

# **Traffic Impact Analysis**

Appendix A

Appendix B

Appendix C

Appendix D

## **US 13 NORTH CORRIDOR PLANNING STUDY**

*Wicomico County, Maryland*

*September 25, 2009*

Prepared for:  
Salisbury/Wicomico County  
Metropolitan Planning Organization

*Merging Innovation and Excellence®*

# **Traffic Impact Analysis**

Text & Exhibits

## **US 13 NORTH CORRIDOR PLANNING STUDY**

*Wicomico County, Maryland*

*September 25, 2009*

Prepared for:  
Salisbury/Wicomico County  
Metropolitan Planning Organization

*Merging Innovation and Excellence<sup>®</sup>*



# Traffic Impact Analysis

## **US 13 NORTH CORRIDOR PLANNING STUDY**

*Wicomico County, Maryland*

*September 25, 2009*

Prepared for:  
Salisbury/Wicomico County  
Metropolitan Planning Organization

*Merging Innovation and Excellence<sup>®</sup>*



Corporate Office  
 Baltimore, MD  
 Suite H  
 9900 Franklin Square Drive  
 Baltimore, Maryland 21236  
 410.931.6600  
 fax: 410.931.6601  
 1.800.583.8411

Other Office Locations  
 Delmarva Region  
 Virginia

# TABLE OF CONTENTS & EXHIBITS

- **STUDY PURPOSE AND BACKGROUND ..... 1**
  - 1 Site Location Map.....3
- **EXISTING TRAFFIC CONDITIONS ..... 4**
  - 2 Existing Lane Use.....6
  - 3 Existing Peak Hour Traffic Volumes.....7
- **FUTURE TRAFFIC CONDITIONS ..... 8**
  - 4 Projected Background Developments ..... 15
  - 5A Location of Residential Developments..... 16
  - 5B Location of Non-Residential Developments..... 17
  - 6A Trip Generation Rates and Totals for Table 1 Developments in Maryland..... 18
  - 6B Trip Generation Rates and Totals for Table 1 Developments in Delaware..... 19
  - 7A Trip Generation Rates and Totals for Table 2 Developments in Maryland..... 20
  - 7B Trip Generation Rates and Totals for Table 2 Developments in Delaware..... 21
  - 8A Trip Assignment for 2010 Table 1 Development ..... 22
  - 8B Trip Assignment for 2020 Table 1 Development ..... 23
  - 8C Trip Assignment for 2030 Table 1 Development ..... 24
  - 9A Trip Assignment for 2010 Table 2 Development ..... 25
  - 9B Trip Assignment for 2020 Table 2 Development ..... 26
  - 9C Trip Assignment for 2030 Table 2 Development ..... 27
  - 10A 2010 Total Peak Hour Traffic Volumes ..... 28
  - 10B 2020 Total Peak Hour Traffic Volumes ..... 29
  - 10C 2030 Total Peak Hour Traffic Volumes ..... 30
  - 11 Results of Intersection Capacity Analyses – Synchro ..... 31
  - 12 Recommended Future Lane Use..... 32
- **ACCIDENT ANALYSES..... 33**
- **SUMMARY OF RECOMENDATIONS ..... 36**

## APPENDICES

- APPENDIX A -** Intersection Turning Movement Counts, and Condition Diagrams
- APPENDIX B -** Intersection Capacity Worksheets
- APPENDIX C -** Trip Assignment for Table 1 and Table 2 Development
- APPENDIX D -** Accident Data

Prepared by: Betty Tustin, P.E., PTOE  
 Derek Joost, P.E., PTOE  
 Glenn Cook

DJ/jew  
 (F:\2006\2006-0627\wp\report.doc)

## ***STUDY PURPOSE AND BACKGROUND***

### **STUDY PURPOSE**

The Traffic Group, Inc. has conducted a Corridor Study for the Salisbury-Wicomico Metropolitan Planning Organization (S/WMPO) to evaluate the operational and safety characteristics of the US 13 North Corridor under existing conditions as well as for the identified study years of 2010, 2020, and 2030. The purposes of this planning study are to analyze current conditions; to project future conditions and needs; and to develop recommended prioritized improvements based upon realistic assumptions regarding available resources. The US 13 North Corridor study area is located within Wicomico County, Maryland and Sussex County, Delaware.

It is important to note that this is a planning study based on projected traffic volumes developed for the next 20 plus years. As the need for the recommended improvements becomes apparent, and as traffic patterns are established by future development, engineering studies should be conducted to identify the specific type of roadway improvements necessary for capacity, operations, and safety.

### **BACKGROUND**

The Salisbury-Wicomico Metropolitan Planning Organization (S/WMPO) was officially established in the fall of 2003, with its primary mission to perform transportation planning and to coordinate those efforts within the region. The S/WMPO was established under Title 23, Section 134 of the United States Code which defines a Metropolitan Planning Organization (MPO) as an urbanized area with a population of more than 50,000 persons and having a density of at least 1,000 persons per square mile.

The S/WMPO member jurisdictions include:

- The City of Salisbury, MD
- The City of Fruitland, MD
- The Town of Delmar, MD
- The Town of Delmar, DE
- Wicomico County, MD
- Sussex County, DE

Only a portion of the unincorporated areas of Wicomico and Sussex Counties surrounding the municipalities are included in the S/WMPO area.

## **STUDY AREA**

The US 13 North Corridor study area is located within Wicomico County, Maryland and Sussex County, Delaware. For the purpose of this analysis, the US 13 North Corridor includes US 13 (from Connelly Mill Road in Wicomico County to Route 54) and Bi-State Blvd (MD 675B) (from Connelly Mill Road in Wicomico County to Route 54). Route 54 serves as the dividing line between the States of Maryland and Delaware. The US 13 North Corridor Study Area is depicted in Exhibit 1.

The portion of US 13 within the study area is classified as an Urban Principal Arterial and Bi-State Blvd (MD 575B) is classified as an Urban Minor Arterial.

The following intersections were identified to be included in the corridor analysis.

- 
- 
1. US 13 and Connelly Mill Road/Winner Road
  2. US 13 and Foskey Lane
  3. US 13 and Route 54
  4. Bi-State Blvd (MD 675B) and Route 54
  5. Bi-State Blvd (MD 675B) and Foskey Lane
  6. Bi-State Blvd (MD 675B) and Connelly Mill Road
- 
-

## EXISTING TRAFFIC CONDITIONS

Existing lane use, intersection traffic control, and posted speed limits for the study intersections are provided in Exhibit 2. Turning movement counts were collected on a weekday when school was in session in April, 2008 and are summarized in Exhibit 3. Based on data from the Maryland State Highway Administration's permanent traffic counting station #9 (located on US 13 at Leonards Mill Pond Bridge), weekday traffic volumes in April reflect the average AADT for this location. Therefore, the turning movement counts collected in April well represent average conditions suitable for a planning study. The condition diagrams and photographs that were prepared for each study intersection are provided in Appendix A along with the turning movement count summaries.

A computer simulation model of the US 13 North Corridor was conducted using SYNCHRO and SimTraffic. These models utilize the Highway Capacity Manual (HCM) methodology to assess capacity and operations at the study intersections and roadway segments. The results are presented in Exhibit 11 and the Intersection Capacity Analyses<sup>1</sup> worksheets are contained in Appendix B.

The results for the existing (2008) peak hour traffic conditions are discussed by intersection below.

US 13 and Connelly Mill Road/Winner Blvd.: This signalized intersection is operating at a LOS C for both morning and evening peak hour traffic conditions. The intersection volume to capacity ratio (v/c) is acceptable and no excessive queuing is present.

US 13 and Foskey Lane.: The eastbound and westbound single-lane approaches to this STOP controlled intersection are experiencing significant delays for both morning and evening peak hour traffic conditions. A traffic signal does not appear to be warranted at this time.

US 13 and Route 54.: This signalized intersection is operating at a LOS D for both morning and evening peak hour traffic conditions. The volume to capacity (v/c) ratio is acceptable for all approaches except for the westbound approach; however, no excessive queuing is present.

Bi-State Blvd (MD 675B) and Route 54.: This signalized intersection is operating at a LOS C for morning peak hour traffic conditions and at a LOS B for evening peak hour traffic conditions. The intersection volume to capacity ratio (v/c) is acceptable and no excessive queuing is present.

Bi-State Blvd (MD 675B) and Foskey Lane.: The eastbound and westbound single-lane approaches to this STOP controlled intersection are experiencing

---

<sup>1</sup> The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

significant delays (LOS F) and significant queuing for morning peak hour traffic conditions. The intersection is experiencing a LOS C for evening peak hour traffic conditions with no excessive queuing during this time period. It appears that a traffic signal will soon be warranted at this location.

*Bi-State Blvd (MD 675) and Connelly Mill Road:* This four-leg intersection has three legs under STOP control with the southbound movement given the right-of-way over all other movements. The Highway Capacity Manual does not provide a methodology to evaluate this configuration; however, the simulation model indicates no excessive queuing during both the morning and evening peak hours.

## ***FUTURE TRAFFIC CONDITIONS***

### **PLANNED ROADWAY IMPROVEMENTS**

There are no known planned roadway improvements for this area between now and the year 2030.

### **ANTICIPATED DEVELOPMENT**

For this project, regional traffic growth, i.e. increases in traffic volumes due to growth outside of the study area, was not included as data from the Maryland State Highway Administration's permanent traffic counting station #9 (located on US 13 at Leonards Mill Pond Bridge) indicates that AADT volumes at this location have been decreasing in recent years. A graph of this data is provided in Appendix A.

Information was obtained from the Salisbury/Wicomico County Department of Planning on anticipated background development with the study area. This data consists of two tables which are summarized in Exhibit 4.

Table 1, which is contained in Appendix C, lists proposed developments within the study area for which plans have been submitted. Data is provided describing the level and type of development anticipated for each study year of 2010, 2020, and 2030.

Table 2, which is also contained in Appendix C, provides information on the type of development that may occur, based on existing zoning, on properties within the study area. This future development is categorized by type and anticipated build-out year.

The proposed and projected developments within the study area (Table 1 and Table 2 developments) are located on Exhibits 5A, residential development, and 5B, non-residential development.

The Institute of Transportation Engineers' (ITE's) Trip Generation Report, Eight Edition, 2008 was consulted to determine the trip generation rates and totals for the proposed and projected developments. The resulting trip generation rates and totals for Table 1 developments, proposed developments for which plans have been submitted, are provided in Exhibit 6A, for those located in Maryland, and in Exhibit 6B, for those located in Delaware for the study years of 2010, 2020, and 2030.

Similarly, the resulting trip generation rates and totals for Table 2 developments, projected developments based on existing zoning, are provided



in Exhibit 7A, for those located in Maryland, and in Exhibit 7B, for those located in Delaware for the study years of 2010, 2020, and 2030.

The trip generation totals for the Table 1 developments (proposed developments for which plans have been submitted) were assigned to each intersection in combination as shown in Exhibits 8A, 8B, and 8C, for the study years 2010, 2020 and 2030, respectively.

Similarly, the trip generation totals for the Table 2 developments, projected developments based on existing zoning, were assigned to each intersection in combination as shown in Exhibits 9A, 9B, and 9C, for the study years 2010, 2020 and 2030, respectively.

Details on the trip assignments and distributions are contained in Appendix C.

It is important to note that the projected traffic volumes developed for this planning study should be considered conservative as the methodology used in this planning study assumes all development trips to be new trips. That is, none of the existing traffic was assumed to change its traffic pattern and divert to the new retail, office, or residential development. Additionally, the methodology does not assume an interaction between new developments in which the inbound trips of one development would be the outbound trips for another development - resulting in double counting. The conservative nature of the projections complements the intent of this planning study which is to show where signalization and/or geometric improvements are most likely to be expected.

## **ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2010**

The trips generated by the proposed and projected development for the study year 2010, as discussed above, were added to the existing traffic volumes to obtain the 2010 total peak hour traffic volumes provided in Exhibit 10A.

The computer simulation model of the US 13 North Corridor was updated to incorporate 2010 peak hour traffic volumes and the results are presented in Exhibit 11<sup>2</sup>, Results of Intersection Capacity Analyses. For the study year 2010, the peak hour factor was adjusted to 0.92 for all approaches. For planning studies, peak hour factors are typically adjusted as additional traffic volumes resulting from additional development may be more evenly distributed through the peak hour. Therefore, the results of the capacity analyses may seem to improve from existing conditions, despite the additional traffic volumes. Worksheets are contained in Appendix B.

The results for 2010 peak hour traffic conditions are discussed by intersection below.

---

<sup>2</sup> The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.



US 13 and Connelly Mill Road/Winner Blvd.: This signalized intersection is projected to operate at a LOS B for morning 2010 peak hour traffic conditions and at a LOS C for evening 2010 peak hour traffic conditions. The intersection volume to capacity ratio (v/c) is acceptable and no excessive queuing is present.

US 13 and Foskey Lane.: The eastbound and westbound single-lane approaches to this STOP controlled intersection are projected to continue to experience significant delays for both morning and evening 2010 peak hour traffic conditions. The intersection should be evaluated to determine if a traffic signal is warranted at this time.

US 13 and Route 54: This signalized intersection is projected to operate at a LOS D for both morning and evening 2010 peak hour traffic conditions. The volume to capacity (v/c) ratio is acceptable for all approaches and no excessive queuing is present.

Bi-State Blvd (MD 675B) and Route 54.: This signalized intersection is projected to operate at a LOS B for both morning and 2010 evening peak hour traffic conditions. The intersection volume to capacity ratio (v/c) is acceptable and no excessive queuing is present.

Bi-State Blvd (MD 675B) and Foskey Lane.: The eastbound and westbound single-lane approaches to this STOP controlled intersection are experiencing significant delays for morning 2010 peak hour traffic conditions. The intersection should be evaluated to determine if a traffic signal is warranted.

Bi-State Blvd (MD 675B) and Connelly Mill Road.: This four-leg intersection has three legs under STOP control with the southbound movement given the right-of-way over all other movements. The Highway Capacity Manual does not provide a methodology to evaluate this configuration. The simulation model indicates no excessive queuing during both the morning and evening peak hours.

## **ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2020**

The trips generated by the proposed and projected development for the study year 2020, as previously discussed, were added to the 2010 peak hour traffic volumes to obtain the 2020 total peak hour traffic volumes provided in Exhibit 10B.

The computer simulation model of the US 13 North Corridor was updated to incorporate 2020 peak hour traffic volumes and the results are presented in Exhibit 11<sup>3</sup>, Results of Intersection Capacity Analyses. For the study year 2020, the peak hour factor was additionally adjusted to 0.95 for all approaches. For

---

<sup>3</sup> The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

planning studies, peak hour factors are typically adjusted as additional traffic volumes resulting from additional development may be more evenly distributed through the peak hour. Worksheets are contained in Appendix B.

The results for 2020 peak hour traffic conditions are discussed by intersection below.

US 13 and Connelly Mill Road/Winner Blvd.: This signalized intersection is projected to operate at a LOS D for morning 2020 peak hour traffic conditions and is projected to experience excessive delays (LOS F) for the evening 2020 peak hour traffic conditions. The volume to capacity ratios (v/c) for the northbound left and through movements and the southbound through movements are unacceptable. Therefore, the following improvements are recommended by the year 2020.

- Southbound approach - Add a third thru lane
- Northbound approach - Extend the double left turn lane to 1000 feet
- Eastbound approach - Add an exclusive left turn lane
- Westbound approach - Restripe the existing lanes to provide an exclusive thru lane and a single left turn lane

US 13 and Foskey Lane.: Under STOP controlled conditions, the eastbound and westbound single-lane approaches to this intersection are projected to continue to experience significant delays for both morning and evening 2020 peak hour traffic conditions. If signalization has not been implemented in prior years, the following improvements are recommended by the year 2020.

- Signalize the intersection
- Eastbound approach - Add a 200 foot right turn lane

US 13 and Route 54.: This signalized intersection is projected to experience significant delay (LOS F) for both morning and evening 2020 peak hour traffic conditions. Therefore, the following improvements are recommended.

- Southbound approach - Add a third thru lane
- Northbound approach - Add a double left turn lane of 300 feet
- Eastbound approach - Restripe the existing lanes to a Left-Thru-Right, extend the left turn lane to 400 feet, and remove the split signal phasing
- Westbound approach - Extend the double left turn lane to 425 feet and remove the split signal phasing

Bi-State Blvd (MD 675B) and Route 54.: This signalized intersection is projected to operate at a LOS D for the morning 2020 peak hour traffic conditions and is projected to operate at LOS F during the evening peak hour with significant queueing. The volume to capacity ratio (v/c) is unacceptable in both the eastbound and westbound direction. Therefore the following improvements are recommended.

- Northbound approach - Extend the left turn lane to 400 feet

- Westbound approach - Add an exclusive left turn lane for 300 feet<sup>4</sup>

Bi-State Blvd (MD 675B) and Foskey Lane.: The eastbound and westbound single-lane approaches to this STOP controlled intersection are projected to experience significant delays for both morning and evening 2020 peak hour traffic conditions. If signalization has not been implemented in prior years, it is assumed that the following improvements are recommended by the year 2020.

- Signalize the intersection
- Southbound approach - Add an exclusive left turn lane of 200 feet
- Northbound approach - Add an exclusive left turn lane of 200 feet
- As an alternate to signalization, consideration should be given to providing a roundabout.

Bi-State Blvd (MD 675B) and Connelly Mill Road.: This four-leg intersection has three legs under STOP control with the southbound movement given the right-of-way over all other movements. The Highway Capacity Manual does not provide a methodology to evaluate this configuration. However, for the study year 2020, the simulation reveals significant queuing through this intersection. Therefore, it is recommended that this intersection be signalized by the year 2020. The resulting Levels of Service for both the morning and evening peak hour traffic conditions are projected to be LOS C for the 2020 study year.

## **ANALYSIS OF FUTURE TRAFFIC CONDITIONS - 2030**

The trips generated by the proposed and projected development for the study year 2030, as previously discussed, were added to the 2020 peak hour traffic volumes to obtain the 2030 total peak hour traffic volumes provided in Exhibit 10C.

The computer simulation model of the US 13 North Corridor was updated to incorporate 2030 peak hour traffic volumes and the results are presented in Exhibit 11<sup>5</sup>, Results of Intersection Capacity Analyses. For the study year 2030, the peak hour factor was adjusted to 0.95 for all approaches. Worksheets are contained in Appendix B.

The results for 2030 peak hour traffic conditions are discussed by intersection below.

US 13 and Connelly Mill Road/Winner Blvd.: With the improvements recommended for the study year 2020, this signalized intersection is projected

---

<sup>4</sup> The intersection of MD 54 and Bi-State Blvd is in the heart of the Town of Delmar. Properties adjacent to this intersection are built and utilized. Therefore, it is doubtful that right-of-way exists to provide for the recommended improvement without acquiring adjacent properties. As traffic volumes increase in the study year 2030, it will be recommended that consideration be given to improving existing roadways to provide alternate routes which avoid the center of Delmar.

<sup>5</sup> The Level of Service shown for unsignalized intersections represents the Level of Service for the worst approach.

to operate at a LOS C for morning 2030 peak hour traffic conditions and is projected to operate at a LOS D for evening 2030 peak hour traffic conditions. However, the volume to capacity ratio (v/c) for the northbound through movement is unacceptable. Therefore, the following improvement is recommended by the year 2030.

- Northbound approach - Add a third thru lane

US 13 and Foskey Lane.: With the improvements recommended for the study year 2020, this signalized intersection is projected to operate at a LOS C for morning 2030 peak hour traffic conditions and is projected to operate at a LOS D for evening 2030 peak hour traffic conditions. However, the eastbound and westbound approaches are projected to continue to experience significant queuing and high volume to capacity ratios. Therefore, the following improvements are recommended by the year 2030.

- Southbound approach - Add a third thru lane
- Northbound approach - Add a third thru lane

US 13 and Route 54.: With the improvements recommended for the study year 2020, this signalized intersection is projected to operate at a LOS D both morning and evening 2030 peak hour traffic conditions. However, the volume to capacity ratio for the northbound thru movement is nearing capacity. Therefore, the following improvement is recommended by the year 2030.

- Northbound approach - Add a third thru lane

Bi-State Blvd (MD 675B) and Route 54.: With the improvements recommended by the study year 2020, this signalized intersection is projected to operate at a LOS D for the morning 2030 peak hour traffic conditions and is projected to experience significant delays during the evening 2030 peak hour traffic conditions. Volume to capacity ratios (v/c) for some approaches are unacceptable. In order to alleviate the resulting queuing, each approach would need to be widened to include left turn and right turn auxiliary lanes; however, right-of-way does not appear to be available to accommodate these lanes.

- Therefore, it is recommended that consideration be given to developing alternate routes for vehicles traveling in a north to west direction, and vice versa.

Bi-State Blvd (MD 675B) and Foskey Lane.: With the improvements recommended by the study year 2030, the eastbound and westbound single-lane approaches to this signalized intersection are experiencing significant queuing for both morning and evening 2030 peak hour traffic conditions. Therefore, the following improvements are recommended.

- Eastbound approach - Add an exclusive right turn lane of 200 feet
- Westbound approach - Add an exclusive left turn lane of 150 feet

If a roundabout were to be constructed in lieu of signalization, the intersection is projected to operate at an acceptable Level of Service with little queuing.

*Bi-State Blvd (MD 675B) and Connelly Mill Road.* With the installation of a signal as recommended for the study year 2020, this intersection is projected to operate at a LOS C the morning 2030 peak hour traffic conditions and a LOS D for the evening 2030 peak hour traffic conditions.

## ACCIDENT ANALYSES

Accident data involving motor vehicles for the years 2005, 2006, and 2007 were obtained from SHA for all intersections and road segments along the corridor. The data is reported to SHA by various law enforcement agencies throughout the State. Not all vehicular collisions are reported. Collisions resulting in a personal injury or fatality are reported. Collisions that result in property damage only are typically reported if one of the vehicles must be towed away, or if a driver committed a serious offense such as driving under the influence of drugs or alcohol.

Detailed summaries of the accidents are contained in Appendix D. A brief summary of the accidents for each intersection and roadway segment is provided below.

### US 13 - From MD 675B to MD 54

The average accident rate for the three study years for this roadway segment was significantly greater than the accident rate statewide. This 1.88 mile roadway segment experienced 156 accidents for the years 2005, 2006, and 2007. This indicates an accident rate of 234.0 accidents per hundred million vehicle miles traveled (statewide rate is 173.4).

Rear-end accidents were the most frequent type of accident, accounting for 41.7% of all accidents on this roadway segment. Angle accidents accounted for 9.6% and fixed object collisions accounted for 10.2%.

Nighttime accidents accounted for 33.3% of all accidents on this roadway segment and 17.3% of the accidents occurred on wet surfaces. Of the 156 accidents on this roadway segment, 74, (47.4%) were intersection related.

A brief summary of the accidents for the study intersections along this roadway segment follows.

US 13 @ MD 675B/Winner Blvd: Of the 74 accidents on this roadway segment which were intersection related, 45 (60.8%) occurred at the intersection of US 13 and MD 675B/Connelly Mill Road/Winner Blvd. Of these, 88.9% were rear-end collisions.

US 13 @ Foskey Lane: Of the 74 accidents on this roadway segment which were intersection related, 11 (14.9%) occurred at the intersection of US 13 and Foskey Lane. Of these, 45.5% were angle accidents.

US 13 @ MD 54: Of the 74 accidents on this roadway segment which were intersection related, 13 (17.6%) occurred at the intersection of US 13 and MD 54. Of these, 61.5% were rear-end collisions.



### **MD 54 - From US 13 to MD 675B**

The average accident rate for the three study years for this roadway segment was greater than the accident rate statewide. This 0.87 mile roadway segment experienced 18 accidents for the years 2005, 2006, and 2007. This indicates an accident rate of 198.6 accidents per hundred million vehicle miles traveled (statewide rate is 173.4).

Rear-end accidents were the most frequent type of accident, accounting for 27.8% of all accidents on this roadway segment. Angle accidents accounted for 22.8% of all accidents, and fixed object collisions accounted for 11.1%. There were three pedestrian accidents, one during each of the study years.

Nighttime accidents accounted for 16.7% of all accidents on this roadway segment and 11.1% of the accidents occurred on wet surfaces. Of all the accidents on this roadway segment, 8 (44.4%) were intersection related.

A brief summary of the accidents for the study intersections along this roadway segment follows.

MD 54 @ MD 675B: Of the 8 accidents occurring on this roadway segment which were intersection related, 3 (37.5%) occurred at the intersection of MD 54 and MD 675B. Of these, 2 were collisions involving left turns.

### **MD 675B - From MD 54 to Connelly Mill Road**

The average accident rate for three study years for this roadway segment was significantly greater than the accident rate statewide. This 2.01 mile roadway segment experienced 31 accidents for the years 2005, 2006, and 2007. This indicates an accident rate of 232.6 accidents per hundred million vehicle miles traveled (statewide rate is 173.4).

Rear-end accidents were the most frequent type of accident, accounting for 25.8% of all accidents on this roadway segment. Angle accidents accounted for 22.6% of all accidents, accidents involving left turns accounted for 9.7%, and fixed object collisions accounted for 9.7%.

Nighttime accidents accounted for 19.4% of all accidents on this roadway segment and 32.2% of the accidents occurred on wet surfaces. Of all the accidents on this roadway segment, 16 (52.6%) were intersection related.

A brief summary of the accidents for the study intersections along this roadway segment follows.

MD 675B @ Foskey Lane: Of the 16 accidents on this roadway segment which were intersection related, 3 (18.8%) occurred at the intersection of MD 675B and Foskey Lane. One was a rear-end collision, one was an angle collision and the last was classified as "other/unknown".

MD 675B @ Connelly Mill Road: Of the 16 accidents on this roadway segment which were intersection related, 5 (31.2%) occurred at the intersection of MD 675B and Connelly Mill Road. Of these, 60% were angle accidents.



## SUMMARY OF RECOMMENDATIONS

The Traffic Group, Inc. has conducted a Corridor Study to evaluate the operational and safety characteristics of the US 13 North Corridor under existing conditions as well as for the identified study years of 2010, 2020, and 2030. The purposes of this planning study are to analyze current traffic conditions; to project future traffic conditions and needs; and to develop recommended prioritized improvements based upon realistic assumptions regarding available resources. The US 13 North Corridor is located within Wicomico County, Maryland and Sussex County, Delaware.

For the purpose of this analysis, the US 13 North Corridor includes US 13 from Connelly Mill Road in Wicomico County to Route 54 and Bi-State Blvd (MD 675B) from Connelly Mill Road in Wicomico County to Route 54. Route 54 serves as the dividing line between the States of Maryland and Delaware.

The following intersections were identified to be included in the corridor analysis.

1. US 13 and Connelly Mill Road/Winner Road
2. US 13 and Foskey Lane
3. US 13 and Route 54
4. Bi-State Blvd (MD 675B) and Route 54
5. Bi-State Blvd (MD 675B) and Foskey Lane
6. Bi-State Blvd (MD 675B) and Connelly Mill Road

Development that is anticipated in the corridor was identified and trips generated by this development were applied to the study intersections. It is anticipated that all of the study intersections may require some geometric improvements by the year 2020 and the study intersections along US 13 are anticipated to require additional improvements by the year 2030. Exhibits 11 and 12 were prepared to show the schedule for those improvements. The discussion below summarizes the recommended improvements.

*Widen US 13 to three through lanes in each direction:* By the year 2030, it is anticipated that US 13 will need to be widened in both directions for the entire length of the study area. Right-of-way plats obtained from SHA, District 1, indicate that 150 feet of right-of-way is available for road widening. However, the Leonards Mill Pond Bridge, a 4-lane bridge (two lanes in each direction)-is located approximately 2,100 feet south of Connelly Mill Road. The proposed third southbound lane at the US 13 & Connelly Mill Road intersection could be dropped around 1500 ft south of the intersection and the proposed third northbound lane could begin approximately 750 feet south of Connelly Mill Road, perhaps as a conversion of the acceleration lane from the weigh station to a through lane. However, it is unknown whether or not the third through lanes are necessary to provide sufficient capacity at intersections to US 13 south of Leonards Mill Pond bridge. Eventually, consideration should be given to widening the Leonards Mill Pond Bridge to six lanes.

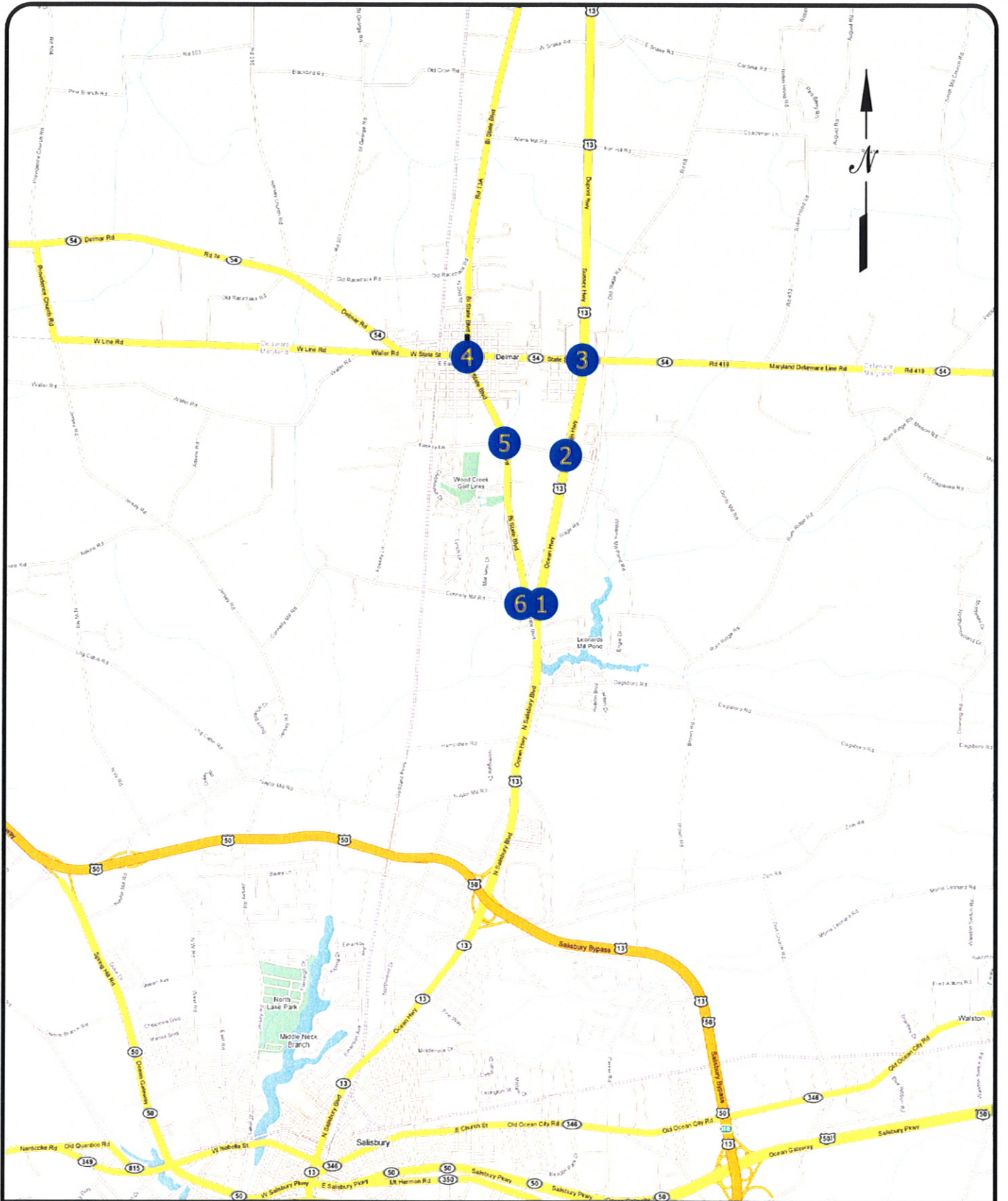
Traffic Signalization: Traffic signals are anticipated for the US 13 & Foskey Lane, Bi-State Boulevard & Foskey Lane and Bi-State Boulevard & Connelly Mill Road intersections. Traffic signalization should not occur unless the warrants specified in the Manual of Uniform Traffic Control Devices are met. This planning study projects that a traffic signal will likely be warranted at the Bi-State Boulevard & Foskey Lane intersection by the year 2010 and at the US 13 & Foskey Lane and Bi-State Boulevard & Connelly Mill Road intersections by the year 2020. The actual timing for the installation of traffic signals will depend on results of signal warrant analyses.

Roundabout: At the Bi-State Boulevard & Foskey Lane intersection, in lieu of traffic signalization, we suggest that some consideration be given to the construction of a roundabout which offers beneficial attributes of improved safety, traffic calming, and enhanced aesthetics. Construction costs are typically greater for roundabouts than for traffic signalization; however, these costs are recouped over time in terms of less maintenance costs, reduced traffic delay, and reduced collision costs. Right-of-way plats obtained from SHA, District 1, seem to indicate that the right-of-way may be sufficient for a roundabout.

Bypass Routes: Acceptable LOS conditions are projected for the MD 54 & Bi-State Boulevard intersection under future 2020 and 2030 conditions; however significant queuing is also projected even with proposed improvements - particularly along the eastbound approach. The addition of turn lanes to critical approaches would add much needed relief to the queuing issue; however, restraints by existing right-of-way limits the availability of improvements. We recommend that consideration be given to developing an alternate route or "west Del-Mar Bypass" which would divert the northbound left and eastbound right traffic from this intersection and could also divert traffic from the US 13 & MD 54 intersection.

The 2020 and 2030 traffic projections for the US 13 & MD 54 intersection also indicate a high volume of traffic from the east destined for areas to the south of US 13. While improvements to the study intersections within existing right-of-way are projected to be sufficient to provide for these traffic volumes, it is recommended that consideration be given to implementing a bypass route along the east side of the study area as well.

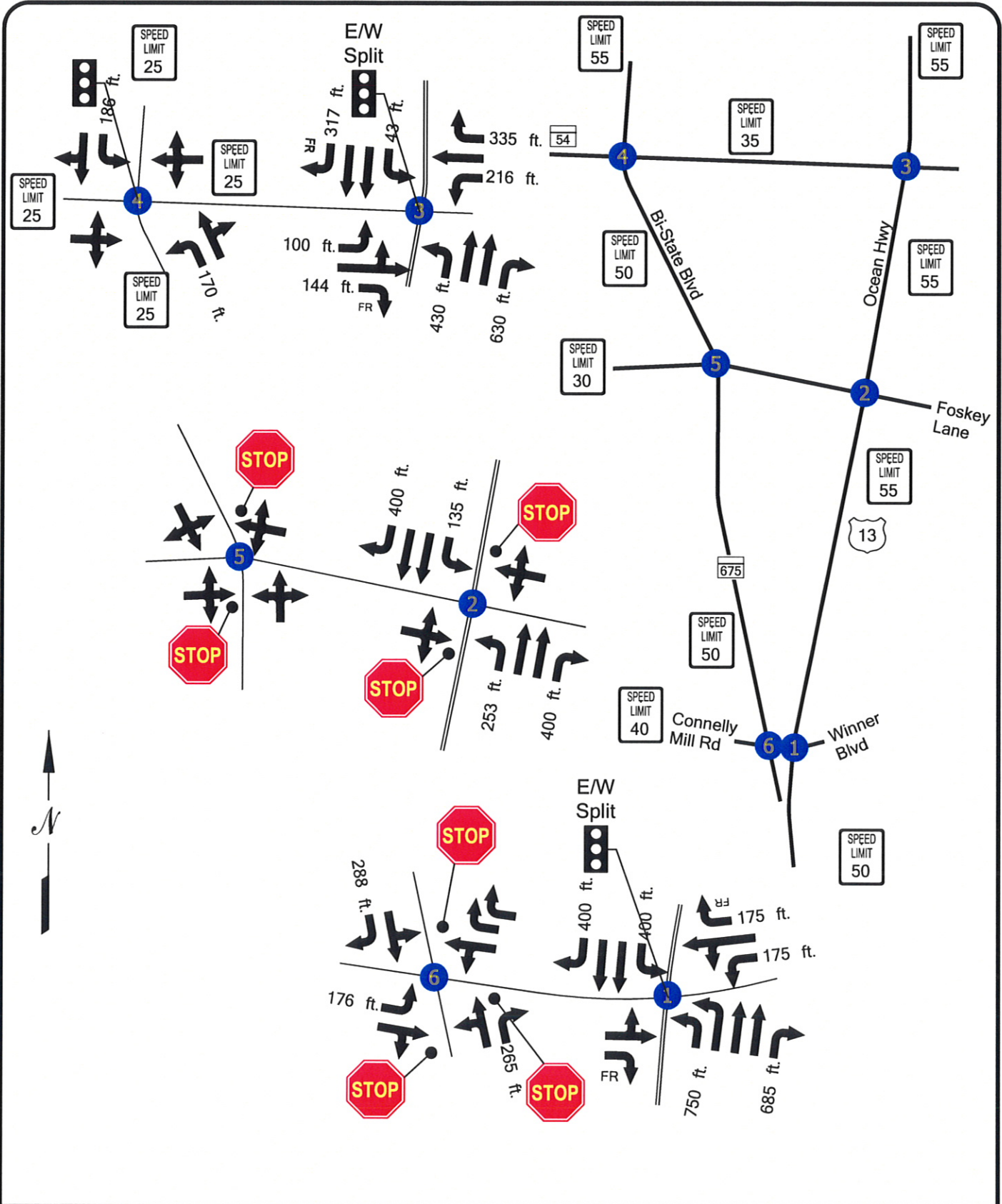
In conclusion, it is important to note that this is a planning study based on projected traffic volumes developed for the next 20 plus years. As the need for signalization or geometric improvements becomes apparent, and as traffic patterns are established by future development, engineering studies should be conducted to identify the specific type of roadway improvement necessary for capacity, operations, and safety.



