2/2017
3:21:06PM

Intersection Name: **Jennifer Rd @ Rt 50 Ramp**

Intersection Alias: **Pavillion50**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **9999**

Channel:

Address: **12**

Revision: **3.13h**

IP Address:

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

<u>Vehicle Basic Timings</u>							<u>Misc Timings</u>						<u>Pedestrian Timings</u>					Alt	Actuated
Min					All		Green	Yellow	Offset	Offset	Bike	Bike	Ped	Alt	Ped	Flash	Ext	Rest in	
Phase	Green	Passage	Max1	Max2	Yellow	Red	Delay	Delay	Time	Mode	Green	Psg	Walk	Clr	Walk	Clr	Walk	Ped Clr	Walk
1	4	3.0	25	30	3.0	1.5	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
2	20	5.0	45	50	4.0	1.0	0.0	0.0	0	0-Advance	0	0	7	14		No	0	No	
3	8	3.0	20	30	3.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
4	8	3.0	30	50	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
5	0	0.0	0	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
6	20	5.0	35	50	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
7	0	0.0	0	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
8	0	0.0	0	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
9	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
10	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
11	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
12	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
13	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
14	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
15	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	
16	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0		No	0	No	

Vehicle Density Timings

Ph.	<u>General Control</u>						<u>Miscellaneous</u>					No	<u>Special Sequence</u>					
	Added	Max	Time	Car	Time	Min	Non-Act	Veh	Ped	Recall	Non	Dual	Last	Condit	Gap	Omit	Minus	Omit
	Initial	Initial	Redu	B4	Redu	Gap	Response	Recall	Recall	Delay	Lock	Entry	Car	Service	Out		Yel	Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	Yes	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	NonActII	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	5	5	0
6	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	Yes	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	7	7	0
8	0.0	0	0	0	0	0.0	NonActII	None	None	0	No	No	No	No	No	8	8	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment						Pedestrian Detector					Special Detector Phase Assignment							
	Assign		Switch				Assign		Switch				Assign		Switch			
	Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay		Phase	Mode	Phase	Extend	Delay	
Veh Det:1	1	Veh	0	0.0	3	Ped Det:1	2	Ped	0	0.0	0							
Veh Det:2	6	Veh	0	0.0	0	Ped Det:2	4	Ped	0	0.0	0							
Veh Det:3	2	Veh	0	0.0	0	Ped Det:3	6	Ped	0	0.0	0							
Veh Det:4	2	Veh	0	0.0	0	Ped Det:4	8	Ped	0	0.0	0							
Veh Det:5	4	Veh	0	0.0	5	Default Data												
Veh Det:6	4	Veh	0	0.0	0													
Veh Det:7	3	Veh	0	0.0	5													
Veh Det:8	3	Veh	0	0.0	0													

Unit Data

General Control

Startup Time:	5 sec	Input	Output
Startup State:	Flash	Ring	Respons
Red Revert:	40.0 sec	1	Ring 1
Auto Ped Clr:	No	2	Ring 2
Stop T Reset:	No	3	None
Alt Sequence:	0	4	None
Special Seq:	0-Standard		
I/O Modes:			
ABC Input(Entry) Modes:	0	D Input(Entry) Modes:	0
ABC Output(O/STS) Modes:	0	D Output(O/STS) Modes:	0

Remote Flash

Test A = Flash

Phase	Entry	Exit
-------	-------	------

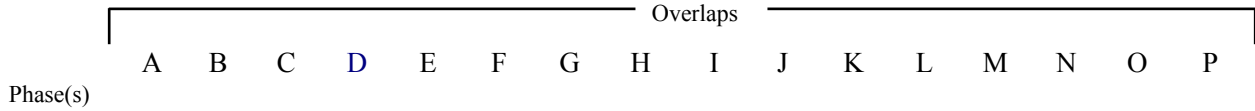
Default Data

- No Flash

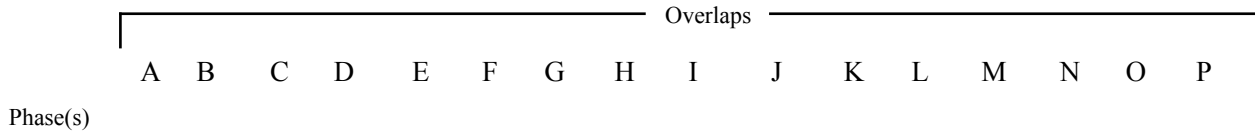
Default Data

- No Flash

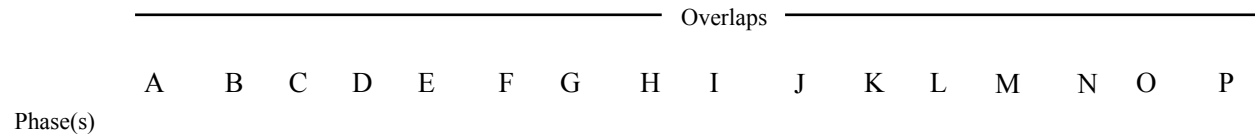
Overlaps



Start Green



Minus PED



	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase	Concurrent Phases	Phase(s)															
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	2		1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
2	1	3		5	5	7	7	2	2	4	4								
3	1	4		6	6	8	8	5	6	7	8								
4	1	1																	
6	2	7																	

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
0	Used	No	No
1	Used	No	No
8	Used	No	No
16	Used	No	No
18	Used	No	No

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

Dial/Split Cycle

General Coordination Data

Operation Mode: 0=Free **Offset Mode:** 0=Beg Grn **Manual Dial:** 1
Coordination Mode: 0=Permissive **Force Mode:** 0=Plan **Manual Split:** 1
Maximun Mode: 2=Max 2 **Max Dwell Time:** 0 **Manual Offset:** 1
Correction Mode: 0=Dwell **Yield Period:** 0

Split Times and Phase Modes

Dial / Split

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode

Traffic Plan Data

Plan: // Offset Time: Alternat Sequence: Rg 2 Lag Time: Rg 3 Lag Time: Rg 4 Lag Time:
 Mode: Special Function: Correction Mode:

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0
 End of Daylight Saving Month: 11 Week: 1

Source	Equate Days						
Day	1	2	3	4	5	6	7

Traffic Data

					PHASE FUNCTION																
Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
		:	//		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

AUX. Events

		Aux Outputs			Det. Diag.	Det. Rpt.	Det. Mult100	Special Function Outputs										
Event	Day	Hour	Min.	1	2	3	D1	D2	D3	Dimming	1	2	3	4	5	6	7	8
				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

<u>Ped Omit</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Coord ReSvc</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Function Phase Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Phase Min Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Ped Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Bike Recall</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Vehicle Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
<u>Veh Det Switch Omit</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Now</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Veh Det Switch Also</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<u>Overlap Function</u>	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Dimming Data
Default Data - No Dimming Programmed

Lane Defination						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

<u>program_day</u>	<u>program_hour</u>	<u>program_minute</u>	<u>LanePhFun</u>
--------------------	---------------------	-----------------------	------------------

Preemption Data

General Preemption Data

Flash > Preempt 1 Preempt 2 = Preempt 3 Preempt 4 = Preempt 5
 Preempt 1 > Preempt 2 Preempt 3 = Preempt 4 Preempt 5 = Preempt 6

Preempt	Preempt Timers																					
	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select			Track				Dwell Green	Return		
												Ped Clear	Yel	Red	Grn	Ped	Yel	Red		Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers															
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap	
														Signal Type	Blankout

Priority Detector Channels

Priority
 Detector

Priority Fixed Phases

Priority

Legend: 0 1
 CO-PHASE FALSE TRUE
 QJ-PHASE

Priority

Priority Bank :

Level

Partial Priority

Alt Seq
Alt Seq Enabled
Min Walk

Full Priority

Freq. Override
Ped skip
Force full Priority
Frequency
Freq. Level

Recovery

Method
Return
PedWait
PedOverride

Codes: 0 X
 FALSE TRUE

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Priority Bank : Queue Phase Detector Time
Default data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Priority :
Bank Detector PE 1A 2A 3A 4A 5A 6A B
Default Data

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****Preempt 2**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****Preempt 3**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****Preempt 4**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****Preempt 5**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****Preempt 6**

Vehical Phases			Pedestrian Phases			Overlaps			Trail Grn			
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data**Default Data****Default Data****System/Detectors Data****Local Critical Alarms**

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No Revert to Backup: 15 1st Phone:

Local Fash: No Cycle Fault: No Coord Fault: No Preemption: No Voltage Monitor: No 2nd Phone:

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System	Detector	Veh/	Average	Occupancy	Min	Queue 1	System	Weight	Queue 2	System	Weight
Detector	Channel	Name	Hr	Time(mins)	Correction/10	Volume %	Detectors	Detectors	Detectors	Detectors	Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average
 Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
 Detector Failed Level : 0

Default Data

Queue:
 Level Enter Leave Dial / Split / Offset
 / /

Default Data**Vehical Detector**

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Vehical Detector

Diagnostic Value 1

Max	No	Erratic
Detector	Presence	Activity Count

Special Detector

Diagnostic Value 0

Max	No	Erratic
Detector	Presence	Activity Count

Default Data - Diag 0 Values**Default Data - No Diag 1 Values****Default Data - No Diag 0 Valu**

Pedestrian Detector

Diagnostic Value 0

	Max	No	Erratic
Detector	Presence	Activity	Count

Pedestrian Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Special Detector

Diagnostic Value 1

	Max	No	Erratic
Detector	Presence	Activity	Count

Default Data - No Diag 0 Values**Speed Trap Data**

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data - No Diag 1 Values

Dial/Split/Offset

//

Default Data**Default Data - No Diag 1 Values**

Speed Trap

Low Treshold

Speed Trap









High Treshold

Default Data**Volume Detector Data**

Report Interval 15

Volume Detector Number	Controller Detector Channel
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8

LEGEND

-  SIDEWALK ADA RAMP
-  CURB AND GUTTER
-  PROPOSED TRAFFIC BARRIER
-  POROUS PAVEMENT TRAIL
-  PROPOSED STORM DRAIN INLET
-  PROPOSED STORM DRAIN MANHOLE
-  PROPOSED STORM DRAIN PIPE
-  EXISTING RIGHT OF WAY

GENERAL NOTES

1. ALL ROAD SIGNS WITHIN THE PROPOSED SIDEWALK TO BE RELOCATED WITHIN THE GRASS BUFFER.
2. ADJUST ALL UTILITY SURFACE FEATURES TO MEET NEW GRADES.
3. EXISTING RIGHT-OF-WAY LINES, UTILITY LOCATIONS, ROADWAY EDGES, ETC. WERE OBTAINED FROM ANNE ARUNDEL COUNTY PROVIDED GIS FILES AND AS-BUILT INFORMATION, THIS INFORMATION HAS NOT BEEN SURVEYED.

N 482300
E 1445700

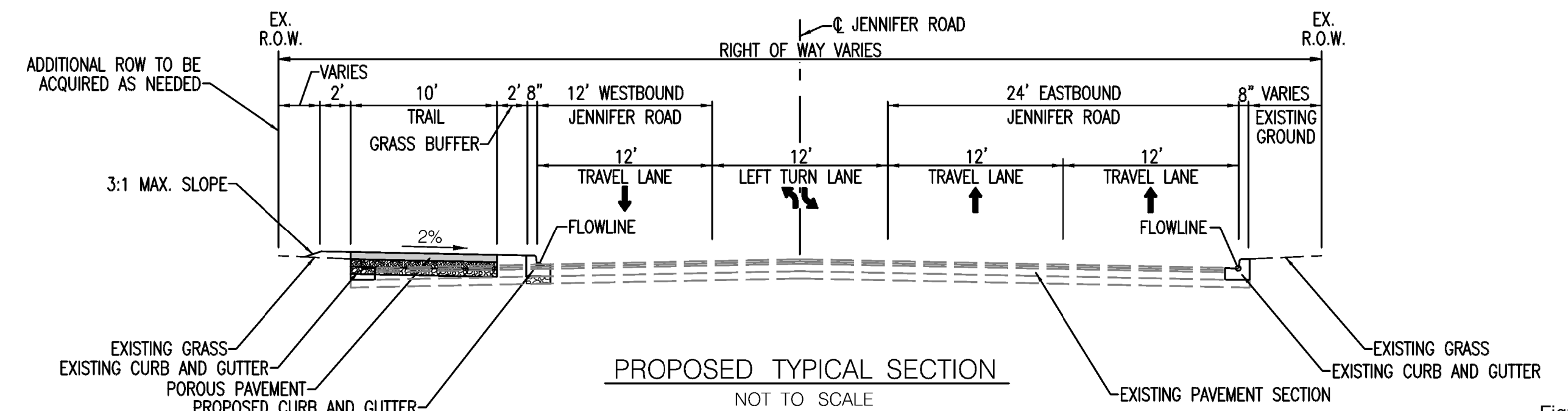
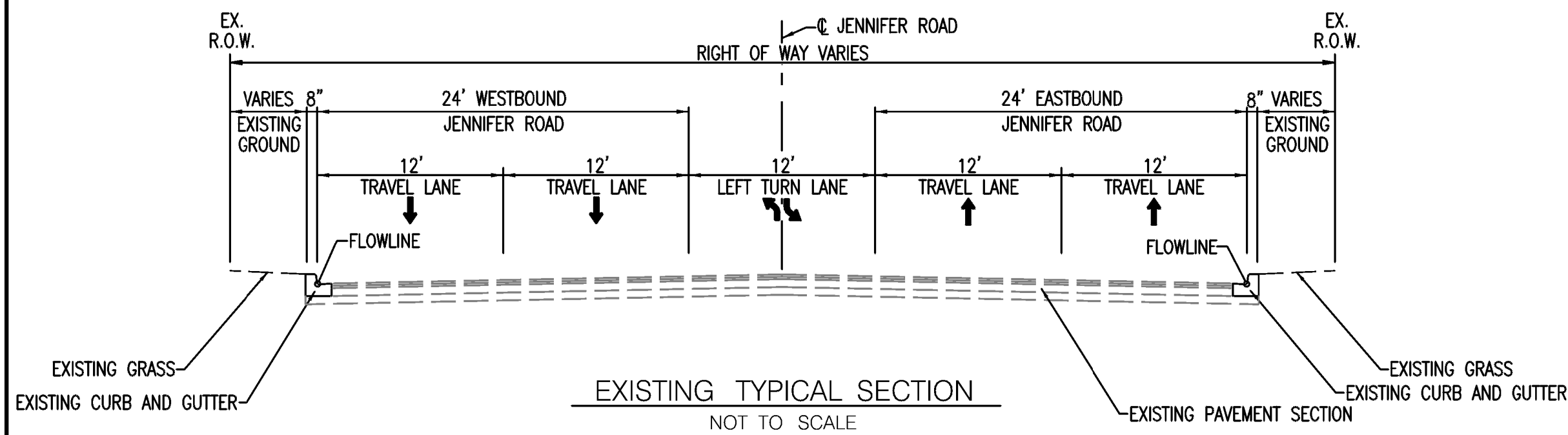
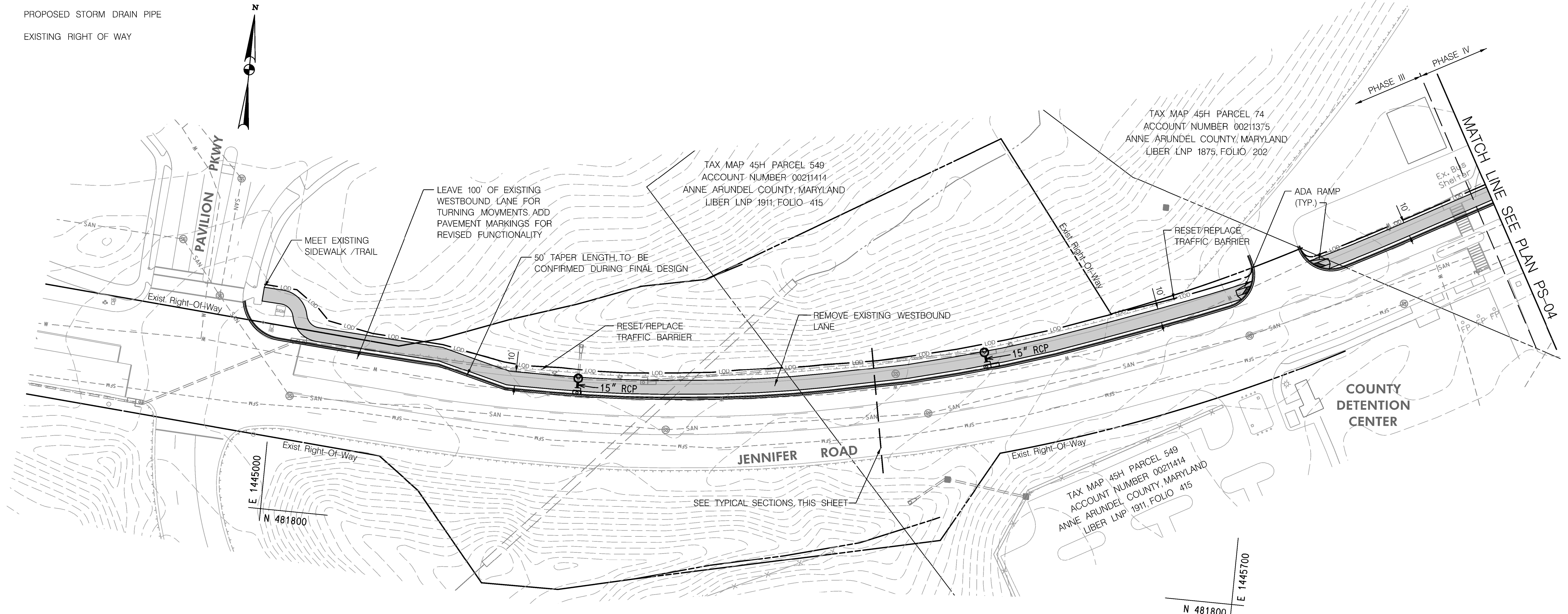
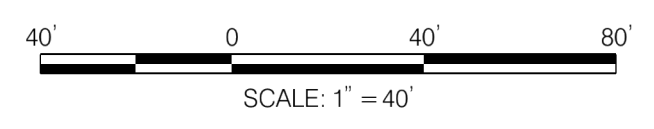


Figure 8




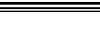

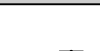




CONCEPT DESIGN
NOT FOR CONSTRUCTION

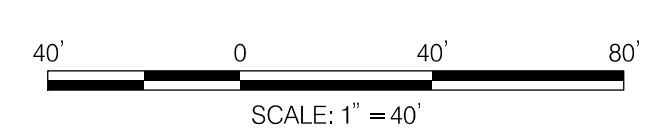
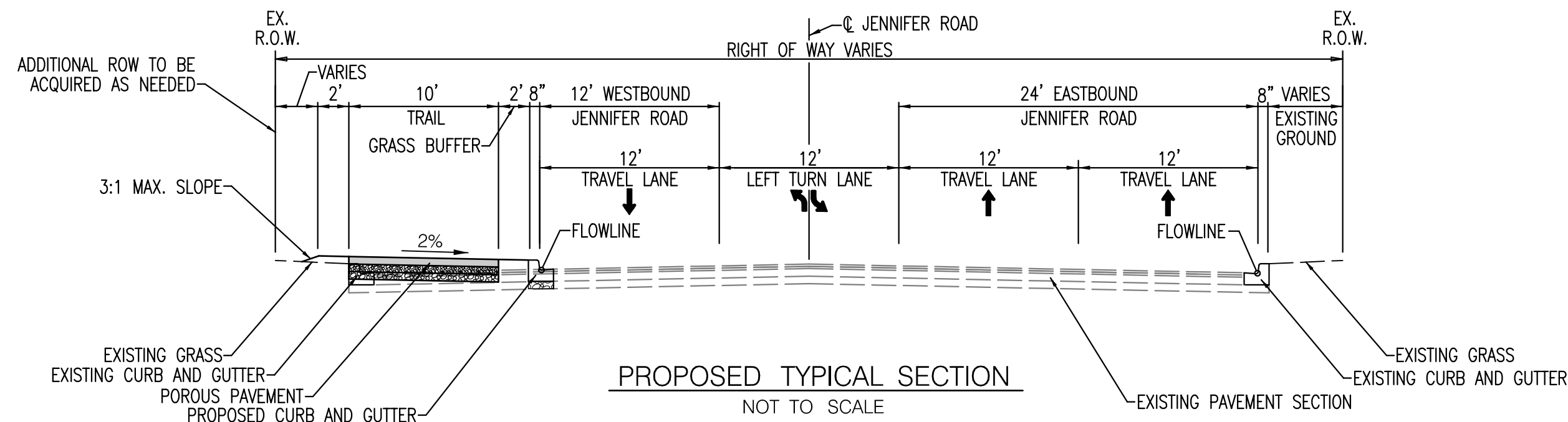
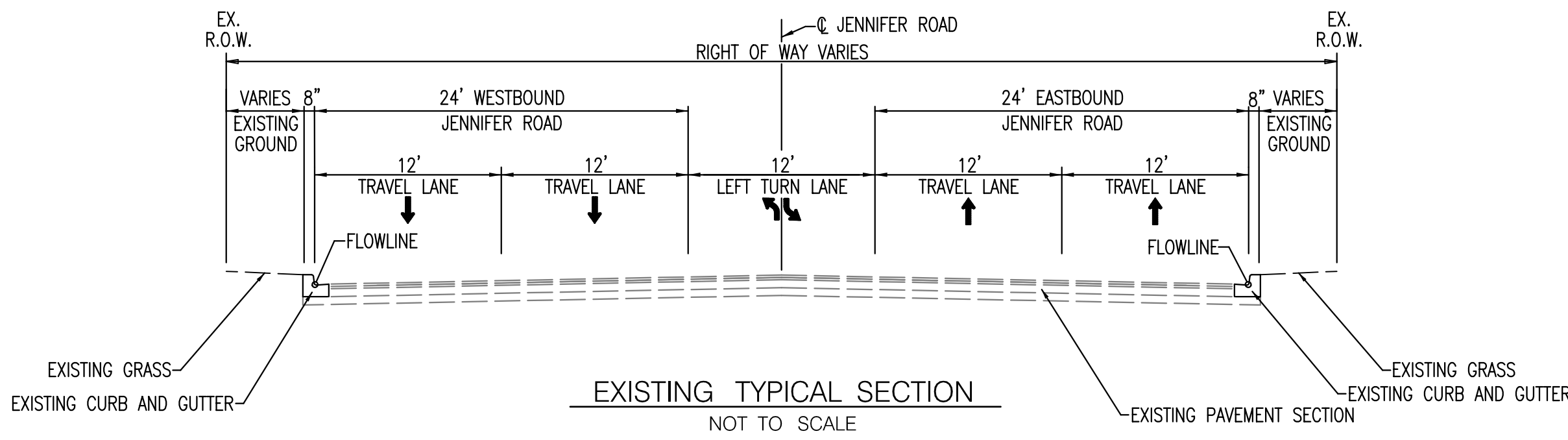
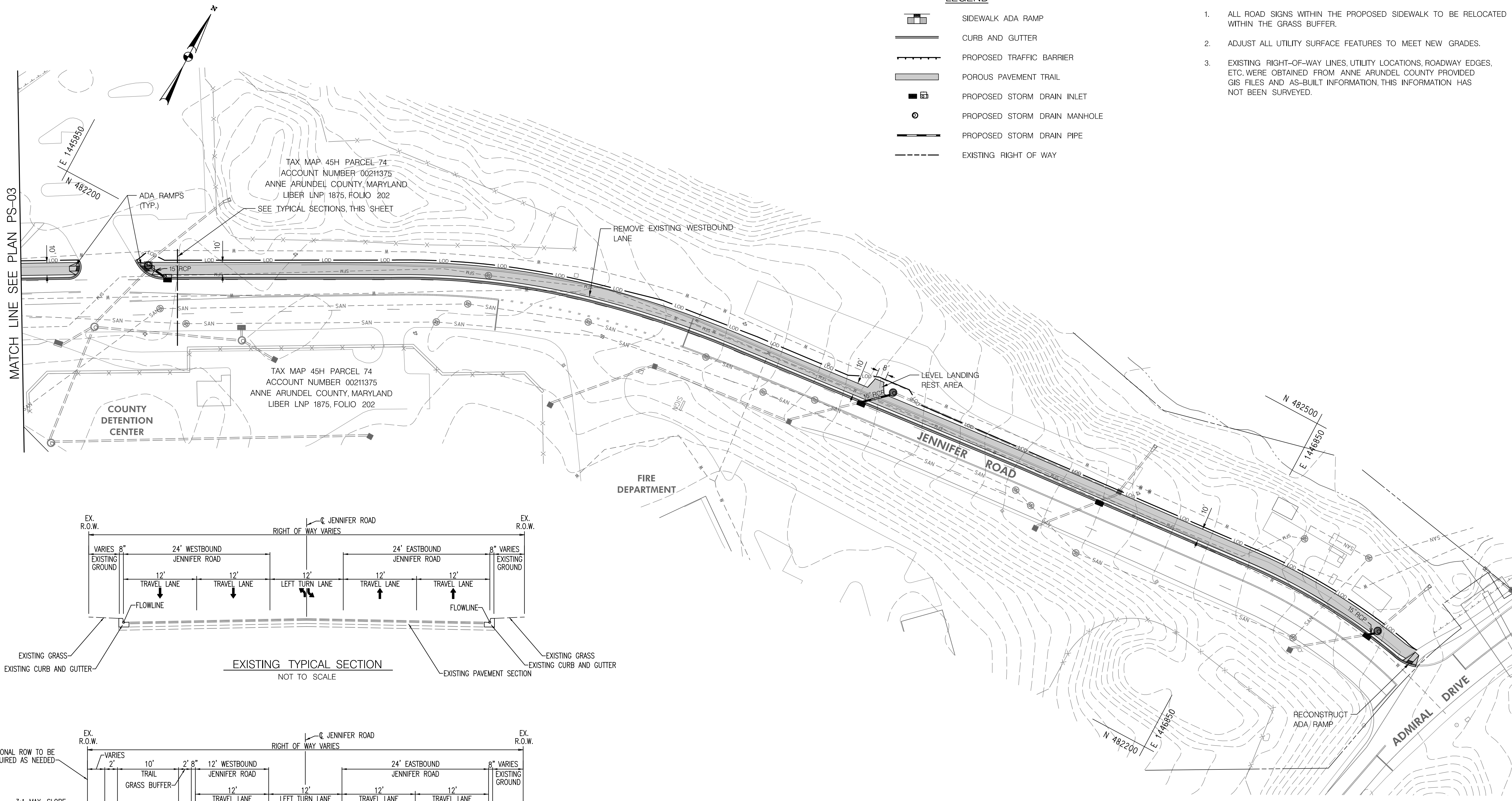
ANNE ARUNDEL COUNTY										
DEPARTMENT OF PUBLIC WORKS										
REVISIONS				APPROVED	DATE	APPROVED	DATE	SCALE: AS SHOWN	PUBLIC ROAD IMPROVEMENTS	
NO.	DESCRIPTION	BY	DATE						JENNIFER ROAD SIDEWALK IMPROVEMENTS	
				CHIEF ENGINEER		PROJECT MANAGER		DRAWN BY: MEM	PRELIMINARY SIDEWALK LAYOUT PLAN - OPTION I	
				APPROVED	DATE	APPROVED	DATE	CHECKED BY: PLC	PHASE III / IV	
				ASSISTANT CHIEF ENGINEER		CHIEF RIGHT-OF-WAY		SHEET NO. 1 OF 4		
								PROJECT NO. H508413		
								PROPOSAL NO.		