**X** Study Intersection

**EXHIBIT 1**  
**SITE LOCATION MAP**  
 (SCALE: 1" = 1 MILE)

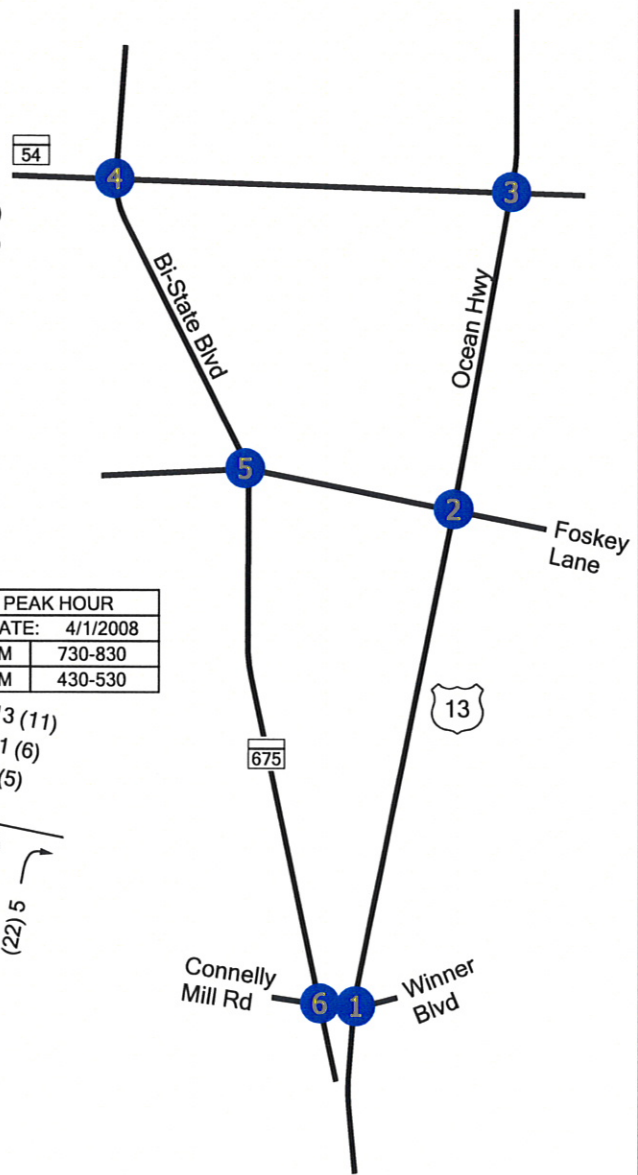
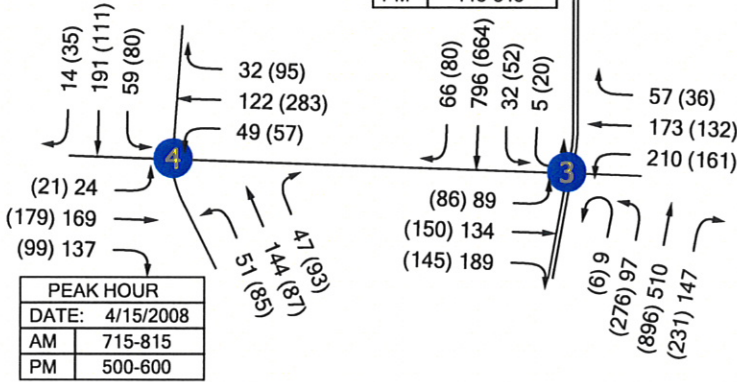




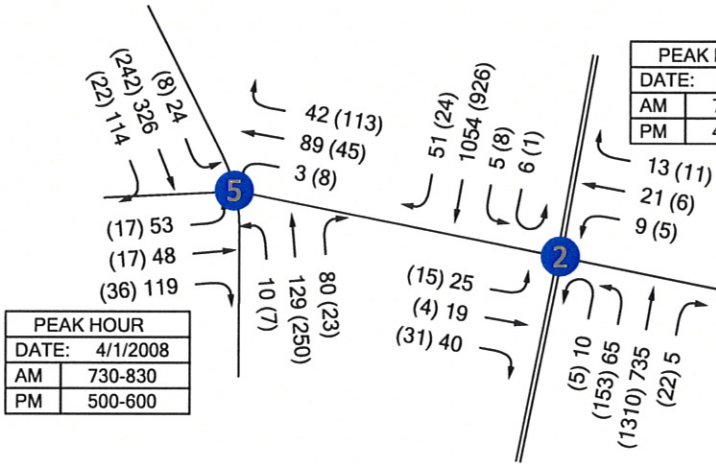
NOT TO SCALE

EXHIBIT 2  
EXISTING LANE USE

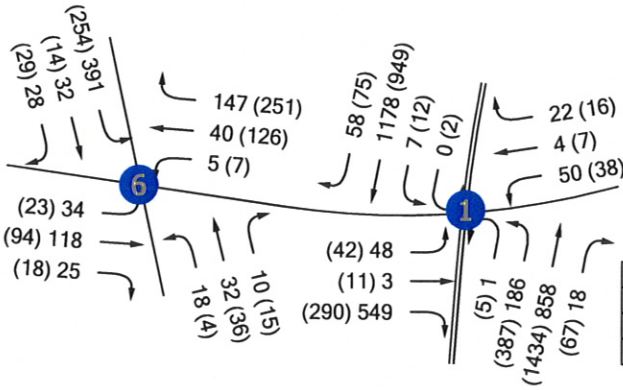
PEAK HOUR	
DATE:	4/2/2008
AM	700-800
PM	445-545



PEAK HOUR	
DATE:	4/1/2008
AM	730-830
PM	430-530



PEAK HOUR	
DATE:	4/3/2008
AM	730-830
PM	415-515



PEAK HOUR	
DATE:	4/8-10/2008
AM	715-815
PM	445-545

NOTE:  
ALL INTERSECTIONS MAY NOT  
HAVE SIMULTANEOUS PEAK  
HOURS.



NOT TO SCALE

00 - MORNING PEAK HOUR  
(00) - EVENING PEAK HOUR

### EXHIBIT 3 EXISTING PEAK HOUR TRAFFIC VOLUMES



Table 1 Developments		
#	NAME	DESCRIPTION
<b>Delmar, MD</b>		
1	Pheasant Lake	Residential
2	Delmar Public Safety Facility	Public Building
3	Foskey Lane Business Park	Business Park
4	Bank of Delmarva	Office building
5	Kilteel Estates	Residential
6	Heron Pond	Residential
7	Light Square Auto Dealership	Commercial
8	Delmar Gateway Annexation	Commercial
9	Hynansky Commercial Property	Commercial
10	Hynansky Residential Property	Residential
<b>Salisbury, MD</b>		
1	Jersey Rd.-Lockman Annexation	Residential
2	Three Creeks	Residential
3	Dairy Queen	Restaurant
4	Addison Court Apartments	Residential
5	North Pointe Commons	Residential
6	Martin's Mill	Resid.& Instit.
7	Brown Farm Annexation	Residential
8	Villages of Parsons Lake, Sec. 2	Residential
9	Remainder of Parsons Lake	Residential
<b>Wicomico County, MD</b>		
1	Chaplin's Cove	Residential
2	Stonebridge Subdivision	Residential
3	Essex Ridge, Sec. 5, 6 & 7	Residential
4	Layfield Subdivision	Residential
<b>Delmar, DE</b>		
1	Delmar Grove	Residential
2	Stephenson	Commercial
3	Chesapeake Bay Reserves	Residential
4	Whitetail Run	Residential
5	Hurley	Residential
6	Yorkshire Estates	Residential
7	Stillwater	Residential
8	McDonalds	Fast Food Restaurant
9	Mattress Discount Store	Retail
10	Delmar Commons	Retail
11	Fox Run	Residential
<b>Sussex County, DE</b>		
1	Blackwater Creek West Farm	Residential
2	Blackwater Creek South Farm	Residential
3	Blackwater Creek North Farm	Residential
4	Susan Beach Estates	Residential
5	Northview at Wild Pine CC	Residential
6	Rantz Farm	Residential
7	Sealadel Business Park	Business Park
8	Windmill Estates	Residential

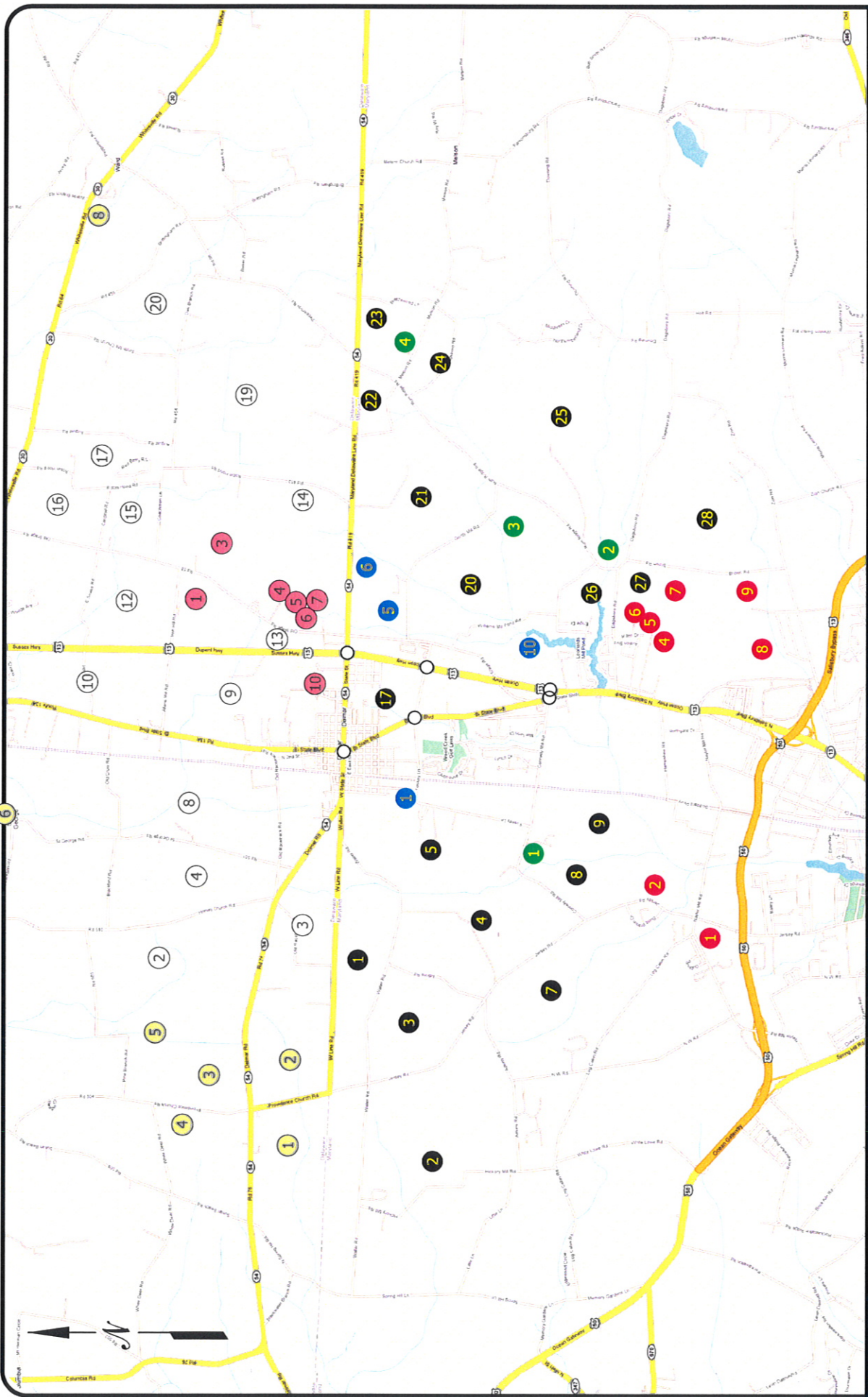
Note: Table 1 developments are those for which plans have been submitted. Table 2 developments represent a reasonable expectation of growth by local planners.

Table 2 Developments in Maryland		
#	ZONING	BUILDOUT
1	A-1	155 Res. Units
2	A-1	55 Res. Units
3	A-1	117 Res. Units
4	A-1	196 Res. Units
5	TT	1,590 Res. Units
6	H Ind.	217 acres
7	A-1	51 Res. Units
8	TT	485 Res. Units
9	R-8A	1,050 Res. Units
10	H. Ind.	194 acres
11	Lt. Ind.	84 acres
12	H. Ind.	78 acres
13	H. Ind.	20 acres
14	Lt. Ind.	55 acres
15	Lt. Ind.	20 acres
16	General Commercial	7 acres
17	R-15	170 Res. Units
18	General Commercial	19 acres
19	General Commercial	29 acres
20	TT	2,330 Res. Units
21	TT	1,560 Res. Units
22	TT	210 Res. Units
23	A-1	67 Res. Units
24	A-1	87 Res. Units
25	A-1	238 Res. Units
26	R-20	300 Res. Units
27	R-15	260 Res. Units
28	A-1	222 Res. Units

Table 2 Developments in Delaware		
#	TAZ	BUILDOUT
1	2252	None
2	2294	56 Res. Units
3	2331	58 Res. Units
4	2299	5 Res. Units
5	2274	None
6	2261	None
7	2262	None
8	2300	9 Res. Units
9	2313	21 Res. Units
10	2270	9 Res. Units
11	2271	None
12	2293	5 Res. Units
13	2315	9 Res. Units
14	2310	53 Res. Units
15	2295	5 Res. Units
16	2273	None
17	2280	23 Res. Units
18	2283	None
19	2317	14 Res. Units
20	2287	4 Res. Units
21	2289	None



# EXHIBIT 5A LOCATION OF RESIDENTIAL DEVELOPMENTS

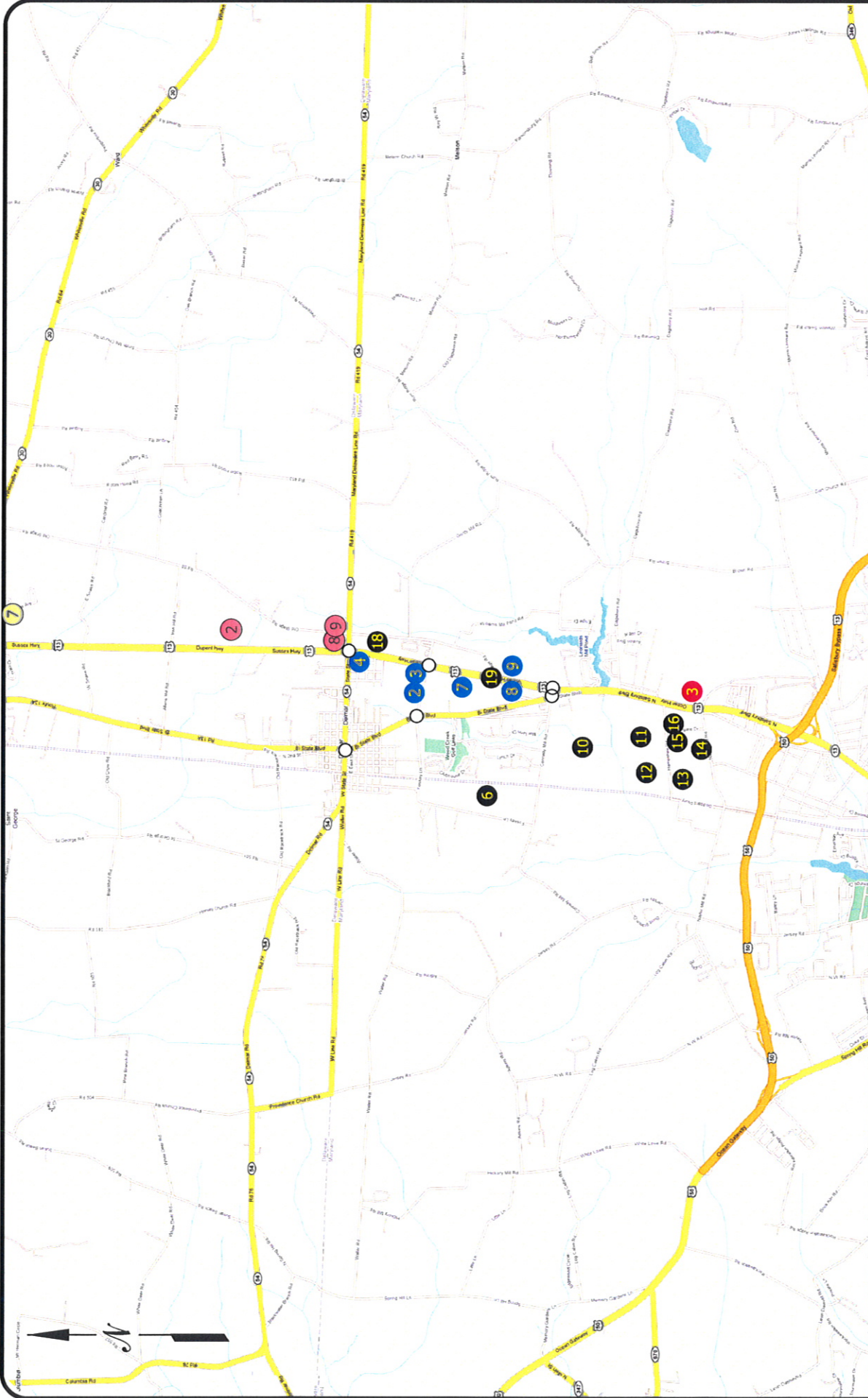


NOT TO SCALE

- Table 1 - Delmar, MD
- Table 1 - Salisbury, MD
- Table 1 - Wicomico Co, MD
- Table 2 - Wicomico Co, MD
- Study intersection
- Table 1 - Delmar, DE
- Table 1 - Sussex Co, DE
- Table 2 - Sussex Co, DE







NOT TO SCALE

- x Table 1 - Delmar, MD
- x Table 1 - Salisbury, MD
- x Table 1 - Wicomico Co, MD
- x Table 2 - Wicomico Co, MD
- Study intersection
- x Table 1 - Delmar, DE
- x Table 1 - Sussex Co, DE
- x Table 2 - Sussex Co, DE

## EXHIBIT 5B LOCATION OF NON-RESIDENTIAL DEVELOPMENTS





**TRIP GENERATION TOTALS**

**DelMar, MD**

1. Pheasant Lake
2. Delmar Public Safety Facility
3. Foskey Lane Business Park
4. Bank of Delmarva
5. Kiltel Estates
6. Heron Pond
7. Light Square Auto Dealership
8. Delmar Gateway Annexation
9. Hynansky Commercial Property
10. Hynansky Residential Property

**Salisbury, MD**

1. Jersey Rd.-Lockman Annexation
2. Three Creeks
3. Dairy Queen
4. Addison Court Apartments
5. North Pointe Commons
6. Martin's Mill
7. Brown Farm Annexation
8. Villages of Parsons Lake, Sec. 2
9. Remainder of Parsons Lake

**Wicomico County, MD**

1. Chaplin's Cove
2. Stonebridge Subdivision
3. Essex Ridge, Sec. 5, 6 & 7
4. Layfield Subdivision

	2010						2020						2030					
	Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Res. trips	0	0	0	0	0	0	39	140	179	153	85	238	39	140	179	153	85	238
Office trips	0	0	0	0	0	0	29	4	33	5	26	31	29	4	33	5	26	31
Office trips	143	27	170	41	137	178	283	54	337	78	259	337	283	54	337	78	259	337
Office trips	9	7	16	29	30	59	9	7	16	29	30	59	9	7	16	29	30	59
Res. trips	15	47	62	53	31	84	15	47	62	53	31	84	15	47	62	53	31	84
Res. trips	8	24	32	26	16	42	76	227	303	240	141	381	76	227	303	240	141	381
Retail trips	21	8	29	14	23	37	21	8	29	14	23	37	21	8	29	14	23	37
Commercial trips	129	34	163	111	170	281	106	28	134	92	138	230	106	28	134	92	138	230
Commercial trips	0	0	0	0	0	0	244	61	305	197	347	544	244	61	305	197	347	544
Res. trips	0	0	0	0	0	0	0	0	0	0	0	0	13	64	77	52	25	77
Res. trips	0	0	0	0	0	0	15	51	66	54	32	86	20	69	89	73	41	114
Retail trips	0	0	0	0	0	0	10	6	16	29	31	60	10	6	16	29	31	60
Res. trips	0	0	0	0	0	0	49	146	195	159	93	252	64	192	256	205	121	326
Restr. trips	29	20	49	7	22	29	29	20	49	7	22	29	29	20	49	7	22	29
Res. trips	0	0	0	0	0	0	30	121	151	119	64	183	30	121	151	119	64	183
Retail trips	0	0	0	0	0	0	2	1	3	6	7	13	2	1	3	6	7	13
Res. trips	0	0	0	0	0	0	21	103	124	99	49	148	21	103	124	99	49	148
Res. trips	0	0	0	0	0	0	9	43	52	35	17	52	12	57	69	46	23	69
Res. trips	0	0	0	0	0	0	42	191	233	189	97	286	77	337	414	341	174	515
Res. trips	0	0	0	0	0	0	3	8	11	9	5	14	5	16	21	18	10	28
Res. trips	0	0	0	0	0	0	62	220	282	228	126	354	117	410	527	418	231	649
Res. trips	0	0	0	0	0	0	2	6	8	6	4	10	2	6	8	6	4	10
Res. trips	0	0	0	0	0	0	2	6	8	7	4	11	2	6	8	7	4	11
Res. trips	0	0	0	0	0	0	15	45	60	51	30	81	20	60	80	67	40	107
Res. trips	0	0	0	0	0	0	3	9	12	10	6	16	3	9	12	10	6	16
Total residential trips	23	71	94	79	47	126	380	1355	1735	1403	779	2182	511	1848	2359	1889	1039	2928
Total commercial trips	331	96	427	202	382	584	733	189	922	457	883	1340	733	189	922	457	883	1340

**EXHIBIT 6A**  
**TRIP GENERATION RATES AND TOTALS**  
**FOR TABLE 1 DEVELOPMENTS IN MARYLAND**



dj\_060627/eac/trips.xls-table1-md\_07/01/09

**TRIP GENERATION TOTALS**

**DelMar, DE**

	2010						2020						2030					
	Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour			Morning Peak Hour			Evening Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
1. Delmar Grove	0	0	0	0	0	0	23	71	94	78	46	124	23	71	94	78	46	124
2. Stephenson	0	0	0	0	0	0	1162	158	1320	232	1130	1362	1162	158	1320	232	1130	1362
3. Chesapeake Bay Reserves	0	0	0	0	0	0	86	258	344	271	159	430	86	258	344	271	159	430
4. Whitetail Run	0	0	0	0	0	0	27	125	152	121	63	184	27	125	152	121	63	184
5. Hurley	0	0	0	0	0	0	11	34	45	38	23	61	11	34	45	38	23	61
6. Yorkshire Estates	0	0	0	0	0	0	46	140	186	152	89	241	46	140	186	152	89	241
7. Stillwater	0	0	0	0	0	0	32	98	130	108	63	171	32	98	130	108	63	171
8. McDonalds	50	33	83	11	38	49	50	33	83	11	38	49	50	33	83	11	38	49
9. Mattress Discount Store	0	0	0	0	0	0	2	1	3	5	6	11	2	1	3	5	6	11
10. Fox Run	0	0	0	0	0	0	2	10	12	8	4	12	2	10	12	8	4	12

**Sussex Co., DE**

1. Blackwater Creek West Farm	0	0	0	0	0	0	27	130	157	127	62	189	27	130	157	127	62	189
2. Blackwater Creek South Farm	0	0	0	0	0	0	72	218	290	231	135	366	72	218	290	231	135	366
3. Blackwater Creek North Farm	0	0	0	0	0	0	207	177	229	178	99	277	207	177	229	178	99	277
4. Susan Beach Estates	0	0	0	0	0	0	5	3	8	14	16	30	5	3	8	14	16	30
5. Northview at Wild Pine CC	0	0	0	0	0	0	19	58	77	66	38	104	38	116	154	127	74	201
6. Rantz Farm	0	0	0	0	0	0	29	89	118	98	57	155	56	169	225	182	107	289
7. Sealadel Business Park	0	0	0	0	0	0	31	95	126	105	61	166	31	95	126	105	61	166
8. Windmill Estates	0	0	0	0	0	0	12	2	14	2	13	15	12	2	14	2	13	15
<b>Total residential trips</b>	0	0	0	0	0	0	548	1313	1706	1386	785	2171	616	1517	1978	1601	912	2513
<b>Total commercial trips</b>	50	33	83	11	38	49	1317	455	1772	535	1362	1897	1317	455	1772	535	1362	1897



EXHIBIT 6B  
TRIP GENERATION RATES AND TOTALS  
FOR TABLE 1 DEVELOPMENTS IN DELAWARE



**TRIP GENERATION TOTALS**

MARYLAND Land Use	2010												2020												2030												
	Morning Peak Hour				Evening Peak Hour				Morning Peak Hour				Evening Peak Hour				Morning Peak Hour				Evening Peak Hour				Morning Peak Hour				Evening Peak Hour								
	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total	units	In	Out	Total		
1. A-1	0	0	0	0 SFUs	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
2. A-1	0	0	0	0 SFUs	0	0	0	3 SFUs	0	2	2	3 SFUs	2	2	4	3	0	2	2	3	0	2	2	3	0	2	2	3	0	2	2	3	0	2	2	3	
3. A-1	0	0	0	0 SFUs	0	0	0	6 SFUs	1	4	5	6 SFUs	1	4	5	6	1	4	5	6	1	4	5	6	1	4	5	6	1	4	5	6	1	4	5	6	
4. A-1	0	0	0	0 SFUs	0	0	0	10 SFUs	2	6	8	10 SFUs	2	6	8	10	2	6	8	10	2	6	8	10	2	6	8	10	2	6	8	10	2	6	8	10	
5. TT	0	0	0	0 SFUs	0	0	0	80 SFUs	6	29	35	80 SFUs	6	29	35	12	45	57	12	45	57	12	45	57	12	45	57	12	45	57	12	45	57	12	45	57	
6. H Ind.	0	0	0	0 acres	0	0	0	22 acres	167	34	201	22 acres	167	34	201	169	45	169	214	43	281	57	338	43	281	57	338	43	281	57	338	43	281	57	338		
7. A-1	0	0	0	0 SFUs	0	0	0	3 SFUs	0	2	2	3 SFUs	0	2	2	3	2	2	3	3	1	3	4	3	1	3	4	3	1	3	4	3	1	3	4	3	
8. TT	0	0	0	0 TUs	0	0	0	24 TUs	2	9	11	24 TUs	2	9	11	7	4	11	11	4	18	22	15	7	4	11	11	4	18	22	15	7	4	11	11		
9. R-8A	0	0	0	0 TUs	0	0	0	52 TUs	4	19	23	52 TUs	4	19	23	15	8	23	23	105	38	46	31	15	8	23	23	105	38	46	31	15	8	23	23		
10. H Ind.	0	0	0	0 acres	0	0	0	19 acres	149	30	179	19 acres	149	30	179	40	152	192	38	255	52	307	67	250	317	38	255	52	307	67	250	317	38	255	52	307	
11. Lt.Ind.	0	0	0	0 acres	0	0	0	8 acres	50	10	60	8 acres	50	10	60	13	45	58	17	106	22	128	27	96	123	17	106	22	128	27	96	123	17	106	22	128	
12. H Ind.	0	0	0	0 acres	0	0	0	8 acres	76	15	91	8 acres	76	15	91	22	81	103	16	129	27	156	36	134	170	16	129	27	156	36	134	170	16	129	27	156	
13. H Ind.	0	0	0	0 acres	0	0	0	2 acres	26	5	31	2 acres	26	5	31	8	30	38	4	44	9	53	13	50	63	4	44	9	53	13	50	63	4	44	9	53	
14. Lt.Ind.	0	0	0	0 acres	0	0	0	6 acres	37	8	45	6 acres	37	8	45	10	34	44	11	69	14	83	18	62	80	11	69	14	83	18	62	80	11	69	14	83	
15. Lt.Ind.	0	0	0	0 acres	0	0	0	10 acres	62	13	75	10 acres	62	13	75	16	57	73	20	124	26	150	32	113	145	20	124	26	150	32	113	145	20	124	26	150	
16. Gen. Comm.	0	0	0	0 acres	0	0	0	7 acres	85	22	107	7 acres	85	22	107	71	103	174	7	85	22	107	71	103	174	7	85	22	107	71	103	174	7	85	22	107	
17. R-15	0	0	0	0 MFUs	0	0	0	9 MFUs	1	3	4	9 MFUs	1	3	4	3	1	4	17	1	6	7	5	2	7	17	1	6	7	5	2	7	5	2	7		
18. Gen. Comm.	0	0	0	0 acres	0	0	0	2 acres	29	6	35	2 acres	29	6	35	27	88	115	4	52	13	65	50	117	167	4	52	13	65	50	117	167	4	52	13	65	
19. Gen. Comm.	0	0	0	0 acres	0	0	0	3 acres	42	9	51	3 acres	42	9	51	40	102	142	6	74	20	94	71	148	219	6	74	20	94	71	148	219	6	74	20	94	
20. TT	0	0	0	0 TUs	0	0	0	116 TUs	9	42	51	116 TUs	9	42	51	34	17	51	233	17	85	102	80	40	120	233	17	85	102	80	40	120	233	17	85	102	80
21. TT	0	0	0	0 TUs	0	0	0	78 TUs	6	28	34	78 TUs	6	28	34	23	11	34	156	12	57	69	46	23	69	156	12	57	69	46	23	69	156	12	57	69	46
22. TT	0	0	0	0 TUs	0	0	0	10 TUs	1	3	4	10 TUs	1	3	4	3	1	4	21	2	7	9	6	3	9	21	2	7	9	6	3	9	6	3	9		
23. A-1	0	0	0	0 SFUs	0	0	0	3 SFUs	0	2	2	3 SFUs	0	2	2	2	1	3	7	1	4	5	4	3	7	7	1	4	5	4	3	7	4	3	7		
24. A-1	0	0	0	0 SFUs	0	0	0	4 SFUs	1	2	3	4 SFUs	1	2	3	3	1	4	9	2	5	7	6	3	9	9	2	5	7	6	3	9	6	3	9		
25. A-1	0	0	0	0 SFUs	0	0	0	12 SFUs	2	7	9	12 SFUs	2	7	9	8	4	12	24	4	14	18	15	9	24	24	4	14	18	15	9	24	4	14	18	15	
26. R-20	0	0	0	0 MFUs	0	0	0	15 MFUs	1	6	7	15 MFUs	1	6	7	5	2	7	30	2	11	13	9	4	13	30	2	11	13	9	4	13	9	4	13		
27. R-15	0	0	0	0 MFUs	0	0	0	13 MFUs	1	5	6	13 MFUs	1	5	6	4	2	6	26	2	9	11	7	4	11	26	2	9	11	7	4	11	7	4	11		
28. A-1	0	0	0	0 SFUs	0	0	0	11 SFUs	2	6	8	11 SFUs	2	6	8	7	4	11	22	4	13	17	14	8	22	22	4	13	17	14	8	22	4	13	17	14	
<b>TOTAL RESIDENTIAL TRIPS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>179</b>	<b>219</b>	<b>155</b>	<b>79</b>	<b>234</b>	<b>155</b>	<b>79</b>	<b>234</b>	<b>82</b>	<b>359</b>	<b>441</b>	<b>323</b>	<b>165</b>	<b>488</b>	<b>82</b>	<b>359</b>	<b>441</b>	<b>323</b>	<b>165</b>	<b>488</b>	<b>82</b>	<b>359</b>	<b>441</b>	<b>323</b>	<b>165</b>	<b>488</b>		
<b>TOTAL COMMERCIAL TRIPS</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>723</b>	<b>152</b>	<b>875</b>	<b>292</b>	<b>861</b>	<b>1153</b>	<b>292</b>	<b>861</b>	<b>1153</b>	<b>1219</b>	<b>262</b>	<b>1481</b>	<b>458</b>	<b>1347</b>	<b>1805</b>	<b>1219</b>	<b>262</b>	<b>1481</b>	<b>458</b>	<b>1347</b>	<b>1805</b>	<b>1219</b>	<b>262</b>	<b>1481</b>	<b>458</b>	<b>1347</b>	<b>1805</b>		



d:\068027\excel\trips.xls-table 2.mxd, 10/7/10 9:09

**EXHIBIT 7A**  
**TRIP GENERATION RATES AND TOTALS**  
**FOR TABLE 2 DEVELOPMENTS IN MARYLAND**

**TRIP GENERATION TOTALS**

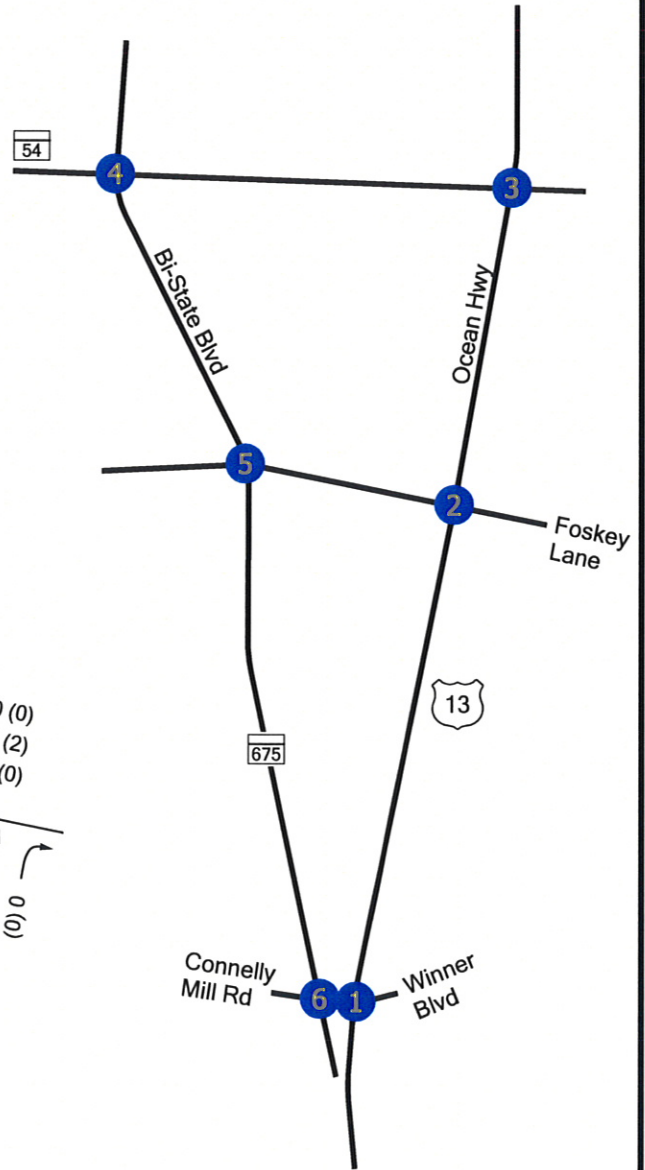
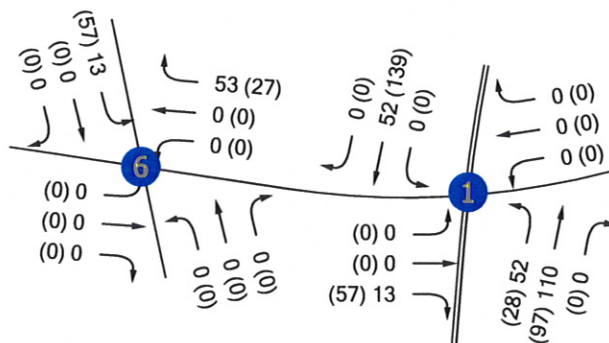
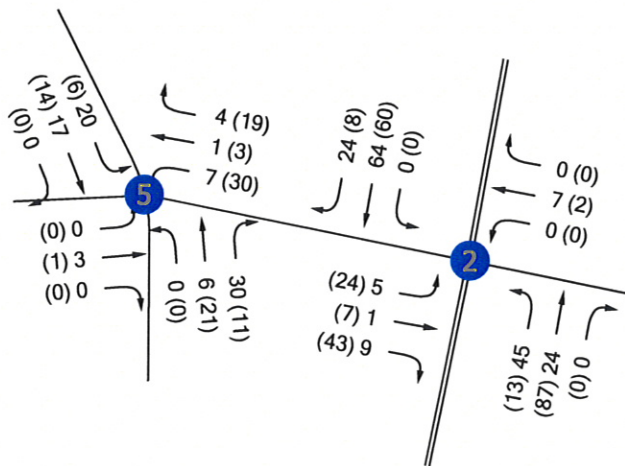
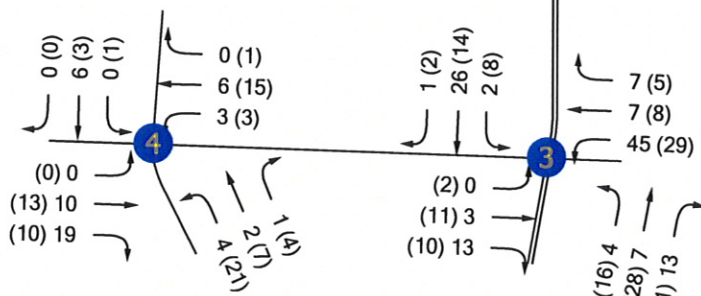
DELAWARE TAZ	2010						2020						2030							
	Morning Peak Hour		Evening Peak Hour		units		Morning Peak Hour		Evening Peak Hour		units		Morning Peak Hour		Evening Peak Hour		units			
	In	Out	In	Out	Total	In	Out	In	Out	Total	In	Out	In	Out	Total	In	Out	Total		
1.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2.	2	8	10	8	5	13	38	SFUs	7	22	29	24	14	38	10	32	42	36	21	57
3.	3	8	11	9	5	14	40	SFUs	7	23	30	25	15	40	11	33	44	37	22	59
4.	0	1	1	1	0	1	3	SFUs	0	2	2	2	1	3	1	3	4	3	2	5
5.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
6.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
7.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
8.	0	2	2	1	1	2	6	SFUs	1	4	5	4	2	6	2	5	7	6	3	9
9.	1	3	4	3	2	5	14	SFUs	3	8	11	9	5	14	4	12	16	13	8	21
10.	0	2	2	1	1	2	6	SFUs	1	4	5	4	2	6	2	5	7	6	3	9
11.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
12.	0	1	1	1	0	1	3	SFUs	0	2	2	2	1	3	1	3	4	3	2	5
13.	0	2	2	1	1	2	6	SFUs	1	4	5	4	2	6	2	5	7	6	3	9
14.	2	7	9	8	4	12	35	SFUs	6	20	26	22	13	35	10	30	40	34	20	54
15.	0	1	1	1	0	1	3	SFUs	0	2	2	2	1	3	1	3	4	3	2	5
16.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
17.	1	4	5	4	2	6	16	SFUs	3	9	12	10	6	16	4	13	17	14	9	23
18.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
19.	0	2	2	2	1	3	9	SFUs	2	5	7	6	3	9	3	8	11	9	5	14
20.	0	1	1	1	0	1	3	SFUs	0	2	2	2	1	3	1	2	3	3	1	4
21.	0	0	0	0	0	0	0	SFUs	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>9</b>	<b>42</b>	<b>51</b>	<b>41</b>	<b>22</b>	<b>63</b>	<b>182</b>	<b>SFUs</b>	<b>31</b>	<b>107</b>	<b>138</b>	<b>116</b>	<b>66</b>	<b>182</b>	<b>52</b>	<b>154</b>	<b>206</b>	<b>173</b>	<b>101</b>	<b>274</b>