GENERAL NOTES

1. ALL ROAD SIGNS WITHIN THE PROPOSED SIDEWALK TO BE RELOCATED WITHIN THE GRASS BUFFER.
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3. EXISTING RIGHT-OF-WAY LINES, UTILITY LOCATIONS, ROADWAY EDGES, ETC. WERE OBTAINED FROM ANNE ARUNDEL COUNTY PROVIDED GIS FILES AND AS-BUILT INFORMATION, THIS INFORMATION HAS NOT BEEN SURVEYED.

LEGEND

-  SIDEWALK ADA RAMP
-  CURB AND GUTTER
-  PROPOSED TRAFFIC BARRIER
-  POROUS PAVEMENT TRAIL
-  PROPOSED STORM DRAIN INLET
-  PROPOSED STORM DRAIN MANHOLE
-  PROPOSED STORM DRAIN PIPE
-  EXISTING RIGHT OF WAY



CONCEPT DESIGN
NOT FOR CONSTRUCTION

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS										
REVISIONS				APPROVED	DATE	APPROVED	DATE	SCALE: AS SHOWN	PUBLIC ROAD IMPROVEMENTS	
NO.	DESCRIPTION	BY	DATE						JENNIFER ROAD SIDEWALK IMPROVEMENTS	
				CHIEF ENGINEER		PROJECT MANAGER		DRAWN BY: MEM	PRELIMINARY SIDEWALK LAYOUT PLAN - OPTION 1 PHASE IV	
				APPROVED	DATE	APPROVED	DATE	CHECKED BY: PLC	SHEET NO. 2 OF 4	
				ASSISTANT CHIEF ENGINEER		CHIEF RIGHT-OF-WAY		PROJECT NO. H508413	PROPOSAL NO.	

Figure 9 PS-04

LEGEND

- SIDEWALK ADA RAMP
- CURB AND GUTTER
- PROPOSED TRAFFIC BARRIER
- POROUS PAVEMENT TRAIL
- PROPOSED STORM DRAIN INLET
- PROPOSED STORM DRAIN MANHOLE
- PROPOSED STORM DRAIN PIPE
- EXISTING RIGHT OF WAY

GENERAL NOTES

1. ALL ROAD SIGNS WITHIN THE PROPOSED SIDEWALK TO BE RELOCATED WITHIN THE GRASS BUFFER.
2. ADJUST ALL UTILITY SURFACE FEATURES TO MEET NEW GRADES.
3. EXISTING RIGHT-OF-WAY LINES, UTILITY LOCATIONS, ROADWAY EDGES, ETC. WERE OBTAINED FROM ANNE ARUNDEL COUNTY PROVIDED GIS FILES AND AS-BUILT INFORMATION, THIS INFORMATION HAS NOT BEEN SURVEYED.

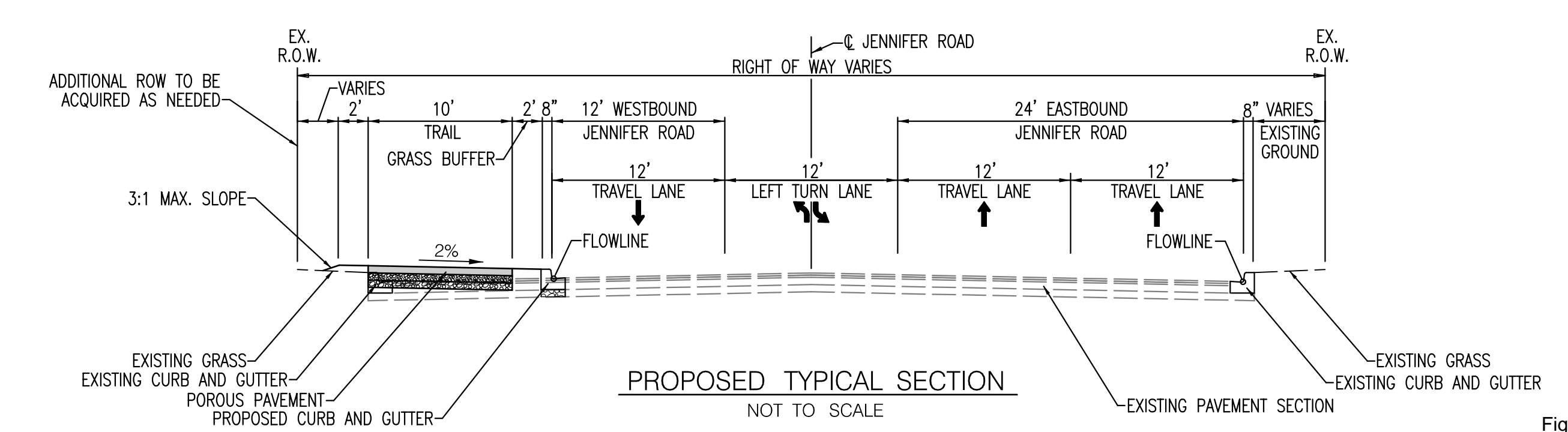
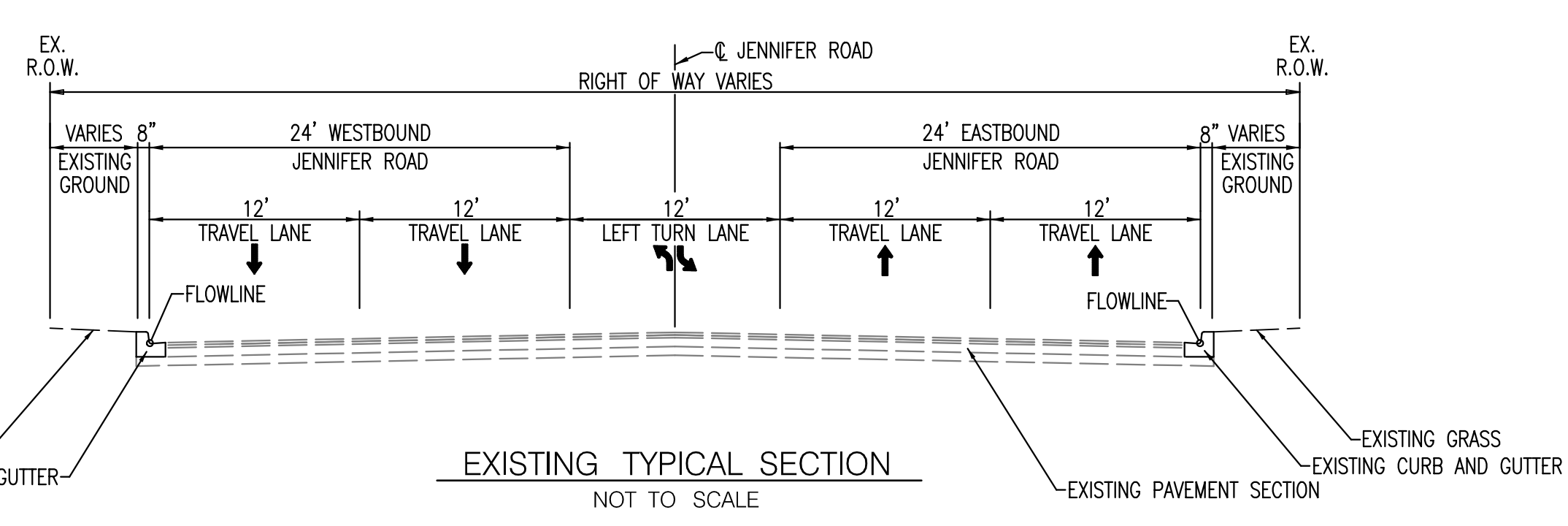
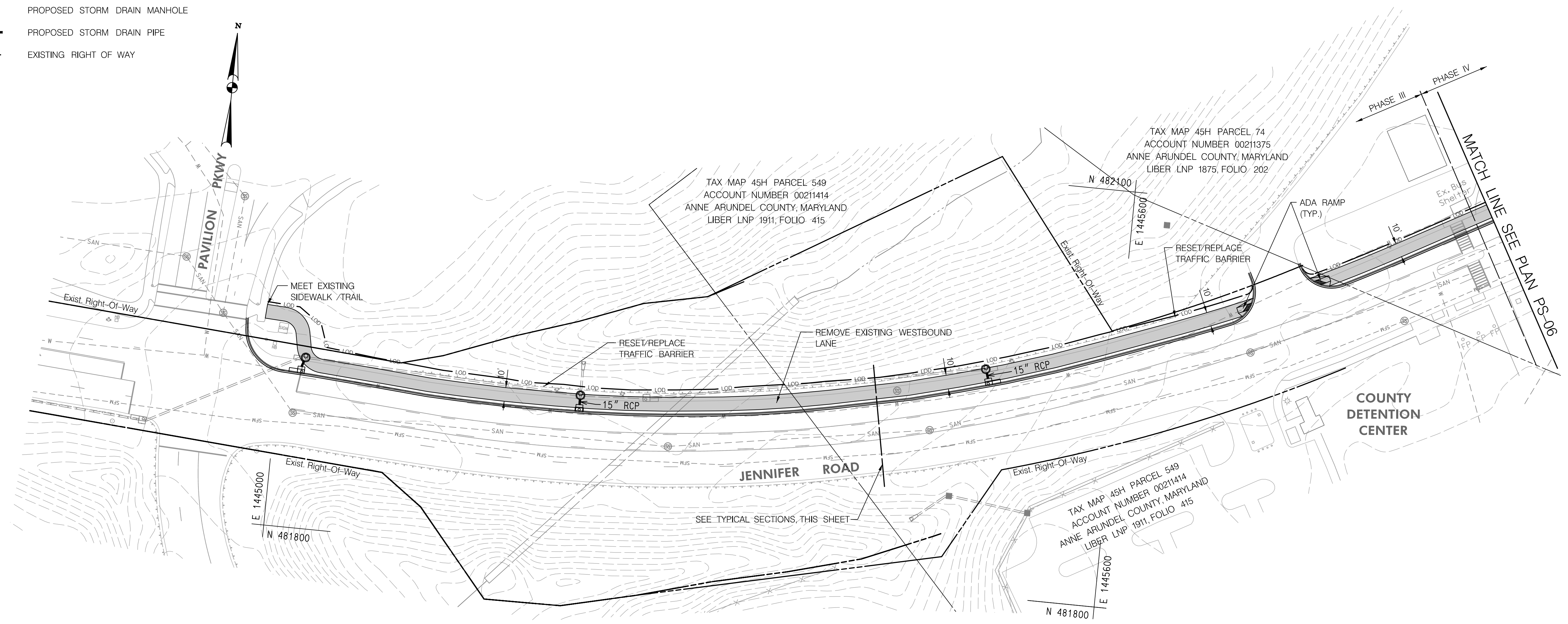
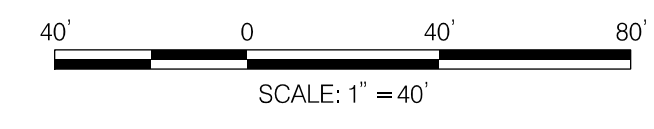


Figure 10

FILE: G:\SMD\00394_018_Jennifer_Road_Sidewalk\CADD\PHD\POSS-JENNIFER.dgn
 DATE: Wednesday, December 06, 2017 AT 11:26 AM



CONCEPT DESIGN
NOT FOR CONSTRUCTION

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS											
REVISIONS				APPROVED		DATE		APPROVED		DATE	
NO.	DESCRIPTION	BY	DATE								

SCALE: AS SHOWN

DRAWN BY: MEM

CHECKED BY: PLC

SHEET NO. 3 OF 4


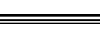






PROJECT NO. H508413

PROPOSAL NO.