**EXHIBIT 7B**  
**TRIP GENERATION RATES AND TOTALS**  
**FOR TABLE 2 DEVELOPMENTS IN DELAWARE**



dl\_060827.xlsx\trips\_xls-table 2.xlsx, 07/01/09



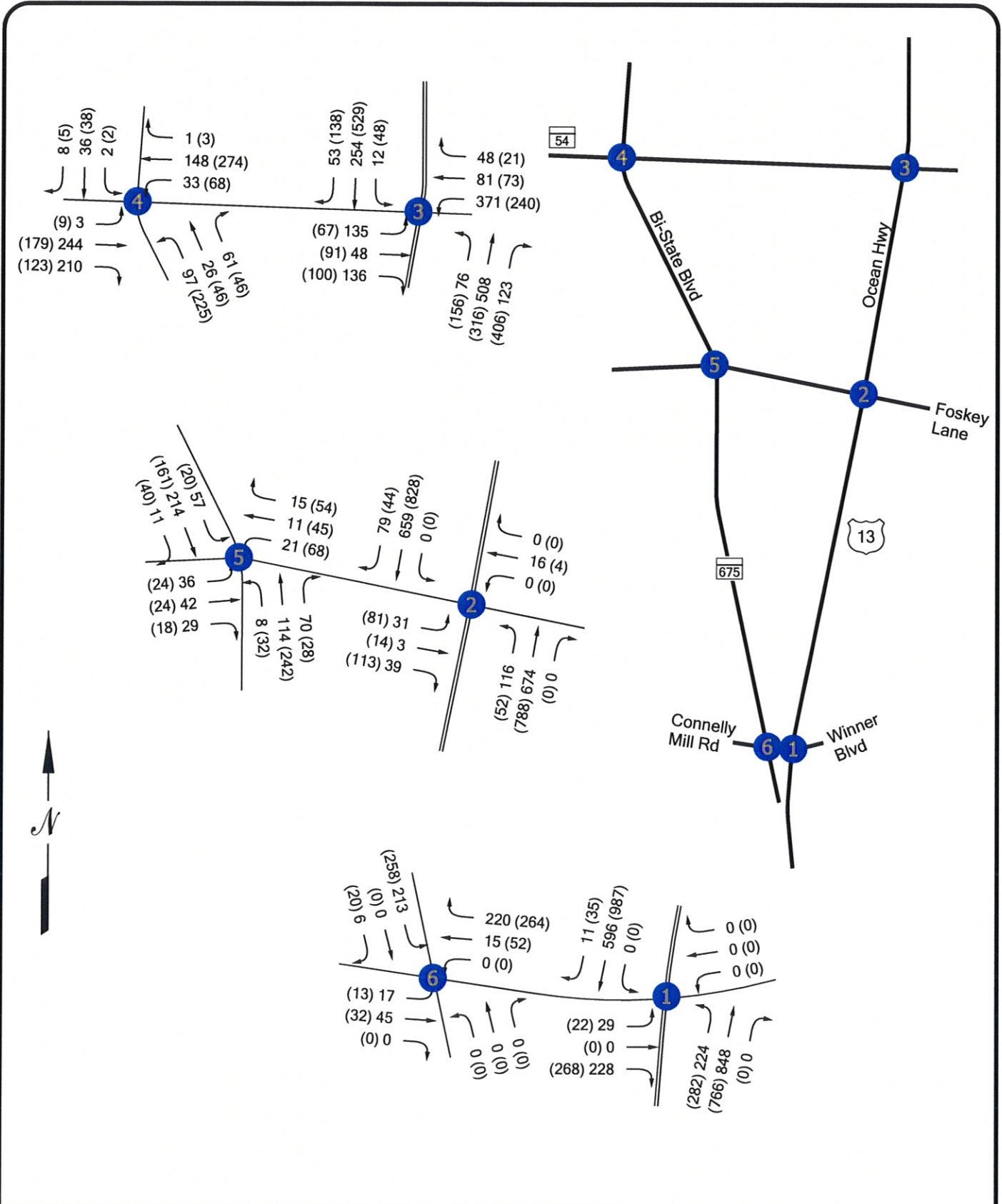


NOT TO SCALE



00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

EXHIBIT 8A  
 TRIP ASSIGNMENT FOR  
 2010 TABLE 1 DEVELOPMENT

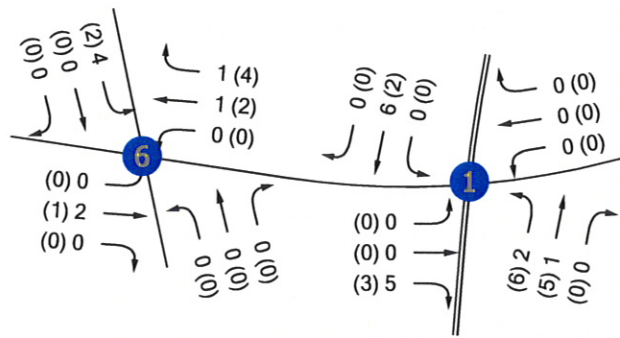
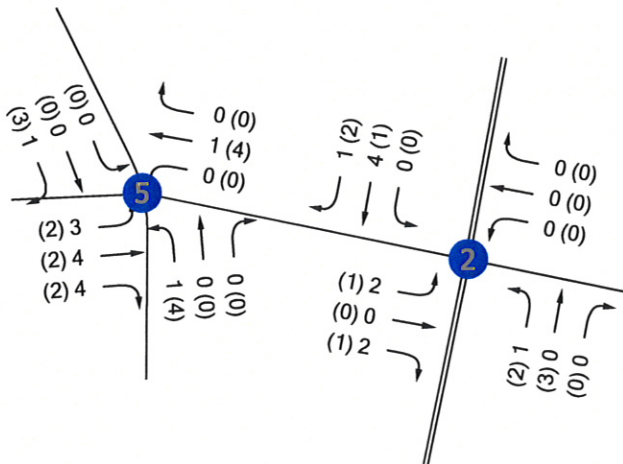
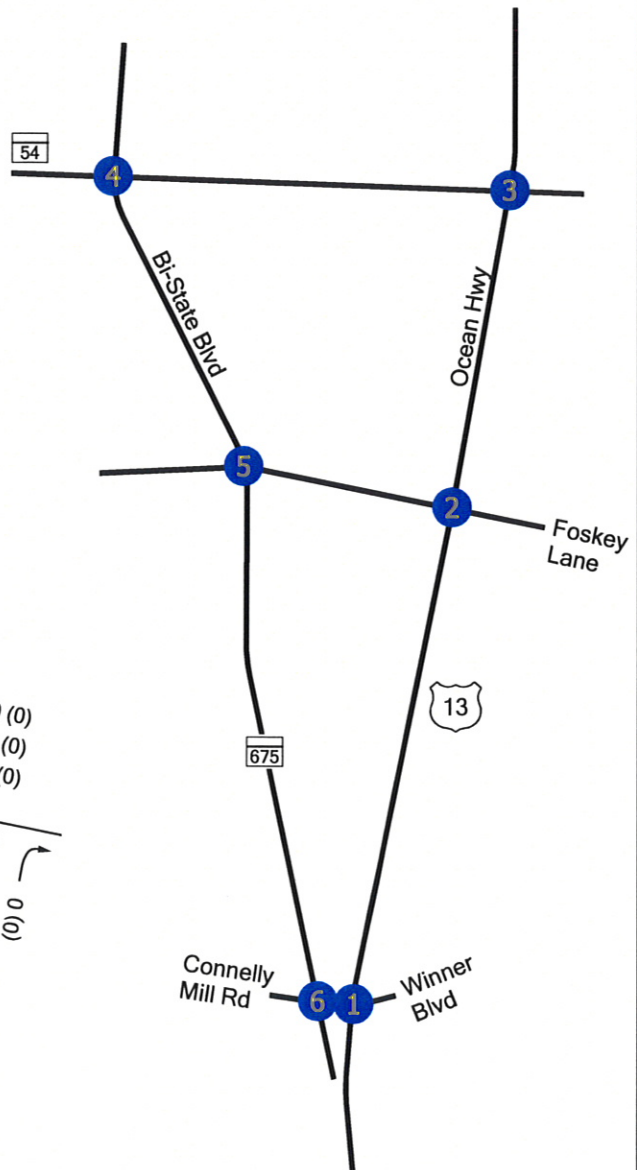
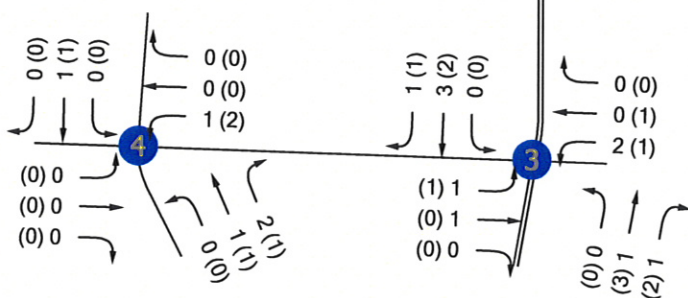


NOT TO SCALE

**EXHIBIT 8B**  
**TRIP ASSIGNMENT FOR**  
**2020 TABLE 1 DEVELOPMENT**





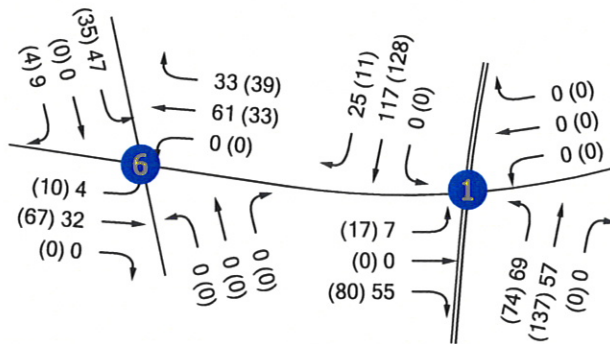
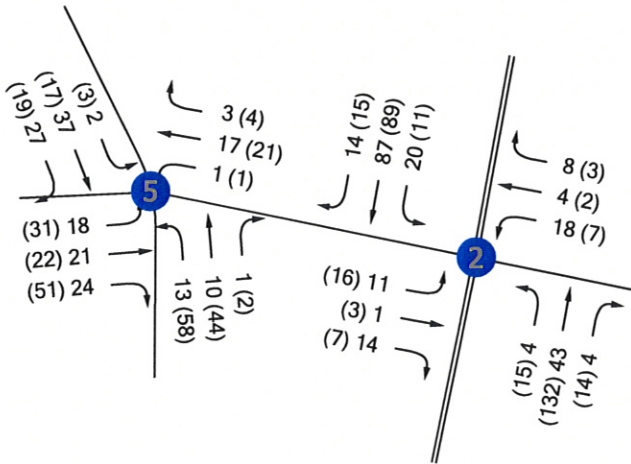
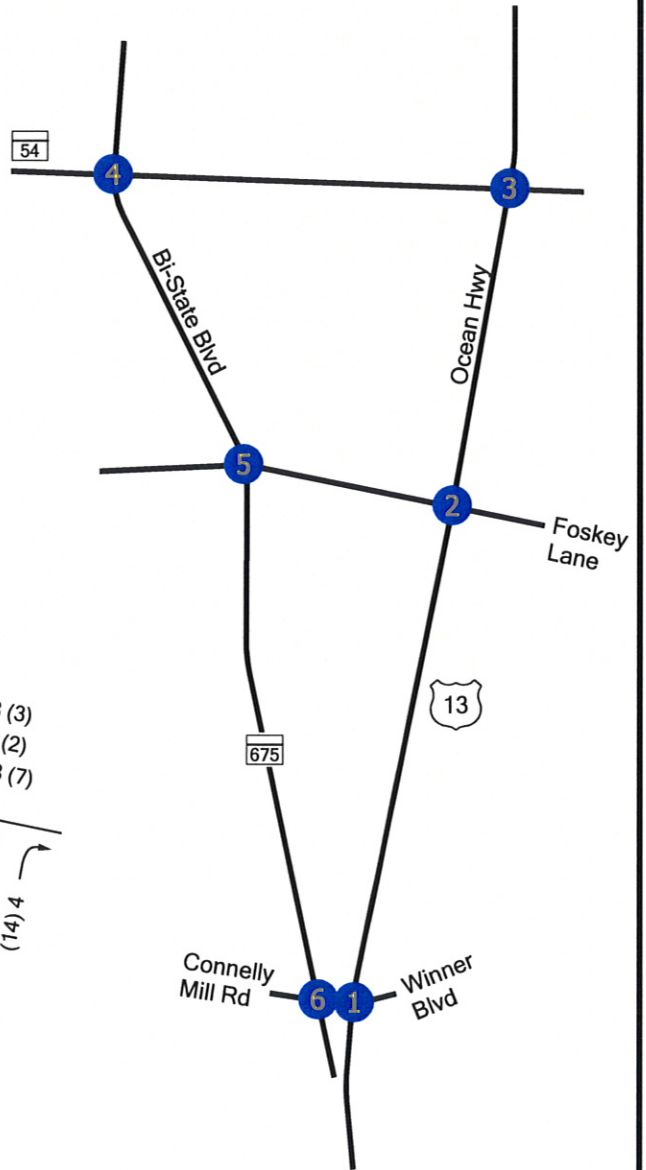
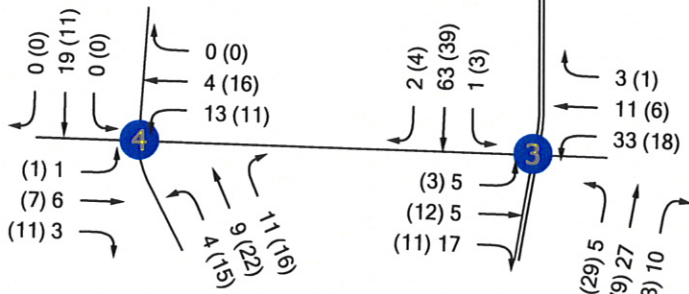


NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

EXHIBIT 9A  
 TRIP ASSIGNMENT FOR  
 2010 TABLE 2 DEVELOPMENT

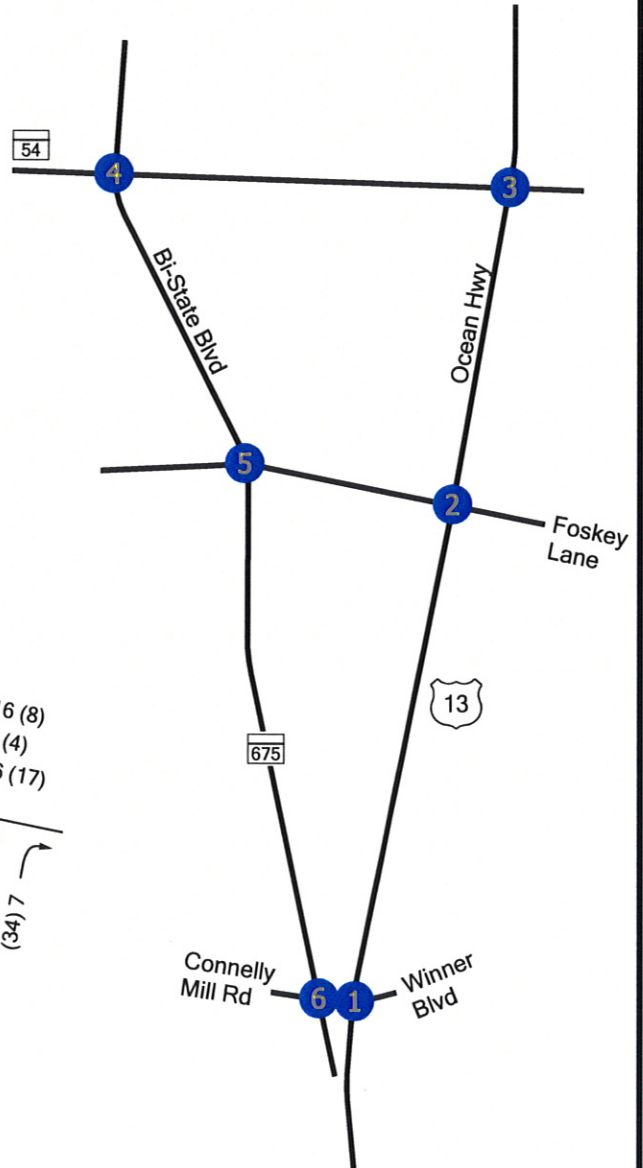
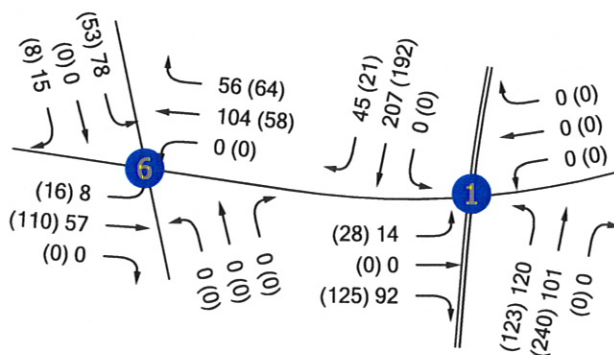
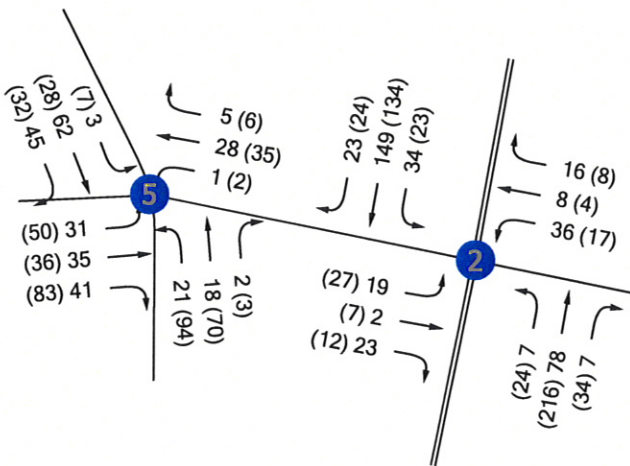
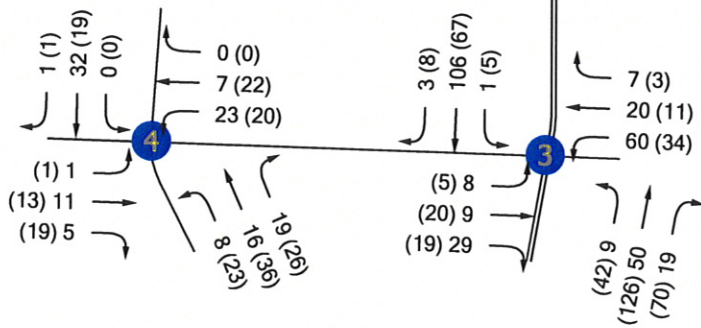




NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

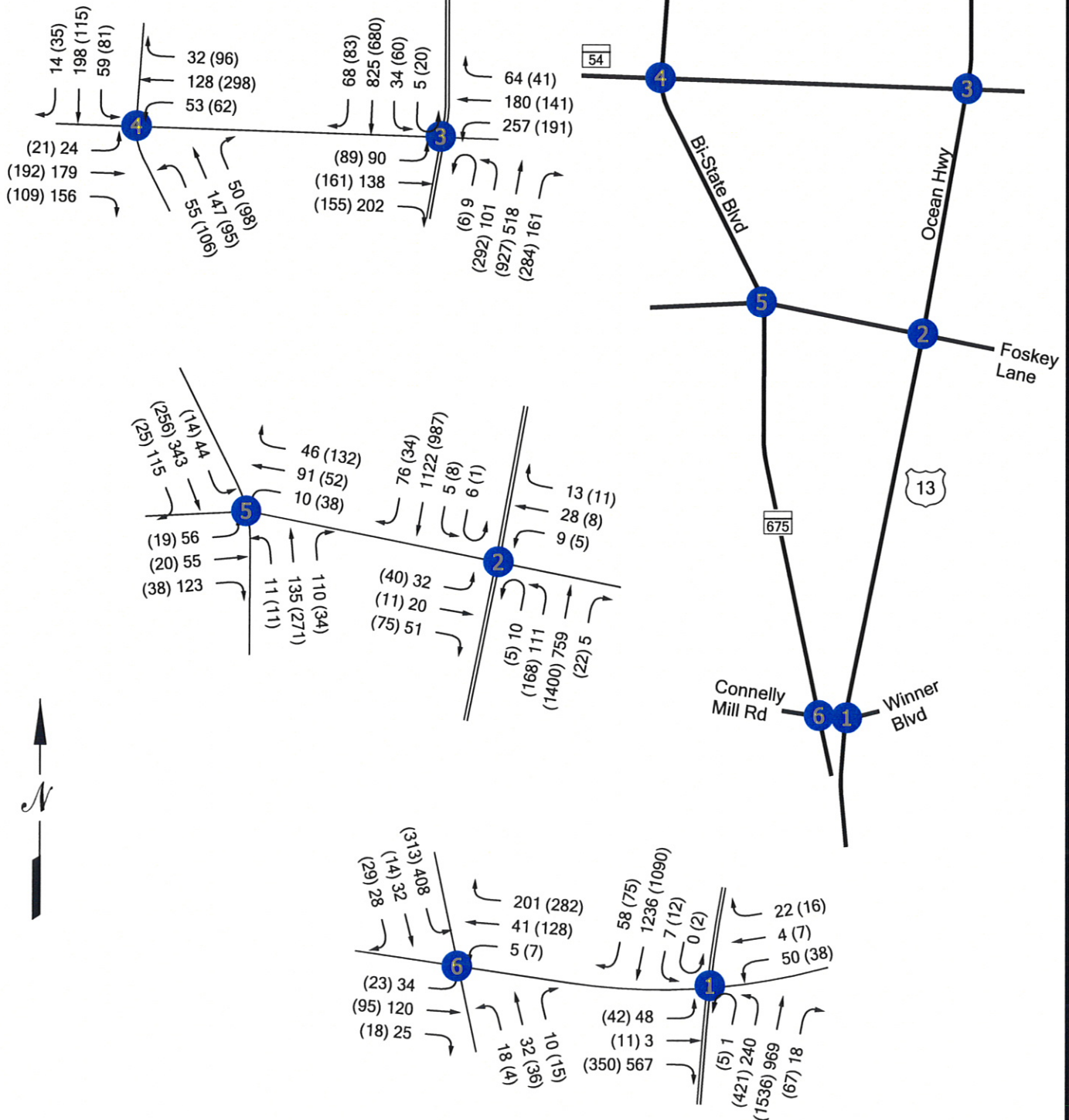
EXHIBIT 9B  
 TRIP ASSIGNMENT FOR  
 2020 TABLE 2 DEVELOPMENT



NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

EXHIBIT 9C  
 TRIP ASSIGNMENT FOR  
 2030 TABLE 2 DEVELOPMENT

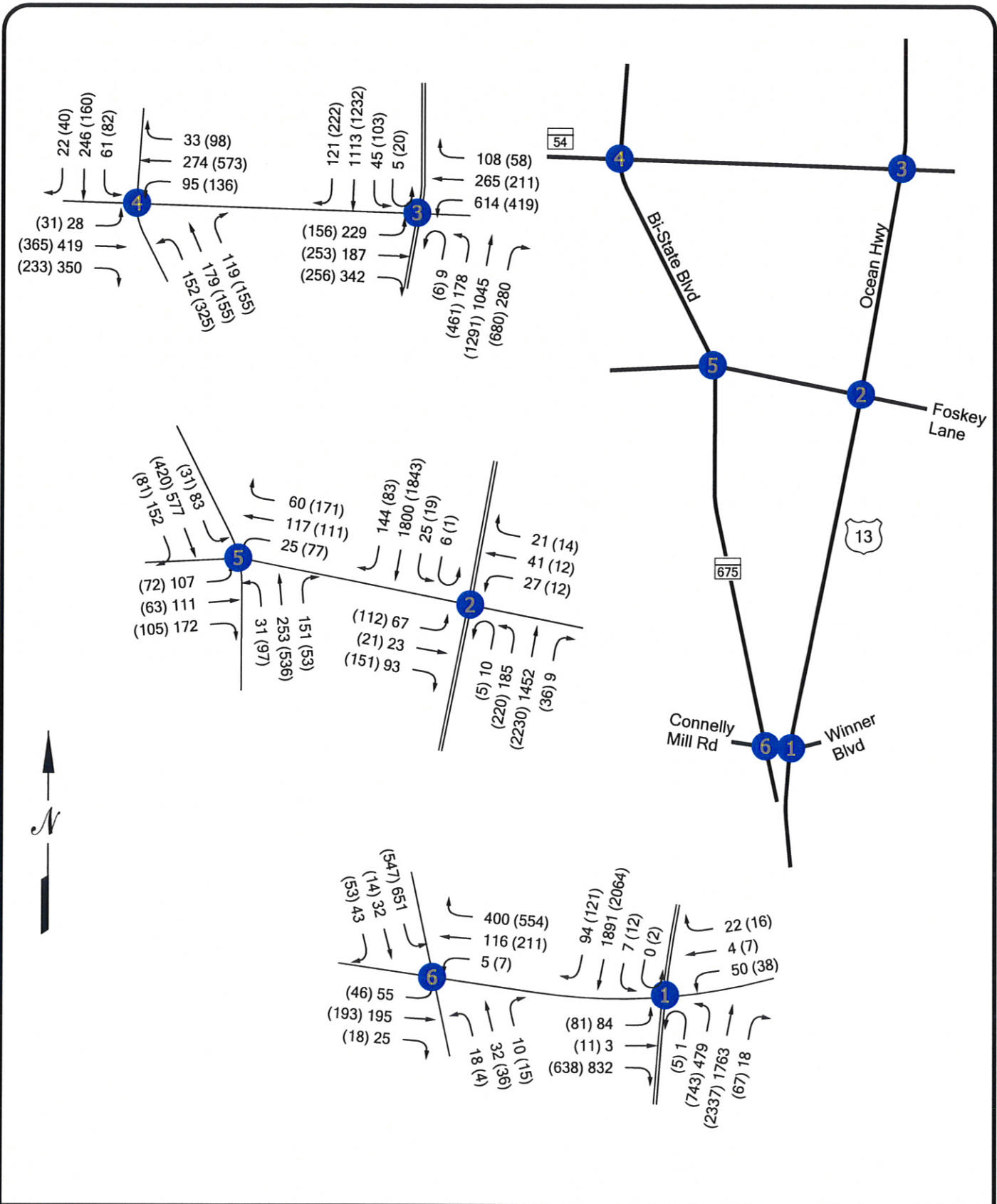


NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

EXHIBIT 10A  
 2010 TOTAL PEAK HOUR  
 TRAFFIC VOLUMES

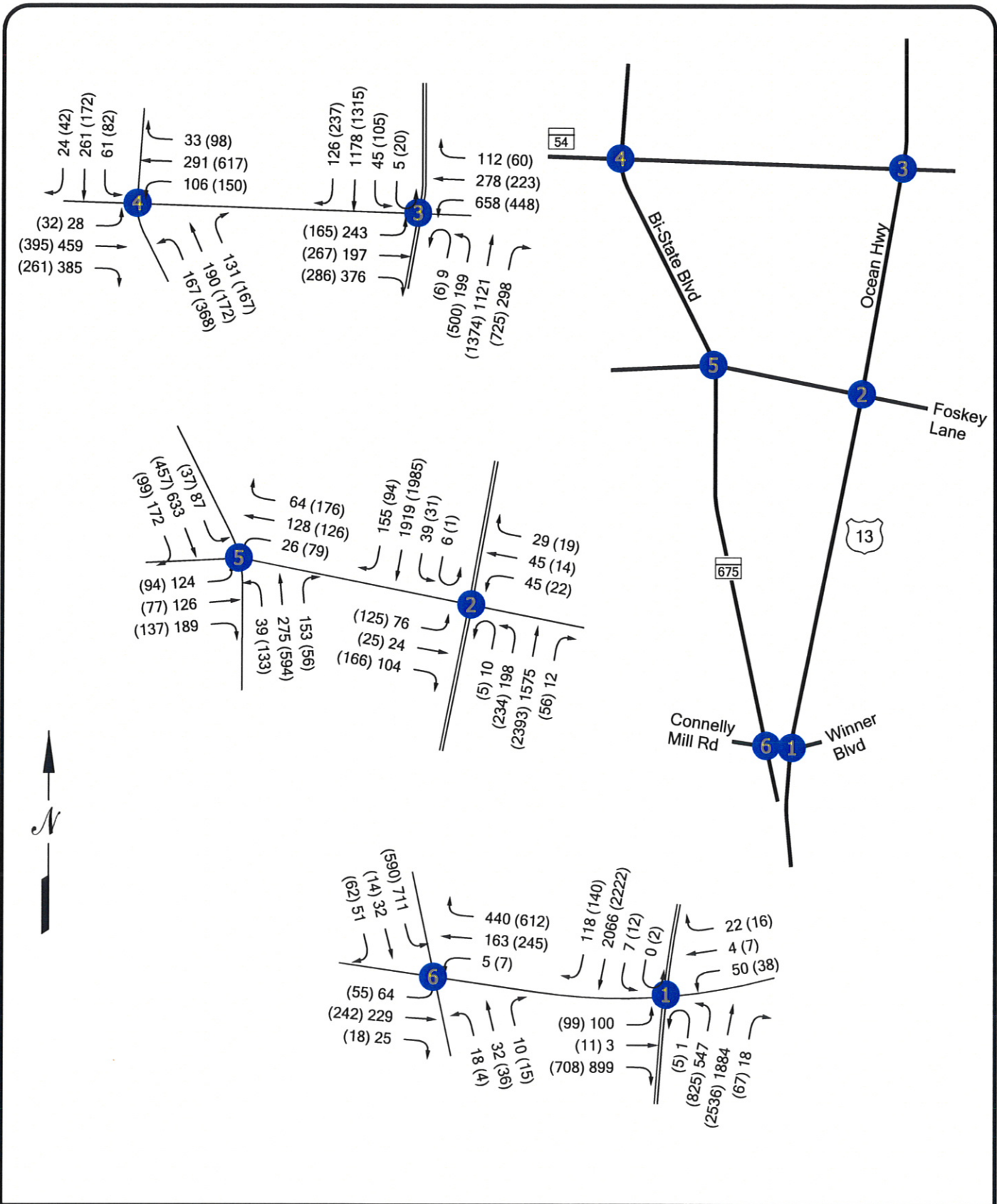




NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

**EXHIBIT 10B**  
**2020 TOTAL PEAK HOUR**  
**TRAFFIC VOLUMES**



NOT TO SCALE

00 - MORNING PEAK HOUR  
 (00) - EVENING PEAK HOUR

EXHIBIT 10C  
 2030 TOTAL PEAK HOUR  
 TRAFFIC VOLUMES



Highway Capacity Methodology - LOS/delay	2008 Traffic		2010 Traffic		2020 Traffic		2030 Traffic	
	AM	PM	AM	PM	AM	PM	AM	PM
<b>1. US 13 &amp; Connelly Mill/Winner Rd</b>	C/21.1	C/23.8	B/18.2	C/25.6	D/50.2	F/112	E/72.1	F/148
<u>NB approach</u> - extend d'ble left turn lane (1000 ft)								
<u>SB approach</u> - add 3rd thru lane								
<u>EB approach</u> - add exclusive left turn lane	---	---	---	---	B/19.8	C/29.5	C/21.9	D/50.1
<u>WB approach</u> - restripe to provide single left turn lane and single thru lane								
w/above improvements add 3rd NB thru lane	---	---	---	---	---	---	C/20.8	C/31.1
<b>2. US 13 &amp; Foskey Lane</b>	F/91	F/79	F/77	F/130	F	F	F	F
<u>o EB approach</u> - w/signalization, add right turn lane (200 ft)	---	---	---	---	C/22.1	C/28.7	C/28.0	D/36.1
w/above improvements, add NB and SB 3rd thru lane <sup>1/</sup>	---	---	---	---	---	---	C/23.6	C/25.6
<b>3. US 13 &amp; MD 54</b>	D/43.8	D/49.6	D/43.0	D/45.0	F/112	F/140	F/133	F/162
<u>NB approach</u> - double left turn lane (300 ft)								
<u>SB approach</u> - add 3rd thru lane								
<u>EB approach</u> - extend left turn lane (400 ft); restripe approach as L-T-R	---	---	---	---	D/41.3	D/46.6	D/45.6	D/52.4
<u>WB approach</u> - extend double left turn lane (425 ft); remove split phasing								
w/above improvements add 3rd NB thru lane	---	---	---	---	---	---	D/41.7	D/50.0
<b>4. MD 54 &amp; Bi-State Blvd <sup>2/</sup></b>	C/24.5	B/16.6	B/18.5	B/18.9	D/36.0	F/107	D/43.6	F/136
<u>NB approach</u> - extension of left turn lane (400 ft)								
<u>WB approach</u> - exclusive left turn lane (300 ft.)	---	---	---	---	C/34.9	D/42.3	D/41.0	D/54.8
<b>5. Bi-State Blvd &amp; Foskey Ln</b>	F/267	C/18.7	E/48.7	C/18.1	F	F	F	F
w/Signalization								
<u>NB approach</u> - exclusive left turn lane (200 ft.)	---	---	---	---	C/21.5	B/16.6	C/33.3	C/21.6
<u>SB approach</u> - exclusive left turn lane (200 ft.)								
w/above improvements <sup>3/</sup>								
<u>EB approach</u> - exclusive right turn lane (200 ft.)	---	---	---	---	B/14.3	B/12.5	B/19.9	B/11.2
<u>WB approach</u> - exclusive right turn lane (150 ft.)								
w/roundabout (optional to signalization)	---	---	---	---	---	---	A/8.7	A/8.9
<b>6. Bi-State Blvd &amp; Connelly Mill Rd <sup>4/</sup></b>	see note 4		see note 4		C/27.6	C/22.0	C/24.6	D/42.6

**NOTE:**

<sup>1/</sup> Under 2030 conditions, intersection #2 is shown to be operating at good the levels of service during the peak hours. Closer examination shows minor street movements are projected to operate at "v/c" levels greater than 1.00 and significant queues are observed in the simulations. Since additional thru lanes have been shown to be necessary at Int. #1 and #3, we are recommending additional thru lanes at this intersection to maintain the integrity of the road as a whole and to relieve potential queuing.

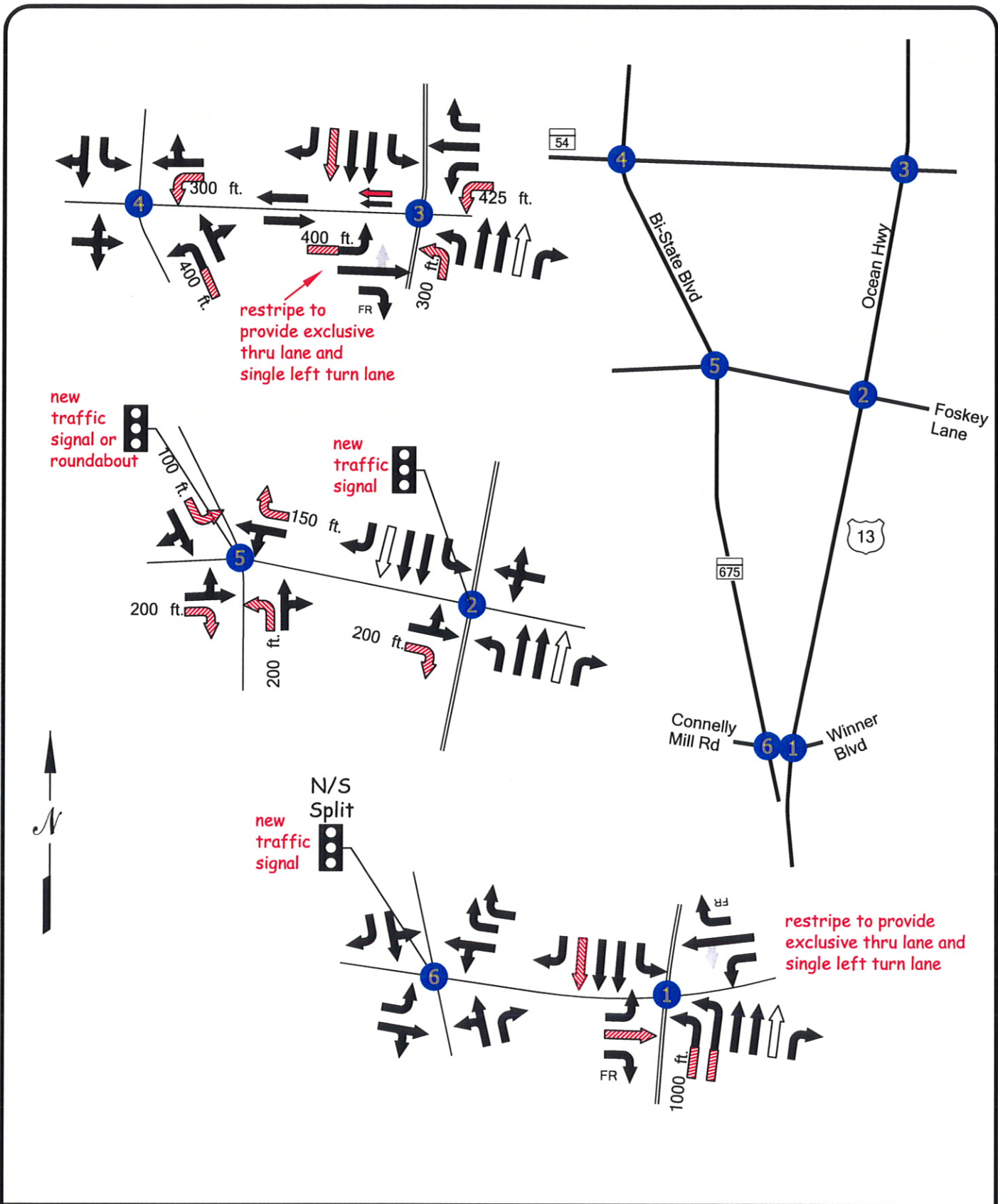
<sup>2/</sup> With proposed improvements, this intersection is projected to operate at good levels of service; however, simulation indicates that accompanying queues will be excessive. Right-of-way does not appear to be available for additional improvements to alleviate queuing. Consideration should be given to developing an alternative route for the northbound left and eastbound right turning traffic.

<sup>3/</sup> Additional improvements are recommended at intersection # 5 to improve conditions relating to queuing.

<sup>4/</sup> BiState Blvd & Connelly Mill Rd under existing conditions is a 4-legged intersection with 3 legs under STOP control. The Highway Capacity Manual (HCM) does not provide a methodology to model this configuration. Under 2020 and 2030 conditions, the intersection is recommended to be signalized and a Level of Service (LOS) evaluation is provided for those conditions.



**EXHIBIT 11  
RESULTS OF INTERSECTION  
CAPACITY ANALYSES - SYNCHRO**



NOT TO SCALE

- Existing lane use
- Recommended 2020 lane use
- Recommended 2030 lane use

**EXHIBIT 12  
RECOMMENDED  
FUTURE LANE USE**

# **APPENDIX A**

## ***Intersection Turning Movement Counts And Condition Diagrams***



**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: US 13

Connelly Mill Road

LOCATION: Wicomico County, MD

PROJECT NUMBER: 2006-0627

Counted by: SC/DE/GA/EP/IEZ/IGS/KT

Date: April 8, 10, 2008

Weather: Cloudy, 30-50's

Entered by: GA



Merging Innovation and Excellence  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: US 13				TRAFFIC FROM SOUTH on: US 13				TRAFFIC FROM EAST on: Connelly Mill Road				TRAFFIC FROM WEST on: Connelly Mill Road				TOTAL N + S + E + W				
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
<b>AM</b>																					
06:0-15	12	87	0	0	99	0	88	10	0	98	3	1	4	0	8	26	0	4	0	30	235
15-30	12	156	0	0	168	0	82	12	0	94	4	0	7	0	11	48	0	5	0	53	326
30-45	12	151	0	0	163	0	132	18	0	150	5	5	8	0	18	100	0	14	0	114	445
45-00	24	213	1	0	238	3	130	33	2	168	2	1	4	0	7	82	1	9	0	92	505
07:0-15	9	201	2	0	212	3	155	23	0	181	5	2	9	0	16	93	1	16	0	110	519
15-30	17	276	0	0	293	5	217	29	0	251	5	1	6	0	12	125	0	9	0	134	690
30-45	23	367	5	0	395	3	246	61	0	310	8	0	18	0	26	141	2	19	0	162	893
45-00	12	294	0	0	306	4	203	50	1	258	4	3	15	0	22	135	1	13	0	149	735
08:0-15	6	241	2	0	249	6	192	46	0	244	5	0	11	0	16	148	0	7	0	155	664
15-30	18	202	5	0	225	5	154	49	1	209	8	3	6	0	17	102	1	13	0	116	567
30-45	19	212	0	0	231	2	150	26	0	178	4	1	6	0	11	95	0	17	0	112	532
45-00	12	204	2	0	218	3	161	29	0	193	5	2	13	0	20	66	0	6	0	72	503
<b>3 Hr Totals</b>	176	2604	17	0	2797	34	1910	386	4	2334	58	19	107	0	184	1161	6	132	0	1299	6614
<b>1 Hr Totals</b>																					
06-07	60	607	1	0	668	3	432	73	2	510	14	7	23	0	44	256	1	32	0	289	1511
615-715	57	721	3	0	781	6	499	86	2	593	16	8	28	0	52	323	2	44	0	369	1795
630-730	62	841	3	0	906	11	634	103	2	750	17	9	27	0	53	400	2	48	0	450	2159
645-745	73	1057	8	0	1138	14	748	146	2	910	20	4	37	0	61	441	4	53	0	498	2607
07-08	61	1138	7	0	1206	15	821	163	1	1000	22	6	48	0	76	494	4	57	0	555	2837
715-815	58	1178	7	0	1243	18	858	186	1	1063	22	4	50	0	76	549	3	48	0	600	2982
730-830	59	1104	12	0	1175	18	795	206	2	1021	25	6	50	0	81	526	4	52	0	582	2859
745-845	55	949	7	0	1011	17	699	171	2	889	21	7	38	0	66	480	2	50	0	532	2498
08-09	55	859	9	0	923	16	657	150	1	824	22	6	36	0	64	411	1	43	0	455	2266
<b>PEAK HOUR</b>																					
715-815	58	1178	7	0	1243	18	858	186	1	1063	22	4	50	0	76	549	3	48	0	600	2982
<b>PHF</b>	0.63	0.80	0.35		0.79	0.75	0.87	0.76	0.25	0.86	0.69	0.33	0.69		0.73	0.93	0.38	0.63		0.93	0.83
<b>%T</b>	5%	5%	0%		5%	0%	6%	2%	0%	5%	0%	0%	2%		1%	0%	0%	29%		2%	4%



**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: US 13

Connelly Mill Road

LOCATION: Wicomico County, MD

PROJECT NUMBER: 2006-0627

Counted by: SC/DE/GA/EI/EZ/GS/IKT

Date: April 8, 10, 2008

Weather: Cloudy, 30-50's

Entered by: GA



Merging Innovation and Excellence®  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: US 13				TRAFFIC FROM SOUTH on: US 13				TRAFFIC FROM EAST on: Connelly Mill Road				TRAFFIC FROM WEST on: Connelly Mill Road				TOTAL N + S +					
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E + W	
<b>PM</b>																						
04:0-15	27	229	4	0	260	9	282	97	1	389	5	0	9	0	14	75	4	12	0	91	754	
15-30	14	201	2	1	218	13	325	89	4	431	5	2	4	0	11	73	2	6	0	81	741	
30-45	14	231	8	0	253	10	308	79	3	400	2	1	5	0	8	71	4	11	0	86	747	
45-00	13	217	4	0	234	20	323	89	1	433	5	2	4	0	11	74	1	10	0	85	763	
05:0-15	14	239	4	1	258	16	358	117	2	493	1	1	11	0	13	74	1	11	0	86	850	
15-30	30	270	2	0	302	15	429	108	1	553	5	3	9	0	17	62	4	12	0	78	950	
30-45	18	223	2	1	244	16	324	73	1	414	5	1	14	0	20	80	5	9	0	94	772	
45-00	13	197	2	0	212	12	275	85	1	373	3	0	8	0	11	69	1	7	0	77	673	
06:0-15	9	213	4	0	226	18	281	77	0	376	4	3	10	0	17	77	4	9	0	90	709	
15-30	15	195	2	0	212	8	219	70	1	298	3	1	5	0	9	61	0	9	0	70	589	
30-45	13	203	4	1	221	14	221	62	5	302	3	1	10	0	14	49	1	6	0	56	593	
45-00	11	109	2	0	122	10	194	74	1	279	2	1	9	0	12	41	0	3	0	44	457	
<b>3 Hr Totals</b>	191	2527	40	4	2762	161	3539	1020	21	4741	43	16	98	0	157	806	27	105	0	938	8598	
<b>1 Hr Totals</b>																						
04-05	68	878	18	1	965	52	1238	354	9	1653	17	5	22	0	44	293	11	39	0	343	3005	
415-515	55	888	18	2	963	59	1314	374	10	1757	13	6	24	0	43	292	8	38	0	338	3101	
430-530	71	957	18	1	1047	61	1418	393	7	1879	13	7	29	0	49	281	10	44	0	335	3310	
445-545	75	949	12	2	1038	67	1434	387	5	1893	16	7	38	0	61	290	11	42	0	343	3335	
05-06	75	929	10	2	1016	59	1386	383	5	1833	14	5	42	0	61	285	11	39	0	335	3245	
515-615	70	903	10	1	984	61	1309	343	3	1716	17	7	41	0	65	288	14	37	0	339	3104	
530-630	55	828	10	1	894	54	1099	305	3	1461	15	5	37	0	57	287	10	34	0	331	2743	
545-645	50	808	12	1	871	52	996	294	7	1349	13	5	33	0	51	256	6	31	0	293	2564	
06-07	48	720	12	1	781	50	915	283	7	1255	12	6	34	0	52	228	5	27	0	260	2348	
<b>PEAK HOUR</b>																						
445-545	75	949	12	2	1038	67	1434	387	5	1893	16	7	38	0	61	290	11	42	0	343	3335	
PHF	0.63	0.88	0.75	0.50	0.86	0.84	0.84	0.83	0.63	0.86	0.80	0.58	0.68		0.76	0.91	0.55	0.88		0.91	0.88	
%T	5%	4%	0%	0%	4%	0%	1%	1%	20%	1%	0%	14%	0%		2%	0%	0%	14%		2%	2%	





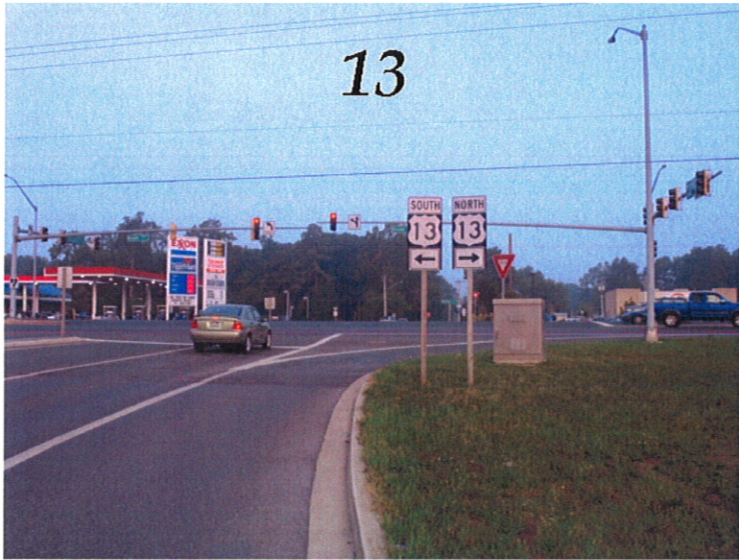








13



14



15



16



17



18





19



20



21



22



23



24





25



26





**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: US 13

Foskey Lane

Counted by: DP/EP/GA/BT

Date: April 1, 2008

LOCATION: Wicomico County, MD

Weather: Cloudy, 50-70's

PROJECT NUMBER: 2006-0627

Entered by: GA



Merging Innovation and Excellence®  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: US 13					TRAFFIC FROM SOUTH on: US 13					TRAFFIC FROM EAST on: Foskey Lane					TRAFFIC FROM WEST on: Foskey Lane					TOTAL N + S + E + W					
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL						
	<b>AM</b>																									
06:0-15	2	94	0	0	96	0	65	4	0	69	0	0	2	0	2	0	0	3	0	3	0	0	3	0	3	170
15-30	2	65	0	0	67	0	101	2	1	104	4	1	1	0	6	4	0	5	0	9	4	0	5	0	9	186
30-45	7	182	1	1	191	1	115	4	0	120	1	0	1	0	2	7	0	6	0	13	6	1	4	0	11	326
45-00	3	179	2	3	187	1	129	7	2	139	3	3	2	0	8	6	1	4	0	11	10	1	4	0	15	345
07:0-15	4	207	1	6	218	1	156	6	3	166	2	1	5	0	8	8	1	4	0	13	8	1	4	0	13	407
15-30	1	215	1	2	219	0	175	10	2	187	4	3	2	0	9	4	3	2	0	9	8	1	12	0	21	436
30-45	7	310	0	3	320	1	211	16	3	231	4	3	3	0	10	12	0	3	0	15	12	0	3	0	15	576
45-00	21	319	2	0	342	2	190	21	5	218	5	6	1	0	12	6	1	3	0	10	6	1	3	0	10	582
08:0-15	19	215	2	1	237	2	161	12	0	175	3	7	5	0	15	9	7	9	0	25	9	7	9	0	25	452
15-30	4	210	1	2	217	0	173	16	2	191	1	5	0	0	6	13	11	8	0	32	13	11	8	0	32	446
30-45	3	220	1	2	226	2	154	15	2	173	3	4	5	0	12	12	0	6	0	18	12	0	6	0	18	429
45-00	6	209	2	3	220	2	147	10	5	164	1	0	2	0	3	9	8	3	0	20	9	8	3	0	20	407
<b>3 Hr Totals</b>	79	2425	13	23	2540	12	1777	123	25	1937	31	33	29	0	93	96	30	66	0	192	96	30	66	0	192	4762
<b>1 Hr Totals</b>																										
06-07	14	520	3	4	541	2	410	17	3	432	8	4	6	0	18	17	1	18	0	36	17	1	18	0	36	1027
615-715	16	633	4	10	663	3	501	19	6	529	10	5	9	0	24	27	2	19	0	48	27	2	19	0	48	1264
630-730	15	783	5	12	815	3	575	27	7	612	10	7	10	0	27	31	3	26	0	60	31	3	26	0	60	1514
645-745	15	911	4	14	944	3	671	39	10	723	13	10	12	0	35	36	3	23	0	62	36	3	23	0	62	1764
07-08	33	1051	4	11	1099	4	732	53	13	802	15	13	11	0	39	36	3	22	0	61	36	3	22	0	61	2001
715-815	48	1059	5	6	1118	5	737	59	10	811	16	19	11	0	46	35	9	27	0	71	35	9	27	0	71	2046
730-830	51	1054	5	6	1116	5	735	65	10	815	13	21	9	0	43	40	19	23	0	82	40	19	23	0	82	2056
745-845	47	964	6	5	1022	6	678	64	9	757	12	22	11	0	45	40	19	26	0	85	40	19	26	0	85	1909
08-09	32	854	6	8	900	6	635	53	9	703	8	16	12	0	36	43	26	26	0	95	43	26	26	0	95	1734
<b>PEAK HOUR</b>																										
730-830	51	1054	5	6	1116	5	735	65	10	815	13	21	9	0	43	40	19	25	0	84	40	19	25	0	84	2058
PHF	0.61	0.83	0.63	0.50	0.82	0.63	0.87	0.77	0.50	0.88	0.65	0.75	0.45		0.72	0.77	0.43	0.69		0.66	0.77	0.43	0.69		0.66	0.88
%T	20%	6%	0%	0%	7%	0%	10%	2%	0%	9%	0%	0%	33%		7%	5%	11%	4%		6%	5%	11%	4%		6%	8%



**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: US 13

Foskey Lane

Counted by: DP/EP/GA/BT

Date: April 1, 2008

LOCATION: Wicomico County, MD

Weather: Cloudy, 50-70's

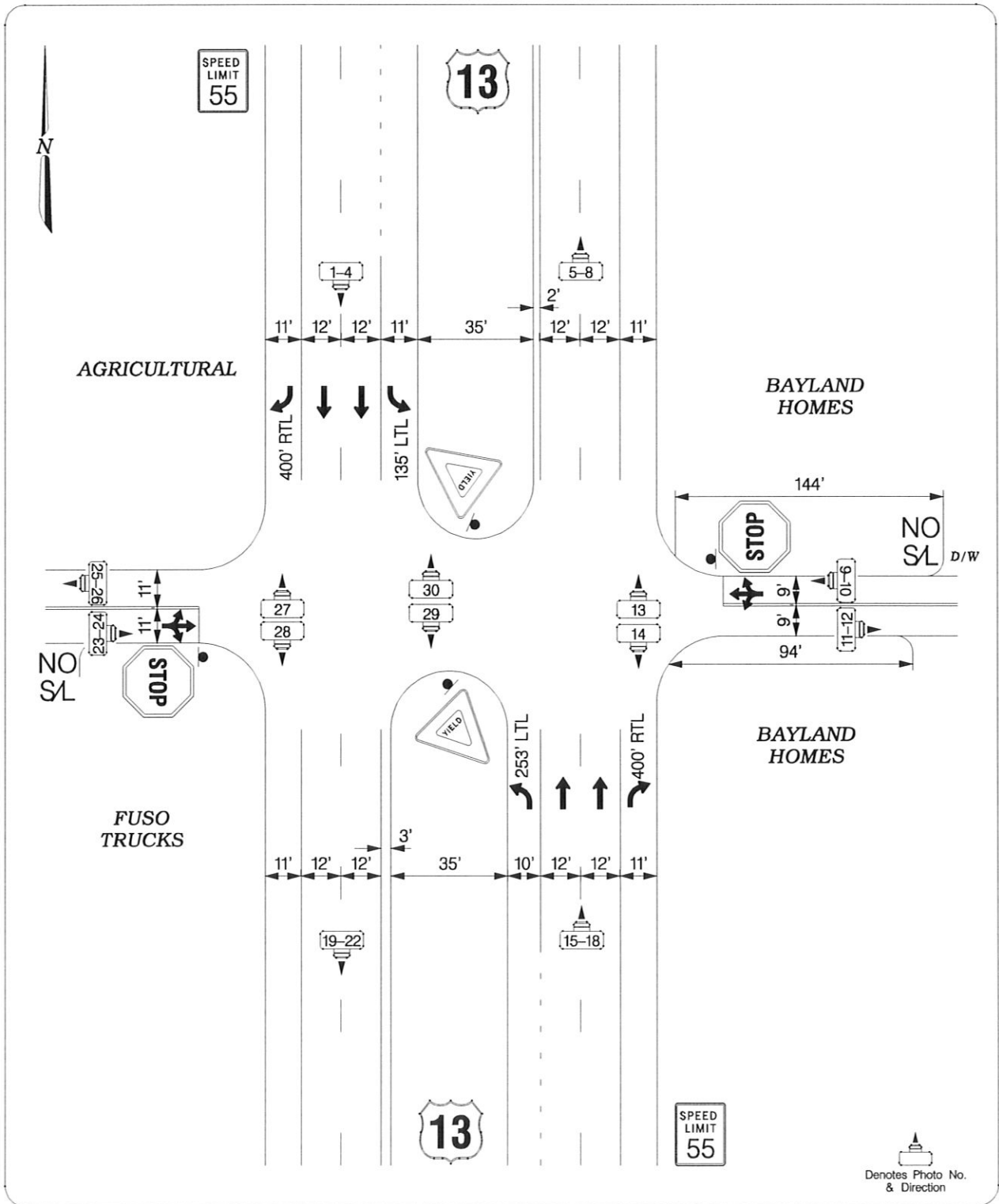
PROJECT NUMBER: 2006-0627

Entered by: GA



Merging Innovation and Excellence®  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: US 13				TRAFFIC FROM SOUTH on: US 13				TRAFFIC FROM EAST on: Foskey Lane				TRAFFIC FROM WEST on: Foskey Lane				TOTAL N + S + E + W					
	RIGHT	THRU	LEFT	U-TN	RIGHT	THRU	LEFT	U-TN	RIGHT	THRU	LEFT	U-TN	RIGHT	THRU	LEFT	U-TN	TOTAL	TOTAL				
	TOTAL	%	%	%	TOTAL	%	%	%	TOTAL	%	%	%	TOTAL	%	%	%						
<b>PM</b>																						
04:0-15	6	255	5	1	267	2	301	31	1	335	2	4	3	0	9	10	5	3	0	18	629	
15-30	4	215	3	1	223	9	271	23	0	303	3	0	5	0	8	3	2	5	0	10	544	
30-45	9	252	0	1	262	4	305	34	2	345	4	2	2	0	8	13	0	4	0	17	632	
45-00	6	218	3	0	227	6	304	34	2	346	4	2	0	0	6	7	3	3	0	13	592	
05:0-15	2	225	2	0	229	8	344	40	0	392	0	1	1	0	2	3	1	4	0	8	631	
15-30	7	231	3	0	241	4	357	45	1	407	3	1	2	0	6	8	0	4	0	12	666	
30-45	7	268	5	0	280	6	293	39	1	339	2	1	2	0	5	2	3	2	0	7	631	
45-00	6	240	2	1	249	6	254	25	0	285	5	2	5	0	12	6	1	3	0	10	556	
06:0-15	0	214	2	0	216	7	219	27	1	254	1	2	2	0	5	7	1	2	0	10	485	
15-30	5	159	3	0	167	5	176	16	0	197	2	0	1	0	3	4	4	1	0	9	376	
30-45	6	153	3	0	162	3	189	19	0	211	3	2	2	0	7	4	3	3	0	10	390	
45-00	4	128	1	0	133	0	159	15	1	175	1	1	4	0	6	5	6	2	0	13	327	
<b>3 Hr Totals</b>	62	2558	32	4	2656	60	3172	348	9	3589	30	18	29	0	77	72	29	36	0	137	6459	
<b>1 Hr Totals</b>																						
04-05	25	940	11	3	979	21	1181	122	5	1329	13	8	10	0	31	33	10	15	0	58	2397	
415-515	21	910	8	2	941	27	1224	131	4	1386	11	5	8	0	24	26	6	16	0	48	2399	
430-530	24	926	8	1	959	22	1310	153	5	1490	11	6	5	0	22	31	4	15	0	50	2521	
445-545	22	942	13	0	977	24	1298	158	4	1484	9	5	5	0	19	20	7	13	0	40	2520	
05-06	22	964	12	1	999	24	1248	149	2	1423	10	5	10	0	25	19	5	13	0	37	2484	
515-615	20	953	12	1	986	23	1123	136	3	1285	11	6	11	0	28	23	5	11	0	39	2338	
530-630	18	881	12	1	912	24	942	107	2	1075	10	5	10	0	25	19	9	8	0	36	2048	
545-645	17	766	10	1	794	21	838	87	1	947	11	6	10	0	27	21	9	9	0	39	1807	
06-07	15	654	9	0	678	15	743	77	2	837	7	5	9	0	21	20	14	8	0	42	1578	
<b>PEAK HOUR</b>																						
430-530	24	926	8	1	959	22	1310	153	5	1490	11	6	5	0	22	31	4	15	0	50	2521	
PHF	0.67	0.92	0.67	0.25	0.92	0.69	0.92	0.85	0.63	0.92	0.69	0.75	0.63	0.63	0.69	0.33	0.94	0.74	0.74	0.95	0.95	
%T	0%	5%	13%	0%	5%	0%	4%	1%	20%	3%	9%	17%	0%	9%	6%	0%	7%	6%	4%	4%		



**US 13 AT FOSKEY LANE**

FIELD WORK BY: G. Ashton  
 DRAWN BY: S. Langley  
 DATE: April, 2008  
 SCALE: N/A

JOB NO.: 2006-0627  
 DWG NAME: US13@FoskeyLa.DGN  
 LOCATION: Wicomico Co., MD  
 SHEET NO.: 1 OF 6





01.jpg



02.jpg



03.jpg



04.jpg



05.jpg



06.jpg





07.jpg



08.jpg



09.jpg



10.jpg



11.jpg



12.jpg





13.jpg



14.jpg



15.jpg



16.jpg



17.jpg



18.jpg





19.jpg



20.jpg



21.jpg



22.jpg



23.jpg



24.jpg





25.jpg



26.jpg



27.jpg



28.jpg



29.jpg



30.jpg



**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: US13

Route 54

Counted by: GA/DE/BT/GS/IEZ

Date: April 2, 2008

LOCATION: Wicomico County, MD

Weather: Partly cloudy, 50-70's

PROJECT NUMBER: 2006-0627

Entered by: GA



Merging Innovation and Excellence®  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: US 13				TRAFFIC FROM SOUTH on: US 13				TRAFFIC FROM EAST on: Route 54				TRAFFIC FROM WEST on: Route 54				TOTAL N + S +	TOTAL E + W				
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
<b>AM</b>																						
06:0-15	1	72	3	2	78	11	55	3	1	70	3	6	17	0	26	9	11	8	0	28	202	
15-30	2	125	5	1	133	24	77	5	0	106	5	13	28	0	46	23	14	13	0	50	335	
30-45	3	135	9	0	147	24	83	7	1	115	2	15	32	0	49	25	14	14	0	53	364	
45-00	8	161	3	0	172	22	114	17	1	154	6	21	27	0	54	21	19	12	0	52	432	
07:0-15	3	181	12	0	196	21	133	13	3	170	12	26	46	0	84	27	31	12	0	70	520	
15-30	15	171	7	3	196	34	121	21	3	179	10	43	56	0	109	41	36	31	0	108	592	
30-45	30	222	4	2	258	48	146	48	2	244	22	54	58	0	134	61	30	18	0	109	745	
45-00	18	222	9	0	249	44	110	15	1	170	13	50	50	0	113	60	37	28	0	125	657	
08:0-15	6	148	12	4	170	34	106	15	0	155	8	24	49	0	81	33	34	18	0	85	491	
15-30	14	188	12	3	217	38	122	21	1	182	9	19	44	0	72	22	21	17	0	60	531	
30-45	12	167	7	4	190	33	101	17	1	152	9	23	35	0	67	22	18	18	0	58	467	
45-00	8	112	14	3	137	30	125	18	1	174	12	25	37	0	74	16	14	22	0	52	437	
<b>3 Hr Totals</b>	120	1904	97	22	2143	363	1293	200	15	1871	111	319	479	0	909	360	279	211	0	850	5773	
<b>1 Hr Totals</b>																						
06-07	14	493	20	3	530	81	329	32	3	445	16	55	104	0	175	78	58	47	0	183	1333	
615-715	16	602	29	1	648	91	407	42	5	545	25	75	133	0	233	96	78	51	0	225	1651	
630-730	29	648	31	3	711	101	451	58	8	618	30	105	161	0	296	114	100	69	0	283	1908	
645-745	56	735	26	5	822	125	514	99	9	747	50	144	187	0	381	150	116	73	0	339	2289	
07-08	66	796	32	5	899	147	510	97	9	763	57	173	210	0	440	189	134	89	0	412	2514	
715-815	69	763	32	9	873	160	483	99	6	748	53	171	213	0	437	195	137	95	0	427	2485	
730-830	68	780	37	9	894	164	484	99	4	751	52	147	201	0	400	176	122	81	0	379	2424	
745-845	50	725	40	11	826	149	439	68	3	659	39	116	178	0	333	137	110	81	0	328	2146	
08-09	40	615	45	14	714	135	454	71	3	663	38	91	165	0	294	93	87	75	0	255	1926	
<b>PEAK HOUR</b>																						
07-08	66	796	32	5	899	147	510	97	9	763	57	173	210	0	440	189	134	89	0	412	2514	
<b>PHF</b>	0.55	0.90	0.67	0.42	0.87	0.77	0.87	0.51	0.75	0.78	0.65	0.80	0.91		0.82	0.77	0.91	0.72		0.82	0.84	
<b>%T</b>	3%	6%	19%	20%	7%	3%	7%	2%	11%	5%	0%	6%	9%		7%	0%	16%	13%		8%	6%	

3

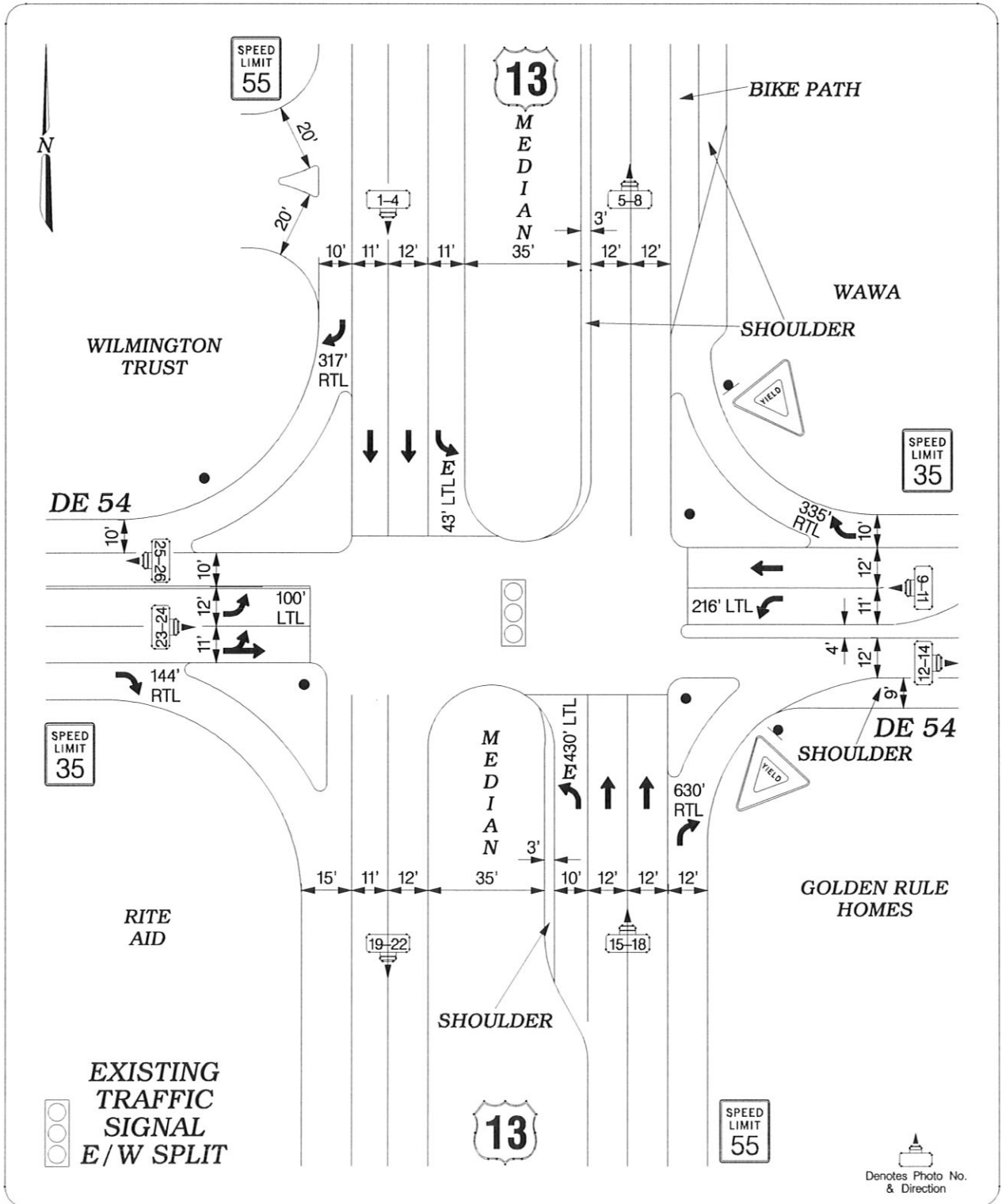




By-Phase Timing Data

Direction	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
	NBLT	SB13	EB54	WB54	SBLT	NB13						
Minimum Green	6	25	8	8	6	25	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	7	0	7	0	7	0	7	0	7	0	7
Veh Extension	4.0	6.5	4.0	4.0	4.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	15	15	15	15	15	15	0	0	0	0	0	0
Max 1	25	60	30	30	25	60	0	0	0	0	0	0
Max 2	25	60	30	30	25	60	0	0	0	0	0	0
Max 3	55	90	60	60	55	90	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	4.0	5.5	4.0	4.0	4.0	5.5	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	2.5	2.0	2.0	1.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0





**US 13 AT DE 54**

FIELD WORK BY: G. Ashton  
 DRAWN BY: S. Langley  
 DATE: August, 2007  
 SCALE: N/A

JOB NO.: 2006-0627  
 DWG NAME: US13@DE54.DGN  
 LOCATION: Sussex Co., DE  
 SHEET NO.: 2 OF 6





01.jpg



02.jpg



03.jpg



04.jpg



05.jpg



06.jpg





07.jpg



08.jpg



09.jpg



10.jpg



11.jpg



12.jpg





13.jpg



14.jpg



15.jpg



16.jpg



17.jpg



18.jpg





19.jpg



20.jpg



21.jpg



22.jpg



23.jpg



24.jpg





25.jpg



26.jpg







**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: Bi-State Blvd.

Route 54

LOCATION: Wicomico County, MD

PROJECT NUMBER: 2006-0627

Counted by: GA/DE/EZ

Date: April 15, 2008

Weather: Clear, 50-70's

Entered by: GA



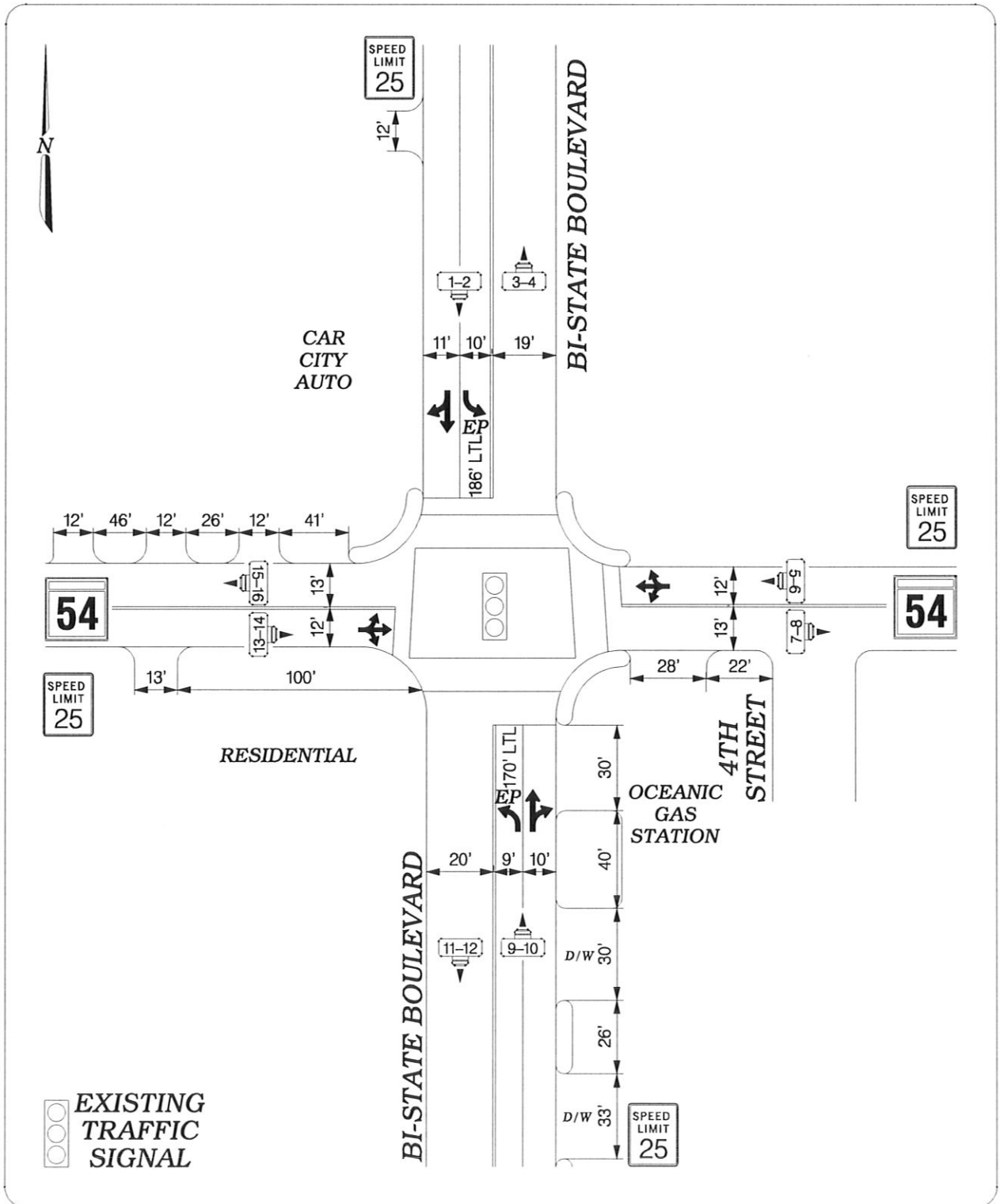
Merging Innovation and Excellence  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.					TRAFFIC FROM SOUTH on: Bi-State Blvd.					TRAFFIC FROM EAST on: Route 54					TRAFFIC FROM WEST on: Route 54					TOTAL N + S +		
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		E + W	
<b>PM</b>																							
04:0-15	2	28	16	0	46	9	27	28	0	64	26	73	7	0	106	26	63	10	0	99	315		
15-30	7	29	27	0	63	13	35	33	0	81	11	53	5	0	69	10	39	8	0	57	270		
30-45	7	33	22	0	62	15	54	35	0	104	21	64	8	0	93	12	58	4	0	74	333		
45-00	10	36	20	0	66	16	38	20	0	74	16	50	7	0	73	16	30	2	0	48	261		
05:0-15	9	26	22	0	57	29	16	17	0	62	25	56	8	0	89	34	46	3	0	83	291		
15-30	10	30	13	0	53	26	12	12	0	50	21	76	12	0	109	20	37	7	0	64	276		
30-45	6	30	27	0	63	24	32	18	0	74	34	80	20	0	134	24	48	7	0	79	350		
45-00	10	25	18	0	53	14	27	38	0	79	15	71	17	0	103	21	48	4	0	73	308		
06:0-15	13	29	16	0	58	11	23	19	0	53	8	65	10	0	83	16	37	1	0	54	248		
15-30	4	23	12	0	39	6	27	29	0	62	3	71	8	0	82	22	37	7	0	66	249		
30-45	3	20	10	0	33	7	18	20	0	45	13	34	6	0	53	22	33	5	0	60	191		
45-00	8	17	10	0	35	6	32	20	0	58	14	34	5	0	53	16	32	3	0	51	197		
<b>3 Hr Totals</b>	89	326	213	0	628	176	341	289	0	806	207	727	113	0	1047	239	508	61	0	808	3289		
<b>1 Hr Totals</b>																							
04-05	26	126	85	0	237	53	154	116	0	323	74	240	27	0	341	64	190	24	0	278	1179		
415-515	33	124	91	0	248	73	143	105	0	321	73	223	28	0	324	72	173	17	0	262	1155		
430-530	36	125	77	0	238	86	120	84	0	290	83	246	35	0	364	82	171	16	0	269	1161		
445-545	35	122	82	0	239	95	98	67	0	260	96	262	47	0	405	94	161	19	0	274	1178		
05-06	35	111	80	0	226	93	87	85	0	265	95	283	57	0	435	99	179	21	0	299	1225		
515-615	39	114	74	0	227	75	94	87	0	256	78	292	59	0	429	81	170	19	0	270	1182		
530-630	33	107	73	0	213	55	109	104	0	268	60	287	55	0	402	83	170	19	0	272	1155		
545-645	30	97	56	0	183	38	95	106	0	239	39	241	41	0	321	81	155	17	0	253	996		
06-07	28	89	48	0	165	30	100	88	0	218	38	204	29	0	271	76	139	16	0	231	885		
<b>PEAK HOUR</b>																							
05-06	35	111	80	0	226	93	87	85	0	265	95	283	57	0	435	99	179	21	0	299	1225		
PHF	0.88	0.93	0.74		0.90	0.80	0.68	0.56		0.84	0.70	0.88	0.71		0.81	0.73	0.93	0.75		0.90	0.88		
%T	3%	1%	0%		1%	4%	5%	1%		3%	2%	4%	4%		3%	2%	5%	0%		4%	3%		



By-Phase Timing Data

Direction	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
	NBLT	SB		EB54	SBLT	NB		WB54				
Minimum Green	3	15	0	5	3	15	0	5	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	0	0	0	0	0	0	10	0	10
Ped Clearance	0	7	0	7	0	7	0	7	0	16	0	16
Veh Extension	3.0	5.0	0.0	4.0	3.0	5.0	0.0	4.0	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	20	30	0	30	20	30	0	30	35	35	35	35
Max 2	20	30	0	30	20	30	0	30	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.5	4.0	3.0	4.0	3.5	4.0	3.0	4.0	3.0	3.0	3.0	3.0
Red Clearance	0.5	1.0	0.0	1.0	0.5	1.0	0.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0



**MD 54 AT  
BI-STATE BOULEVARD**

FIELD WORK BY: G. Ashton  
 DRAWN BY: S. Langley  
 DATE: April, 2008  
 SCALE: N/A

JOB NO.: 2006-0627  
 DWG NAME: MD54@Bi-StateBlvd.DGN  
 LOCATION: Wicomico Co., MD  
 SHEET NO.: 5 OF 6





01.jpg



02.jpg



03.jpg



04.jpg



05.jpg



06.jpg





07.jpg



08.jpg



09.jpg



10.jpg



11.jpg



12.jpg





13.jpg



14.jpg



15.jpg



16.jpg



**TOTAL VEHICLES TURNING MOVEMENT COUNT - SUMMARY**

INTERSECTION: Bi-State Blvd.