PUBLIC ROAD IMPROVEMENTS

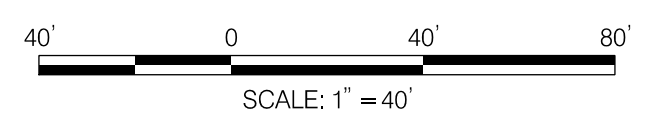
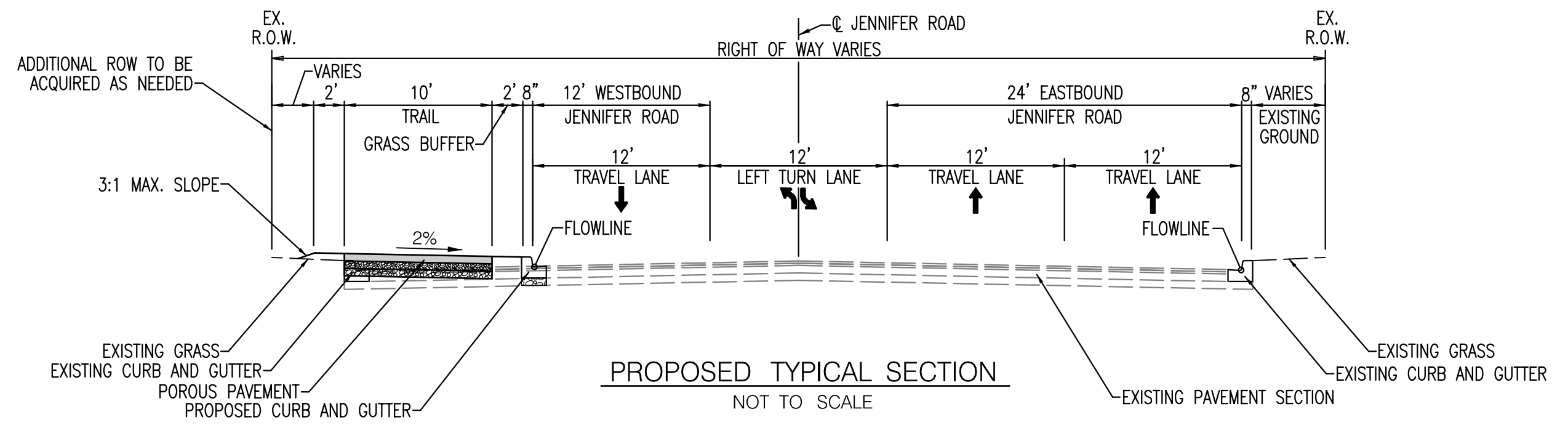
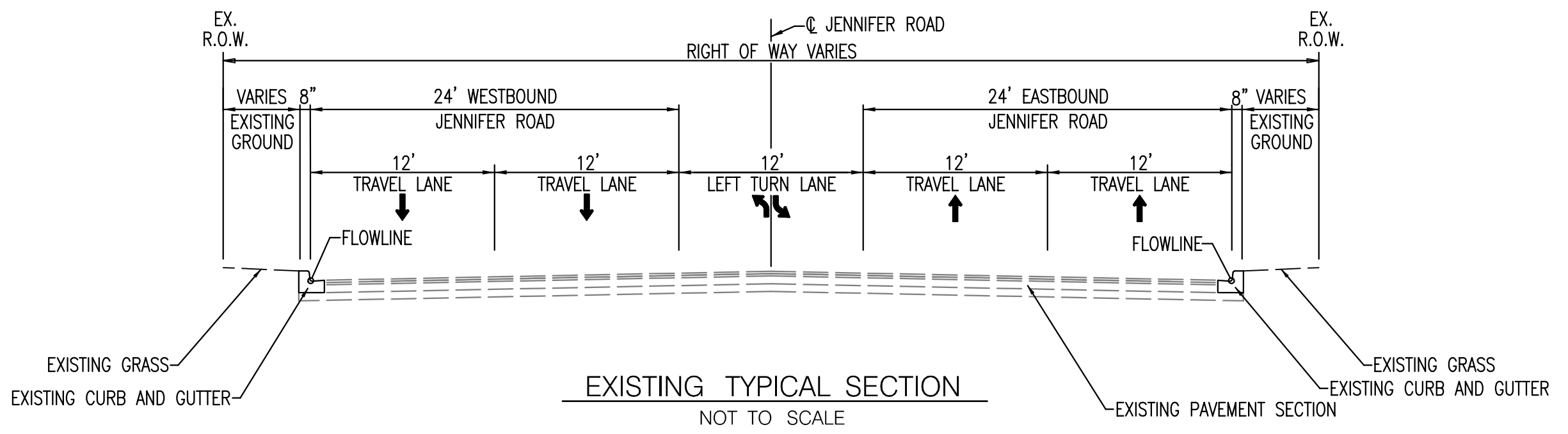
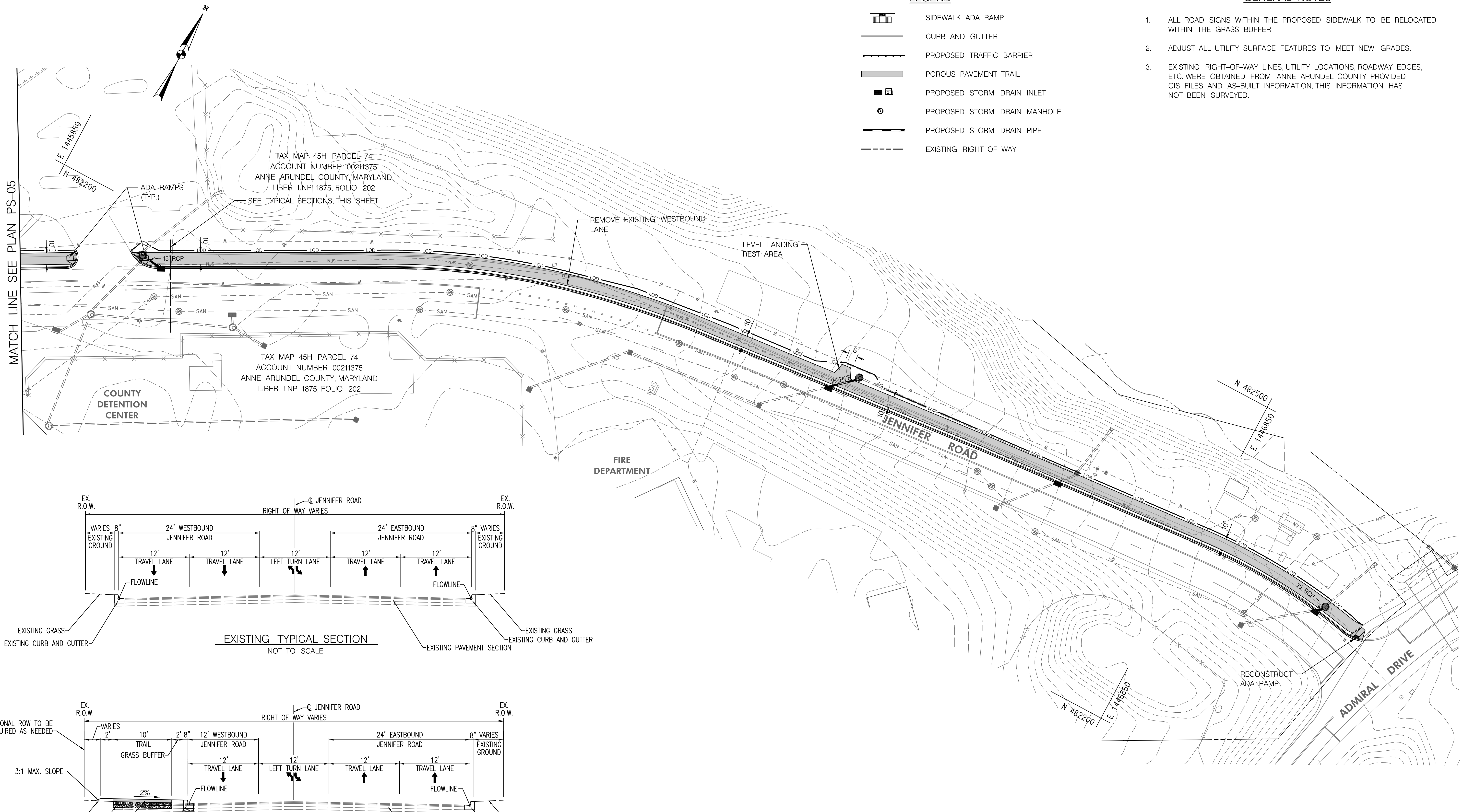
JENNIFER ROAD
SIDEWALK IMPROVEMENTS
**PRELIMINARY SIDEWALK
LAYOUT PLAN - OPTION 2
PHASE III / IV**

LEGEND

-  SIDEWALK ADA RAMP
-  CURB AND GUTTER
-  PROPOSED TRAFFIC BARRIER
-  POROUS PAVEMENT TRAIL
-  PROPOSED STORM DRAIN INLET
-  PROPOSED STORM DRAIN MANHOLE
-  PROPOSED STORM DRAIN PIPE
-  EXISTING RIGHT OF WAY

GENERAL NOTES

1. ALL ROAD SIGNS WITHIN THE PROPOSED SIDEWALK TO BE RELOCATED WITHIN THE GRASS BUFFER.
2. ADJUST ALL UTILITY SURFACE FEATURES TO MEET NEW GRADES.
3. EXISTING RIGHT-OF-WAY LINES, UTILITY LOCATIONS, ROADWAY EDGES, ETC. WERE OBTAINED FROM ANNE ARUNDEL COUNTY PROVIDED GIS FILES AND AS-BUILT INFORMATION, THIS INFORMATION HAS NOT BEEN SURVEYED.



CONCEPT DESIGN
NOT FOR CONSTRUCTION

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS										
REVISIONS				APPROVED	DATE	APPROVED	DATE	SCALE: AS SHOWN	PUBLIC ROAD IMPROVEMENTS	
NO.	DESCRIPTION	BY	DATE						JENNIFER ROAD SIDEWALK IMPROVEMENTS PRELIMINARY SIDEWALK LAYOUT PLAN - OPTION 2 PHASE IV	
				CHIEF ENGINEER		PROJECT MANAGER		DRAWN BY: MEM		
				APPROVED	DATE	APPROVED	DATE	CHECKED BY: PLC		
				ASSISTANT CHIEF ENGINEER		CHIEF RIGHT-OF-WAY		SHEET NO. 4 OF 4		
								PROJECT NO. H508413		
								PROPOSAL NO.		

Figure 11
6 / 2018 PS-06

FILE: G:\SMD\00394_018_Jennifer_Road_Sidewalk\CADD\PHD-P06-JENNIFER.dgn
DATE: Wednesday, December 06, 2017 AT 11:32 AM

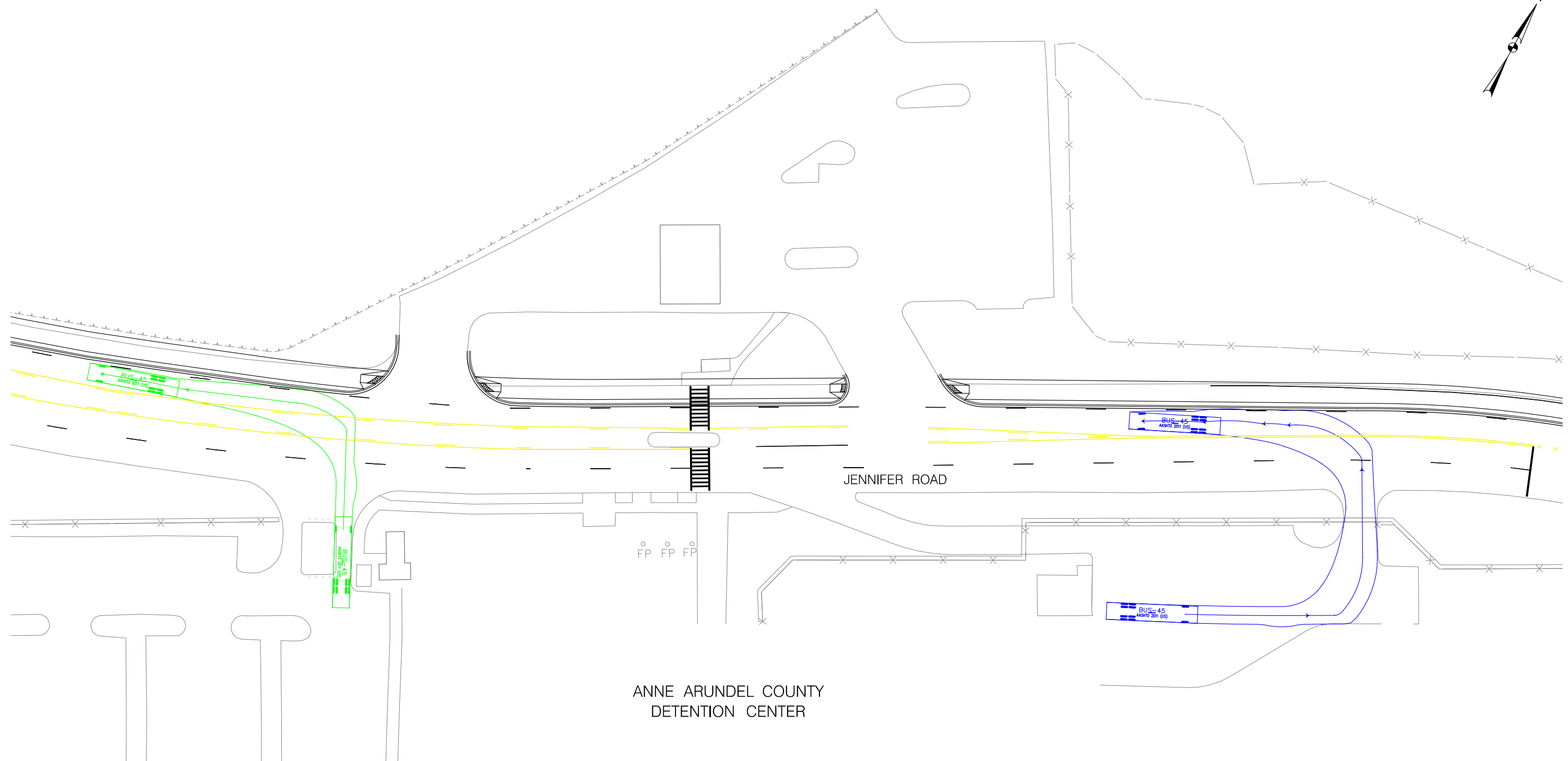
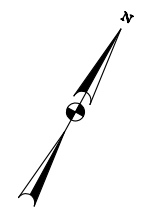
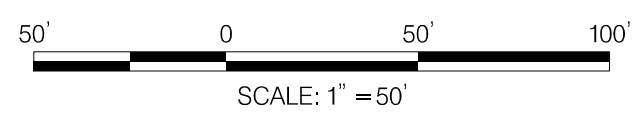