Foskey Lane

Counted by: DE

Date: April 1, 2008

LOCATION: Wicomico County, MD

Weather: Cloudy, 50-70's

PROJECT NUMBER: 2006-0627

Entered by: GA



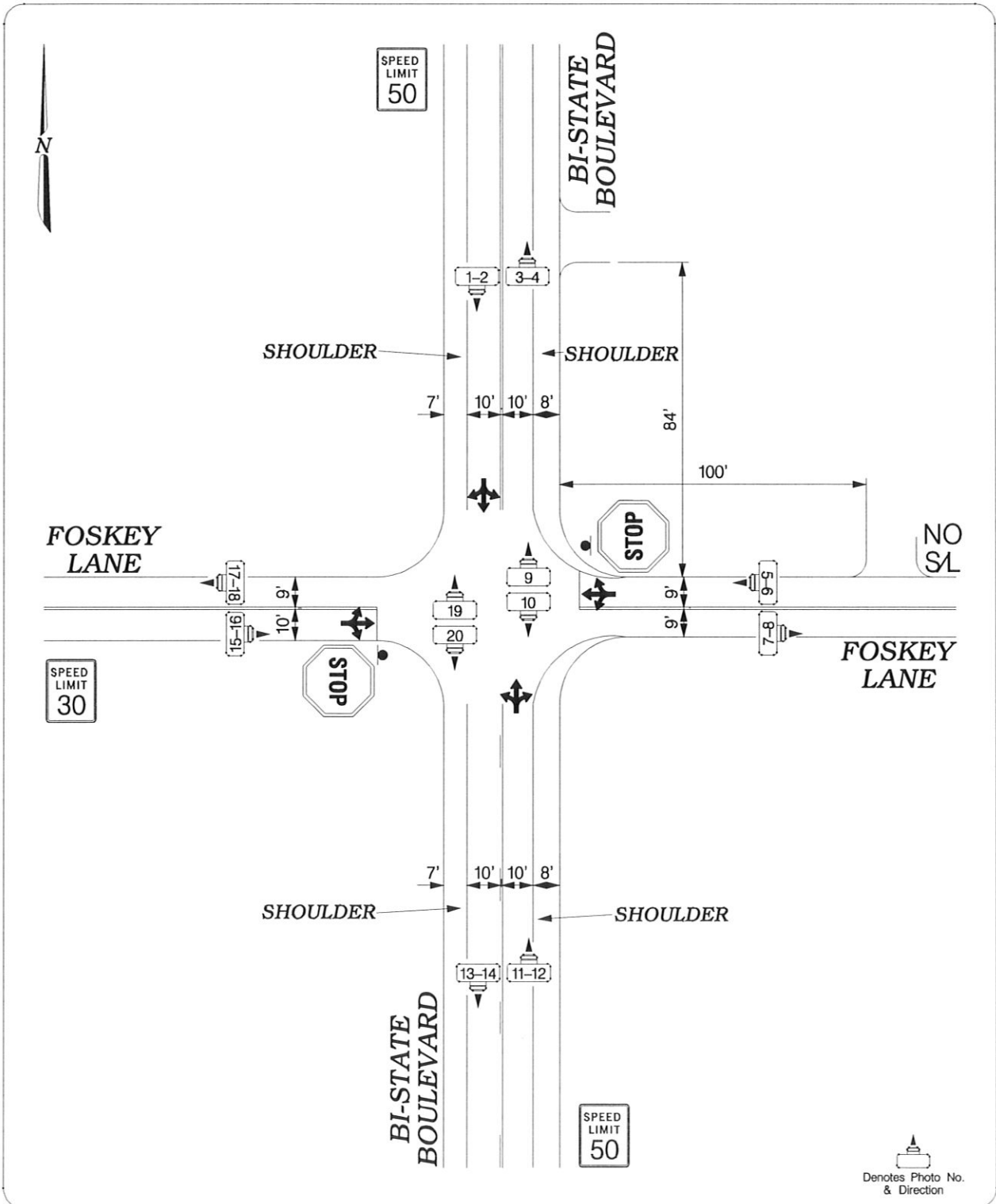
Merging Innovation and Excellence®  
www.trafficgroup.com

TIME	TRAFFIC FROM NORTH on: Bi-State Blvd.				TRAFFIC FROM SOUTH on: Bi-State Blvd.				TRAFFIC FROM EAST on: Foskey Lane				TRAFFIC FROM WEST on: Foskey Lane				TOTAL N + S +							
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	E + W			
<b>AM</b>																								
06:0-15	0	17	0	0	17	1	6	0	0	7	3	1	1	0	5	5	0	0	0	5	5	0	0	5
15-30	0	29	4	0	33	2	11	0	0	13	1	2	0	0	3	4	2	0	0	6	4	2	0	6
30-45	1	71	3	0	75	1	9	2	0	12	2	7	1	0	10	10	8	1	0	19	10	8	1	19
45-00	3	51	8	0	62	5	13	4	0	22	3	3	0	0	6	9	8	2	0	19	9	8	2	19
07:0-15	0	61	9	0	70	1	25	9	0	35	11	3	1	0	15	7	8	5	0	20	7	8	5	20
15-30	2	83	6	0	91	3	36	8	0	47	9	3	1	0	13	11	9	6	0	26	11	9	6	26
30-45	17	86	5	0	108	3	35	20	0	58	11	10	1	0	22	15	6	7	0	28	15	6	7	28
45-00	55	110	2	0	167	2	25	37	0	64	12	29	1	0	42	29	5	8	0	42	29	5	8	42
08:0-15	29	66	6	0	101	3	41	16	0	60	11	27	0	0	38	38	16	22	0	76	38	16	22	76
15-30	13	64	11	0	88	2	28	7	0	37	8	23	1	0	32	37	21	16	0	74	37	21	16	74
30-45	5	47	3	0	55	3	23	1	0	27	9	8	0	0	17	3	6	6	0	15	3	6	6	15
45-00	5	57	3	0	65	0	28	2	0	30	11	2	1	0	14	5	8	2	0	15	5	8	2	15
<b>3 Hr Totals</b>	<b>130</b>	<b>742</b>	<b>60</b>	<b>0</b>	<b>932</b>	<b>26</b>	<b>280</b>	<b>106</b>	<b>0</b>	<b>412</b>	<b>91</b>	<b>118</b>	<b>8</b>	<b>0</b>	<b>217</b>	<b>173</b>	<b>97</b>	<b>75</b>	<b>0</b>	<b>345</b>	<b>1906</b>			
<b>1 Hr Totals</b>																								
06-07	4	168	15	0	187	9	39	6	0	54	9	13	2	0	24	28	18	3	0	49	28	18	3	49
615-715	4	212	24	0	240	9	58	15	0	82	17	15	2	0	34	30	26	8	0	64	30	26	8	64
630-730	6	266	26	0	298	10	83	23	0	116	25	16	3	0	44	37	33	14	0	84	37	33	14	84
645-745	22	281	28	0	331	12	109	41	0	162	34	19	3	0	56	42	31	20	0	93	42	31	20	93
07-08	74	340	22	0	436	9	121	74	0	204	43	45	4	0	92	62	28	26	0	116	62	28	26	116
715-815	103	345	19	0	467	11	137	81	0	229	43	69	3	0	115	93	36	43	0	172	93	36	43	172
730-830	114	326	24	0	464	10	129	80	0	219	42	89	3	0	134	119	48	53	0	220	119	48	53	220
745-845	102	287	22	0	411	10	117	61	0	188	40	87	2	0	129	107	48	52	0	207	107	48	52	207
08-09	52	234	23	0	309	8	120	26	0	154	39	60	2	0	101	83	51	46	0	180	83	51	46	180
<b>PEAK HOUR</b>																								
730-830	114	326	24	0	464	10	129	80	0	219	42	89	3	0	134	119	48	53	0	220	119	48	53	220
PHF	0.52	0.74	0.55		0.69	0.83	0.79	0.54		0.86	0.88	0.77	0.75		0.80	0.78	0.57	0.60		0.72	0.78	0.57	0.60	0.72
%T	11%	2%	4%		4%	20%	6%	4%		6%	0%	11%	33%		8%	3%	4%	32%		10%	3%	4%	32%	10%

5







**BI-STATE BOULEVARD  
AT  
FOSKEY LANE**

FIELD WORK BY: G. Ashton  
 DRAWN BY: S. Langley  
 DATE: April, 2008  
 SCALE: N/A

JOB NO.: 2006-0627  
 Bi-StateBlvd@  
 DWG NAME: FoskeyLa.DGN  
 LOCATION: Wicomico Co., MD  
 SHEET NO.: 4 OF 6





01.jpg



02.jpg



03.jpg



04.jpg



05.jpg



06.jpg





07.jpg



08.jpg



09.jpg



10.jpg



11.jpg



12.jpg





13.jpg



14.jpg



15.jpg



16.jpg



17.jpg



18.jpg





19.jpg



20.jpg

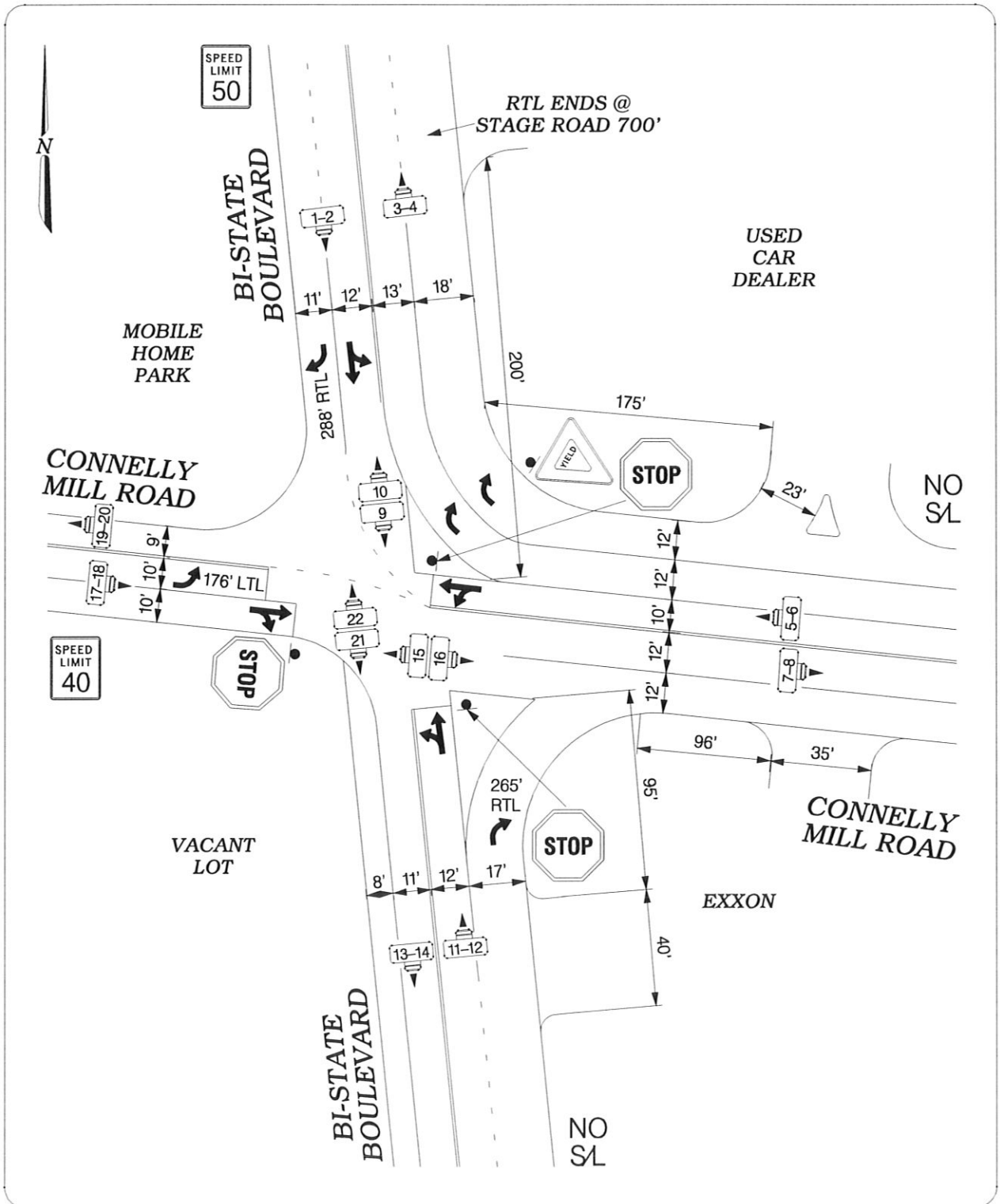












**BI-STATE BOULEVARD  
AT  
CONNELLY MILL ROAD**

FIELD WORK BY: G. Ashton  
 DRAWN BY: S. Langley  
 DATE: April, 2008  
 SCALE: N/A

JOB NO.: 2006-0627  
 Bi-StateBlvd@  
 DWG NAME: ConnellyMillRd.DGN  
 LOCATION: Wicomico Co., MD  
 SHEET NO.: 6 OF 6





01.jpg



02.jpg



03.jpg



04.jpg



05.jpg



06.jpg





07.jpg



08.jpg



09.jpg



10.jpg



11.jpg



12.jpg





13.jpg



14.jpg



15.jpg



16.jpg



17.jpg



18.jpg





19.jpg



20.jpg

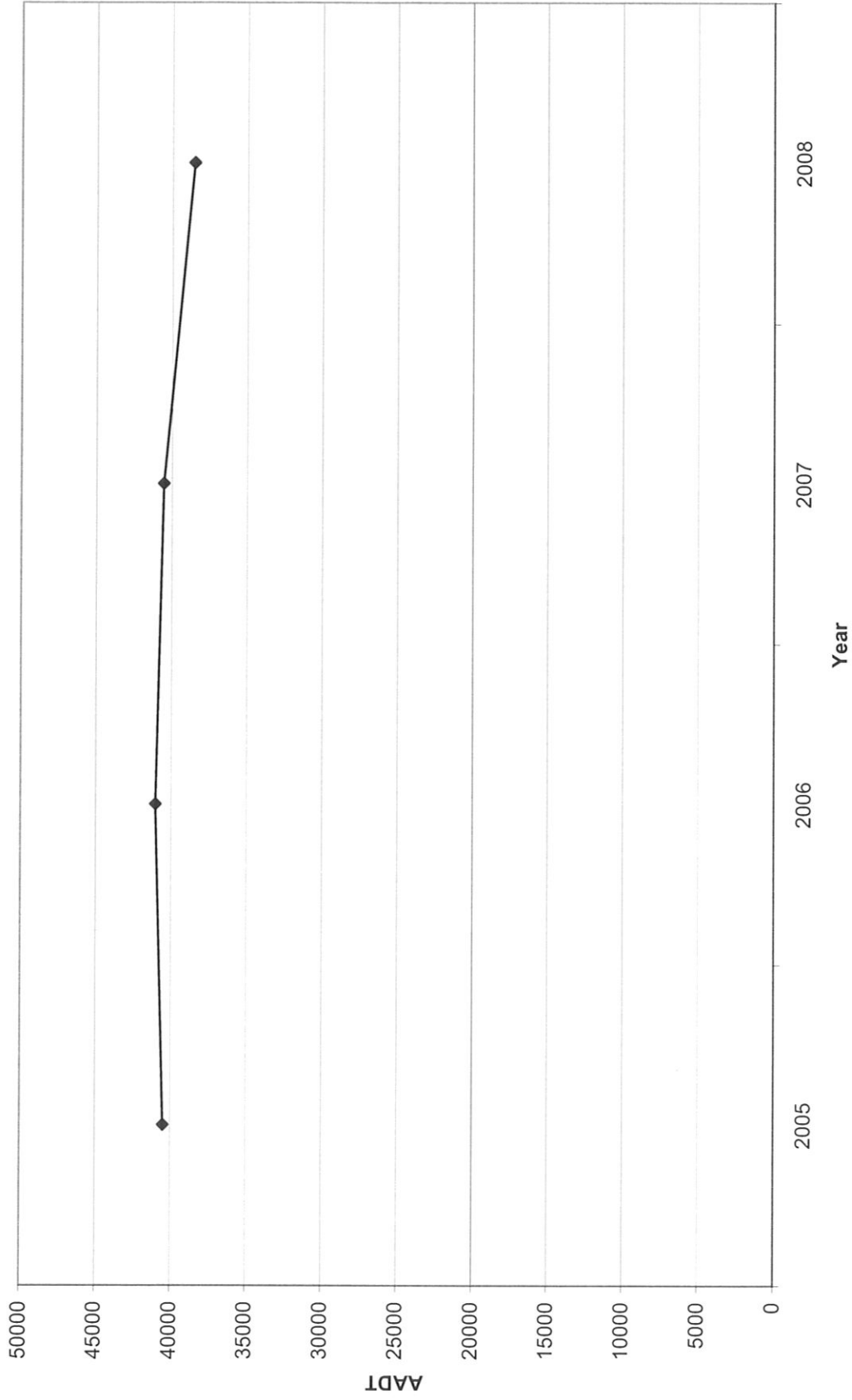


21.jpg



22.jpg

Historical AADT Data For ATR Station P0009



























## **APPENDIX B**

### ***Intersection Capacity Worksheets***

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

Existing Traffic  
 Timing Plan: AM peak hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	48	3	549	50	4	22	1	186	858	18	7	1178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1440	1615	1681	1718	1615		3434	3406	1615	1805	3438
Flt Permitted		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1440	1615	1681	1718	1615		3434	3406	1615	1805	3438
Peak-hour factor, PHF	0.63	0.38	0.93	0.69	0.33	0.69	0.25	0.76	0.87	0.75	0.35	0.80
Adj. Flow (vph)	76	8	590	72	12	32	4	245	986	24	20	1472
RTOR Reduction (vph)	0	0	0	0	0	30	0	0	0	9	0	0
Lane Group Flow (vph)	0	84	590	42	42	2	0	249	986	15	20	1472
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		9.2	120.0	6.4	6.4	6.4		11.8	77.0	77.0	2.4	67.6
Effective Green, g (s)		9.2	120.0	6.4	6.4	6.4		11.8	77.0	77.0	2.4	67.6
Actuated g/C Ratio		0.08	1.00	0.05	0.05	0.05		0.10	0.64	0.64	0.02	0.56
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		110	1615	90	92	86		338	2186	1036	36	1937
v/s Ratio Prot		c0.06		0.02	0.02			c0.07	0.29		0.01	c0.43
v/s Ratio Perm			c0.37			0.00				0.01		
v/c Ratio		0.76	0.37	0.47	0.46	0.02		0.74	0.45	0.01	0.56	0.76
Uniform Delay, d1		54.3	0.0	55.1	55.1	53.8		52.6	10.8	7.8	58.3	20.0
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		26.4	0.6	3.8	3.6	0.1		8.1	0.7	0.0	17.3	2.9
Delay (s)		80.8	0.6	58.9	58.7	53.9		60.7	11.5	7.8	75.5	22.9
Level of Service		F	A	E	E	D		E	B	A	E	C
Approach Delay (s)		10.6			57.5				21.2			22.9
Approach LOS		B			E				C			C

**Intersection Summary**

HCM Average Control Delay	21.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

Existing Traffic  
 Timing Plan: AM peak hour

Movement	SBR
Lane Configurations	7
Volume (vph)	58
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.63
Adj. Flow (vph)	92
RTOR Reduction (vph)	40
Lane Group Flow (vph)	52
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	67.6
Effective Green, g (s)	67.6
Actuated g/C Ratio	0.56
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	866
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.06
Uniform Delay, d1	11.8
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	12.0
Level of Service	B
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2010 Traffic  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↔	↗	↖	↔	↗		↖↗	↕	↗	↖	↕
Volume (vph)	48	3	567	50	4	22	1	240	969	18	7	1236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1424	1615	1681	1701	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1424	1615	1681	1701	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	3	616	54	4	24	1	261	1053	20	8	1343
RTOR Reduction (vph)	0	0	0	0	0	23	0	0	0	7	0	0
Lane Group Flow (vph)	0	55	616	29	29	1	0	262	1053	13	8	1343
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		7.6	120.0	6.4	6.4	6.4		13.1	79.8	79.8	1.2	67.9
Effective Green, g (s)		7.6	120.0	6.4	6.4	6.4		13.1	79.8	79.8	1.2	67.9
Actuated g/C Ratio		0.06	1.00	0.05	0.05	0.05		0.11	0.66	0.66	0.01	0.57
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		90	1615	90	91	86		375	2265	1074	18	1945
v/s Ratio Prot		0.04		0.02	0.02			c0.08	0.31		0.00	c0.39
v/s Ratio Perm			c0.38			0.00				0.01		
v/c Ratio		0.61	0.38	0.32	0.32	0.01		0.70	0.46	0.01	0.44	0.69
Uniform Delay, d1		54.8	0.0	54.7	54.7	53.8		51.5	9.7	6.8	59.1	18.6
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		11.7	0.7	2.1	2.0	0.1		5.6	0.7	0.0	16.5	2.0
Delay (s)		66.4	0.7	56.8	56.7	53.9		57.1	10.4	6.8	75.6	20.6
Level of Service		E	A	E	E	D		E	B	A	E	C
Approach Delay (s)		6.1			55.9				19.5			20.5
Approach LOS		A			E				B			C

**Intersection Summary**

HCM Average Control Delay	18.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2010 Traffic  
 Timing Plan: AM peak hour

Movement	SBR
Lane Configurations	7
Volume (vph)	58
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	63
RTOR Reduction (vph)	27
Lane Group Flow (vph)	36
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	67.9
Effective Green, g (s)	67.9
Actuated g/C Ratio	0.57
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	870
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.04
Uniform Delay, d1	11.6
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	11.7
Level of Service	B
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	

# HCM Signalized Intersection Capacity Analysis

1: Connelly Mill Rd & US 13

2020 Traffic

Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	84	3	832	50	4	22	1	479	1763	18	7	1891
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Flt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1415	1615	1681	1702	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1415	1615	1681	1702	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	88	3	876	53	4	23	1	504	1856	19	7	1991
RTOR Reduction (vph)	0	0	0	0	0	22	0	0	0	6	0	0
Lane Group Flow (vph)	0	91	876	29	28	1	0	505	1856	13	7	1991
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		18.7	79.4	79.4	1.2	61.9
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		18.7	79.4	79.4	1.2	61.9
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.16	0.66	0.66	0.01	0.52
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		94	1615	90	91	86		535	2254	1069	18	1773
v/s Ratio Prot		c0.06		0.02	0.02			c0.15	0.54		0.00	c0.58
v/s Ratio Perm			c0.54			0.00				0.01		
v/c Ratio		0.97	0.54	0.32	0.31	0.01		0.94	0.82	0.01	0.39	1.12
Uniform Delay, d1		55.9	0.0	54.7	54.7	53.8		50.1	15.1	6.9	59.0	29.0
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		81.5	1.3	2.1	1.9	0.1		25.5	3.6	0.0	13.4	63.4
Delay (s)		137.3	1.3	56.8	56.6	53.9		75.6	18.7	6.9	72.4	92.5
Level of Service		F	A	E	E	D		E	B	A	E	F
Approach Delay (s)		14.1			55.9				30.6			88.7
Approach LOS		B			E				C			F

### Intersection Summary

HCM Average Control Delay	50.2	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2020 Traffic  
 Timing Plan: AM peak hour

Movement	SBR
Lane Configurations	7
Volume (vph)	94
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	99
RTOR Reduction (vph)	48
Lane Group Flow (vph)	51
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	61.9
Effective Green, g (s)	61.9
Actuated g/C Ratio	0.52
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	793
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.06
Uniform Delay, d1	14.5
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	14.7
Level of Service	B
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	

HCM Signalized Intersection Capacity Analysis  
1: Connelly Mill Rd & US 13

2020 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NET	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗		↖↗	↑↑	↗	↖	↖↗↘
Volume (vph)	84	3	832	50	4	22	1	479	1763	18	7	1891
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615	1805	4940
Flt Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	3406	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	88	3	876	53	4	23	1	504	1856	19	7	1991
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	0	5	0	0
Lane Group Flow (vph)	88	3	876	53	4	3	0	505	1856	14	7	1991
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	13.4	13.4	120.0	13.4	13.4	13.4		19.6	86.4	86.4	1.2	68.0
Effective Green, g (s)	13.4	13.4	120.0	13.4	13.4	13.4		19.6	86.4	86.4	1.2	68.0
Actuated g/C Ratio	0.11	0.11	1.00	0.11	0.11	0.11		0.16	0.72	0.72	0.01	0.57
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	124	212	1615	157	212	180		561	2452	1163	18	2799
v/s Ratio Prot		0.00			0.00			c0.15	c0.54		0.00	0.40
v/s Ratio Perm	0.08		c0.54	0.04		0.00				0.01		
v/c Ratio	0.71	0.01	0.54	0.34	0.02	0.01		0.90	0.76	0.01	0.39	0.71
Uniform Delay, d1	51.4	47.4	0.0	49.2	47.4	47.4		49.2	10.3	4.7	59.0	18.9
Progression Factor	0.87	0.81	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.8	0.0	1.0	1.3	0.0	0.0		17.5	2.2	0.0	13.4	1.6
Delay (s)	57.7	38.4	1.0	50.5	47.5	47.5		66.7	12.6	4.8	72.4	20.4
Level of Service	E	D	A	D	D	D		E	B	A	E	C
Approach Delay (s)		6.2			49.5				24.0			20.2
Approach LOS		A			D				C			C

Intersection Summary

HCM Average Control Delay	19.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lamp Configurations	7
Volume (vph)	94
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	99
RTOR Reduction (vph)	43
Lane Group Flow (vph)	56
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	68.0
Effective Green, g (s)	68.0
Actuated g/C Ratio	0.57
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	872
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.06
Uniform Delay, d1	11.7
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	11.8
Level of Service	B
Approach Delay (s)	
Approach LOS	

**Intersection Summary**

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↖	↗	↘	↖	↗		↖↗	↖↗	↗	↘	↖↗
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00	1.00	0.95
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1413	1615	1681	1702	1615		3433	3406	1615	1805	3438
Flt Permitted		0.95	1.00	0.95	0.96	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)		1413	1615	1681	1702	1615		3433	3406	1615	1805	3438
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	0	0	22	0	0	0	6	0	0
Lane Group Flow (vph)	0	108	946	29	28	1	0	577	1983	13	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	Prot	
Protected Phases	4	4		8	8		5	5	2		1	6
Permitted Phases			Free			8				2		
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		18.8	79.4	79.4	1.2	61.8
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		18.8	79.4	79.4	1.2	61.8
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.16	0.66	0.66	0.01	0.52
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)		94	1615	90	91	86		538	2254	1069	18	1771
v/s Ratio Prot		c0.08		0.02	0.02			c0.17	0.58		0.00	c0.63
v/s Ratio Perm			c0.59			0.00				0.01		
v/c Ratio		1.15	0.59	0.32	0.31	0.01		1.07	0.88	0.01	0.39	1.23
Uniform Delay, d1		56.0	0.0	54.7	54.7	53.8		50.6	16.4	6.9	59.0	29.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		138.5	1.6	2.1	1.9	0.1		59.7	5.3	0.0	13.4	107.9
Delay (s)		194.5	1.6	56.8	56.6	53.9		110.3	21.8	6.9	72.4	137.0
Level of Service		F	A	E	E	D		F	C	A	E	F
Approach Delay (s)		21.3			55.9				41.5			130.2
Approach LOS		C			E				D			F

Intersection Summary

HCM Average Control Delay	72.1	HCM Level of Service	E
HCM Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic  
 Timing Plan: AM peak hour

Movement	SBR
Lane Configurations	7
Volume (vph)	118
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	124
RTOR Reduction (vph)	56
Lane Group Flow (vph)	68
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	61.8
Effective Green, g (s)	61.8
Actuated g/C Ratio	0.52
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	792
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.09
Uniform Delay, d1	14.8
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	15.0
Level of Service	B
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
1: Connelly Mill Rd & US 13

2030 Traffic w/2020 improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↑	↗	↖	↑	↗	↖	↖	↑	↗	↖	↑↑↑
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00	1.00	0.91
Fr <sub>t</sub>	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Fl <sub>t</sub> Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615	1805	4940
Fl <sub>t</sub> Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	3406	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	0	0	21	0	0	0	5	0	0
Lane Group Flow (vph)	105	3	946	53	4	2	0	577	1983	14	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	12.8	12.8	120.0	12.8	12.8	12.8		23.1	87.0	87.0	1.2	65.1
Effective Green, g (s)	12.8	12.8	120.0	12.8	12.8	12.8		23.1	87.0	87.0	1.2	65.1
Actuated g/C Ratio	0.11	0.11	1.00	0.11	0.11	0.11		0.19	0.72	0.72	0.01	0.54
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	119	203	1615	150	203	172		661	2469	1171	18	2680
v/s Ratio Prot		0.00			0.00			c0.17	c0.58		0.00	0.44
v/s Ratio Perm	c0.09		c0.59	0.04		0.00				0.01		
v/c Ratio	0.88	0.01	0.59	0.35	0.02	0.01		0.87	0.80	0.01	0.39	0.81
Uniform Delay, d <sub>1</sub>	52.9	48.0	0.0	49.8	48.0	48.0		47.0	10.9	4.6	59.0	22.4
Progression Factor	0.85	0.82	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d <sub>2</sub>	34.5	0.0	1.0	1.4	0.0	0.0		12.2	2.9	0.0	13.4	2.8
Delay (s)	79.5	39.2	1.0	51.2	48.0	48.0		59.2	13.7	4.6	72.4	25.2
Level of Service	E	D	A	D	D	D		E	B	A	E	C
Approach Delay (s)		8.9			50.1				23.9			24.7
Approach LOS		A			D				C			C

Intersection Summary

HCM Average Control Delay	21.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	6.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Left-Through Configurations	7
Volume (vph)	118
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1538
Flt Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	124
RTOR Reduction (vph)	57
Lane Group Flow (vph)	67
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	65.1
Effective Green, g (s)	65.1
Actuated g/C Ratio	0.54
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	834
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.08
Uniform Delay, d1	13.1
Progression Factor	1.00
Incremental Delay, d2	0.2
Delay (s)	13.3
Level of Service	B
Approach Delay (s)	
Approach LOS	
<b>Intersection Summary</b>	

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic w/add'l improvements  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↘	↑	↗	↘	↑	↗		↘↗	↑↑↑	↗	↘	↑↑↑
Volume (vph)	100	3	899	50	4	22	1	547	1884	18	7	2066
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.91	1.00	1.00	0.91
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	4893	1615	1805	4940
Flt Permitted	0.76	1.00	1.00	0.76	1.00	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1112	1900	1615	1408	1900	1615		3433	4893	1615	1805	4940
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	105	3	946	53	4	23	1	576	1983	19	7	2175
RTOR Reduction (vph)	0	0	0	0	0	20	0	0	0	5	0	0
Lane Group Flow (vph)	105	3	946	53	4	3	0	577	1983	14	7	2175
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	5%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	Prot	
Protected Phases		4			8		5	5	2		1	6
Permitted Phases	4		Free	8		8				2		
Actuated Green, G (s)	14.4	14.4	120.0	14.4	14.4	14.4		23.1	85.4	85.4	1.2	63.5
Effective Green, g (s)	14.4	14.4	120.0	14.4	14.4	14.4		23.1	85.4	85.4	1.2	63.5
Actuated g/C Ratio	0.12	0.12	1.00	0.12	0.12	0.12		0.19	0.71	0.71	0.01	0.53
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0	5.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	133	228	1615	169	228	194		661	3482	1149	18	2614
v/s Ratio Prot		0.00			0.00			c0.17	0.41		0.00	c0.44
v/s Ratio Perm	0.09		c0.59	0.04		0.00				0.01		
v/c Ratio	0.79	0.01	0.59	0.31	0.02	0.01		0.87	0.57	0.01	0.39	0.83
Uniform Delay, d1	51.3	46.5	0.0	48.3	46.6	46.5		47.0	8.4	5.0	59.0	23.8
Progression Factor	0.87	0.85	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	19.0	0.0	1.1	1.1	0.0	0.0		12.2	0.7	0.0	13.4	3.3
Delay (s)	63.9	39.6	1.1	49.3	46.6	46.6		59.2	9.1	5.0	72.4	27.0
Level of Service	E	D	A	D	D	D		E	A	A	E	C
Approach Delay (s)		7.5			48.4				20.3			26.5
Approach LOS		A			D				C			C

**Intersection Summary**

HCM Average Control Delay	20.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			





Movement	SBR
Left-Through Configurations	7
Volume (vph)	118
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Fr <sub>t</sub>	0.85
Fl <sub>t</sub> Protected	1.00
Satd. Flow (prot)	1538
Fl <sub>t</sub> Permitted	1.00
Satd. Flow (perm)	1538
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	124
RTOR Reduction (vph)	58
Lane Group Flow (vph)	66
Heavy Vehicles (%)	5%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	63.5
Effective Green, g (s)	63.5
Actuated g/C Ratio	0.53
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	814
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.08
Uniform Delay, d <sub>1</sub>	13.9
Progression Factor	1.00
Incremental Delay, d <sub>2</sub>	0.2
Delay (s)	14.1
Level of Service	B
Approach Delay (s)	
Approach LOS	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗	↖	↕	↗		↖	↕	↗		↖
Volume (vph)	42	11	290	38	7	16	5	387	1434	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Flt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1523	1615	1681	1726	1615		3434	3406	1615		1805
Flt Permitted		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1523	1615	1681	1726	1615		3434	3406	1615		1900
Peak-hour factor, PHF	0.88	0.55	0.91	0.68	0.58	0.80	0.63	0.83	0.84	0.84	0.50	0.75
Adj. Flow (vph)	48	20	319	56	12	20	8	466	1707	80	4	16
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	28	0	0
Lane Group Flow (vph)	0	68	319	34	34	1	0	474	1707	52	0	20
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	4	4		8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		6.0	116.5	6.0	6.0	6.0		19.9	76.2	76.2		3.3
Effective Green, g (s)		6.0	116.5	6.0	6.0	6.0		19.9	76.2	76.2		3.3
Actuated g/C Ratio		0.05	1.00	0.05	0.05	0.05		0.17	0.65	0.65		0.03
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		78	1615	87	89	83		587	2228	1056		54
v/s Ratio Prot		c0.04		0.02	0.02			c0.14	c0.50			
v/s Ratio Perm			c0.20			0.00				0.03		0.01
v/c Ratio		0.87	0.20	0.39	0.38	0.01		0.81	0.77	0.05		0.37
Uniform Delay, d1		54.9	0.0	53.5	53.5	52.4		46.5	14.0	7.2		55.6
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		60.6	0.3	2.9	2.7	0.1		8.0	2.6	0.1		4.2
Delay (s)		115.5	0.3	56.4	56.2	52.5		54.5	16.6	7.3		59.8
Level of Service		F	A	E	E	D		D	B	A		E
Approach Delay (s)		20.5			55.4				24.2			
Approach LOS		C			E				C			

Intersection Summary

HCM Average Control Delay	23.8	HCM Level of Service	C
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	116.5	Sum of lost time (s)	11.0
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	949	75
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1538
Peak-hour factor, PHF	0.88	0.63
Adj. Flow (vph)	1078	119
RTOR Reduction (vph)	0	58
Lane Group Flow (vph)	1078	61
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	59.6	59.6
Effective Green, g (s)	59.6	59.6
Actuated g/C Ratio	0.51	0.51
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1759	787
v/s Ratio Prot	0.31	
v/s Ratio Perm		0.04
v/c Ratio	0.61	0.08
Uniform Delay, d1	20.2	14.5
Progression Factor	1.00	1.00
Incremental Delay, d2	1.6	0.2
Delay (s)	21.8	14.7
Level of Service	C	B
Approach Delay (s)	21.8	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2010 Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗	↖	↕	↗		↘↗	↕↕	↗		↘
Volume (vph)	42	11	350	38	7	16	5	421	1536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Fr <sub>t</sub>		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fl <sub>t</sub> Protected		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1523	1615	1681	1726	1615		3434	3406	1615		1805
Fl <sub>t</sub> Permitted		0.97	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1523	1615	1681	1726	1615		3434	3406	1615		1900
Peak-hour factor, PHF	0.88	0.55	0.91	0.68	0.58	0.80	0.63	0.83	0.84	0.84	0.50	0.75
Adj. Flow (vph)	48	20	385	56	12	20	8	507	1829	80	4	16
RTOR Reduction (vph)	0	0	0	0	0	19	0	0	0	27	0	0
Lane Group Flow (vph)	0	68	385	34	34	1	0	515	1829	53	0	20
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	4	4		8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		6.4	120.0	6.4	6.4	6.4		20.5	79.8	79.8		2.4
Effective Green, g (s)		6.4	120.0	6.4	6.4	6.4		20.5	79.8	79.8		2.4
Actuated g/C Ratio		0.05	1.00	0.05	0.05	0.05		0.17	0.66	0.66		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		81	1615	90	92	86		587	2265	1074		38
v/s Ratio Prot		c0.04		0.02	0.02			c0.15	c0.54			
v/s Ratio Perm			c0.24			0.00				0.03		0.01
v/c Ratio		0.84	0.24	0.38	0.37	0.01		0.88	0.81	0.05		0.53
Uniform Delay, d1		56.3	0.0	54.9	54.9	53.8		48.5	14.5	7.0		58.2
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		50.0	0.3	2.6	2.5	0.1		13.9	3.2	0.1		12.5
Delay (s)		106.3	0.3	57.5	57.4	53.9		62.4	17.8	7.1		70.8
Level of Service		F	A	E	E	D		E	B	A		E
Approach Delay (s)		16.3			56.6				26.9			
Approach LOS		B			E				C			

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2010 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1090	75
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Frt Protected	1.00	1.00
Satd. Flow (prot)	3438	1538
Frt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1538
Peak-hour factor, PHF	0.88	0.63
Adj. Flow (vph)	1239	119
RTOR Reduction (vph)	0	58
Lane Group Flow (vph)	1239	61
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	61.7	61.7
Effective Green, g (s)	61.7	61.7
Actuated g/C Ratio	0.51	0.51
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1768	791
v/s Ratio Prot	0.36	
v/s Ratio Perm		0.04
v/c Ratio	0.70	0.08
Uniform Delay, d1	22.1	14.7
Progression Factor	1.00	1.00
Incremental Delay, d2	2.3	0.2
Delay (s)	24.5	14.9
Level of Service	C	B
Approach Delay (s)	24.3	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2020 Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↖	↗	↘	↖	↗		↖↗	↕	↗		↘
Volume (vph)	81	11	638	38	7	16	5	743	2337	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Frt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1451	1615	1681	1719	1615		3433	3406	1615		1805
Flt Permitted		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1451	1615	1681	1719	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	12	672	40	7	17	5	782	2460	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	25	0	0
Lane Group Flow (vph)	0	97	672	23	24	1	0	787	2460	46	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	4	4		8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		23.8	78.2	78.2		2.4
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		23.8	78.2	78.2		2.4
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.20	0.65	0.65		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		97	1615	90	92	86		681	2220	1052		38
v/s Ratio Prot		c0.07		0.01	0.01			c0.23	0.72			
v/s Ratio Perm			c0.42			0.00				0.03		0.01
v/c Ratio		1.00	0.42	0.26	0.26	0.01		1.16	1.11	0.04		0.39
Uniform Delay, d1		56.0	0.0	54.5	54.5	53.8		48.1	20.9	7.5		58.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		91.4	0.8	1.5	1.5	0.0		86.0	55.9	0.1		6.6
Delay (s)		147.4	0.8	56.0	56.0	53.8		134.1	76.8	7.6		64.7
Level of Service		F	A	E	E	D		F	E	A		E
Approach Delay (s)		19.3			55.5				88.9			
Approach LOS		B			E				F			

Intersection Summary

HCM Average Control Delay	111.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2020 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	2064	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2173	127
RTOR Reduction (vph)	0	58
Lane Group Flow (vph)	2173	69
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	56.8	56.8
Effective Green, g (s)	56.8	56.8
Actuated g/C Ratio	0.47	0.47
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1627	728
v/s Ratio Prot	c0.63	
v/s Ratio Perm		0.04
v/c Ratio	1.34	0.09
Uniform Delay, d1	31.6	17.4
Progression Factor	1.00	1.00
Incremental Delay, d2	155.3	0.3
Delay (s)	186.9	17.7
Level of Service	F	B
Approach Delay (s)	176.8	
Approach LOS	F	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2020 Traffic w/improvements  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↑	↗	↖	↑	↗		↖↗	↑↑	↗		↖
Volume (vph)	81	11	638	38	7	16	5	743	2337	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615		1805
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	12	672	40	7	17	5	782	2460	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	18	0	0
Lane Group Flow (vph)	85	12	672	40	7	1	0	787	2460	53	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	9.0	9.0	120.0	9.0	9.0	9.0		30.0	89.6	89.6		2.4
Effective Green, g (s)	9.0	9.0	120.0	9.0	9.0	9.0		30.0	89.6	89.6		2.4
Actuated g/C Ratio	0.08	0.08	1.00	0.08	0.08	0.08		0.25	0.75	0.75		0.02
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	83	143	1615	105	143	121		858	2543	1206		38
v/s Ratio Prot		0.01			0.00			c0.23	c0.72			
v/s Ratio Perm	c0.08		0.42	0.03		0.00				0.03		0.01
v/c Ratio	1.02	0.08	0.42	0.38	0.05	0.01		0.92	0.97	0.04		0.39
Uniform Delay, d1	55.5	51.7	0.0	52.8	51.5	51.4		43.8	13.9	4.0		58.1
Progression Factor	0.84	0.81	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	93.4	0.2	0.6	2.3	0.1	0.0		14.4	11.7	0.1		6.6
Delay (s)	139.8	42.3	0.6	55.1	51.7	51.4		58.2	25.6	4.0		64.7
Level of Service	F	D	A	E	D	D		E	C	A		E
Approach Delay (s)		16.6			53.8				32.8			
Approach LOS		B			D				C			

Intersection Summary

HCM Average Control Delay	29.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2020 Traffic w/improvements  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	2064	121
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2173	127
RTOR Reduction (vph)	0	61
Lane Group Flow (vph)	2173	66
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	62.0	62.0
Effective Green, g (s)	62.0	62.0
Actuated g/C Ratio	0.52	0.52
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2552	795
v/s Ratio Prot	0.44	
v/s Ratio Perm		0.04
v/c Ratio	0.85	0.08
Uniform Delay, d1	25.0	14.6
Progression Factor	1.00	1.00
Incremental Delay, d2	3.8	0.2
Delay (s)	28.9	14.8
Level of Service	C	B
Approach Delay (s)	28.3	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
1: Connelly Mill Rd & US 13

2030 Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗	↖	↕	↗		↗	↕	↗		↖
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00	0.95	0.95	1.00		0.97	0.95	1.00		1.00
Flt		1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)		1443	1615	1681	1719	1615		3433	3406	1615		1805
Flt Permitted		0.96	1.00	0.95	0.97	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)		1443	1615	1681	1719	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	16	0	0	0	25	0	0
Lane Group Flow (vph)	0	116	745	23	24	1	0	873	2669	46	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Split		Free	Split		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases	4	4		8	8		5	5	2			1
Permitted Phases			Free			8				2	1	
Actuated Green, G (s)		8.0	120.0	6.4	6.4	6.4		22.8	78.2	78.2		2.4
Effective Green, g (s)		8.0	120.0	6.4	6.4	6.4		22.8	78.2	78.2		2.4
Actuated g/C Ratio		0.07	1.00	0.05	0.05	0.05		0.19	0.65	0.65		0.02
Clearance Time (s)		6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		96	1615	90	92	86		652	2220	1052		38
v/s Ratio Prot		c0.08		0.01	0.01			c0.25	0.78			
v/s Ratio Perm			c0.46			0.00				0.03		0.01
v/c Ratio		1.21	0.46	0.26	0.26	0.01		1.34	1.20	0.04		0.39
Uniform Delay, d1		56.0	0.0	54.5	54.5	53.8		48.6	20.9	7.5		58.1
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2		158.2	1.0	1.5	1.5	0.0		162.8	95.6	0.1		6.6
Delay (s)		214.2	1.0	56.0	56.0	53.8		211.4	116.5	7.6		64.7
Level of Service		F	A	E	E	D		F	F	A		E
Approach Delay (s)		29.7			55.5				137.3			
Approach LOS		C			E				F			

Intersection Summary

HCM Average Control Delay	148.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	113.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	2222	140
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2339	147
RTOR Reduction (vph)	0	62
Lane Group Flow (vph)	2339	85
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	57.8	57.8
Effective Green, g (s)	57.8	57.8
Actuated g/C Ratio	0.48	0.48
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1656	741
v/s Ratio Prot	0.68	
v/s Ratio Perm		0.06
v/c Ratio	1.41	0.11
Uniform Delay, d1	31.1	17.1
Progression Factor	1.00	1.00
Incremental Delay, d2	189.2	0.3
Delay (s)	220.3	17.4
Level of Service	F	B
Approach Delay (s)	207.5	
Approach LOS	F	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic w/2020 improvements  
 Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NET	NBR	SBU	SBL
Lane Configurations	↖	↑	↗	↖	↑	↗		↖↗	↑↑	↗		↖
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	3406	1615		1805
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		1.00
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	3406	1615		1900
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	0	20	0	0
Lane Group Flow (vph)	104	12	745	40	7	2	0	873	2669	51	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	86.6	86.6		2.4
Effective Green, g (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	86.6	86.6		2.4
Actuated g/C Ratio	0.10	0.10	1.00	0.10	0.10	0.10		0.26	0.72	0.72		0.02
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	111	190	1615	140	190	162		887	2458	1165		38
v/s Ratio Prot		0.01			0.00			c0.25	c0.78			
v/s Ratio Perm	c0.09		0.46	0.03		0.00				0.03		0.01
v/c Ratio	0.94	0.06	0.46	0.29	0.04	0.01		0.98	1.09	0.04		0.39
Uniform Delay, d1	53.6	48.9	0.0	50.0	48.8	48.7		44.3	16.7	4.8		58.1
Progression Factor	0.87	0.83	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	52.8	0.1	0.7	1.1	0.1	0.0		26.2	46.3	0.1		6.6
Delay (s)	99.5	40.6	0.7	51.2	48.9	48.7		70.4	63.0	4.9		64.7
Level of Service	F	D	A	D	D	D		E	E	A		E
Approach Delay (s)		13.2			50.2				63.7			
Approach LOS		B			D				E			

Intersection Summary			
HCM Average Control Delay	50.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	109.3%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic w/2020 improvements  
 Timing Plan: PM peak hour



Movement	SBT	SBP
Lane Configurations	↑↑↑	↗
Volume (vph)	2222	140
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2339	147
RTOR Reduction (vph)	0	76
Lane Group Flow (vph)	2339	71
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	58.0	58.0
Effective Green, g (s)	58.0	58.0
Actuated g/C Ratio	0.48	0.48
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2388	743
v/s Ratio Prot	0.47	
v/s Ratio Perm		0.05
v/c Ratio	0.98	0.10
Uniform Delay, d1	30.4	16.8
Progression Factor	1.00	1.00
Incremental Delay, d2	14.2	0.3
Delay (s)	44.6	17.0
Level of Service	D	B
Approach Delay (s)	43.1	
Approach LOS	D	

Intersection Summary

# HCM Signalized Intersection Capacity Analysis

2030 Traffic w/add'l improvements

1: Connelly Mill Rd & US 13

Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SEU	SBL
Lane Configurations	↖	↑	↗	↖	↑	↗		↖↗	↑↑↑	↗		↖
Volume (vph)	99	11	708	38	7	16	5	825	2536	67	2	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00		0.97	0.91	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1399	1900	1615	1770	1900	1615		3433	4893	1615		1805
Flt Permitted	0.75	1.00	1.00	0.75	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1109	1900	1615	1397	1900	1615		3433	4893	1615		1810
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	104	12	745	40	7	17	5	868	2669	71	2	13
RTOR Reduction (vph)	0	0	0	0	0	15	0	0	0	21	0	0
Lane Group Flow (vph)	104	12	745	40	7	2	0	873	2669	50	0	15
Heavy Vehicles (%)	29%	0%	0%	2%	0%	0%	0%	2%	6%	0%	0%	0%
Turn Type	Perm		Free	Perm		Perm	Prot	Prot		Perm	custom	Prot
Protected Phases		4			8		5	5	2			1
Permitted Phases	4		Free	8		8				2	1	
Actuated Green, G (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	84.8	84.8		4.2
Effective Green, g (s)	12.0	12.0	120.0	12.0	12.0	12.0		31.0	84.8	84.8		4.2
Actuated g/C Ratio	0.10	0.10	1.00	0.10	0.10	0.10		0.26	0.71	0.71		0.04
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	111	190	1615	140	190	162		887	3458	1141		63
v/s Ratio Prot		0.01			0.00			c0.25	0.55			
v/s Ratio Perm	c0.09		0.46	0.03		0.00				0.03		0.01
v/c Ratio	0.94	0.06	0.46	0.29	0.04	0.01		0.98	0.77	0.04		0.24
Uniform Delay, d1	53.6	48.9	0.0	50.0	48.8	48.7		44.3	11.4	5.3		56.3
Progression Factor	0.87	0.83	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	52.8	0.1	0.7	1.1	0.1	0.0		26.2	1.7	0.1		2.0
Delay (s)	99.5	40.6	0.7	51.2	48.9	48.7		70.4	13.1	5.4		58.3
Level of Service	F	D	A	D	D	D		E	B	A		E
Approach Delay (s)		13.2			50.2				26.8			
Approach LOS		B			D				C			

## Intersection Summary

HCM Average Control Delay	31.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 1: Connelly Mill Rd & US 13

2030 Traffic w/add'l improvements  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	2222	140
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1538
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1538
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2339	147
RTOR Reduction (vph)	0	76
Lane Group Flow (vph)	2339	71
Heavy Vehicles (%)	5%	5%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	58.0	58.0
Effective Green, g (s)	58.0	58.0
Actuated g/C Ratio	0.48	0.48
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2388	743
v/s Ratio Prot	0.47	
v/s Ratio Perm		0.05
v/c Ratio	0.98	0.10
Uniform Delay, d1	30.4	16.8
Progression Factor	1.00	1.00
Incremental Delay, d2	14.2	0.3
Delay (s)	44.6	17.0
Level of Service	D	B
Approach Delay (s)	43.1	
Approach LOS	D	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

Existing Traffic  
 Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	25	19	40	9	21	13	10	65	735	5	6	5
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.69	0.43	0.77	0.45	0.75	0.65	0.50	0.77	0.87	0.63	0.50	0.63
Hourly flow rate (vph)	36	44	52	20	28	20	0	84	845	8	0	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	1911	2307	635	1739	2383	422	0	1353			0	853
vC1, stage 1 conf vol	1286	1286		1014	1014							
vC2, stage 2 conf vol	625	1022		725	1369							
vCu, unblocked vol	1911	2307	635	1739	2383	422	0	1353			0	853
iC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
iC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	67	62	87	74	69	97	0	83			0	99
cM capacity (veh/h)	110	115	414	78	91	586	0	504			0	795

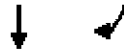
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	132	68	84	422	422	8	8	635	635	84
Volume Left	36	20	84	0	0	0	8	0	0	0
Volume Right	52	20	0	0	0	8	0	0	0	84
cSH	158	114	504	1700	1700	1700	795	1700	1700	1700
Volume to Capacity	0.84	0.60	0.17	0.25	0.25	0.00	0.01	0.37	0.37	0.05
Queue Length 95th (ft)	141	74	15	0	0	0	1	0	0	0
Control Delay (s)	91.2	75.4	13.6	0.0	0.0	0.0	9.6	0.0	0.0	0.0
Lane LOS	F	F	B				A			
Approach Delay (s)	91.2	75.4	1.2				0.1			
Approach LOS	F	F								

Intersection Summary										
Average Delay			7.4							
Intersection Capacity Utilization			50.7%		ICU Level of Service				A	
Analysis Period (min)			15							



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

Existing Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	1054	51
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.83	0.61
Hourly flow rate (vph)	1270	84
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2010 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↔	↑↑	↗		↔
Volume (veh/h)	32	20	51	9	28	13	10	111	759	5	6	5
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	35	22	55	10	30	14	0	121	825	5	0	5
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	1914	2302	610	1753	2379	412	0	1302			0	830
vC1, stage 1 conf vol	1230	1230		1066	1066							
vC2, stage 2 conf vol	683	1072		687	1313							
vCu, unblocked vol	1914	2302	610	1753	2379	412	0	1302			0	830
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	68	80	87	87	61	98	0	77			0	99
cM capacity (veh/h)	108	111	430	77	78	594	0	528			0	810

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	112	54	121	412	412	5	5	610	610	83
Volume Left	35	10	121	0	0	0	5	0	0	0
Volume Right	55	14	0	0	0	5	0	0	0	83
cSH	173	100	528	1700	1700	1700	810	1700	1700	1700
Volume to Capacity	0.65	0.54	0.23	0.24	0.24	0.00	0.01	0.36	0.36	0.05
Queue Length 95th (ft)	93	62	22	0	0	0	1	0	0	0
Control Delay (s)	57.6	77.4	13.8	0.0	0.0	0.0	9.5	0.0	0.0	0.0
Lane LOS	F	F	B				A			
Approach Delay (s)	57.6	77.4	1.8				0.0			
Approach LOS	F	F								

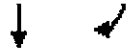
Intersection Summary

Average Delay	5.1
Intersection Capacity Utilization	57.8%
ICU Level of Service	B
Analysis Period (min)	15



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2010 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	1122	76
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.92	0.92
Hourly flow rate (vph)	1220	83
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2020 Traffic  
 Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↔	↑↑	↗		↘
Volume (veh/h)	67	23	93	27	41	21	10	185	1452	9	6	25
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	71	24	98	28	43	22	0	195	1528	9	0	26
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3145	3875	947	3028	4017	764	0	2046			0	1538
vC1, stage 1 conf vol	1947	1947		1918	1918							
vC2, stage 2 conf vol	1197	1927		1110	2099							
vCu, unblocked vol	3145	3875	947	3028	4017	764	0	2046			0	1538
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	0	0	62	0	0	94	0	28			0	94
cM capacity (veh/h)	0	2	256	0	1	351	0	271			0	438

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	193	94	195	764	764	9	26	947	947	152
Volume Left	71	28	195	0	0	0	26	0	0	0
Volume Right	98	22	0	0	0	9	0	0	0	152
cSH	0	0	271	1700	1700	1700	438	1700	1700	1700
Volume to Capacity	Err	Err	0.72	0.45	0.45	0.01	0.06	0.56	0.56	0.09
Queue Length 95th (ft)	Err	Err	125	0	0	0	5	0	0	0
Control Delay (s)	Err	Err	46.0	0.0	0.0	0.0	13.7	0.0	0.0	0.0
Lane LOS	F	F	E				B			
Approach Delay (s)	Err	Err	5.2				0.2			
Approach LOS	F	F								

Intersection Summary										
Average Delay			Err							
Intersection Capacity Utilization			85.7%		ICU Level of Service				E	
Analysis Period (min)			15							



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2020 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	1800	144
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.95	0.95
Hourly flow rate (vph)	1895	152
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2020 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗		↔			↕	↕	↗		↘
Volume (vph)	67	23	93	27	41	21	10	185	1452	9	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.99			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1483			1653	3282	1561		1745
Flt Permitted		0.69	1.00		0.86			0.05	1.00	1.00		0.17
Satd. Flow (perm)		1199	1538		1301			87	3282	1561		310
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	71	24	98	28	43	22	11	195	1528	9	6	26
RTOR Reduction (vph)	0	0	87	0	10	0	0	0	0	2	0	0
Lane Group Flow (vph)	0	95	11	0	83	0	0	206	1528	7	0	32
Heavy Vehicles (%)	4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	0%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		13.3	13.3		13.3			92.7	92.7	92.7		74.8
Effective Green, g (s)		13.3	13.3		13.3			92.7	92.7	92.7		74.8
Actuated g/C Ratio		0.11	0.11		0.11			0.77	0.77	0.77		0.62
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		133	170		144			236	2535	1206		193
v/s Ratio Prot								c0.09	0.47			
v/s Ratio Perm		c0.08	0.01		0.06			c0.58		0.00		0.10
v/c Ratio		0.71	0.06		0.58			0.87	0.60	0.01		0.17
Uniform Delay, d1		51.5	47.8		50.7			39.5	5.8	3.1		9.5
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		16.6	0.2		5.5			27.9	1.1	0.0		1.8
Delay (s)		68.1	47.9		56.2			67.4	6.9	3.1		11.3
Level of Service		E	D		E			E	A	A		B
Approach Delay (s)		57.9			56.2				14.0			
Approach LOS		E			E				B			

Intersection Summary			
HCM Average Control Delay	22.1	HCM Level of Service	C
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2020 Traffic w/improvements  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1800	144
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Fr <sub>t</sub>	1.00	0.85
Fl <sub>t</sub> Protected	1.00	1.00
Satd. Flow (prot)	3406	1301
Fl <sub>t</sub> Permitted	1.00	1.00
Satd. Flow (perm)	3406	1301
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1895	152
RTOR Reduction (vph)	0	57
Lane Group Flow (vph)	1895	95
Heavy Vehicles (%)	6%	20%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	74.8	74.8
Effective Green, g (s)	74.8	74.8
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2123	811
v/s Ratio Prot	0.56	
v/s Ratio Perm		0.07
v/c Ratio	0.89	0.12
Uniform Delay, d <sub>1</sub>	19.2	9.2
Progression Factor	1.00	1.00
Incremental Delay, d <sub>2</sub>	6.2	0.3
Delay (s)	25.4	9.5
Level of Service	C	A
Approach Delay (s)	24.0	
Approach LOS	C	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic  
 Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔	↑↑	↑		↔
Volume (veh/h)	76	24	104	45	45	29	10	198	1575	12	6	39
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	80	25	109	47	47	31	0	208	1658	13	0	41
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3402	4189	1010	3289	4340	829	0	2183			0	1671
vC1, stage 1 conf vol	2102	2102		2075	2075							
vC2, stage 2 conf vol	1300	2087		1214	2265							
vCu, unblocked vol	3402	4189	1010	3289	4340	829	0	2183			0	1671
tC, single (s)	7.6	6.7	7.0	8.2	6.5	6.9	0.0	4.1			0.0	4.1
tC, 2 stage (s)	6.6	5.7		7.2	5.5							
tF (s)	3.5	4.1	3.4	3.8	4.0	3.3	0.0	2.2			0.0	2.2
p0 queue free %	0	0	53	0	0	90	0	13			0	89
cM capacity (veh/h)	0	0	233	0	0	318	0	240			0	390

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	215	125	208	829	829	13	41	1010	1010	163
Volume Left	80	47	208	0	0	0	41	0	0	0
Volume Right	109	31	0	0	0	13	0	0	0	163
cSH	0	0	240	1700	1700	1700	390	1700	1700	1700
Volume to Capacity	Err	Err	0.87	0.49	0.49	0.01	0.11	0.59	0.59	0.10
Queue Length 95th (ft)	Err	Err	178	0	0	0	9	0	0	0
Control Delay (s)	Err	Err	72.8	0.0	0.0	0.0	15.3	0.0	0.0	0.0
Lane LOS	F	F	F				C			
Approach Delay (s)	Err	Err	8.1				0.3			
Approach LOS	F	F								

Intersection Summary										
Average Delay			Err							
Intersection Capacity Utilization			89.9%		ICU Level of Service				E	
Analysis Period (min)			15							



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane configurations	↑↑	↑
Volume (veh/h)	1919	155
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.95	0.95
Hourly flow rate (vph)	2020	163
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2030 Traffic w/2020 improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗		↕			↕	↕	↗		↗
Volume (vph)	76	24	104	45	45	29	10	198	1575	12	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1443			1653	3282	1561		1745
Flt Permitted		0.61	1.00		0.79			0.05	1.00	1.00		0.15
Satd. Flow (perm)		1059	1538		1164			86	3282	1561		270
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	25	109	47	47	31	11	208	1658	13	6	41
RTOR Reduction (vph)	0	0	97	0	10	0	0	0	0	3	0	0
Lane Group Flow (vph)	0	105	12	0	115	0	0	219	1658	10	0	47
Heavy Vehicles (%)	4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	0%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		13.0	13.0		13.0			93.0	93.0	93.0		76.0
Effective Green, g (s)		13.0	13.0		13.0			93.0	93.0	93.0		76.0
Actuated g/C Ratio		0.11	0.11		0.11			0.78	0.78	0.78		0.63
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		115	167		126			223	2544	1210		171
v/s Ratio Prot								c0.10	0.51			
v/s Ratio Perm		c0.10	0.01		0.10			c0.66		0.01		0.17
v/c Ratio		0.91	0.07		0.91			0.98	0.65	0.01		0.27
Uniform Delay, d1		52.9	48.1		52.9			42.4	6.1	3.1		9.8
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		57.2	0.2		54.2			54.9	1.3	0.0		3.9
Delay (s)		110.1	48.3		107.2			97.3	7.5	3.1		13.7
Level of Service		F	D		F			F	A	A		B
Approach Delay (s)		78.6			107.2				17.8			
Approach LOS		E			F				B			

Intersection Summary

HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	98.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic w/2020 improvements  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1919	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1301
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1301
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2020	163
RTOR Reduction (vph)	0	60
Lane Group Flow (vph)	2020	103
Heavy Vehicles (%)	6%	20%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	76.0	76.0
Effective Green, g (s)	76.0	76.0
Actuated g/C Ratio	0.63	0.63
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2157	824
v/s Ratio Prot	0.59	
v/s Ratio Perm		0.08
v/c Ratio	0.94	0.13
Uniform Delay, d1	19.8	8.8
Progression Factor	1.00	1.00
Incremental Delay, d2	9.3	0.3
Delay (s)	29.1	9.1
Level of Service	C	A
Approach Delay (s)	27.3	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2030 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↖	↗		↕			↘	↑↑↑	↗		↘
Volume (vph)	76	24	104	45	45	29	10	198	1575	12	6	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91	1.00		1.00
Fr <sub>t</sub>		1.00	0.85		0.97			1.00	1.00	0.85		1.00
Fl <sub>t</sub> Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1674	1538		1443			1653	4715	1561		1745
Fl <sub>t</sub> Permitted		0.63	1.00		0.81			0.95	1.00	1.00		0.95
Satd. Flow (perm)		1095	1538		1185			1653	4715	1561		1745
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	80	25	109	47	47	31	11	208	1658	13	6	41
RTOR Reduction (vph)	0	0	95	0	10	0	0	0	0	4	0	0
Lane Group Flow (vph)	0	105	14	0	115	0	0	219	1658	9	0	47
Heavy Vehicles (%)	4%	11%	5%	33%	0%	0%	0%	2%	10%	0%	0%	0%
Turn Type	Perm		Perm	Perm			Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Actuated Green, G (s)		15.4	15.4		15.4			20.1	79.2	79.2		6.4
Effective Green, g (s)		15.4	15.4		15.4			20.1	79.2	79.2		6.4
Actuated g/C Ratio		0.13	0.13		0.13			0.17	0.66	0.66		0.05
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		141	197		152			277	3112	1030		93
v/s Ratio Prot								c0.13	0.35			0.03
v/s Ratio Perm		0.10	0.01		c0.10					0.01		
v/c Ratio		0.74	0.07		0.75			0.79	0.53	0.01		0.51
Uniform Delay, d1		50.4	46.0		50.5			47.9	10.7	7.0		55.3
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		19.0	0.2		18.9			14.2	0.7	0.0		4.3
Delay (s)		69.4	46.2		69.3			62.1	11.4	7.0		59.5
Level of Service		E	D		E			E	B	A		E
Approach Delay (s)		57.6			69.3				17.2			
Approach LOS		E			E				B			

Intersection Summary			
HCM Average Control Delay	23.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	82.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic w/improvements  
 Timing Plan: AM peak hour



Movement	SBL	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1919	155
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1301
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1301
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2020	163
RTOR Reduction (vph)	0	74
Lane Group Flow (vph)	2020	89
Heavy Vehicles (%)	6%	20%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	65.5	65.5
Effective Green, g (s)	65.5	65.5
Actuated g/C Ratio	0.55	0.55
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2671	710
v/s Ratio Prot	0.41	
v/s Ratio Perm		0.07
v/c Ratio	0.76	0.13
Uniform Delay, d1	21.1	13.3
Progression Factor	1.00	1.00
Incremental Delay, d2	2.1	0.4
Delay (s)	23.1	13.6
Level of Service	C	B
Approach Delay (s)	23.2	
Approach LOS	C	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↔			↔			↔	↑↑	↗		↘
Volume (veh/h)	15	4	31	5	6	11	5	153	1310	22	1	8
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.94	0.33	0.60	0.63	0.75	0.69	0.63	0.85	0.92	0.69	0.25	0.67
Hourly flow rate (vph)	16	12	52	8	8	16	0	180	1424	32	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2122	2846	503	2369	2850	712	0	1042			0	1456
vC1, stage 1 conf vol	1030	1030		1784	1784							
vC2, stage 2 conf vol	1092	1816		585	1066							
vCu, unblocked vol	2122	2846	503	2369	2850	712	0	1042			0	1456
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
pO queue free %	81	81	90	83	81	96	0	73			0	97
cM capacity (veh/h)	82	64	503	48	41	359	0	669			0	409

Direction Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	80	32	180	712	712	32	12	503	503	36
Volume Left	16	8	180	0	0	0	12	0	0	0
Volume Right	52	16	0	0	0	32	0	0	0	36
cSH	164	79	669	1700	1700	1700	409	1700	1700	1700
Volume to Capacity	0.49	0.40	0.27	0.42	0.42	0.02	0.03	0.30	0.30	0.02
Queue Length 95th (ft)	58	40	27	0	0	0	2	0	0	0
Control Delay (s)	46.4	78.8	12.4	0.0	0.0	0.0	14.1	0.0	0.0	0.0
Lane LOS	E	F	B				B			
Approach Delay (s)	46.4	78.8	1.4				0.2			
Approach LOS	E	F								

Intersection Summary		
Average Delay		3.1
Intersection Capacity Utilization	53.9%	ICU Level of Service
Analysis Period (min)		15
		A



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	926	24
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.92	0.67
Hourly flow rate (vph)	1007	36
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2010 Traffic  
Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Lane Configurations		↔			↔			↑↑	↗		↘	
Volume (veh/h)	40	11	75	5	8	11	5	168	1400	22	1	8
Sign Control		Stop			Stop			Free				
Grade		0%			0%			0%				
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	43	12	82	5	9	12	0	183	1522	24	0	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	2233	3001	536	2528	3014	761	0	1110		0	1546	
vC1, stage 1 conf vol	1090	1090		1887	1887							
vC2, stage 2 conf vol	1142	1911		641	1127							
vCu, unblocked vol	2233	3001	536	2528	3014	761	0	1110		0	1546	
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1		0.0	4.4	
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2		0.0	2.3	
p0 queue free %	41	79	83	86	74	96	0	71		0	98	
cM capacity (veh/h)	74	57	478	39	33	333	0	631		0	376	

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	137	26	183	761	761	24	9	536	536	37
Volume Left	43	5	183	0	0	0	9	0	0	0
Volume Right	82	12	0	0	0	24	0	0	0	37
cSH	141	59	631	1700	1700	1700	376	1700	1700	1700
Volume to Capacity	0.97	0.44	0.29	0.45	0.45	0.01	0.02	0.32	0.32	0.02
Queue Length 95th (ft)	173	42	30	0	0	0	2	0	0	0
Control Delay (s)	130.1	107.4	13.0	0.0	0.0	0.0	14.8	0.0	0.0	0.0
Lane LOS	F	F	B				B			
Approach Delay (s)	130.1	107.4	1.4				0.1			
Approach LOS	F	F								

Intersection Summary										
Average Delay	7.7									
Intersection Capacity Utilization	63.8%		ICU Level of Service				B			
Analysis Period (min)	15									



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2010 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	987	34
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.92	0.92
Hourly flow rate (vph)	1073	37
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Unsignalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2020 Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕			↕			↔	↕	↗		↔
Volume (veh/h)	112	21	151	12	12	14	5	220	2230	36	1	19
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	118	22	159	13	13	15	0	232	2347	38	0	20
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3638	4828	970	3991	4878	1174	0	2027			0	2385
vC1, stage 1 conf vol	1980	1980		2811	2811							
vC2, stage 2 conf vol	1658	2848		1180	2067							
vCu, unblocked vol	3638	4828	970	3991	4878	1174	0	2027			0	2385
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	0	0	35	0	0	92	0	17			0	88
cM capacity (veh/h)	0	0	246	0	0	174	0	280			0	169

Direction Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4
Volume Total	299	40	232	1174	1174	38	20	970	970	87
Volume Left	118	13	232	0	0	0	20	0	0	0
Volume Right	159	15	0	0	0	38	0	0	0	87
cSH	0	0	280	1700	1700	1700	169	1700	1700	1700
Volume to Capacity	Err	Err	0.83	0.69	0.69	0.02	0.12	0.57	0.57	0.05
Queue Length 95th (ft)	Err	Err	170	0	0	0	10	0	0	0
Control Delay (s)	Err	Err	58.4	0.0	0.0	0.0	29.2	0.0	0.0	0.0
Lane LOS	F	F	F				D			
Approach Delay (s)	Err	Err	5.2				0.3			
Approach LOS	F	F								

Intersection Summary											
Average Delay			Err								
Intersection Capacity Utilization			98.2%		ICU Level of Service				F		
Analysis Period (min)			15								

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2020 Traffic  
 Timing Plan: PM peak hour

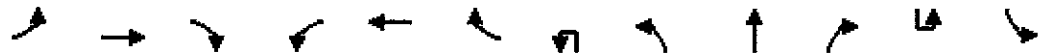


Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	1843	83
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.95	0.95
Hourly flow rate (vph)	1940	87
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
tC, single (s)		
tC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		



HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2020 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↖	↗		↔			↔	↕	↗		↖
Volume (vph)	112	21	151	12	12	14	5	220	2230	36	1	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1664	1524		1472			1661	3471	1561		1553
Flt Permitted		0.73	1.00		0.87			0.05	1.00	1.00		0.06
Satd. Flow (perm)		1268	1524		1308			91	3471	1561		91
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	118	22	159	13	13	15	5	232	2347	38	1	20
RTOR Reduction (vph)	0	0	139	0	13	0	0	0	0	9	0	0
Lane Group Flow (vph)	0	140	20	0	28	0	0	237	2347	29	0	21
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Effective Green, g (s)		15.3	15.3		15.3			90.7	90.7	90.7		72.0
Actuated g/C Ratio		0.13	0.13		0.13			0.76	0.76	0.76		0.60
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		162	194		167			248	2623	1180		55
v/s Ratio Prot								0.11	0.68			
v/s Ratio Perm		0.11	0.01		0.02			0.61		0.02		0.23
v/c Ratio		0.86	0.10		0.17			0.96	0.89	0.02		0.38
Uniform Delay, d1		51.3	46.3		46.7			41.9	11.1	3.6		12.5
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		34.9	0.2		0.5			44.5	5.3	0.0		18.9
Delay (s)		86.2	46.5		47.1			86.4	16.3	3.7		31.4
Level of Service		F	D		D			F	B	A		C
Approach Delay (s)		65.1			47.1				22.5			
Approach LOS		E			D				C			

Intersection Summary

HCM Average Control Delay	28.7	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	97.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2020 Traffic w/improvements  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1843	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1561
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1561
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1940	87
RTOR Reduction (vph)	0	35
Lane Group Flow (vph)	1940	52
Heavy Vehicles (%)	5%	0%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	72.0	72.0
Effective Green, g (s)	72.0	72.0
Actuated g/C Ratio	0.60	0.60
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2063	937
v/s Ratio Prot	0.56	
v/s Ratio Perm		0.03
v/c Ratio	0.94	0.06
Uniform Delay, d1	22.0	9.9
Progression Factor	1.00	1.00
Incremental Delay, d2	10.0	0.1
Delay (s)	32.0	10.0
Level of Service	C	B
Approach Delay (s)	31.1	
Approach LOS	C	

Intersection Summary

HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic  
 Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (veh/h)	125	25	166	22	14	19	5	234	2393	56	1	31
Sign Control		Stop			Stop				Free			
Grade		0%			0%				0%			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	132	26	175	23	15	20	0	246	2519	59	0	33
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type									Raised			
Median storage (veh)									1			
Upstream signal (ft)												
pX, platoon unblocked							0.00				0.00	
vC, conflicting volume	3934	5225	1045	4309	5265	1259	0	2188			0	2578
vC1, stage 1 conf vol	2155	2155		3012	3012							
vC2, stage 2 conf vol	1779	3071		1298	2254							
vCu, unblocked vol	3934	5225	1045	4309	5265	1259	0	2188			0	2578
tC, single (s)	7.6	6.5	7.0	7.5	6.8	7.1	0.0	4.1			0.0	4.4
tC, 2 stage (s)	6.6	5.5		6.5	5.8							
tF (s)	3.6	4.0	3.4	3.5	4.2	3.4	0.0	2.2			0.0	2.3
p0 queue free %	0	0	20	0	0	87	0	0			0	77
cM capacity (veh/h)	0	0	219	0	0	152	0	242			0	140
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	NB 4	SB 1	SB 2	SB 3	SB 4		
Volume Total	333	58	246	1259	1259	59	33	1045	1045	99		
Volume Left	132	23	246	0	0	0	33	0	0	0		
Volume Right	175	20	0	0	0	59	0	0	0	99		
cSH	0	0	242	1700	1700	1700	140	1700	1700	1700		
Volume to Capacity	Err	Err	1.02	0.74	0.74	0.03	0.23	0.61	0.61	0.06		
Queue Length 95th (ft)	Err	Err	247	0	0	0	21	0	0	0		
Control Delay (s)	Err	Err	106.6	0.0	0.0	0.0	38.4	0.0	0.0	0.0		
Lane LOS	F	F	F				E					
Approach Delay (s)	Err	Err	9.3				0.6					
Approach LOS	F	F										
Intersection Summary												
Average Delay			Err									
Intersection Capacity Utilization			103.2%	ICU Level of Service		G						
Analysis Period (min)			15									



HCM Unsignalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (veh/h)	1985	94
Sign Control	Free	
Grade	0%	
Peak Hour Factor	0.95	0.95
Hourly flow rate (vph)	2089	99
Pedestrians		
Lane Width (ft)		
Walking Speed (ft/s)		
Percent Blockage		
Right turn flare (veh)		
Median type	Raised	
Median storage (veh)	1	
Upstream signal (ft)		
pX, platoon unblocked		
vC, conflicting volume		
vC1, stage 1 conf vol		
vC2, stage 2 conf vol		
vCu, unblocked vol		
iC, single (s)		
iC, 2 stage (s)		
tF (s)		
p0 queue free %		
cM capacity (veh/h)		
Direction, Lane #		

HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2030 Traffic w/2020 improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↖	↗		↔			↖	↗	↗		↖
Volume (vph)	125	25	166	22	14	19	5	234	2393	56	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.95	1.00		1.00
Fr't		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1666	1524		1487			1662	3471	1561		1549
Flt Permitted		0.78	1.00		0.62			0.05	1.00	1.00		0.05
Satd. Flow (perm)		1353	1524		933			89	3471	1561		88
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	26	175	23	15	20	5	246	2519	59	1	33
RTOR Reduction (vph)	0	0	146	0	11	0	0	0	0	14	0	0
Lane Group Flow (vph)	0	158	29	0	47	0	0	251	2519	45	0	34
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			pm+pt	pm+pt		Perm	Perm	Perm
Protected Phases		4			8		5	5	2			
Permitted Phases	4		4	8			2	2		2	6	6
Actuated Green, G (s)		14.0	14.0		14.0			92.0	92.0	92.0		74.0
Effective Green, g (s)		14.0	14.0		14.0			92.0	92.0	92.0		74.0
Actuated g/C Ratio		0.12	0.12		0.12			0.77	0.77	0.77		0.62
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		8.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		158	178		109			239	2661	1197		54
v/s Ratio Prot								0.11	c0.73			
v/s Ratio Perm		c0.12	0.02		0.05			c0.70		0.03		0.39
v/c Ratio		1.00	0.16		0.43			1.05	0.95	0.04		0.63
Uniform Delay, d1		53.0	47.7		49.3			43.9	11.9	3.4		14.4
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		71.6	0.4		2.8			72.0	8.8	0.1		44.7
Delay (s)		124.6	48.2		52.1			115.9	20.7	3.4		59.1
Level of Service		F	D		D			F	C	A		E
Approach Delay (s)		84.4			52.1				28.8			
Approach LOS		F			D				C			

Intersection Summary			
HCM Average Control Delay	36.1	HCM Level of Service	D
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1985	94
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Flt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1561
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1561
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2089	99
RTOR Reduction (vph)	0	38
Lane Group Flow (vph)	2089	61
Heavy Vehicles (%)	5%	0%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	74.0	74.0
Effective Green, g (s)	74.0	74.0
Actuated g/C Ratio	0.62	0.62
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2120	963
v/s Ratio Prot	0.61	
v/s Ratio Perm		0.04
v/c Ratio	0.99	0.06
Uniform Delay, d1	22.5	9.2
Progression Factor	1.00	1.00
Incremental Delay, d2	16.4	0.1
Delay (s)	38.9	9.3
Level of Service	D	A
Approach Delay (s)	37.9	
Approach LOS	D	
<b>Intersection Summary</b>		



HCM Signalized Intersection Capacity Analysis  
2: Foskey Ln & US 13

2030 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations		↕	↗		↕			↕	↑↑↑	↗		↕
Volume (vph)	125	25	166	22	14	19	5	234	2393	56	1	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	12	9	12	12	10	12	11	12	11
Total Lost time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Lane Util. Factor		1.00	1.00		1.00			1.00	0.91	1.00		1.00
Frt		1.00	0.85		0.95			1.00	1.00	0.85		1.00
Flt Protected		0.96	1.00		0.98			0.95	1.00	1.00		0.95
Satd. Flow (prot)		1666	1524		1487			1662	4988	1561		1549
Flt Permitted		0.77	1.00		0.76			0.95	1.00	1.00		0.95
Satd. Flow (perm)		1338	1524		1149			1662	4988	1561		1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	26	175	23	15	20	5	246	2519	59	1	33
RTOR Reduction (vph)	0	0	150	0	16	0	0	0	0	20	0	0
Lane Group Flow (vph)	0	158	25	0	42	0	0	251	2519	39	0	34
Heavy Vehicles (%)	7%	0%	6%	0%	17%	9%	20%	1%	4%	0%	0%	13%
Turn Type	Perm		Perm	Perm			Prot	Prot		Perm	Prot	Prot
Protected Phases		4			8		5	5	2		1	1
Permitted Phases	4		4	8						2		
Actuated Green, G (s)		17.3	17.3		17.3			21.6	79.5	79.5		4.2
Effective Green, g (s)		17.3	17.3		17.3			21.6	79.5	79.5		4.2
Actuated g/C Ratio		0.14	0.14		0.14			0.18	0.66	0.66		0.04
Clearance Time (s)		6.0	6.0		6.0			5.0	8.0	8.0		5.0
Vehicle Extension (s)		3.0	3.0		3.0			3.0	3.0	3.0		3.0
Lane Grp Cap (vph)		193	220		166			299	3305	1034		54
v/s Ratio Prot								0.15	0.51			0.02
v/s Ratio Perm		0.12	0.02		0.04					0.03		
v/c Ratio		0.82	0.11		0.25			0.84	0.76	0.04		0.63
Uniform Delay, d1		49.8	44.7		45.6			47.5	13.8	7.0		57.1
Progression Factor		1.00	1.00		1.00			1.00	1.00	1.00		1.00
Incremental Delay, d2		22.9	0.2		0.8			18.3	1.7	0.1		20.8
Delay (s)		72.7	44.9		46.4			65.8	15.5	7.1		77.9
Level of Service		E	D		D			E	B	A		E
Approach Delay (s)		58.1			46.4				19.8			
Approach LOS		E			D				B			

Intersection Summary

HCM Average Control Delay	25.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 2: Foskey Ln & US 13

2030 Traffic w/improvements  
 Timing Plan: PM peak hour


























Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1985	94
Ideal Flow (vphpl)	1900	1900
Lane Width	12	11
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1561
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1561
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	2089	99
RTOR Reduction (vph)	0	48
Lane Group Flow (vph)	2089	51
Heavy Vehicles (%)	5%	0%
Turn Type		Perm
Protected Phases	6	
Permitted Phases		6
Actuated Green, G (s)	62.1	62.1
Effective Green, g (s)	62.1	62.1
Actuated g/C Ratio	0.52	0.52
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	2556	808
v/s Ratio Prot	c0.42	
v/s Ratio Perm		0.03
v/c Ratio	0.82	0.06
Uniform Delay, d1	24.2	14.4
Progression Factor	1.00	1.00
Incremental Delay, d2	3.0	0.2
Delay (s)	27.2	14.6
Level of Service	C	B
Approach Delay (s)	27.5	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

Existing Traffic  
Timing Plan: AM peak hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	89	134	189	210	173	57	9	97	510	147	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1501	1615	1601	1792	1615		1643	3374	1568		1514
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1501	1615	1601	1792	1615		1643	3374	1568		1514
Peak-hour factor, PHF	0.72	0.91	0.77	0.91	0.80	0.65	0.75	0.51	0.87	0.77	0.42	0.67
Adj. Flow (vph)	124	147	245	231	216	88	12	190	586	191	12	48
RTOR Reduction (vph)	0	0	214	0	0	73	0	0	0	109	0	0
Lane Group Flow (vph)	112	159	31	231	216	15	0	202	586	82	0	60
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		Prot	Split		Prot	Prot	Prot		Prot	Prot	Prot
Protected Phases	3	3	3	4	4	4	1	1	6	6	5	5
Permitted Phases												
Actuated Green, G (s)	15.2	15.2	15.2	20.3	20.3	20.3		17.6	51.4	51.4		8.1
Effective Green, g (s)	15.2	15.2	15.2	20.3	20.3	20.3		17.6	51.4	51.4		8.1
Actuated g/C Ratio	0.13	0.13	0.13	0.17	0.17	0.17		0.15	0.43	0.43		0.07
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	192	190	205	271	303	273		241	1445	672		102
v/s Ratio Prot	0.07	c0.11	0.02	c0.14	0.12	0.01		c0.12	0.17	0.05		0.04
v/s Ratio Perm												
v/c Ratio	0.58	0.84	0.15	0.85	0.71	0.05		0.84	0.41	0.12		0.59
Uniform Delay, d1	49.4	51.2	46.7	48.4	47.1	41.8		49.8	23.7	20.7		54.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	4.5	26.1	0.3	21.9	7.7	0.1		21.7	0.8	0.4		8.4
Delay (s)	53.9	77.3	47.0	70.3	54.8	41.9		71.5	24.6	21.1		62.7
Level of Service	D	E	D	E	D	D		E	C	C		E
Approach Delay (s)		57.8			59.4				33.6			
Approach LOS		E			E				C			

Intersection Summary			
HCM Average Control Delay	43.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