Figure 12
6 / 2018 AT-01



CONCEPT DESIGN
NOT FOR CONSTRUCTION

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS										
REVISIONS				APPROVED	DATE	APPROVED	DATE	SCALE: AS SHOWN	PUBLIC ROAD IMPROVEMENTS	
NO.	DESCRIPTION	BY	DATE						JENNIFER ROAD SIDEWALK IMPROVEMENTS	
				CHIEF ENGINEER		PROJECT MANAGER		DRAWN BY: MEM	AUTOTURN EVALUATION	
				APPROVED	DATE	APPROVED	DATE	CHECKED BY: PLC		
				ASSISTANT CHIEF ENGINEER		CHIEF RIGHT-OF-WAY		SHEET NO. 1 OF 2		
								PROJECT NO. H508413		
								PROPOSAL NO.		

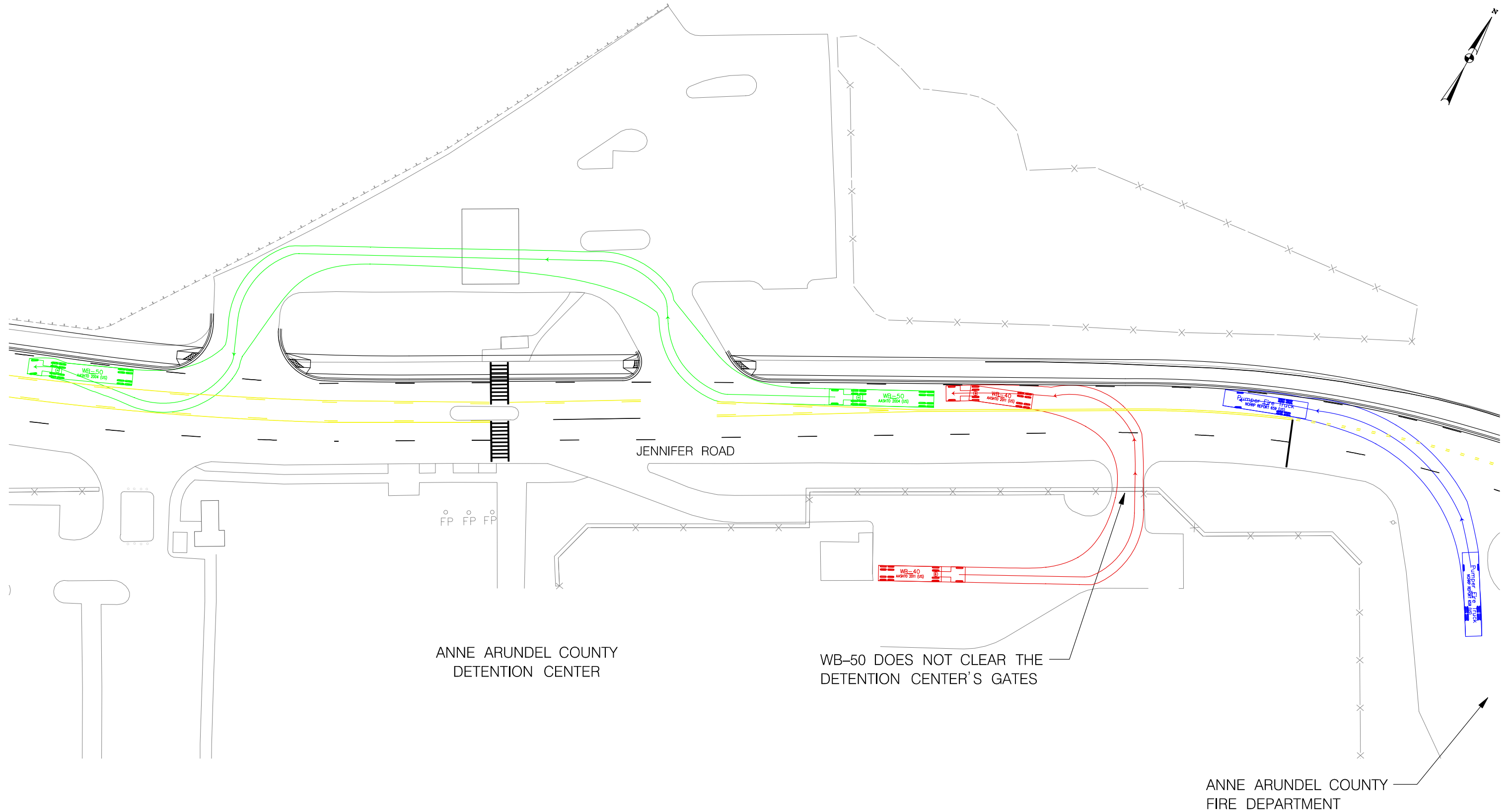
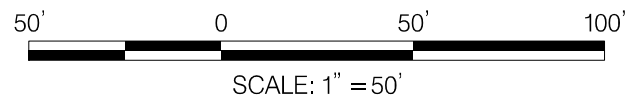


Figure 13
6 / 2018

AT-02



CONCEPT DESIGN
NOT FOR CONSTRUCTION

ANNE ARUNDEL COUNTY DEPARTMENT OF PUBLIC WORKS										
REVISIONS				APPROVED	DATE	APPROVED	DATE	SCALE: AS SHOWN	PUBLIC ROAD IMPROVEMENTS	
NO.	DESCRIPTION	BY	DATE						JENNIFER ROAD SIDEWALK IMPROVEMENTS	
				CHIEF ENGINEER		PROJECT MANAGER		DRAWN BY: MEM	AUTOTURN EVALUATION	
				APPROVED	DATE	APPROVED	DATE	CHECKED BY: PLC		
				ASSISTANT CHIEF ENGINEER		CHIEF RIGHT-OF-WAY		SHEET NO. 2 OF 2		
								PROJECT NO. H508413		
								PROPOSAL NO.		

Figure 14

Job No.:

Location: JENNIFER RD AT ADMIRAL DR
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd) : 15 (in Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:45	End 08:45	Volume 626	LOS A	V/C 0.52	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 921	LOS A	V/C 0.19
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Street Name--> HOURL ENDING	ADMIRAL DR					ADMIRAL DR					JENNIFER ROAD					GRAND TOTAL						
	From North					From South					From East						From West					
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total		U turn	Left	Through	Right	Total	
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	8	20	28	0	8	10	0	18	0	0	0	0	0	0	2	0	0	11	13	59
06:30	0	0	9	10	19	0	18	15	0	33	0	0	0	0	0	0	6	0	0	11	17	69
06:45	0	0	9	21	30	0	19	15	0	34	0	0	0	0	0	0	6	0	0	5	11	75
07:00	0	0	31	27	58	0	37	15	0	52	0	0	0	0	0	0	5	0	0	14	19	129
07:15	0	0	26	20	46	0	19	23	0	42	0	0	0	0	0	0	2	0	0	22	24	112
07:30	0	0	34	17	51	0	40	21	0	61	0	0	0	0	0	0	4	0	0	24	28	140
07:45	0	0	41	13	54	0	33	29	0	62	0	0	0	0	0	0	7	0	0	36	43	159
08:00	0	0	40	12	52	0	46	36	0	82	0	0	0	0	0	0	9	0	0	26	35	169
08:15	0	0	46	15	61	0	28	32	0	60	0	0	0	0	0	0	3	0	0	31	34	147
08:30	0	0	29	16	45	0	35	31	0	66	0	0	0	0	0	0	9	0	0	26	35	146
08:45	0	0	47	22	69	0	25	30	0	55	0	0	0	0	0	0	9	0	0	31	40	164
09:00	0	0	43	8	51	0	35	32	0	67	0	0	0	0	0	0	4	0	0	28	32	150
09:15	0	0	50	6	56	0	25	34	0	59	0	0	0	0	0	0	3	0	0	31	34	149
09:30	0	0	28	12	40	0	46	29	0	75	0	0	0	0	0	0	3	0	0	26	29	145
09:45	0	0	36	15	51	0	22	35	0	57	0	0	0	0	0	0	5	0	0	25	30	138
10:00	0	0	30	5	35	0	34	28	0	62	0	0	0	0	0	0	7	0	0	27	34	131
10:15	0	0	29	14	43	0	31	35	0	66	0	0	0	0	0	0	8	0	0	23	31	140
10:30	0	0	30	15	45	0	29	31	0	60	0	0	0	0	0	0	4	0	0	28	32	137
10:45	0	0	26	6	32	0	29	38	0	67	0	0	0	0	0	0	10	0	0	27	37	136
11:00	0	0	26	14	39	0	35	44	0	79	0	0	0	0	0	0	6	0	0	28	34	152
11:15	0	0	30	9	39	0	20	33	0	53	0	0	0	0	0	0	11	0	0	28	39	131
11:30	0	0	27	5	32	0	25	31	0	56	0	0	0	0	0	0	6	0	0	32	38	126
11:45	0	0	26	7	33	0	41	24	0	65	0	0	0	0	0	0	6	0	0	41	47	145
12:00	0	0	38	4	42	0	31	29	0	60	0	0	0	0	0	0	7	0	0	28	35	137
12:15	0	0	36	10	46	0	23	36	0	59	0	0	0	0	0	0	13	0	0	38	51	156
12:30	0	0	26	12	38	0	28	41	0	69	0	0	0	0	0	0	14	0	0	27	41	148
12:45	0	0	28	9	37	0	46	42	0	88	0	0	0	0	0	0	17	0	0	36	53	178
13:00	0	0	46	9	55	0	38	34	0	72	0	0	0	0	0	0	13	0	0	33	46	173
13:15	0	0	37	18	55	0	38	25	0	63	0	0	0	0	0	0	7	0	0	26	33	151
13:30	0	0	32	14	46	0	36	24	0	60	0	0	0	0	0	0	9	0	0	38	47	153
13:45	0	0	23	5	28	0	38	25	0	63	0	0	0	0	0	0	5	0	0	27	32	123
14:00	0	0	34	16	50	0	29	26	0	55	0	0	0	0	0	0	15	0	0	35	50	155
14:15	0	0	34	9	43	0	22	33	0	55	0	0	0	0	0	0	10	0	0	34	44	142
14:30	0	0	42	11	53	0	40	41	0	81	0	0	0	0	0	0	6	0	0	35	41	175
14:45	0	0	37	9	46	0	27	37	0	64	0	0	0	0	0	0	20	0	0	52	72	182
15:00	0	0	36	8	44	0	42	42	0	84	0	0	0	0	0	0	21	0	0	45	66	194
15:15	0	0	39	9	48	0	31	30	0	61	0	0	0	0	0	0	8	0	0	48	56	165
15:30	0	0	29	10	39	0	43	34	0	77	0	0	0	0	0	0	17	0	0	27	44	160
15:45	0	0	34	12	46	0	42	38	0	80	0	0	0	0	0	0	8	0	0	46	54	180
16:00	0	0	38	9	47	0	42	34	0	76	0	0	0	0	0	0	9	0	0	32	41	164
16:15	0	0	36	9	45	0	35	43	0	78	0	0	0	0	0	0	16	0	0	58	74	197
16:30	0	0	36	13	49	0	48	62	0	110	0	0	0	0	0	0	15	0	0	49	64	223
16:45	0	0	42	8	50	0	41	43	0	84	0	0	0	0	0	0	21	0	0	42	63	197
17:00	0	0	37	12	49	0	35	65	0	100	0	0	0	0	0	0	25	0	0	40	65	214
17:15	0	0	41	10	51	0	49	42	0	92	0	0	0	0	0	0	28	0	0	43	71	204
17:30	0	0	40	10	50	0	47	73	0	120	0	0	0	0	0	0	45	0	0	67	112	282
17:45	0	0	39	12	51	0	48	64	0	112	0	0	0	0	0	0	23	0	0	35	58	221
18:00	0	0	28	12	40	0	22	48	0	70	0	0	0	0	0	0	21	0	0	37	58	168
18:15	0	0	28	9	37	0	16	33	0	49	0	0	0	0	0	0	17	0	0	38	55	141
18:30	0	0	20	10	30	0	19	34	0	53	0	0	0	0	0	0	22	0	0	32	54	137
18:45	0	0	19	10	29	0	18	35	0	53	0	0	0	0	0	0	10	0	0	26	36	118
19:00	0	0	19																			