Existing Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	796	66
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.90	0.55
Adj. Flow (vph)	884	120
RTOR Reduction (vph)	0	78
Lane Group Flow (vph)	884	42
Heavy Vehicles (%)	6%	3%
Turn Type		Prot
Protected Phases	2	2
Permitted Phases		
Actuated Green, G (s)	41.9	41.9
Effective Green, g (s)	41.9	41.9
Actuated g/C Ratio	0.35	0.35
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1189	511
v/s Ratio Prot	0.26	0.03
v/s Ratio Perm		
v/c Ratio	0.74	0.08
Uniform Delay, d1	34.3	26.2
Progression Factor	1.00	1.00
Incremental Delay, d2	4.2	0.3
Delay (s)	38.6	26.5
Level of Service	D	C
Approach Delay (s)	38.6	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2010 Traffic  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↗	↘	↖	↗	↘		↖	↗	↘	↖	↘
Volume (vph)	90	138	202	257	180	64	9	101	518	161	5	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1502	1615	1601	1792	1615		1640	3374	1568		1515
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1502	1615	1601	1792	1615		1640	3374	1568		1515
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	98	150	220	279	196	70	10	110	563	175	5	37
RTOR Reduction (vph)	0	0	180	0	0	57	0	0	0	102	0	0
Lane Group Flow (vph)	88	160	40	279	196	13	0	120	563	74	0	42
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	15.2	15.2	22.0	22.0	22.0	22.0		13.9	50.4	50.4		7.4
Effective Green, g (s)	15.2	15.2	22.0	22.0	22.0	22.0		13.9	50.4	50.4		7.4
Actuated g/C Ratio	0.13	0.13	0.18	0.18	0.18	0.18		0.12	0.42	0.42		0.06
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	192	190	296	294	329	296		190	1417	659		93
v/s Ratio Prot	0.06	c0.11		c0.17	0.11			c0.07	0.17			0.03
v/s Ratio Perm			0.02			0.01				0.05		
v/c Ratio	0.46	0.84	0.14	0.95	0.60	0.04		0.63	0.40	0.11		0.45
Uniform Delay, d1	48.6	51.2	41.0	48.4	44.9	40.3		50.6	24.2	21.2		54.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.7	27.2	0.2	38.5	2.9	0.1		6.7	0.8	0.3		3.5
Delay (s)	50.3	78.4	41.3	86.9	47.8	40.4		57.3	25.1	21.5		57.8
Level of Service	D	E	D	F	D	D		E	C	C		E
Approach Delay (s)		55.7			66.9				28.8			
Approach LOS		E			E				C			

Intersection Summary		
HCM Average Control Delay	43.0	HCM Level of Service
HCM Volume to Capacity ratio	0.78	D
Actuated Cycle Length (s)	120.0	Sum of lost time (s)
Intersection Capacity Utilization	76.5%	25.0
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		D

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2010 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	825	68
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	897	74
RTOR Reduction (vph)	0	47
Lane Group Flow (vph)	897	27
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	43.9	43.9
Effective Green, g (s)	43.9	43.9
Actuated g/C Ratio	0.37	0.37
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1246	535
v/s Ratio Prot	0.26	
v/s Ratio Perm		0.02
v/c Ratio	0.72	0.05
Uniform Delay, d1	32.8	24.6
Progression Factor	1.00	1.00
Incremental Delay, d2	3.6	0.2
Delay (s)	36.4	24.8
Level of Service	D	C
Approach Delay (s)	36.4	
Approach LOS	D	

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

2020 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBI	NBT	NBR	SBU	SBL
Lane Configurations	↖	↗	↖	↖	↖	↖		↖	↖	↖		↖
Volume (vph)	229	187	342	614	265	108	9	178	1045	280	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1500	1615	1601	1792	1615		1645	3374	1568		1516
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1500	1615	1601	1792	1615		1645	3374	1568		1516
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	197	360	646	279	114	9	187	1100	295	5	47
RTOR Reduction (vph)	0	0	258	0	0	82	0	0	0	191	0	0
Lane Group Flow (vph)	214	224	102	646	279	32	0	196	1100	104	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Effective Green, g (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Actuated g/C Ratio	0.12	0.12	0.28	0.28	0.28	0.28		0.09	0.35	0.35		0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	175	458	454	508	458		151	1187	551		61
v/s Ratio Prot	0.14	c0.15		c0.40	0.16			c0.12	0.33			0.03
v/s Ratio Perm			0.06			0.02				0.07		
v/c Ratio	1.21	1.28	0.22	1.42	0.55	0.07		1.30	0.93	0.19		0.85
Uniform Delay, d1	53.0	53.0	32.9	43.0	36.5	31.4		54.5	37.4	27.0		57.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	135.0	162.5	0.2	202.8	1.2	0.1		174.1	13.6	0.8		65.3
Delay (s)	188.0	215.5	33.1	245.8	37.7	31.5		228.6	51.0	27.8		122.6
Level of Service	F	F	C	F	D	C		F	D	C		F
Approach Delay (s)		125.9			166.4				68.6			
Approach LOS		F			F				E			

Intersection Summary

HCM Average Control Delay	111.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	117.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2020 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1113	121
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1172	127
RTOR Reduction (vph)	0	85
Lane Group Flow (vph)	1172	42
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	36.0	36.0
Effective Green, g (s)	36.0	36.0
Actuated g/C Ratio	0.30	0.30
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1022	439
v/s Ratio Prot	0.34	
v/s Ratio Perm		0.03
v/c Ratio	1.15	0.10
Uniform Delay, d1	42.0	30.3
Progression Factor	1.00	1.00
Incremental Delay, d2	77.7	0.4
Delay (s)	119.7	30.7
Level of Service	F	C
Approach Delay (s)	111.5	
Approach LOS	F	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2020 Traffic w/improvements  
 Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	229	187	342	614	265	108	9	178	1045	280	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3191	3374	1568		1516
Flt Permitted	0.59	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.13
Satd. Flow (perm)	989	1583	1615	3105	1792	1615		3191	3374	1568		201
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	241	197	360	646	279	114	9	187	1100	295	5	47
RTOR Reduction (vph)	0	0	0	0	0	86	0	0	0	179	0	0
Lane Group Flow (vph)	241	197	360	646	279	28	0	196	1100	116	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	30.3	16.6	120.0	26.6	29.5	29.5		9.9	47.0	47.0		46.7
Effective Green, g (s)	30.3	16.6	120.0	26.6	29.5	29.5		9.9	47.0	47.0		46.7
Actuated g/C Ratio	0.25	0.14	1.00	0.22	0.25	0.25		0.08	0.39	0.39		0.39
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	319	219	1615	688	441	397		263	1321	614		131
v/s Ratio Prot	0.09	c0.12		c0.21	0.16			c0.06	c0.33			0.02
v/s Ratio Perm	0.10		0.22			0.02				0.07		0.14
v/c Ratio	0.76	0.90	0.22	0.94	0.63	0.07		0.75	0.83	0.19		0.40
Uniform Delay, d1	39.6	50.9	0.0	45.9	40.4	34.7		53.8	33.0	24.0		25.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	9.8	34.4	0.3	20.5	3.0	0.1		10.9	6.3	0.7		2.0
Delay (s)	49.3	85.3	0.3	66.4	43.4	34.8		64.7	39.2	24.6		27.4
Level of Service	D	F	A	E	D	C		E	D	C		C
Approach Delay (s)		36.1			56.7				39.7			
Approach LOS		D			E				D			

Intersection Summary			
HCM Average Control Delay	41.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			





Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1113	121
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1172	127
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1172	44
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	41.9	41.9
Effective Green, g (s)	41.9	41.9
Actuated g/C Ratio	0.35	0.35
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1708	511
v/s Ratio Prot	0.24	
v/s Ratio Perm		0.03
v/c Ratio	0.69	0.09
Uniform Delay, d1	33.4	26.2
Progression Factor	1.00	1.00
Incremental Delay, d2	2.3	0.3
Delay (s)	35.7	26.5
Level of Service	D	C
Approach Delay (s)	34.5	
Approach LOS	C	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2030 Traffic  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↗	↘	↖	↗	↘		↖	↗	↘	↖	↗
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1517	1500	1615	1601	1792	1615		1646	3374	1568		1516
Flt Permitted	0.95	0.99	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1517	1500	1615	1601	1792	1615		1646	3374	1568		1516
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	271	0	0	85	0	0	0	204	0	0
Lane Group Flow (vph)	228	235	125	693	293	33	0	218	1180	110	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	Split		custom	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			4			4				6		
Actuated Green, G (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Effective Green, g (s)	14.0	14.0	34.0	34.0	34.0	34.0		11.0	42.2	42.2		4.8
Actuated g/C Ratio	0.12	0.12	0.28	0.28	0.28	0.28		0.09	0.35	0.35		0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	177	175	458	454	508	458		151	1187	551		61
v/s Ratio Prot	0.15	c0.16		c0.43	0.16			c0.13	0.35			0.03
v/s Ratio Perm			0.08			0.02				0.07		
v/c Ratio	1.29	1.34	0.27	1.53	0.58	0.07		1.44	0.99	0.20		0.85
Uniform Delay, d1	53.0	53.0	33.4	43.0	36.8	31.5		54.5	38.8	27.1		57.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	165.3	187.4	0.3	247.9	1.6	0.1		232.9	24.8	0.8		65.3
Delay (s)	218.3	240.4	33.7	290.9	38.4	31.5		287.4	63.5	27.9		122.6
Level of Service	F	F	C	F	D	C		F	E	C		F
Approach Delay (s)		139.3			196.2				85.5			
Approach LOS		F			F				F			

Intersection Summary			
HCM Average Control Delay	132.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	124.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2030 Traffic  
 Timing Plan: AM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1178	126
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3406	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3406	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1240	133
RTOR Reduction (vph)	0	83
Lane Group Flow (vph)	1240	50
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	36.0	36.0
Effective Green, g (s)	36.0	36.0
Actuated g/C Ratio	0.30	0.30
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1022	439
v/s Ratio Prot	0.36	
v/s Ratio Perm		0.03
v/c Ratio	1.21	0.11
Uniform Delay, d1	42.0	30.4
Progression Factor	1.00	1.00
Incremental Delay, d2	105.1	0.5
Delay (s)	147.1	31.0
Level of Service	F	C
Approach Delay (s)	135.4	
Approach LOS	F	

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

2030 Traffic w/2020 improvements

Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NET	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Fr't	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3193	3374	1568		1516
Flt Permitted	0.55	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.10
Satd. Flow (perm)	919	1583	1615	3105	1792	1615		3193	3374	1568		167
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	0	0	0	90	0	0	0	198	0	0
Lane Group Flow (vph)	256	207	396	693	293	28	0	218	1180	116	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Effective Green, g (s)	35.2	17.5	120.0	28.5	28.3	28.3		10.8	44.2	44.2		43.0
Actuated g/C Ratio	0.29	0.15	1.00	0.24	0.24	0.24		0.09	0.37	0.37		0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	370	231	1615	737	423	381		287	1243	578		114
v/s Ratio Prot	0.10	c0.13		c0.22	0.16			c0.07	c0.35			0.02
v/s Ratio Perm	0.10		0.25			0.02				0.07		0.15
v/c Ratio	0.69	0.90	0.25	0.94	0.69	0.07		0.76	0.95	0.20		0.46
Uniform Delay, d1	35.7	50.4	0.0	44.9	41.9	35.7		53.3	36.8	25.8		28.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	5.5	32.6	0.4	20.0	4.9	0.1		11.0	16.0	0.8		2.9
Delay (s)	41.2	83.0	0.4	64.9	46.7	35.7		64.3	52.8	26.6		31.6
Level of Service	D	F	A	E	D	D		E	D	C		C
Approach Delay (s)		32.4			56.9				49.4			
Approach LOS		C			E				D			

Intersection Summary			
HCM Average Control Delay	45.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1178	126
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1240	133
RTOR Reduction (vph)	0	91
Lane Group Flow (vph)	1240	42
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	38.2	38.2
Effective Green, g (s)	38.2	38.2
Actuated g/C Ratio	0.32	0.32
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1558	466
v/s Ratio Prot	0.25	
v/s Ratio Perm		0.03
v/c Ratio	0.80	0.09
Uniform Delay, d1	37.3	28.7
Progression Factor	1.00	1.00
Incremental Delay, d2	4.3	0.4
Delay (s)	41.6	29.1
Level of Service	D	C
Approach Delay (s)	40.1	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2030 Traffic w/improvements  
 Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↑	↗	↖↗	↑	↗		↖↗	↑↑↑	↗		↖
Volume (vph)	243	197	376	658	278	112	9	199	1121	298	5	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
Fr't	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1597	1583	1615	3105	1792	1615		3193	4848	1568		1516
Flt Permitted	0.58	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	976	1583	1615	3105	1792	1615		3193	4848	1568		1516
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	256	207	396	693	293	118	9	209	1180	314	5	47
RTOR Reduction (vph)	0	0	0	0	0	87	0	0	0	204	0	0
Lane Group Flow (vph)	256	207	396	693	293	31	0	218	1180	110	0	52
Heavy Vehicles (%)	13%	16%	0%	9%	6%	0%	11%	2%	7%	3%	20%	19%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6		
Actuated Green, G (s)	34.0	18.2	120.0	29.2	31.6	31.6		10.1	42.0	42.0		5.6
Effective Green, g (s)	34.0	18.2	120.0	29.2	31.6	31.6		10.1	42.0	42.0		5.6
Actuated g/C Ratio	0.28	0.15	1.00	0.24	0.26	0.26		0.08	0.35	0.35		0.05
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	358	240	1615	756	472	425		269	1697	549		71
v/s Ratio Prot	0.09	c0.13		c0.22	0.16			c0.07	c0.24			0.03
v/s Ratio Perm	0.11		0.25			0.02				0.07		
v/c Ratio	0.72	0.86	0.25	0.92	0.62	0.07		0.81	0.70	0.20		0.73
Uniform Delay, d1	36.7	49.7	0.0	44.2	38.9	33.2		54.0	33.5	27.3		56.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	6.6	25.8	0.4	15.8	2.5	0.1		16.7	2.4	0.8		31.9
Delay (s)	43.4	75.5	0.4	60.0	41.5	33.3		70.7	35.9	28.1		88.4
Level of Service	D	E	A	E	D	C		E	D	C		F
Approach Delay (s)		31.3			52.2				38.9			
Approach LOS		C			D				D			

Intersection Summary		
HCM Average Control Delay	41.7	HCM Level of Service D
HCM Volume to Capacity ratio	0.93	
Actuated Cycle Length (s)	120.0	Sum of lost time (s) 33.0
Intersection Capacity Utilization	78.7%	ICU Level of Service D
Analysis Period (min)	15	
c Critical Lane Group		





Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1178	126
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4893	1463
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4893	1463
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1240	133
RTOR Reduction (vph)	0	91
Lane Group Flow (vph)	1240	42
Heavy Vehicles (%)	6%	3%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.5	37.5
Effective Green, g (s)	37.5	37.5
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1529	457
v/s Ratio Prot	0.25	
v/s Ratio Perm		0.03
v/c Ratio	0.81	0.09
Uniform Delay, d1	38.0	29.2
Progression Factor	1.00	1.00
Incremental Delay, d2	4.8	0.4
Delay (s)	42.8	29.6
Level of Service	D	C
Approach Delay (s)	43.2	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↗	↘	↖	↗	↘		↖	↗	↘		↖
Volume (vph)	86	150	145	161	132	36	6	276	896	231	20	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1678	3505	1583		1664
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1678	3505	1583		1664
Peak-hour factor, PHF	0.77	0.87	0.91	0.69	0.65	0.75	0.75	0.85	0.91	0.78	0.71	0.76
Adj. Flow (vph)	112	172	159	233	203	48	8	325	985	296	28	68
RTOR Reduction (vph)	0	0	139	0	0	42	0	0	0	171	0	0
Lane Group Flow (vph)	101	183	20	233	203	6	0	333	985	125	0	96
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4				6		
Actuated Green, G (s)	14.6	14.6	14.6	14.0	14.0	14.0		27.7	48.1	48.1		11.9
Effective Green, g (s)	14.6	14.6	14.6	14.0	14.0	14.0		27.7	48.1	48.1		11.9
Actuated g/C Ratio	0.13	0.13	0.13	0.12	0.12	0.12		0.24	0.42	0.42		0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	214	213	208	209	227	199		409	1484	670		174
v/s Ratio Prot	0.06	c0.11		c0.14	0.11			c0.20	0.28			0.06
v/s Ratio Perm			0.01			0.00				0.08		
v/c Ratio	0.47	0.86	0.10	1.11	0.89	0.03		0.81	0.66	0.19		0.55
Uniform Delay, d1	45.9	48.5	43.7	49.8	49.1	43.8		40.5	26.3	20.5		48.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.6	27.4	0.2	96.5	32.7	0.1		11.8	2.4	0.6		3.7
Delay (s)	47.6	75.9	43.9	146.3	81.8	43.9		52.3	28.6	21.1		52.1
Level of Service	D	E	D	F	F	D		D	C	C		D
Approach Delay (s)		57.9			109.1				32.1			
Approach LOS		E			F				C			

Intersection Summary			
HCM Average Control Delay	49.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	113.6	Sum of lost time (s)	25.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

Existing Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	664	80
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.82	0.87
Adj. Flow (vph)	810	92
RTOR Reduction (vph)	0	66
Lane Group Flow (vph)	810	26
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	32.3	32.3
Effective Green, g (s)	32.3	32.3
Actuated g/C Ratio	0.28	0.28
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	978	424
v/s Ratio Prot	0.24	
v/s Ratio Perm		0.02
v/c Ratio	0.83	0.06
Uniform Delay, d1	38.1	29.6
Progression Factor	1.00	1.00
Incremental Delay, d2	8.0	0.3
Delay (s)	46.1	29.9
Level of Service	D	C
Approach Delay (s)	45.2	
Approach LOS	D	

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

2010 Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	↖	↖	↗	↖	↖	↗	↖	↖	↗	↖	↖
Volume (vph)	89	161	155	191	141	41	6	292	927	284	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85	1.00
Frt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1679	3505	1583	1656
Frt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00	0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1679	3505	1583	1656
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	175	168	208	153	45	7	317	1008	309	22
RTOR Reduction (vph)	0	0	148	0	0	39	0	0	0	169	0
Lane Group Flow (vph)	87	185	20	208	153	6	0	324	1008	140	0
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot
Protected Phases	3	3		4	4		1	1	6		5
Permitted Phases			3			4				6	
Actuated Green, G (s)	14.0	14.0	14.0	15.0	15.0	15.0		28.6	54.4	54.4	11.6
Effective Green, g (s)	14.0	14.0	14.0	15.0	15.0	15.0		28.6	54.4	54.4	11.6
Actuated g/C Ratio	0.12	0.12	0.12	0.12	0.12	0.12		0.24	0.45	0.45	0.10
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	194	194	188	212	231	202		400	1589	718	160
v/s Ratio Prot	0.05	c0.11		c0.12	0.08			c0.19	0.29		0.05
v/s Ratio Perm			0.01			0.00				0.09	
v/c Ratio	0.45	0.95	0.10	0.98	0.66	0.03		0.81	0.63	0.20	0.54
Uniform Delay, d1	49.4	52.7	47.4	52.4	50.1	46.1		43.1	25.2	19.7	51.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	51.0	0.2	56.1	7.0	0.1		11.7	1.9	0.6	3.7
Delay (s)	51.1	103.7	47.6	108.5	57.0	46.2		54.9	27.1	20.3	55.4
Level of Service	D	F	D	F	E	D		D	C	C	E
Approach Delay (s)		71.9			82.2				31.3		
Approach LOS		E			F				C		

Intersection Summary

HCM Average Control Delay	45.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	78.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2010 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	680	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	739	90
RTOR Reduction (vph)	0	62
Lane Group Flow (vph)	739	28
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.4	37.4
Effective Green, g (s)	37.4	37.4
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1072	465
v/s Ratio Prot	0.21	
v/s Ratio Perm		0.02
v/c Ratio	0.69	0.06
Uniform Delay, d1	36.2	29.0
Progression Factor	1.00	1.00
Incremental Delay, d2	3.6	0.2
Delay (s)	39.8	29.2
Level of Service	D	C
Approach Delay (s)	40.3	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2020 Traffic  
 Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL		
Lane Configurations														
Volume (vph)	156	253	256	419	211	58	6	461	1291	680	20	103		
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12		
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95		
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640		
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95		
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Adj. Flow (vph)	164	266	269	441	222	61	6	485	1359	716	21	108		
RTOR Reduction (vph)	0	0	193	0	0	50	0	0	0	338	0	0		
Lane Group Flow (vph)	148	282	76	441	222	11	0	491	1359	378	0	129		
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%		
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot		
Protected Phases	3	3		4	4		1	1	6		5	5		
Permitted Phases			3			4				6				
Actuated Green, G (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0		
Effective Green, g (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0		
Actuated g/C Ratio	0.13	0.13	0.13	0.18	0.18	0.18		0.22	0.39	0.39		0.09		
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0		
Lane Grp Cap (vph)	222	221	215	296	323	283		378	1373	620		150		
v/s Ratio Prot	0.09	c0.17		c0.26	0.12			c0.29	0.39			0.08		
v/s Ratio Perm			0.05			0.01				0.24				
v/c Ratio	0.67	1.28	0.35	1.49	0.69	0.04		1.30	0.99	0.61		0.86		
Uniform Delay, d1	49.5	52.0	47.3	49.5	46.4	41.1		46.5	36.3	29.2		53.7		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00		
Incremental Delay, d2	7.4	154.5	1.0	237.6	6.0	0.1		152.7	22.0	4.4		36.3		
Delay (s)	56.8	206.5	48.3	287.1	52.4	41.2		199.2	58.2	33.6		90.0		
Level of Service	E	F	D	F	D	D		F	E	C		F		
Approach Delay (s)		113.9			194.4				78.3					
Approach LOS		F			F				E					
<b>Intersection Summary</b>														
HCM Average Control Delay			140.1									HCM Level of Service	F	
HCM Volume to Capacity ratio			1.39											
Actuated Cycle Length (s)			120.0						25.0					
Intersection Capacity Utilization			119.8%										ICU Level of Service	H
Analysis Period (min)			15											
c Critical Lane Group														



HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2020 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1232	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Fr <sub>t</sub>	1.00	0.85
Fl <sub>t</sub> Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Fl <sub>t</sub> Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1297	87
RTOR Reduction (vph)	0	52
Lane Group Flow (vph)	1297	35
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	31.0	31.0
Effective Green, g (s)	31.0	31.0
Actuated g/C Ratio	0.26	0.26
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	888	385
v/s Ratio Prot	0.38	
v/s Ratio Perm		0.02
v/c Ratio	1.46	0.09
Uniform Delay, d <sub>1</sub>	44.5	33.8
Progression Factor	1.00	1.00
Incremental Delay, d <sub>2</sub>	213.5	0.5
Delay (s)	258.0	34.3
Level of Service	F	C
Approach Delay (s)	230.8	
Approach LOS	F	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2020 Traffic w/improvements  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations	↖	↑	↗	↖↗	↑	↗		↖↗	↑↑	↗		↖
Volume (vph)	156	253	256	419	211	58	6	461	1291	680	20	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3261	3505	1583		1640
Flt Permitted	0.57	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.11
Satd. Flow (perm)	1057	1749	1615	3286	1845	1615		3261	3505	1583		182
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	164	266	269	441	222	61	6	485	1359	716	21	108
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	258	0	0
Light Group Flow (vph)	164	266	269	441	222	13	0	491	1359	458	0	129
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	31.6	20.3	120.0	17.0	26.0	26.0		19.8	51.0	51.0		44.6
Effective Green, g (s)	31.6	20.3	120.0	17.0	26.0	26.0		19.8	51.0	51.0		44.6
Actuated g/C Ratio	0.26	0.17	1.00	0.14	0.22	0.22		0.16	0.42	0.42		0.37
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	344	296	1615	466	400	350		538	1490	673		149
v/s Ratio Prot	0.04	c0.15		c0.13	c0.12			c0.15	c0.39			0.05
v/s Ratio Perm	0.08		0.17			0.01				0.29		0.27
v/c Ratio	0.48	0.90	0.17	0.95	0.56	0.04		0.91	0.91	0.68		0.87
Uniform Delay, d1	35.9	48.8	0.0	51.0	41.8	37.1		49.2	32.4	27.9		29.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.0	27.7	0.2	28.3	1.7	0.0		19.9	10.0	5.5		37.4
Delay (s)	37.0	76.5	0.2	79.4	43.5	37.2		69.1	42.4	33.4		66.4
Level of Service	D	E	A	E	D	D		E	D	C		E
Approach Delay (s)		37.9			64.8				45.0			
Approach LOS		D			E				D			

Intersection Summary			
HCM Average Control Delay	46.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1232	83
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1297	87
RTOR Reduction (vph)	0	60
Lane Group Flow (vph)	1297	27
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.9	37.9
Effective Green, g (s)	37.9	37.9
Actuated g/C Ratio	0.32	0.32
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1560	471
v/s Ratio Prot	0.26	
v/s Ratio Perm		0.02
v/c Ratio	0.83	0.06
Uniform Delay, d1	38.1	28.6
Progression Factor	1.00	1.00
Incremental Delay, d2	5.3	0.2
Delay (s)	43.4	28.8
Level of Service	D	C
Approach Delay (s)	44.5	
Approach LOS	D	

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

2030 Traffic  
Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00		1.00	0.95	1.00		1.00
Flt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1665	1659	1615	1694	1845	1615		1681	3505	1583		1640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	205	0	0	52	0	0	0	335	0	0
Lane Group Flow (vph)	157	298	96	472	235	11	0	532	1446	428	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	Split		Perm	Split		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	3		4	4		1	1	6		5	5
Permitted Phases			3			4				6		
Actuated Green, G (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Effective Green, g (s)	16.0	16.0	16.0	21.0	21.0	21.0		27.0	47.0	47.0		11.0
Actuated g/C Ratio	0.13	0.13	0.13	0.18	0.18	0.18		0.22	0.39	0.39		0.09
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	222	221	215	296	323	283		378	1373	620		150
v/s Ratio Prot	0.09	c0.18		c0.28	0.13			c0.32	0.41			0.08
v/s Ratio Perm			0.06			0.01				0.27		
v/c Ratio	0.71	1.35	0.45	1.59	0.73	0.04		1.41	1.05	0.69		0.88
Uniform Delay, d1	49.8	52.0	47.9	49.5	46.8	41.1		46.5	36.5	30.4		53.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	9.8	183.7	1.5	283.0	7.9	0.1		198.5	39.6	6.2		40.6
Delay (s)	59.6	235.7	49.4	332.5	54.7	41.2		245.0	76.1	36.7		94.4
Level of Service	E	F	D	F	D	D		F	E	D		F
Approach Delay (s)		125.0			223.9				97.9			
Approach LOS		F			F				F			

Intersection Summary

HCM Average Control Delay	161.5	HCM Level of Service	F
HCM Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	127.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2030 Traffic  
 Timing Plan: PM peak hour



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.95	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	3438	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	3438	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	140
Lane Group Flow (vph)	1384	109
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	31.0	31.0
Effective Green, g (s)	31.0	31.0
Actuated g/C Ratio	0.26	0.26
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	888	385
v/s Ratio Prot	0.40	
v/s Ratio Perm		0.07
v/c Ratio	1.56	0.28
Uniform Delay, d1	44.5	35.6
Progression Factor	1.00	1.00
Incremental Delay, d2	256.9	1.8
Delay (s)	301.4	37.4
Level of Service	F	D
Approach Delay (s)	248.7	
Approach LOS	F	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
 3: MD 54 & US 13

2030 Traffic w/2020 improvements  
 Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NET	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.95	1.00		1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3262	3505	1583		1640
Flt Permitted	0.53	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.11
Satd. Flow (perm)	978	1749	1615	3286	1845	1615		3262	3505	1583		187
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	0	0	0	50	0	0	0	271	0	0
Lane Group Flow (vph)	174	281	301	472	235	13	0	532	1446	492	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	pm+pt	pm+pt
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6	2	2
Actuated Green, G (s)	32.5	20.0	120.0	18.0	25.5	25.5		20.0	51.0	51.0		43.0
Effective Green, g (s)	32.5	20.0	120.0	18.0	25.5	25.5		20.0	51.0	51.0		43.0
Actuated g/C Ratio	0.27	0.17	1.00	0.15	0.21	0.21		0.17	0.42	0.42		0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	346	292	1615	493	392	343		544	1490	673		140
v/s Ratio Prot	0.05	c0.16		c0.14	c0.13			c0.16	c0.41			0.05
v/s Ratio Perm	0.08		0.19			0.01				0.31		0.29
v/c Ratio	0.50	0.96	0.19	0.96	0.60	0.04		0.98	0.97	0.73		0.94
Uniform Delay, d1	35.5	49.6	0.0	50.6	42.6	37.5		49.8	33.8	28.8		33.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.2	42.2	0.3	29.6	2.5	0.0		32.6	17.3	6.9		58.5
Delay (s)	36.6	91.8	0.3	80.3	45.1	37.6		82.4	51.0	35.6		91.9
Level of Service	D	F	A	F	D	D		F	D	D		F
Approach Delay (s)		42.7			66.0				52.8			
Approach LOS		D			E				D			

Intersection Summary

HCM Average Control Delay	52.4	HCM Level of Service	D
HCM Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			





Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	172
Lane Group Flow (vph)	1384	77
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.0	37.0
Effective Green, g (s)	37.0	37.0
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1523	460
v/s Ratio Prot	0.28	
v/s Ratio Perm		0.05
v/c Ratio	0.91	0.17
Uniform Delay, d1	39.9	30.3
Progression Factor	1.00	1.00
Incremental Delay, d2	9.5	0.8
Delay (s)	49.4	31.0
Level of Service	D	C
Approach Delay (s)	50.0	
Approach LOS	D	

Intersection Summary

HCM Signalized Intersection Capacity Analysis  
3: MD 54 & US 13

2030 Traffic w/improvements  
Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations												
Volume (vph)	165	267	286	448	223	60	6	500	1374	725	20	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	11	12	11	12	12	12	10	12	12	11	12
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	6.0		5.0	8.0	8.0		5.0
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00		0.97	0.91	1.00		1.00
Fr <sub>t</sub>	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00	0.85		1.00
Fl <sub>t</sub> Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (prot)	1752	1749	1615	3286	1845	1615		3262	5036	1583		1640
Fl <sub>t</sub> Permitted	0.57	1.00	1.00	0.95	1.00	1.00		0.95	1.00	1.00		0.95
Satd. Flow (perm)	1049	1749	1615	3286	1845	1615		3262	5036	1583		1640
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	174	281	301	472	235	63	6	526	1446	763	21	111
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	0	251	0	0
Lane Group Flow (vph)	174	281	301	472	235	14	0	532	1446	512	0	132
Heavy Vehicles (%)	3%	5%	0%	3%	3%	0%	17%	0%	3%	2%	0%	12%
Turn Type	pm+pt		Free	Prot		Perm	Prot	Prot		Perm	Prot	Prot
Protected Phases	3	8		7	4		1	1	6		5	5
Permitted Phases	8		Free			4				6		
Actuated Green, G (s)	31.4	20.0	120.0	18.0	26.6	26.6		20.0	47.0	47.0		10.0
Effective Green, g (s)	31.4	20.0	120.0	18.0	26.6	26.6		20.0	47.0	47.0		10.0
Actuated g/C Ratio	0.26	0.17	1.00	0.15	0.22	0.22		0.17	0.39	0.39		0.08
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0		5.0	8.0	8.0		5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	341	292	1615	493	409	358		544	1972	620		137
v/s Ratio Prot	0.05	c0.16		c0.14	0.13			c0.16	0.29			0.08
v/s Ratio Perm	0.08		0.19			0.01				0.32		
v/c Ratio	0.51	0.96	0.19	0.96	0.57	0.04		0.98	0.73	0.83		0.96
Uniform Delay, d1	36.3	49.6	0.0	50.6	41.7	36.7		49.8	31.2	32.8		54.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Incremental Delay, d2	1.3	42.2	0.3	29.6	2.0	0.0		32.6	2.5	11.9		65.3
Delay (s)	37.6	91.8	0.3	80.3	43.6	36.7		82.4	33.6	44.7		120.1
Level of Service	D	F	A	F	D	D		F	C	D		F
Approach Delay (s)		42.9			65.5				46.2			
Approach LOS		D			E				D			

Intersection Summary

HCM Average Control Delay	50.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBT	SBR
Lane Configurations	↑↑↑	↑
Volume (vph)	1315	237
Ideal Flow (vphpl)	1900	1900
Lane Width	12	10
Total Lost time (s)	8.0	8.0
Lane Util. Factor	0.91	1.00
Frt	1.00	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	4940	1492
Flt Permitted	1.00	1.00
Satd. Flow (perm)	4940	1492
Peak-hour factor, PHF	0.95	0.95
Adj. Flow (vph)	1384	249
RTOR Reduction (vph)	0	172
Lane Group Flow (vph)	1384	77
Heavy Vehicles (%)	5%	1%
Turn Type		Perm
Protected Phases	2	
Permitted Phases		2
Actuated Green, G (s)	37.0	37.0
Effective Green, g (s)	37.0	37.0
Actuated g/C Ratio	0.31	0.31
Clearance Time (s)	8.0	8.0
Vehicle Extension (s)	3.0	3.0
Lane Grp Cap (vph)	1523	460
w/s Ratio Prot	0.28	
w/s Ratio Perm		0.05
w/c Ratio	0.91	0.17
Uniform Delay, d1	39.9	30.3
Progression Factor	1.00	1.00
Incremental Delay, d2	9.5	0.8
Delay (s)	49.4	31.0
Level of Service	D	C
Approach Delay (s)	52.1	
Approach LOS	D	

Intersection Summary



HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

Existing Traffic  
9/24/2008



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	24	169	137	49	122	32	51	144	47	59	191	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.98		1.00	0.96		1.00	0.99	
Flt Protected		0.99			0.98		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1613			1696		1562	1562		1574	1672	
Flt Permitted		0.94			0.63		0.50	1.00		0.60	1.00	
Satd. Flow (perm)		1526			1080		817	1562		997	1672	
Peak-hour factor, PHF	0.55	0.88	0.78	0.49	0.78	0.73	0.80	0.82	0.73	0.82	0.61	0.70
Adj. Flow (vph)	44	192	176	100	156	44	64	176	64	72	313	20
RTOR Reduction (vph)	0	48	0	0	11	0	0	20	0	0	3	0
Lane Group Flow (vph)	0	364	0	0	289	0	64	220	0	72	330	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.9			17.9		28.1	25.4		28.1	25.4	
Effective Green, g (s)		17.9			17.9		28.1	25.4		28.1	25.4	
Actuated g/C Ratio		0.30			0.30		0.47	0.42		0.47	0.42	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		455			322		416	661		493	708	
v/s Ratio Prot							c0.01	0.14		0.01	c0.20	
v/s Ratio Perm		0.24			c0.27		0.07			0.06		
v/c Ratio		0.80			0.90		0.15	0.33		0.15	0.47	
Uniform Delay, d1		19.4			20.2		8.9	11.6		8.9	12.4	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.5			25.8		0.2	1.4		0.1	2.2	
Delay (s)		28.9			45.9		9.1	13.0		9.0	14.6	
Level of Service		C			D		A	B		A	B	
Approach Delay (s)		28.9			45.9			12.2			13.6	
Approach LOS		C			D			B			B	

Intersection Summary

HCM Average Control Delay	24.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2010 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	24	179	156	53	128	32	55	147	50	59	198	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.98		1.00	0.96		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1623			1692		1562	1565		1574	1671	
Flt Permitted		0.97			0.75		0.62	1.00		0.62	1.00	
Satd. Flow (perm)		1575			1292		1011	1565		1034	1671	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	195	170	58	139	35	60	160	54	64	215	15
RTOR Reduction (vph)	0	51	0	0	11	0	0	18	0	0	3	0
Lane Group Flow (vph)	0	340	0	0	221	0	60	196	0	64	227	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		17.0			17.0		29.0	26.1		29.0	26.1	
Effective Green, g (s)		17.0			17.0		29.0	26.1		29.0	26.1	
Actuated g/C Ratio		0.28			0.28		0.48	0.44		0.48	0.44	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		446			366		515	681		526	727	
v/s Ratio Prot							0.01	0.13		c0.01	c0.14	
v/s Ratio Perm		c0.22			0.17		0.05			0.05		
v/c Ratio		0.76			0.60		0.12	0.29		0.12	0.31	
Uniform Delay, d1		19.7			18.6		8.3	11.0		8.3	11.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		7.6			2.8		0.1	1.1		0.1	1.1	
Delay (s)		27.2			21.4		8.4	12.0		8.5	12.2	
Level of Service		C			C		A	B		A	B	
Approach Delay (s)		27.2			21.4			11.2			11.4	
Approach LOS		C			C			B			B	

Intersection Summary			
HCM Average Control Delay	18.5	HCM Level of Service	B
HCM Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2020 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (vph)	28	419	350	95	274	33	152	179	119	61	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.99		1.00	0.94		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1631			1698		1562	1529		1574	1667	
Flt Permitted		0.98			0.64		0.30	1.00		0.42	1.00	
Satd. Flow (perm)		1595			1095		488	1529		703	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	441	368	100	288	35	160	188	125	64	259	23
RTOR Reduction (vph)	0	25	0	0	3	0	0	19	0	0	2	0
Lane Group Flow (vph)	0	813	0	0	420	0	160	294	0	64	280	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		68.0			68.0		42.0	34.2		32.2	28.4	
Effective Green, g (s)		68.0			68.0		42.0	34.2		32.2	28.4	
Actuated g/C Ratio		0.57			0.57		0.35	0.29		0.27	0.24	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		904			621		257	436		216	395	
v/s Ratio Prot							c0.05	c0.19		0.01	0.17	
v/s Ratio Perm		c0.51			0.38		0.17			0.07		
v/c Ratio		0.90			0.68		0.62	0.67		0.30	0.71	
Uniform Delay, d1		23.0			18.3		29.5	38.0		33.7	42.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		11.6			2.9		4.6	8.1		0.8	10.3	
Delay (s)		34.6			21.2		34.2	46.0		34.5	52.3	
Level of Service		C			C		C	D		C	D	
Approach Delay (s)		34.6			21.2			42.0			49.0	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM Average Control Delay	36.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2020 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↘		↙	↘	
Volume (vph)	28	419	350	95	274	33	152	179	119	61	246	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.98		1.00	0.94		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1631		1736	1684		1562	1529		1574	1667	
Flt Permitted		0.98		0.28	1.00		0.30	1.00		0.44	1.00	
Satd. Flow (perm)		1601		503	1684		492	1529		735	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	441	368	100	288	35	160	188	125	64	259	23
RTOR Reduction (vph)	0	25	0	0	4	0	0	19	0	0	2	0
Lane Group Flow (vph)	0	813	0	100	319	0	160	294	0	64	280	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		67.2		67.2	67.2		42.8	35.1		32.3	28.6	
Effective Green, g (s)		67.2		67.2	67.2		42.8	35.1		32.3	28.6	
Actuated g/C Ratio		0.56		0.56	0.56		0.36	0.29		0.27	0.24	
Clearance Time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		897		282	943		266	447		224	397	
v/s Ratio Prot					0.19		c0.05	c0.19		0.01	0.17	
v/s Ratio Perm		c0.51		0.20			0.16			0.07		
v/c Ratio		0.91		0.35	0.34		0.60	0.66		0.29	0.70	
Uniform Delay, d1		23.6		14.5	14.3		28.9	37.2		33.6	41.8	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.6		0.8	0.2		3.8	7.4		0.7	10.1	
Delay (s)		36.2		15.3	14.5		32.7	44.6		34.3	51.9	
Level of Service		D		B	B		C	D		C	D	
Approach Delay (s)		36.2			14.7			40.6			48.6	
Approach LOS		D			B			D			D	

Intersection Summary

HCM Average Control Delay	34.9	HCM Level of Service	C
HCM Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	99.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

# HCM Signalized Intersection Capacity Analysis

## 4: MD 54 & Bi-State Blvd

2030 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (vph)	28	459	385	106	291	33	167	190	131	61	261	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.99		1.00	0.94		1.00	0.99	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632			1699		1562	1527		1574	1667	
Flt Permitted		0.98			0.59		0.24	1.00		0.37	1.00	
Satd. Flow (perm)		1596			1020		398	1527		611	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	483	405	112	306	35	176	200	138	64	275	25
RTOR Reduction (vph)	0	24	0	0	2	0	0	20	0	0	2	0
Lane Group Flow (vph)	0	893	0	0	451	0	176	318	0	64	298	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Effective Green, g (s)		70.1			70.1		39.9	32.7		29.7	26.5	
Actuated g/C Ratio		0.58			0.58		0.33	0.27		0.25	0.22	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		932			596		224	416		177	368	
v/s Ratio Prot							0.06	0.21		0.01	0.18	
v/s Ratio Perm		0.56			0.44		0.20			0.08		
v/c Ratio		0.96			0.76		0.79	0.76		0.36	0.81	
Uniform Delay, d1		23.6			18.6		32.8	40.1		37.0	44.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.8			5.4		16.4	12.5		1.3	17.2	
Delay (s)		43.4			24.0		49.3	52.6		38.3	61.6	
Level of Service		D			C		D	D		D	E	
Approach Delay (s)		43.4			24.0			51.5			57.5	
Approach LOS		D			C			D			E	