Figure 14

Job No.:

Location: JENNIFER RD AT ADMIRAL DR
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd) : 15
(In Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:45	End 08:45	Volume 626	LOS A	V/C 0.52	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 921	LOS A	V/C 0.19
------------	--------------------------	-------------	-----------	------------	-------	----------	--------------------------	-------------	-----------	------------	-------	----------

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North ADMIRAL DR			From South ADMIRAL DR			From East 0			From West JENNIFER ROAD		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	1	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	2	0
AM Peak Vol	0	0	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	0	0	0	0	0	0	0	0	0	1	0

Figure 14

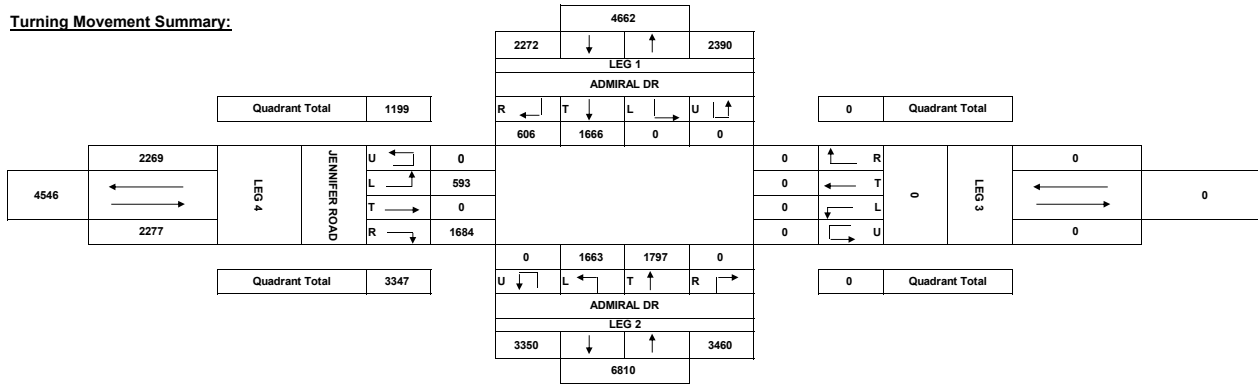
Job No.:

Location: JENNIFER RD AT ADMIRAL DR
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd): 15
(In Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

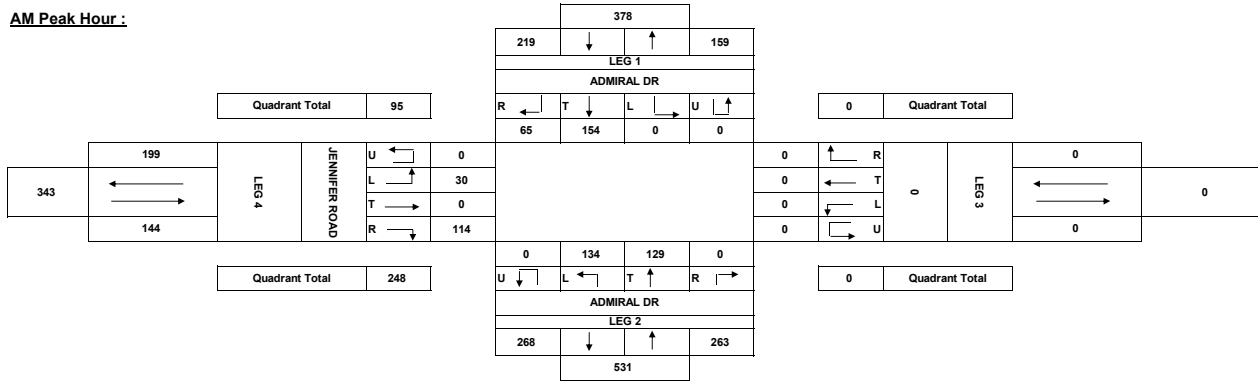
PEAK HOURS	AM PERIOD	6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD	12:00PM-7:00PM	Start	End	Volume	LOS	V/C
			07:45	08:45	626	A	0.52			16:45	17:45	921	A	0.19

Turning Movement Summary:



Comments: WITH MIOVISION

AM Peak Hour :



PM Peak Hour :

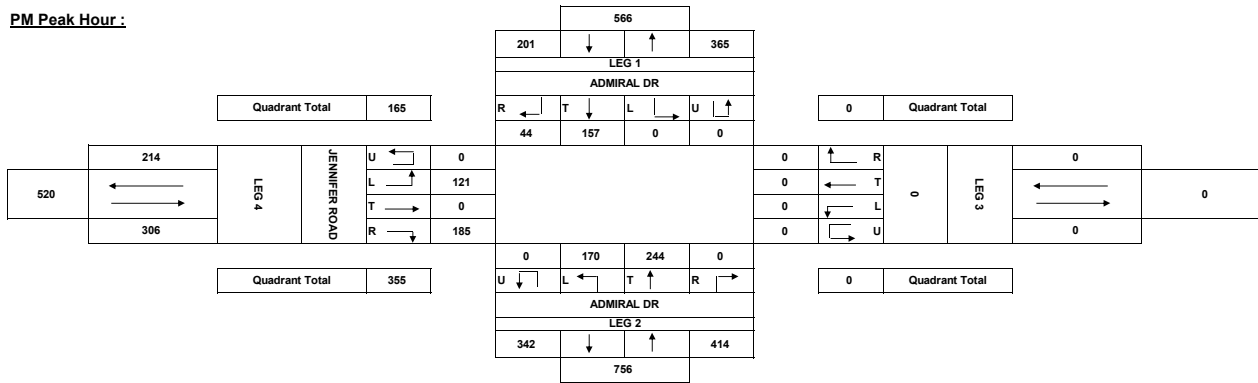


Figure 15

Maryland State Highway Administration
Data Services Engineering Division
Turning Movement Counts - Field Sheet

Job No.:

Location: JENNIFER RD AT DETENTION CENTER ENTRANCE

County: ANNE ARUNDEL

Date: 11/8/2017 Wednesday

Town: ANNAPOLIS

Recorder: JMT

Weather: CLOUDY

Interval (dd): 15

(In Minutes)

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 415	LOS A	V/C 0.52	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 580	LOS A	V/C 0.19
------------	--------------------------	-------------	-----------	------------	-------	----------	--------------------------	-------------	-----------	------------	-------	----------

Street Name--> HOURLY ENDING	PARKING LOT					DETENTION CENTER ENTRANCE					JENNIFER ROAD					JENNIFER ROAD					GRAND TOTAL		
	From North					From South					From East					From West							
	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total	U turn	Left	Through	Right	Total			
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	1	26	27	0	0	0	20	7	27	54	54	54
06:30	0	0	0	0	0	0	0	0	0	0	1	0	26	27	0	1	0	17	6	23	88	88	
06:45	0	0	0	0	0	0	0	0	0	0	1	0	37	38	0	40	2	11	16	69	105	105	
07:00	0	0	0	0	0	0	0	1	0	0	1	0	5	54	0	59	0	3	22	12	37	97	
07:15	0	0	0	0	0	0	0	9	0	1	10	0	1	43	0	44	0	2	25	7	34	88	
07:30	0	0	1	3	4	0	10	2	2	12	0	2	55	0	57	0	0	31	9	40	113	113	
07:45	0	1	0	0	1	0	2	0	2	2	0	2	44	1	47	0	1	46	3	50	100	100	
08:00	0	0	0	0	0	0	2	0	2	4	0	0	53	0	53	0	0	32	6	38	105	105	
08:15	0	0	0	0	0	0	2	0	2	4	0	0	45	0	45	0	0	46	4	50	97	97	
08:30	0	0	0	5	5	0	2	0	2	0	2	0	1	56	0	57	0	0	41	2	43	107	
08:45	0	0	0	3	3	0	1	0	1	0	1	0	1	44	0	45	0	3	41	1	45	94	
09:00	0	0	0	1	1	0	1	0	1	0	1	0	0	42	0	42	1	2	37	4	44	88	
09:15	0	1	0	5	6	0	1	0	1	0	1	0	0	36	0	36	0	0	36	1	37	80	
09:30	0	1	0	0	1	0	1	0	1	0	1	0	1	57	0	57	1	1	30	0	32	92	
09:45	0	0	0	2	2	0	0	0	0	0	0	0	0	43	0	43	0	2	35	2	39	84	
10:00	0	0	0	7	7	0	1	0	1	0	1	0	1	39	0	40	0	4	33	3	40	88	
10:15	0	1	0	0	1	0	2	2	1	5	0	0	0	46	0	46	1	1	29	2	33	85	
10:30	0	0	0	2	2	0	0	0	0	0	0	0	0	53	0	53	0	2	38	0	40	95	
10:45	0	0	0	3	3	0	1	0	1	0	1	0	0	37	0	37	0	1	43	0	44	85	
11:00	0	0	0	2	2	0	3	0	3	0	3	0	0	52	0	52	0	1	38	4	43	100	
11:15	0	1	0	1	2	0	1	0	2	3	0	0	0	34	0	34	0	1	44	1	46	85	
11:30	0	0	0	4	4	0	1	0	1	2	0	0	0	35	0	35	1	3	38	1	43	84	
11:45	0	0	0	4	4	0	1	0	2	3	0	2	2	49	0	51	0	0	53	2	55	113	
12:00	0	0	0	4	4	0	3	0	3	0	3	0	2	32	0	34	1	0	35	4	41	82	
12:15	0	0	0	3	3	0	3	0	3	0	3	0	0	33	0	33	1	1	52	2	55	96	
12:30	0	0	0	0	0	0	1	0	1	0	1	0	1	44	0	45	0	0	49	3	52	98	
12:45	0	0	0	3	3	0	1	1	3	5	0	0	0	60	0	60	0	3	53	3	59	127	
13:00	0	0	0	1	1	0	1	0	1	0	1	0	3	43	0	46	0	2	49	1	52	100	
13:15	0	0	0	2	2	0	0	0	2	4	0	0	3	55	0	58	0	6	40	3	49	113	
13:30	0	0	0	3	3	0	1	0	3	4	0	0	0	59	0	59	0	3	50	0	54	118	
13:45	0	1	0	3	4	0	2	0	2	2	0	0	0	58	0	58	1	3	38	0	42	106	
14:00	0	0	0	2	2	0	2	0	1	3	0	0	0	50	0	50	0	0	53	0	53	108	
14:15	0	0	0	3	3	0	1	0	1	2	0	0	2	35	0	37	0	1	43	2	46	88	
14:30	0	0	0	2	2	0	1	0	1	0	1	0	1	49	0	50	0	2	45	6	53	106	
14:45	0	0	0	4	4	0	2	0	2	4	0	0	0	38	0	38	0	0	69	17	86	132	
15:00	0	0	0	3	3	0	3	0	3	0	3	0	0	52	1	53	0	3	69	2	74	133	
15:15	0	0	0	2	2	0	12	0	2	14	0	0	0	40	0	41	1	1	56	1	58	116	
15:30	0	0	0	3	3	0	17	0	2	19	0	0	0	56	0	56	0	4	44	1	49	127	
15:45	0	0	0	5	5	0	8	0	3	11	0	0	0	58	0	58	1	1	52	2	56	130	
16:00	0	0	0	2	2	0	4	0	1	5	0	0	1	53	0	54	0	0	45	0	45	106	
16:15	0	0	0	1	1	0	8	0	3	11	0	0	0	46	0	46	0	0	75	0	75	134	
16:30	0	0	0	0	0	0	6	0	0	6	0	0	0	66	0	66	0	0	65	0	65	138	
16:45	0	0	0	1	1	0	6	0	1	7	0	0	0	47	0	47	0	0	64	0	64	119	
17:00	0	0	0	0	0	0	4	0	0	4	0	0	0	51	0	51	0	2	69	1	72	127	
17:15	0	0	0	1	1	0	4	0	2	6	0	0	0	53	0	53	0	0	73	1	74	134	
17:30	0	0	0	1	1	0	4	0	1	5	0	0	0	60	0	60	0	2	117	0	119	185	
17:45	0	0	0	0	0	0	8	0	1	9	0	0	0	53	0	53	0	0	60	2	62	134	
18:00	0	0	0	0	0	0	2	0	2	0	0	0	0	37	0	37	0	1	54	2	57	97	
18:15	0	0	0	1	1	0	1	0	1	0	1	0	1	28	0	29	0	2	54	1	57	88	
18:30	0	0	0	1	1	0	0	0	0	0	0	0	0	31	0	31	0	0	58	1	59	91	
18:45	0	0</																					

Figure 15

Job No.:

Location: JENNIFER RD AT DETENTION CENTER ENTRANCE
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd) - 15 (In Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 415	LOS A	V/C 0.52	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 580	LOS A	V/C 0.19
------------	--------------------------	-------------	-----------	------------	-------	----------	--------------------------	-------------	-----------	------------	-------	----------

Hour Ending	From North PARKING LOT			From South DETENTION CENTER ENTRANCE			From East JENNIFER ROAD			From West JENNIFER ROAD		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	0	0	0	0	0	1	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	1	0	0	0	0	0	0	1	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	1	0	0	0	0
11:15	0	1	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	1	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	1	0	0	0	0	0	0	0
12:45	0	0	0	0	2	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	1	0	0	0	0	0	0	0
14:15	0	1	0	0	0	0	0	0	0	0	0	0
14:30	0	1	0	0	0	0	0	0	0	0	0	0
14:45	0	2	0	0	0	0	0	0	1	0	0	0
15:00	0	0	0	0	0	0	0	0	1	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	1	0	0	0	0	0	0	0	0	0	0
17:15	0	2	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	1	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	2	0	0	0	0	0	0	1	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	19	0	0	4	0	0	6	0	0	1	0
AM Peak Vol	0	2	0	0	0	0	0	1	0	0	0	0
PM Peak Vol	0	3	0	0	0	0	0	1	0	0	0	0

Figure 15

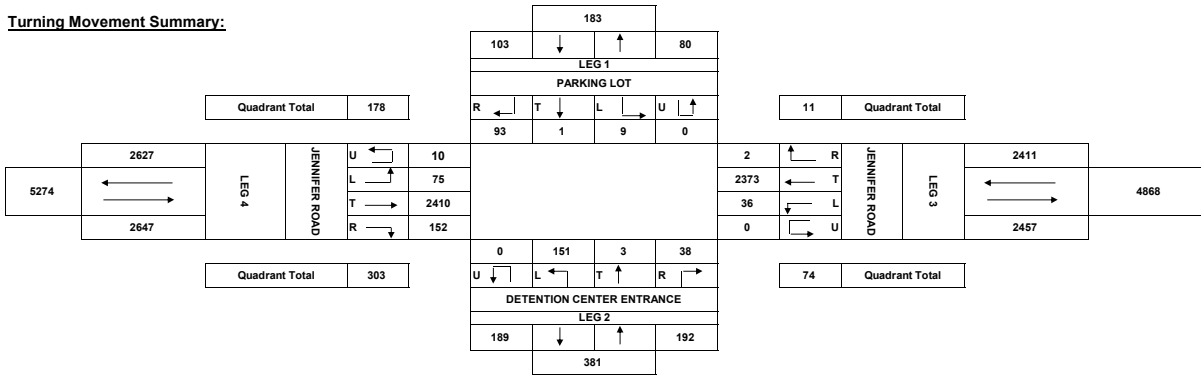
Job No.:

Location: JENNIFER RD AT DETENTION CENTER ENTRANCE
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd) - (In Minutes): 15

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

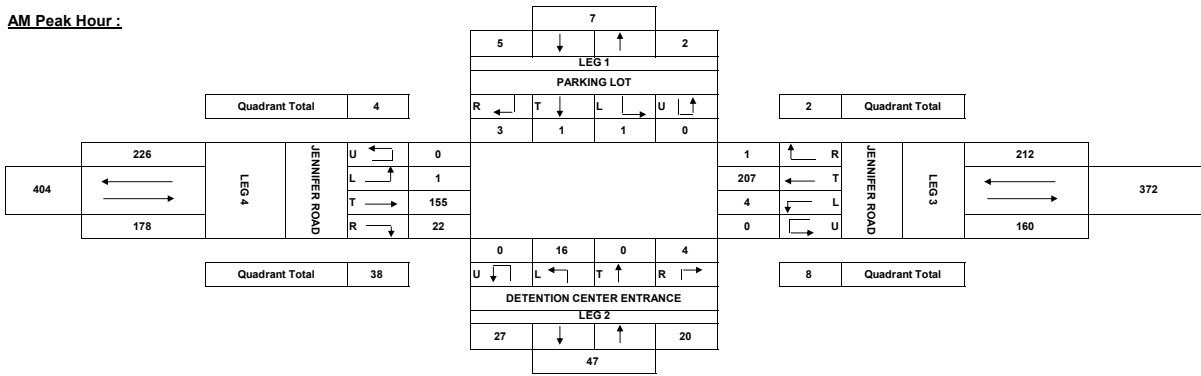
PEAK HOURS	AM PERIOD	6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD	12:00PM-7:00PM	Start	End	Volume	LOS	V/C
			07:15	08:15	415	A	0.52			16:45	17:45	580	A	0.19

Turning Movement Summary:



Comments: WITH PROVISION

AM Peak Hour:



PM Peak Hour:

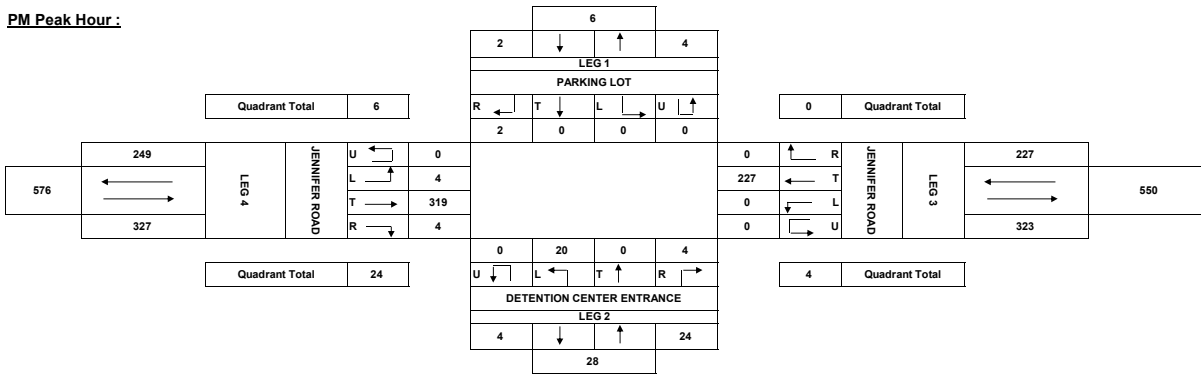


Figure 16

Job No.:

Location: JENNIFER RD AT PAVILION PKWY / US 50 WB EXIT RAMP
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd) : 15
(In Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

PEAK HOURS	AM PERIOD 6:00AM-12:00PM	Start 07:15	End 08:15	Volume 1111	LOS A	V/C 0.52	PM PERIOD 12:00PM-7:00PM	Start 16:45	End 17:45	Volume 1059	LOS A	V/C 0.19
------------	--------------------------	-------------	-----------	-------------	-------	----------	--------------------------	-------------	-----------	-------------	-------	----------

SCHOOL CHILDREN, PEDESTRIANS & BICYCLES

Hour Ending	From North PAVILION PARKWAY			From South US 50 WB EXIT RAMP			From East JENNIFER ROAD			From West JENNIFER ROAD		
	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles	School Children	Pedestrians	Bicycles
00:15	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	0	0	0	0	0	0	0	0	0	0	0
05:45	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	0	0	0	0	0
06:30	0	0	0	0	0	0	0	0	0	0	0	0
06:45	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	1	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	1	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	1	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	2	0	0	0	0	0	0	0	0	0	0
11:00	0	1	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	2	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	2	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	1	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	3	0	0	0	0	0	0	0	0	0	0
14:30	0	2	0	0	0	0	0	0	0	0	0	0
14:45	0	1	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	2	0	0	1	0	0	0	0	0	1	0
16:30	0	5	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	3	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	2	0	0	0	0	0	0	0	0	0	0
18:15	0	3	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	0	0	0	0
20:15	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	0	0	0	0	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0
00:00	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	31	0	0	2	0	0	0	0	0	1	0
AM Peak Vol	0	1	0	0	0	0	0	0	0	0	0	0
PM Peak Vol	0	3	0	0	0	0	0	0	0	0	0	0

Figure 16

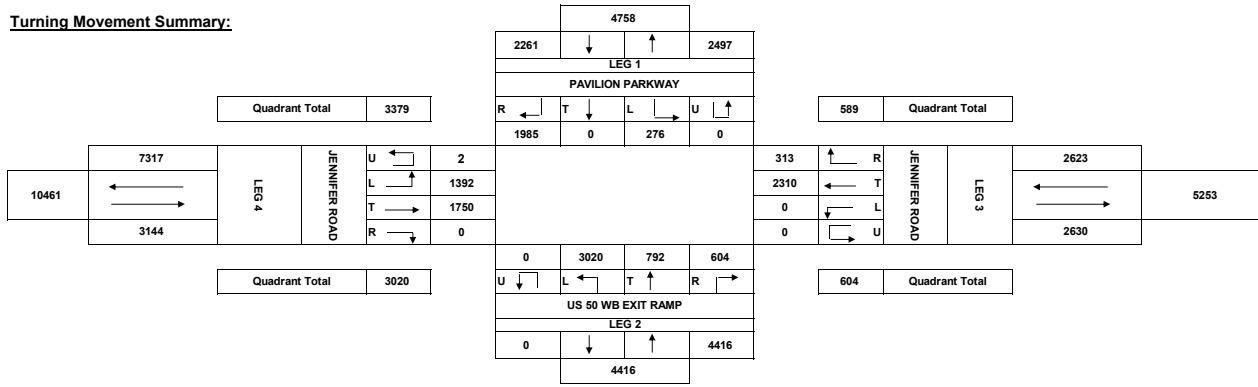
Job No.:

Location: JENNIFER RD AT PAVILION PKWY / US 50 WB EXIT RAMP
Date: 11/8/2017 Wednesday
Recorder: JMT
Interval (dd): 15
(In Minutes)

County: ANNE ARUNDEL
Town: ANNAPOLIS
Weather: CLOUDY

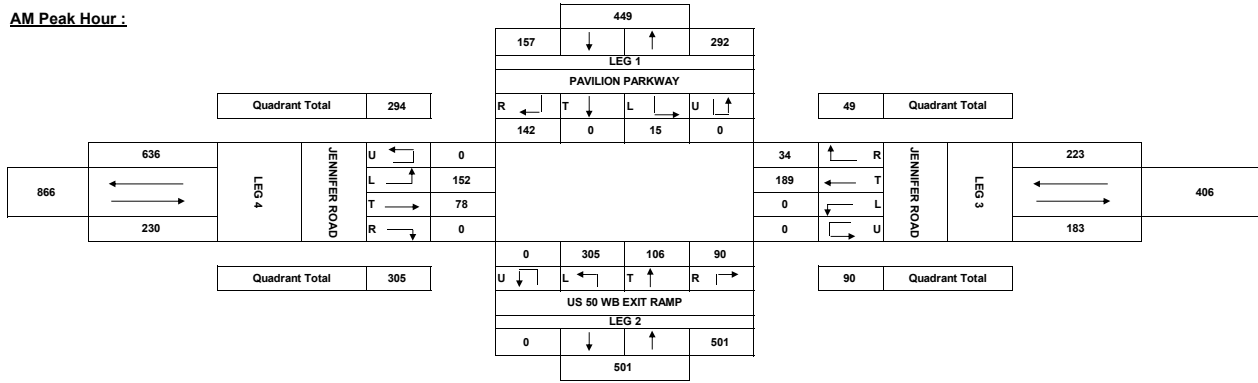
PEAK HOURS	AM PERIOD	6:00AM-12:00PM	Start	End	Volume	LOS	V/C	PM PERIOD	12:00PM-7:00PM	Start	End	Volume	LOS	V/C
			07:15	08:15	1111	A	0.52			16:45	17:45	1059	A	0.19

Turning Movement Summary:

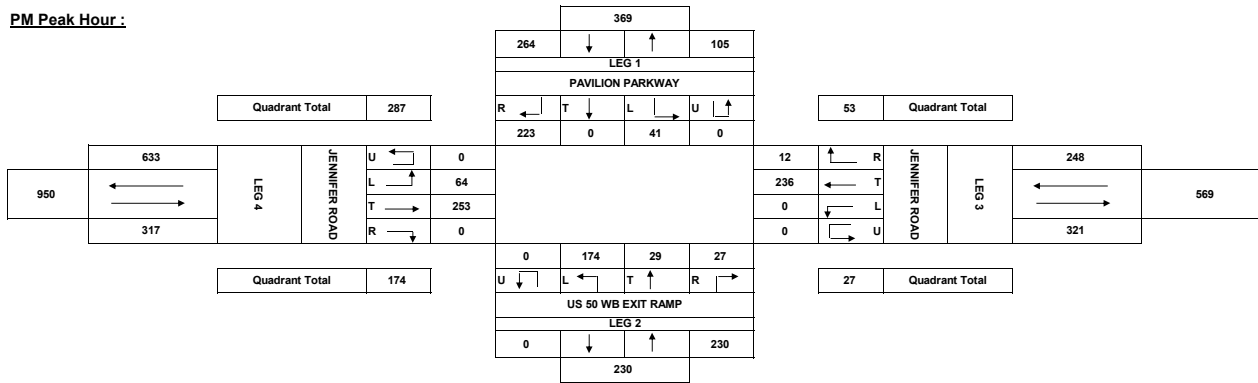


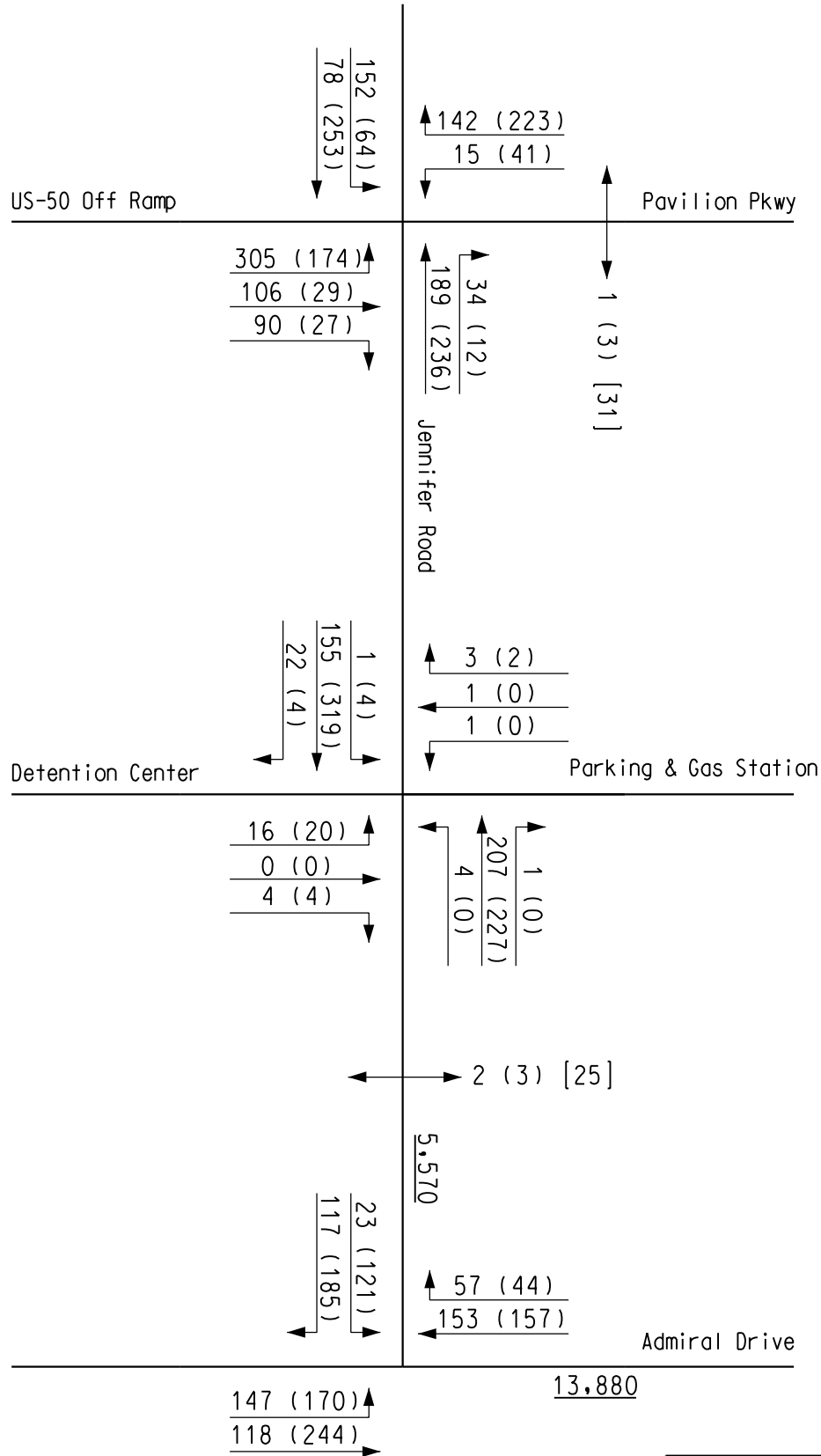
Comments: WITH MIOVISION

AM Peak Hour:



PM Peak Hour:





LEGEND

↔ AM (PM) [TOTAL] – PEDESTRIANS

2,000 – AVERAGE DAILY TRAFFIC

Jennifer Road Traffic Study		
Existing Peak Hour Volumes AM (PM)		
FIGURE	17	11/2017

Figure 18

JMT
40 Wight Ave. Hunt Valley MD 21030
Traffic Volume Study - Field Sheet

Request No.:
 Job No.:

Interval (DD) :
 (In Minutes)

Location:
 End Date:
 Lane/s:
 Lane No:

County:
 City/Town:
 Recorder:
 Direction:

DATE(m/d/y):				6/6/2016	6/7/2018	6/8/2018	6/9/2018	Daily Avg.	Wkday Avg.	Wkend Avg.
End Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat			
0:15				0	4	2	3	2	2	2
0:30				0	1	0	1	1	0	1
0:45				0	0	1	1	1	0	1
1:00				0	0	0	0	0	0	0
1:15				0	0	0	1	0	0	1
1:30				0	0	0	0	0	0	0
1:45				0	0	0	0	0	0	0
2:00				0	0	1	2	1	0	1
2:15				0	0	0	0	0	0	0
2:30				0	0	0	0	0	0	0
2:45				0	0	4	0	1	1	0
3:00				0	2	0	1	1	1	1
3:15				0	0	1	0	0	0	0
3:30				0	1	0	1	1	0	1
3:45				0	2	1	0	1	1	0
4:00				0	0	1	1	1	0	1
4:15				0	0	0	1	0	0	1
4:30				0	1	2	1	1	1	1
4:45				0	0	0	2	1	0	1
5:00				0	0	0	1	0	0	1
5:15				0	1	1	0	1	1	0
5:30				0	2	0	1	1	1	1
5:45				0	0	1	0	0	0	0
6:00				0	2	1	1	1	1	1
6:15				0	3	2	4	2	2	2
6:30				0	1	1	2	1	1	1
6:45				0	2	1	2	1	1	1
7:00				0	0	0	0	0	0	0
7:15				0	15	16	12	11	10	6
7:30				0	4	1	2	2	2	1
7:45				0	2	2	0	1	1	0
8:00				0	1	2	2	1	1	1
8:15				0	7	4	2	3	4	1
8:30				0	0	1	0	0	0	0
8:45				0	0	0	4	1	0	2
9:00				0	2	0	3	1	1	2
9:15				0	2	2	0	1	1	0
9:30				0	4	1	1	2	2	1
9:45				0	1	3	0	1	1	0
10:00				0	4	2	0	2	2	0
10:15				0	3	0	1	1	1	1
10:30				0	4	0	0	1	1	0
10:45				0	6	2	0	2	3	0
11:00				0	4	5	3	3	3	2
11:15				0	5	6	2	3	4	1
11:30				0	3	3	1	2	2	1
11:45				2	8	2	4	4	4	2
12:00				3	0	1	3	2	1	2

Figure 18

12:15				2	4	0	3	2	2	2
12:30				2	1	2	2	2	2	1
12:45				2	3	2	-1	2	2	-1
13:00				2	4	4	1	3	3	1
13:15				1	3	1	0	1	2	0
13:30				2	1	0	4	2	1	2
13:45				3	3	1	2	2	2	1
14:00				4	3	1	2	3	3	1
14:15				7	6	4	1	5	6	1
14:30				4	3	1	0	2	3	0
14:45				4	2	6	6	5	4	3
15:00				4	17	10	14	11	10	7
15:15				16	16	19	1	13	17	1
15:30				7	4	6	2	5	6	1
15:45				6	3	1	3	3	3	2
16:00				3	2	3	1	2	3	1
16:15				6	7	10	3	7	8	2
16:30				2	4	3	0	2	3	0
16:45				3	3	2	0	2	3	0
17:00				3	1	4	1	2	3	1
17:15				0	6	3	1	3	3	1
17:30				0	0	2	1	1	1	1
17:45				0	3	1	1	1	1	1
18:00				2	1	2	1	2	2	1
18:15				1	3	4	1	2	3	1
18:30				4	3	3	1	3	3	1
18:45				2	3	4	0	2	3	0
19:00				2	2	4	1	2	3	1
19:15				1	2	2	2	2	2	1
19:30				2	3	4	2	3	3	1
19:45				1	3	2	0	2	2	0
20:00				3	0	2	2	2	2	1
20:15				2	2	1	0	1	2	0
20:30				4	2	6	1	3	4	1
20:45				2	1	1	0	1	1	0
21:00				2	3	3	1	2	3	1
21:15				2	2	2	0	2	2	0
21:30				1	3	1	0	1	2	0
21:45				0	1	4	2	2	2	1
22:00				2	4	3	3	3	3	2
22:15				2	1	2	2	2	2	1
22:30				2	1	1	3	2	1	2
22:45				4	1	4	2	3	3	1
23:00				8	11	7	15	10	9	8
23:15				11	14	12	2	10	12	1
23:30				2	2	2	1	2	2	1
23:45				0	2	0	1	1	1	1
0:00				0	1	0	1	1	0	1
Totals	0	0	0	150	267	235	158	203	217	79

Comments :

Figure 18

JMT
40 Wight Ave. Hunt Valley MD 21030
Traffic Volume Study - Field Sheet

Request No.:
 Job No.:

Interval (DD) :
 (In Minutes)

Location:
 End Date:
 Lane/s:
 Lane No:

County:
 City/Town:
 Recorder:
 Direction:

DATE(m/d/y):	6/10/2018	6/11/2018	6/12/2018						Daily Avg.	Wkday Avg.	Wkend Avg.
End Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat				
0:15	3	4	4						4	4	2
0:30	1	0	0						0	0	1
0:45	0	1	0						0	1	0
1:00	0	0	1						0	1	0
1:15	0	0	0						0	0	0
1:30	1	2	2						2	2	1
1:45	0	0	0						0	0	0
2:00	0	0	1						0	1	0
2:15	0	0	1						0	1	0
2:30	0	0	0						0	0	0
2:45	0	1	0						0	1	0
3:00	1	1	1						1	1	1
3:15	1	0	1						1	1	1
3:30	2	2	0						1	1	1
3:45	1	2	2						2	2	1
4:00	0	2	1						1	2	0
4:15	0	0	1						0	1	0
4:30	1	0	0						0	0	1
4:45	0	2	1						1	2	0
5:00	0	0	1						0	1	0
5:15	0	0	1						0	1	0
5:30	1	0	0						0	0	1
5:45	1	0	0						0	0	1
6:00	2	3	3						3	3	1
6:15	1	0	2						1	1	1
6:30	1	1	0						1	1	1
6:45	1	1	0						1	1	1
7:00	12	1	3						5	2	6
7:15	1	18	14						11	16	1
7:30	0	1	1						1	1	0
7:45	0	1	3						1	2	0
8:00	0	3	3						2	3	0
8:15	2	1	2						2	2	1
8:30	0	0	4						1	2	0
8:45	3	1	2						2	2	2
9:00	1	0	0						0	0	1
9:15	0	2	2						1	2	0
9:30	0	3	5						3	4	0
9:45	1	0	1						1	1	1
10:00	1	4	1						2	3	1
10:15	2	3	1						2	2	1
10:30	1	5	1						2	3	1
10:45	1	5	1						2	3	1
11:00	0	5	1						2	3	0
11:15	1	5	4						3	5	1
11:30	0	4	8						4	6	0
11:45	1	4	0						2	2	1
12:00	0	5	4						3	5	0

Figure 18

12:15	2	3	2					2	3	1
12:30	0	0	6					2	3	0
12:45	1	1						1	1	1
13:00	1	6						4	6	1
13:15	0	7						4	7	0
13:30	0	3						2	3	0
13:45	1	3						2	3	1
14:00	3	3						3	3	2
14:15	0	2						1	2	0
14:30	1	3						2	3	1
14:45	3	2						3	2	2
15:00	2	3						3	3	1
15:15	12	17						15	17	6
15:30	1	0						1	0	1
15:45	2	7						5	7	1
16:00	2	2						2	2	1
16:15	3	14						9	14	2
16:30	0	2						1	2	0
16:45	0	4						2	4	0
17:00	0	2						1	2	0
17:15	2	4						3	4	1
17:30	0	2						1	2	0
17:45	1	1						1	1	1
18:00	0	2						1	2	0
18:15	0	4						2	4	0
18:30	1	3						2	3	1
18:45	0	2						1	2	0
19:00	1	2						2	2	1
19:15	4	2						3	2	2
19:30	0	4						2	4	0
19:45	0	5						3	5	0
20:00	0	2						1	2	0
20:15	1	2						2	2	1
20:30	1	0						1	0	1
20:45	0	3						2	3	0
21:00	0	1						1	1	0
21:15	2	1						2	1	1
21:30	0	1						1	1	0
21:45	0	2						1	2	0
22:00	3	2						3	2	2
22:15	0	0						0	0	0
22:30	3	4						4	4	2
22:45	0	7						4	7	0
23:00	15	10						13	10	8
23:15	5	11						8	11	3
23:30	1	1						1	1	1
23:45	1	1						1	1	1
0:00	1	1						1	1	1
Totals	121	257	92	0	0	0	0	196	255	61

Comments :