### Intersection Summary

HCM Average Control Delay	43.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	106.3%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2030 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↖	↗		↖	↗		↖	↗	
Volume (vph)	28	459	385	106	291	33	167	190	131	61	261	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.94		1.00	0.98		1.00	0.94		1.00	0.99	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1632		1736	1684		1562	1527		1574	1667	
Flt Permitted		0.98		0.26	1.00		0.24	1.00		0.37	1.00	
Satd. Flow (perm)		1604		473	1684		401	1527		613	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	29	483	405	112	306	35	176	200	138	64	275	25
RTOR Reduction (vph)	0	24	0	0	3	0	0	20	0	0	2	0
Lane Group Flow (vph)	0	893	0	112	338	0	176	318	0	64	298	0
Heavy Vehicles (%)	25%	12%	5%	4%	12%	3%	4%	9%	9%	7%	9%	7%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		70.0		70.0	70.0		40.0	32.8		29.8	26.6	
Effective Green, g (s)		70.0		70.0	70.0		40.0	32.8		29.8	26.6	
Actuated g/C Ratio		0.58		0.58	0.58		0.33	0.27		0.25	0.22	
Clearance Time (s)		5.0		5.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		936		276	982		225	417		178	370	
v/s Ratio Prot					0.20		c0.06	0.21		0.01	0.18	
v/s Ratio Perm		c0.56		0.24			c0.20			0.08		
v/c Ratio		0.95		0.41	0.34		0.78	0.76		0.36	0.80	
Uniform Delay, d1		23.5		13.6	13.0		32.7	40.0		36.9	44.2	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		19.1		1.0	0.2		16.1	12.4		1.2	16.8	
Delay (s)		42.6		14.6	13.2		48.8	52.4		38.1	61.0	
Level of Service		D		B	B		D	D		D	E	
Approach Delay (s)		42.6			13.6			51.2			57.0	
Approach LOS		D			B			D			E	

Intersection Summary

HCM Average Control Delay	41.0	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	106.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

Existing Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	21	170	88	55	272	87	84	83	71	80	110	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.97		1.00	0.94		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1738			1762		1608	1588		1685	1750	
Flt Permitted		0.94			0.91		0.66	1.00		0.63	1.00	
Satd. Flow (perm)		1649			1609		1118	1588		1110	1750	
Peak-hour factor, PHF	0.75	0.93	0.73	0.71	0.88	0.70	0.56	0.68	0.80	0.74	0.93	0.88
Adj. Flow (vph)	28	183	121	77	309	124	150	122	89	108	118	34
RTOR Reduction (vph)	0	39	0	0	22	0	0	41	0	0	16	0
Lane Group Flow (vph)	0	293	0	0	488	0	150	170	0	108	136	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.2			20.2		18.6	15.6		18.6	15.6	
Effective Green, g (s)		20.2			20.2		18.6	15.6		18.6	15.6	
Actuated g/C Ratio		0.38			0.38		0.35	0.30		0.35	0.30	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		631			616		422	469		424	517	
v/s Ratio Prot							c0.02	c0.11		0.01	0.08	
v/s Ratio Perm		0.18			c0.30		0.11			0.08		
v/c Ratio		0.46			0.79		0.36	0.36		0.25	0.26	
Uniform Delay, d1		12.2			14.4		12.2	14.7		11.8	14.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			6.9		0.5	2.2		0.3	1.2	
Delay (s)		12.8			21.4		12.7	16.8		12.2	15.4	
Level of Service		B			C		B	B		B	B	
Approach Delay (s)		12.8			21.4			15.1			14.1	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	52.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	64.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2010 Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	21	192	109	62	298	96	106	95	98	81	115	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.97		1.00	0.92		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1744			1770		1608	1567		1685	1747	
Flt Permitted		0.96			0.91		0.63	1.00		0.63	1.00	
Satd. Flow (perm)		1679			1620		1069	1567		1111	1747	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	209	118	67	324	104	115	103	107	88	125	38
RTOR Reduction (vph)	0	33	0	0	17	0	0	57	0	0	17	0
Lane Group Flow (vph)	0	317	0	0	478	0	115	153	0	88	146	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		21.6			21.6		25.1	20.4		23.7	19.7	
Effective Green, g (s)		21.6			21.6		25.1	20.4		23.7	19.7	
Actuated g/C Ratio		0.36			0.36		0.42	0.34		0.39	0.33	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		604			583		489	533		477	574	
v/s Ratio Prot							c0.02	c0.10		0.01	0.08	
v/s Ratio Perm		0.19			c0.29		0.08			0.06		
v/c Ratio		0.52			0.82		0.24	0.29		0.18	0.25	
Uniform Delay, d1		15.1			17.4		10.9	14.5		11.6	14.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.8			8.8		0.2	1.3		0.2	1.1	
Delay (s)		16.0			26.2		11.2	15.8		11.8	15.8	
Level of Service		B			C		B	B		B	B	
Approach Delay (s)		16.0			26.2			14.2			14.4	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	18.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2020 Traffic  
Timing Plan: PM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↘		↙	↘	
Volume (vph)	31	365	233	136	573	98	325	155	155	82	160	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.98		1.00	0.92		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737			1786		1608	1570		1685	1757	
Flt Permitted		0.94			0.71		0.52	1.00		0.46	1.00	
Satd. Flow (perm)		1642			1282		887	1570		816	1757	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	384	245	143	603	103	342	163	163	86	168	42
RTOR Reduction (vph)	0	35	0	0	9	0	0	59	0	0	15	0
Lane Group Flow (vph)	0	627	0	0	841	0	342	267	0	86	195	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		26.0			26.0		21.8	16.8		18.2	15.0	
Effective Green, g (s)		26.0			26.0		21.8	16.8		18.2	15.0	
Actuated g/C Ratio		0.43			0.43		0.36	0.28		0.30	0.25	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		712			556		382	440		294	439	
v/s Ratio Prot							c0.07	0.17		0.02	0.11	
v/s Ratio Perm		0.38			c0.66		c0.25			0.07		
v/c Ratio		0.88			1.51		0.90	0.61		0.29	0.44	
Uniform Delay, d1		15.6			17.0		17.5	18.7		15.4	19.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		12.3			239.5		22.5	6.1		0.6	3.2	
Delay (s)		27.8			256.5		40.0	24.8		16.0	22.2	
Level of Service		C			F		D	C		B	C	
Approach Delay (s)		27.8			256.5			32.6			20.4	
Approach LOS		C			F			C			C	

Intersection Summary

HCM Average Control Delay	106.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	125.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2020 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↙	↘		↙	↘		↙	↘	
Volume (vph)	31	365	233	136	573	98	325	155	155	82	160	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		4.0	5.0		4.0	5.0		5.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt		0.95		1.00	0.98		1.00	0.92		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1737		1736	1792		1608	1570		1685	1757	
Flt Permitted		0.82		0.27	1.00		0.35	1.00		0.56	1.00	
Satd. Flow (perm)		1430		497	1792		590	1570		999	1757	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	33	384	245	143	603	103	342	163	163	86	168	42
RTOR Reduction (vph)	0	19	0	0	5	0	0	29	0	0	7	0
Lane Group Flow (vph)	0	643	0	143	701	0	342	297	0	86	203	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			pm+pt			pm+pt			Perm		
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		54.5		62.5	62.5		47.5	47.5		22.7	22.7	
Effective Green, g (s)		54.5		62.5	62.5		47.5	47.5		22.7	22.7	
Actuated g/C Ratio		0.45		0.52	0.52		0.40	0.40		0.19	0.19	
Clearance Time (s)		5.0		4.0	5.0		4.0	5.0		5.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		649		300	933		410	621		189	332	
v/s Ratio Prot				0.02	c0.39		c0.14	0.19			0.12	
v/s Ratio Perm	c0.45			0.23			c0.19			0.09		
w/c Ratio	0.99			0.48	0.75		0.83	0.48		0.46	0.61	
Uniform Delay, d1	32.5			21.9	22.6		28.7	27.0		43.2	44.6	
Progression Factor	1.00			1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	33.0			1.2	3.4		13.6	2.6		7.7	8.1	
Delay (s)	65.5			23.1	26.1		42.3	29.6		50.9	52.7	
Level of Service	E			C	C		D	C		D	D	
Approach Delay (s)	65.5				25.6			36.1			52.2	
Approach LOS	E				C			D			D	

Intersection Summary			
HCM Average Control Delay	42.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2030 Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↖	↗		↖	↗	
Volume (vph)	32	395	261	150	617	98	368	172	167	82	172	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.98		1.00	0.93		1.00	0.97	
Flt Protected		1.00			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736			1787		1608	1571		1685	1758	
Flt Permitted		0.94			0.68		0.53	1.00		0.36	1.00	
Satd. Flow (perm)		1640			1224		899	1571		639	1758	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	416	275	158	649	103	387	181	176	86	181	44
RTOR Reduction (vph)	0	37	0	0	8	0	0	57	0	0	14	0
Lane Group Flow (vph)	0	688	0	0	902	0	387	300	0	86	211	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0		19.8	15.8		18.2	15.0	
Effective Green, g (s)		27.0			27.0		19.8	15.8		18.2	15.0	
Actuated g/C Ratio		0.45			0.45		0.33	0.26		0.30	0.25	
Clearance Time (s)		5.0			5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		738			551		344	414		250	440	
v/s Ratio Prot							0.07	0.19		0.02	0.12	
v/s Ratio Perm		0.42			0.74		0.30			0.09		
v/c Ratio		0.93			1.64		1.12	0.72		0.34	0.48	
Uniform Delay, d1		15.6			16.5		19.8	20.1		15.6	19.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		18.6			295.1		86.8	10.5		0.8	3.7	
Delay (s)		34.2			311.6		106.6	30.6		16.4	22.9	
Level of Service		C			F		F	C		B	C	
Approach Delay (s)		34.2			311.6			70.1			21.1	
Approach LOS		C			F			E			C	

Intersection Summary

HCM Average Control Delay	136.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	133.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
4: MD 54 & Bi-State Blvd

2030 Traffic w/improvements  
Timing Plan: PM peak hour



















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↖	↗		↖	↗		↖	↗	
Volume (vph)	32	395	261	150	617	98	368	172	167	82	172	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	9	10	12	10	11	12
Total Lost time (s)		5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Lane Util. Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frnt		0.95		1.00	0.98		1.00	0.93		1.00	0.97	
Flt Protected		1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1736		1736	1794		1608	1571		1685	1758	
Flt Permitted		0.82		0.27	1.00		0.21	1.00		0.55	1.00	
Satd. Flow (perm)		1434		487	1794		356	1571		971	1758	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	34	416	275	158	649	103	387	181	176	86	181	44
RTOR Reduction (vph)	0	18	0	0	5	0	0	29	0	0	7	0
Lane Group Flow (vph)	0	707	0	158	747	0	387	328	0	86	218	0
Heavy Vehicles (%)	0%	5%	2%	4%	4%	2%	1%	5%	4%	0%	1%	3%
Turn Type	Perm			pm+pt			pm+pt			pm+pt		
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		59.0		67.0	67.0		44.0	36.8		18.2	15.0	
Effective Green, g (s)		59.0		67.0	67.0		44.0	36.8		18.2	15.0	
Actuated g/C Ratio		0.49		0.55	0.55		0.36	0.30		0.15	0.12	
Clearance Time (s)		5.0		4.0	5.0		4.0	5.0		4.0	5.0	
Vehicle Extension (s)		3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		699		311	993		388	478		165	218	
v/s Ratio Prot				0.02	c0.42		c0.21	0.21		0.01	0.12	
v/s Ratio Perm		c0.49		0.26			c0.16			0.06		
v/c Ratio		1.01		0.51	0.75		1.00	0.69		0.52	1.00	
Uniform Delay, d1		31.0		20.8	20.7		34.7	37.0		46.4	53.0	
Progression Factor		1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		36.9		1.3	3.3		44.7	7.8		3.0	60.9	
Delay (s)		67.9		22.1	23.9		79.4	44.9		49.3	113.9	
Level of Service		E		C	C		E	D		D	F	
Approach Delay (s)		67.9			23.6			62.8			96.1	
Approach LOS		E			C			E			F	

Intersection Summary			
HCM Average Control Delay	54.8	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	121.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	118.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



HCM Unsignalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

Existing Traffic  
Timing Plan: AM peak hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	53	48	119	3	89	42	10	129	80	24	326	114
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.60	0.57	0.78	0.75	0.77	0.88	0.54	0.79	0.83	0.55	0.74	0.52
Hourly flow rate (vph)	88	84	153	4	116	48	19	163	96	44	441	219
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	991	934	550	1081	996	211	660			260		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	991	934	550	1081	996	211	660			260		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	17	66	71	95	48	94	98			97		
cM capacity (veh/h)	107	250	533	87	223	834	919			1293		

Direction - Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	325	167	278	703
Volume Left	88	4	19	44
Volume Right	153	48	96	219
cSH	224	270	919	1293
Volume to Capacity	1.45	0.62	0.02	0.03
Queue Length 95th (ft)	476	95	2	3
Control Delay (s)	267.1	38.0	0.8	0.9
Lane LOS	F	E	A	A
Approach Delay (s)	267.1	38.0	0.8	0.9
Approach LOS	F	E		

Intersection Summary			
Average Delay		63.8	
Intersection Capacity Utilization		63.1%	ICU Level of Service B
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2010 Traffic  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	56	55	123	10	91	46	11	135	110	44	343	115
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	60	134	11	99	50	12	147	120	48	373	125
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	861	821	435	925	824	207	498			266		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	861	821	435	925	824	207	498			266		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	62	80	78	92	65	94	99			96		
cM capacity (veh/h)	162	292	619	140	284	839	1056			1286		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	254	160	278	546
Volume Left	61	11	12	48
Volume Right	134	50	120	125
cSH	320	329	1056	1286
Volume to Capacity	0.80	0.49	0.01	0.04
Queue Length 95th (ft)	163	63	1	3
Control Delay (s)	48.7	25.8	0.5	1.1
Lane LOS	E	D	A	A
Approach Delay (s)	48.7	25.8	0.5	1.1
Approach LOS	E	D		

Intersection Summary			
Average Delay		13.9	
Intersection Capacity Utilization		74.0%	ICU Level of Service
Analysis Period (min)		15	D

HCM Unsignalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2020 Traffic  
Timing Plan: AM peak hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	107	111	172	25	117	60	31	253	151	83	577	152
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	113	117	181	26	123	63	33	266	159	87	607	160
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1398	1353	687	1513	1353	346	767			425		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1398	1353	687	1513	1353	346	767			425		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	0	11	59	0	3	91	96			92		
cM capacity (veh/h)	10	132	445	11	127	702	837			1123		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	411	213	458	855
Volume Left	113	26	33	87
Volume Right	181	63	159	160
cSH	33	62	837	1123
Volume to Capacity	12.33	3.45	0.04	0.08
Queue Length 95th (ft)	Err	Err	3	6
Control Delay (s)	Err	Err	1.1	1.9
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	1.1	1.9
Approach LOS	F	F		

Intersection Summary			
Average Delay		3219.9	
Intersection Capacity Utilization		107.4%	ICU Level of Service
Analysis Period (min)		15	G



HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2020 Traffic W/IMPROVEMENTS

Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗		↖	↗	
Volume (vph)	107	111	172	25	117	60	31	253	151	83	577	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.94		1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1479			1477		1736	1505		1736	1654	
Flt Permitted		0.85			0.93		0.16	1.00		0.42	1.00	
Satd. Flow (perm)		1281			1386		296	1505		774	1654	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	117	181	26	123	63	33	266	159	87	607	160
RTOR Reduction (vph)	0	32	0	0	17	0	0	24	0	0	11	0
Lane Group Flow (vph)	0	379	0	0	195	0	33	401	0	87	756	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		27.0			27.0		38.7	38.7		38.7	38.7	
Effective Green, g (s)		27.0			27.0		38.7	38.7		38.7	38.7	
Actuated g/C Ratio		0.37			0.37		0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		469			508		155	790		406	869	
v/s Ratio Prot								0.27			c0.46	
v/s Ratio Perm		c0.30			0.14		0.11			0.11		
v/c Ratio		0.81			0.38		0.21	0.51		0.21	0.87	
Uniform Delay, d1		21.0			17.2		9.4	11.3		9.4	15.3	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		9.8			0.5		0.7	0.5		0.3	9.5	
Delay (s)		30.8			17.7		10.0	11.8		9.6	24.8	
Level of Service		C			B		B	B		A	C	
Approach Delay (s)		30.8			17.7			11.7			23.2	
Approach LOS		C			B			B			C	

Intersection Summary

HCM Average Control Delay	21.5	HCM Level of Service	C
HCM Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	73.7	Sum of lost time (s)	8.0
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2020 Traffic W/add'l IMPROVEMENTS  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↖		↖	↖	
Volume (vph)	107	111	172	25	117	60	31	253	151	83	577	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.94		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1470	1568		1476	1615	1736	1505		1736	1654	
Flt Permitted		0.78	1.00		0.93	1.00	0.21	1.00		0.45	1.00	
Satd. Flow (perm)		1178	1568		1382	1615	378	1505		828	1654	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	113	117	181	26	123	63	33	266	159	87	607	160
RTOR Reduction (vph)	0	0	127	0	0	44	0	26	0	0	11	0
Lane Group Flow (vph)	0	230	54	0	149	19	33	399	0	87	756	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Effective Green, g (s)		18.3	18.3		18.3	18.3	34.7	34.7		34.7	34.7	
Actuated g/C Ratio		0.30	0.30		0.30	0.30	0.57	0.57		0.57	0.57	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		353	470		415	485	215	856		471	941	
v/s Ratio Prot								0.27			c0.46	
v/s Ratio Perm		c0.20	0.03		0.11	0.01	0.09			0.11		
w/c Ratio		0.65	0.12		0.36	0.04	0.15	0.47		0.18	0.80	
Uniform Delay, d1		18.6	15.5		16.7	15.1	6.2	7.7		6.3	10.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		4.3	0.1		0.5	0.0	0.3	0.4		0.2	5.0	
Delay (s)		22.8	15.6		17.3	15.2	6.5	8.1		6.5	15.5	
Level of Service		C	B		B	B	A	A		A	B	
Approach Delay (s)		19.7			16.7			8.0			14.6	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM Average Control Delay	14.3	HCM Level of Service	B
HCM Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
 5: Foskey Ln & Bi-State Blvd

2030 Traffic  
 Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	124	126	189	26	128	64	39	275	153	87	633	172
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	131	133	199	27	135	67	41	289	161	92	666	181
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1527	1473	757	1657	1483	370	847			451		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1527	1473	757	1657	1483	370	847			451		
tC, single (s)	7.4	6.5	6.2	7.4	6.6	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.8	4.0	3.3	3.8	4.1	3.3	2.2			2.2		
p0 queue free %	0	0	51	0	0	90	95			92		
cM capacity (veh/h)	0	109	406	0	104	680	781			1099		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	462	229	492	939
Volume Left	131	27	41	92
Volume Right	199	67	161	181
cSH	0	0	781	1099
Volume to Capacity	Err	Err	0.05	0.08
Queue Length 95th (ft)	Err	Err	4	7
Control Delay (s)	Err	Err	1.5	2.1
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	1.5	2.1
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		113.7%	ICU Level of Service
Analysis Period (min)		15	H



HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2030 Traffic W/IMPROVEMENTS  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	124	126	189	26	128	64	39	275	153	87	633	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.96		1.00	0.95		1.00	0.97	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1477			1479		1736	1512		1736	1652	
Flt Permitted		0.81			0.93		0.10	1.00		0.40	1.00	
Satd. Flow (perm)		1220			1387		191	1512		728	1652	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	131	133	199	27	135	67	41	289	161	92	666	181
RTOR Reduction (vph)	0	30	0	0	17	0	0	23	0	0	11	0
Lane Group Flow (vph)	0	433	0	0	212	0	41	427	0	92	836	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		32.5			32.5		45.8	45.8		45.8	45.8	
Effective Green, g (s)		32.5			32.5		45.8	45.8		45.8	45.8	
Actuated g/C Ratio		0.38			0.38		0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		459			522		101	802		386	877	
v/s Ratio Prot								0.28			c0.51	
v/s Ratio Perm		c0.35			0.15		0.21			0.13		
v/c Ratio		0.94			0.41		0.41	0.53		0.24	0.95	
Uniform Delay, d1		26.0			19.8		12.1	13.3		10.9	19.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		28.1			0.5		2.7	0.7		0.3	19.9	
Delay (s)		54.1			20.3		14.8	13.9		11.2	39.1	
Level of Service		D			C		B	B		B	D	
Approach Delay (s)		54.1			20.3			14.0			36.4	
Approach LOS		D			C			B			D	

Intersection Summary			
HCM Average Control Delay	33.3	HCM Level of Service	C
HCM Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	86.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	97.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2030 Traffic w/add'l improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↖		↖	↖	
Volume (vph)	124	126	189	26	128	64	39	275	153	87	633	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.95		1.00	0.97	
Flt Protected		0.98	1.00		0.99	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1468	1568		1479	1615	1736	1512		1736	1652	
Flt Permitted		0.77	1.00		0.93	1.00	0.13	1.00		0.42	1.00	
Satd. Flow (perm)		1159	1568		1383	1615	246	1512		769	1652	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	131	133	199	27	135	67	41	289	161	92	666	181
RTOR Reduction (vph)	0	0	133	0	0	45	0	25	0	0	13	0
Lane Group Flow (vph)	0	264	66	0	162	22	41	425	0	92	834	0
Heavy Vehicles (%)	32%	4%	3%	33%	11%	0%	4%	6%	20%	4%	2%	11%
Turn Type	pm+pt		Perm	Perm		Perm	Perm			Perm		
Protected Phases	7	4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		22.4	22.4		22.4	22.4	37.6	37.6		37.6	37.6	
Effective Green, g (s)		22.4	22.4		22.4	22.4	37.6	37.6		37.6	37.6	
Actuated g/C Ratio		0.33	0.33		0.33	0.33	0.55	0.55		0.55	0.55	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		382	517		456	532	136	836		425	913	
v/s Ratio Prot								0.28			c0.51	
v/s Ratio Perm		c0.23	0.04		0.12	0.01	0.17			0.12		
v/c Ratio		0.69	0.13		0.36	0.04	0.30	0.51		0.22	0.91	
Uniform Delay, d1		19.8	16.0		17.3	15.5	8.2	9.4		7.7	13.7	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		5.3	0.1		0.5	0.0	1.3	0.5		0.3	13.3	
Delay (s)		25.1	16.1		17.8	15.5	9.4	9.9		8.0	27.1	
Level of Service		C	B		B	B	A	A		A	C	
Approach Delay (s)		21.2			17.1			9.9			25.2	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM Average Control Delay	19.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	82.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

Existing Traffic  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	17	17	36	8	45	113	23	250	7	8	242	22
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.71	0.85	0.56	0.67	0.63	0.74	0.64	0.87	0.58	0.50	0.85	0.69
Hourly flow rate (vph)	24	20	64	12	71	153	36	287	12	16	285	32
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	886	704	301	772	714	293	317			299		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	886	704	301	772	714	293	317			299		
iC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
iC, 2 stage (s)												
iF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	85	94	91	96	79	80	97			99		
cM capacity (veh/h)	161	349	737	270	345	746	1255			1273		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	108	236	335	333
Volume Left	24	12	36	16
Volume Right	64	153	12	32
cSH	369	517	1255	1273
Volume to Capacity	0.29	0.46	0.03	0.01
Queue Length 95th (ft)	30	59	2	1
Control Delay (s)	18.7	17.7	1.1	0.5
Lane LOS	C	C	A	A
Approach Delay (s)	18.7	17.7	1.1	0.5
Approach LOS	C	C		

Intersection Summary			
Average Delay		6.7	
Intersection Capacity Utilization		41.3%	ICU Level of Service
Analysis Period (min)		15	A

HCM Unsignalized Intersection Capacity Analysis  
 5: Foskey Ln & Bi-State Blvd

2010 Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	19	20	38	38	52	132	23	250	7	14	256	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	21	22	41	41	57	143	25	272	8	15	278	27
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	820	652	292	700	661	276	305			279		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	820	652	292	700	661	276	305			279		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	89	94	94	87	85	81	98			99		
cM capacity (veh/h)	194	378	745	314	373	763	1267			1295		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	84	241	304	321
Volume Left	21	41	25	15
Volume Right	41	143	8	27
cSH	381	512	1267	1295
Volume to Capacity	0.22	0.47	0.02	0.01
Queue Length 95th (ft)	21	62	2	1
Control Delay (s)	17.1	18.1	0.8	0.5
Lane LOS	C	C	A	A
Approach Delay (s)	17.1	18.1	0.8	0.5
Approach LOS	C	C		

Intersection Summary			
Average Delay		6.5	
Intersection Capacity Utilization	44.1%		ICU Level of Service A
Analysis Period (min)		15	



HCM Unsignalized Intersection Capacity Analysis  
 5: Foskey Ln & Bi-State Blvd

2020 Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	42	63	105	77	111	171	97	536	53	31	420	81
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	44	66	111	81	117	180	102	564	56	33	442	85
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1585	1374	485	1490	1389	592	527			620		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1585	1374	485	1490	1389	592	527			620		
tC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	48	81	0	7	64	90			97		
cM capacity (veh/h)	9	128	580	45	126	506	1050			970		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	221	378	722	560
Volume Left	44	81	102	33
Volume Right	111	180	56	85
cSH	38	122	1050	970
Volume to Capacity	5.83	3.09	0.10	0.03
Queue Length 95th (ft)	Err	Err	8	3
Control Delay (s)	Err	Err	2.4	0.9
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	2.4	0.9
Approach LOS	F	F		

Intersection Summary			
Average Delay		3185.0	
Intersection Capacity Utilization		99.3%	ICU Level of Service
Analysis Period (min)		15	F

HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2020 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SET	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Volume (vph)	42	63	105	77	111	171	97	536	53	31	420	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Fr't		0.93			0.94		1.00	0.99		1.00	0.98	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1558			1568		1805	1675		1805	1688	
Flt Permitted		0.89			0.90		0.24	1.00		0.36	1.00	
Satd. Flow (perm)		1403			1424		449	1675		691	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	66	111	81	117	180	102	564	56	33	442	85
RTOR Reduction (vph)	0	43	0	0	38	0	0	4	0	0	8	0
Lane Group Flow (vph)	0	178	0	0	340	0	102	616	0	33	519	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Effective Green, g (s)		20.4			20.4		32.6	32.6		25.6	25.6	
Actuated g/C Ratio		0.33			0.33		0.53	0.53		0.42	0.42	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		469			476		307	895		290	708	
v/s Ratio Prot							0.02	0.37			0.31	
v/s Ratio Perm		0.13			0.24		0.16			0.05		
w/c Ratio		0.38			0.71		0.33	0.69		0.11	0.73	
Uniform Delay, d1		15.5			17.8		9.0	10.5		10.8	14.8	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			5.0		0.6	2.2		0.2	3.9	
Delay (s)		16.0			22.8		9.6	12.7		11.0	18.8	
Level of Service		B			C		A	B		B	B	
Approach Delay (s)		16.0			22.8			12.2			18.3	
Approach LOS		B			C			B			B	

Intersection Summary

HCM Average Control Delay	16.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2020 Traffic w/add'l improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↗		↔	↗	↖	↖		↖	↖	
Volume (vph)	42	63	105	77	111	171	97	536	53	31	420	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.98	
Flt Protected		0.98	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1622	1568		1676	1583	1805	1675		1805	1688	
Flt Permitted		0.83	1.00		0.83	1.00	0.26	1.00		0.43	1.00	
Satd. Flow (perm)		1376	1568		1426	1583	496	1675		816	1688	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	66	111	81	117	180	102	564	56	33	442	85
RTOR Reduction (vph)	0	0	82	0	0	134	0	4	0	0	9	0
Lane Group Flow (vph)	0	110	29	0	198	46	102	616	0	33	518	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm		Perm	Perm		Perm	pm+pt			Perm		
Protected Phases		4			8		5	2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		13.6	13.6		13.6	13.6	31.3	31.3		23.5	23.5	
Effective Green, g (s)		13.6	13.6		13.6	13.6	31.3	31.3		23.5	23.5	
Actuated g/C Ratio		0.26	0.26		0.26	0.26	0.59	0.59		0.44	0.44	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		354	403		367	407	388	991		362	750	
v/s Ratio Prot							0.02	c0.37			c0.31	
v/s Ratio Perm		0.08	0.02		c0.14	0.03	0.14			0.04		
v/c Ratio		0.31	0.07		0.54	0.11	0.26	0.62		0.09	0.69	
Uniform Delay, d1		15.9	14.9		16.9	15.0	6.3	7.0		8.5	11.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5	0.1		1.5	0.1	0.4	1.2		0.1	2.7	
Delay (s)		16.4	14.9		18.5	15.2	6.6	8.2		8.6	14.5	
Level of Service		B	B		B	B	A	A		A	B	
Approach Delay (s)		15.7			16.9			8.0			14.2	
Approach LOS		B			B			A			B	

Intersection Summary		
HCM Average Control Delay	12.5	HCM Level of Service B
HCM Volume to Capacity ratio	0.66	
Actuated Cycle Length (s)	52.9	Sum of lost time (s) 12.0
Intersection Capacity Utilization	61.5%	ICU Level of Service B
Analysis Period (min)	15	
c Critical Lane Group		

HCM Unsignalized Intersection Capacity Analysis  
 5: Foskey Ln & Bi-State Blvd

2030 Traffic  
 Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Volume (veh/h)	94	77	137	79	126	176	133	594	56	37	457	99
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	99	81	144	83	133	185	140	625	59	39	481	104
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1797	1575	533	1731	1598	655	585			684		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1797	1575	533	1731	1598	655	585			684		
iC, single (s)	7.3	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
iC, 2 stage (s)												
iF (s)	3.7	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	11	74	0	0	60	86			96		
cM capacity (veh/h)	0	91	545	11	88	466	999			919		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	324	401	824	624
Volume Left	99	83	140	39
Volume Right	144	185	59	104
cSH	0	42	999	919
Volume to Capacity	Err	9.48	0.14	0.04
Queue Length 95th (ft)	Err	Err	12	3
Control Delay (s)	Err	Err	3.3	1.1
Lane LOS	F	F	A	A
Approach Delay (s)	Err	Err	3.3	1.1
Approach LOS	F	F		

Intersection Summary			
Average Delay		Err	
Intersection Capacity Utilization		111.8%	ICU Level of Service
Analysis Period (min)		15	H



HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2030 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖		↗	↖	
Volume (vph)	94	77	137	79	126	176	133	594	56	37	457	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.94			0.94		1.00	0.99		1.00	0.97	
Flt Protected		0.98			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1537			1573		1805	1678		1805	1683	
Flt Permitted		0.73			0.86		0.19	1.00		0.29	1.00	
Satd. Flow (perm)		1144			1368		365	1678		559	1683	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	81	144	83	133	185	140	625	59	39	481	104
RTOR Reduction (vph)	0	33	0	0	35	0	0	4	0	0	9	0
Lane Group Flow (vph)	0	291	0	0	366	0	140	680	0	39	576	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm			Perm			pm+pt			Perm		
Protected Phases		4			8		5	2			6	6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		24.5			24.5		37.8	37.8		30.1	30.1	
Effective Green, g (s)		24.5			24.5		37.8	37.8		30.1	30.1	
Actuated g/C Ratio		0.35			0.35		0.54	0.54		0.43	0.43	
Clearance Time (s)		4.0			4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		399			477		272	902		239	721	
v/s Ratio Prot							0.03	c0.41			0.34	
v/s Ratio Perm		0.25			c0.27		0.25			0.07		
v/c Ratio		0.73			0.77		0.51	0.75		0.16	0.80	
Uniform Delay, d1		20.0			20.4		11.3	12.6		12.4	17.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		6.7			7.3		1.6	3.6		0.3	6.2	
Delay (s)		26.8			27.7		13.0	16.3		12.7	23.6	
Level of Service		C			C		B	B		B	C	
Approach Delay (s)		26.8			27.7			15.7			23.0	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM Average Control Delay	21.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	70.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
5: Foskey Ln & Bi-State Blvd

2030 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗		↖	↗	↖	↗		↖	↗	
Volume (vph)	94	77	137	79	126	176	133	594	56	37	457	99
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	10	12	12	9	12	12	10	12	12	10	12
Total Lost time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	0.97	
Flt Protected		0.97	1.00		0.98	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1570	1568		1678	1583	1805	1678		1805	1683	
Flt Permitted		0.73	1.00		0.82	1.00	0.33	1.00		0.25	1.00	
Satd. Flow (perm)		1184	1568		1400	1583	628	1678		484	1683	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	99	81	144	83	133	185	140	625	59	39	481	104
RTOR Reduction (vph)	0	0	102	0	0	131	0	6	0	0	13	0
Lane Group Flow (vph)	0	180	42	0	216	54	140	678	0	39	572	0
Heavy Vehicles (%)	18%	0%	3%	0%	0%	2%	0%	2%	29%	0%	2%	5%
Turn Type	Perm		Perm	Perm		Perm	Perm			Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Actuated Green, G (s)		13.0	13.0		13.0	13.0	23.9	23.9		23.9	23.9	
Effective Green, g (s)		13.0	13.0		13.0	13.0	23.9	23.9		23.9	23.9	
Actuated g/C Ratio		0.29	0.29		0.29	0.29	0.53	0.53		0.53	0.53	
Clearance Time (s)		4.0	4.0		4.0	4.0	4.0	4.0		4.0	4.0	
Vehicle Extension (s)		3.0	3.0		3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		343	454		405	458	334	893		258	896	
v/s Ratio Prot								c0.40			0.34	
v/s Ratio Perm		0.15	0.03		c0.15	0.03	0.22			0.08		
v/c Ratio		0.52	0.09		0.53	0.12	0.42	0.76		0.15	0.64	
Uniform Delay, d1		13.4	11.6		13.4	11.7	6.3	8.2		5.3	7.4	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2		1.5	0.1		1.4	0.1	0.9	3.8		0.3	1.5	
Delay (s)		14.8	11.7		14.8	11.8	7.2	12.0		5.6	8.9	
Level of Service		B	B		B	B	A	B		A	A	
Approach Delay (s)		13.4			13.4			11.2			8.7	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM Average Control Delay	11.2	HCM Level of Service	B
HCM Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	44.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



# Intersection Summary

## US 13 North Corridor Study

### 2030 - AM Peak Hour

<b>Performance Measure</b>	<b>Vehicles</b>	<b>Persons</b>
<b>Demand Flows - Total</b>	2124 veh/h	2549 pers/h
<b>Percent Heavy Vehicles</b>	2.1 %	
<b>Degree of Saturation</b>	0.730	
<b>Effective Intersection Capacity</b>	2909 veh/h	
<b>95% Back of Queue (ft)</b>	272 ft	
<b>95% Back of Queue (veh)</b>	10.7 veh	
<b>Control Delay (Total)</b>	6.24 veh-h/h	7.49 pers-h/h
<b>Control Delay (Average)</b>	10.6 s/veh	10.6 s/pers
<b>Level of Service</b>	LOS B	
<b>Level of Service (Worst Movement)</b>	LOS C	
<b>Total Effective Stops</b>	1574 veh/h	1889 pers/h
<b>Effective Stop Rate</b>	0.74 per veh	0.74 per pers
<b>Proportion Queued</b>	0.72	0.72
<b>Travel Distance (Total)</b>	815.3 veh-mi/h	978.4 pers-mi/h
<b>Travel Distance (Average)</b>	2027 ft	2027 ft
<b>Travel Time (Total)</b>	27.2 veh-h/h	32.6 pers-h/h
<b>Travel Time (Average)</b>	46.1 secs	46.1 secs
<b>Travel Speed</b>	30.0 mph	30.0 mph
<b>Operating Cost (Total)</b>	462 \$/h	462 \$/h
<b>Fuel Consumption (Total)</b>	42.3 gal/h	
<b>Carbon Dioxide (Total)</b>	400.7 kg/h	
<b>Hydrocarbons (Total)</b>	0.662 kg/h	
<b>Carbon Monoxide (Total)</b>	32.92 kg/h	
<b>NOX (Total)</b>	1.011 kg/h	



SIDRA SOLUTIONS

Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
 Processed Sep 18, 2009 04:37:48PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by **SIDRA Intersection 3.2.0.1455**  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

SIDRA  
INTERSECTION

# Movement Summary

## US 13 North Corridor Study

### 2030 - AM Peak Hour

Roundabout

### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
<b>Bi-State Blvd</b>										
3L	L	41	2.4	0.410	15.3	LOS B	89	0.68	0.80	28.2
8T	T	289	2.1	0.412	8.0	LOS A	89	0.68	0.69	31.3
8R	R	161	1.9	0.169	7.5	LOS A	30	0.45	0.57	31.9
<b>Approach</b>		<b>492</b>	<b>2.0</b>	<b>0.412</b>	<b>8.4</b>	<b>LOS A</b>	<b>89</b>	<b>0.61</b>	<b>0.66</b>	<b>31.2</b>
<b>Foskey Lane</b>										
1L	L	27	3.6	0.220	15.6	LOS B	41	0.64	0.80	28.1
6T	T	135	2.2	0.221	8.4	LOS A	41	0.64	0.69	31.5
6R	R	67	1.5	0.086	8.7	LOS A	15	0.56	0.64	31.4
<b>Approach</b>		<b>230</b>	<b>2.2</b>	<b>0.221</b>	<b>9.3</b>	<b>LOS A</b>	<b>41</b>	<b>0.62</b>	<b>0.69</b>	<b>31.0</b>
<b>Bi-State Blvd</b>										
7L	L	92	2.2	0.730	16.0	LOS B	272	0.79	0.76	27.9
4T	T	666	2.0	0.729	8.7	LOS A	272	0.79	0.70	30.8
4R	R	181	2.2	0.169	7.1	LOS A	31	0.39	0.54	32.1
<b>Approach</b>		<b>939</b>	<b>2.0</b>	<b>0.729</b>	<b>9.1</b>	<b>LOS A</b>	<b>272</b>	<b>0.71</b>	<b>0.68</b>	<b>30.7</b>
<b>Foskey Lane</b>										
5L	L	131	2.3	0.553	23.6	LOS C	146	0.94	1.08	24.3
2T	T	133	2.3	0.552	16.3	LOS B	146	0.94	1.06	27.1
2R	R	199	2.0	0.359	11.8	LOS B	75	0.84	0.89	29.8
<b>Approach</b>		<b>463</b>	<b>2.2</b>	<b>0.553</b>	<b>16.4</b>	<b>LOS B</b>	<b>146</b>	<b>0.90</b>	<b>0.99</b>	<b>27.2</b>
<b>All Vehicles</b>		<b>2124</b>	<b>2.1</b>	<b>0.730</b>	<b>10.6</b>	<b>LOS B</b>	<b>272</b>	<b>0.72</b>	<b>0.74</b>	<b>30.0</b>

Symbols which may appear in this table:

Following Degree of Saturation  
 # x = 1.00 for Short Lane with resulting Excess Flow  
 \* x = 1.00 due to minimum capacity

Following LOS  
 # - Based on density for continuous movements

Following Queue



# - Density for continuous movement



SIDRA SOLUTIONS

Site: New Site - 1  
F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
Processed Sep 18, 2009 04:41:02PM

A1665, The Traffic Group, Inc., Large Office  
**Produced by SIDRA Intersection 3.2.0.1455**  
**Copyright 2000-2007 Akcelik and Associates Pty Ltd**  
**[www.sidrasolutions.com](http://www.sidrasolutions.com)**

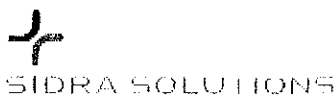
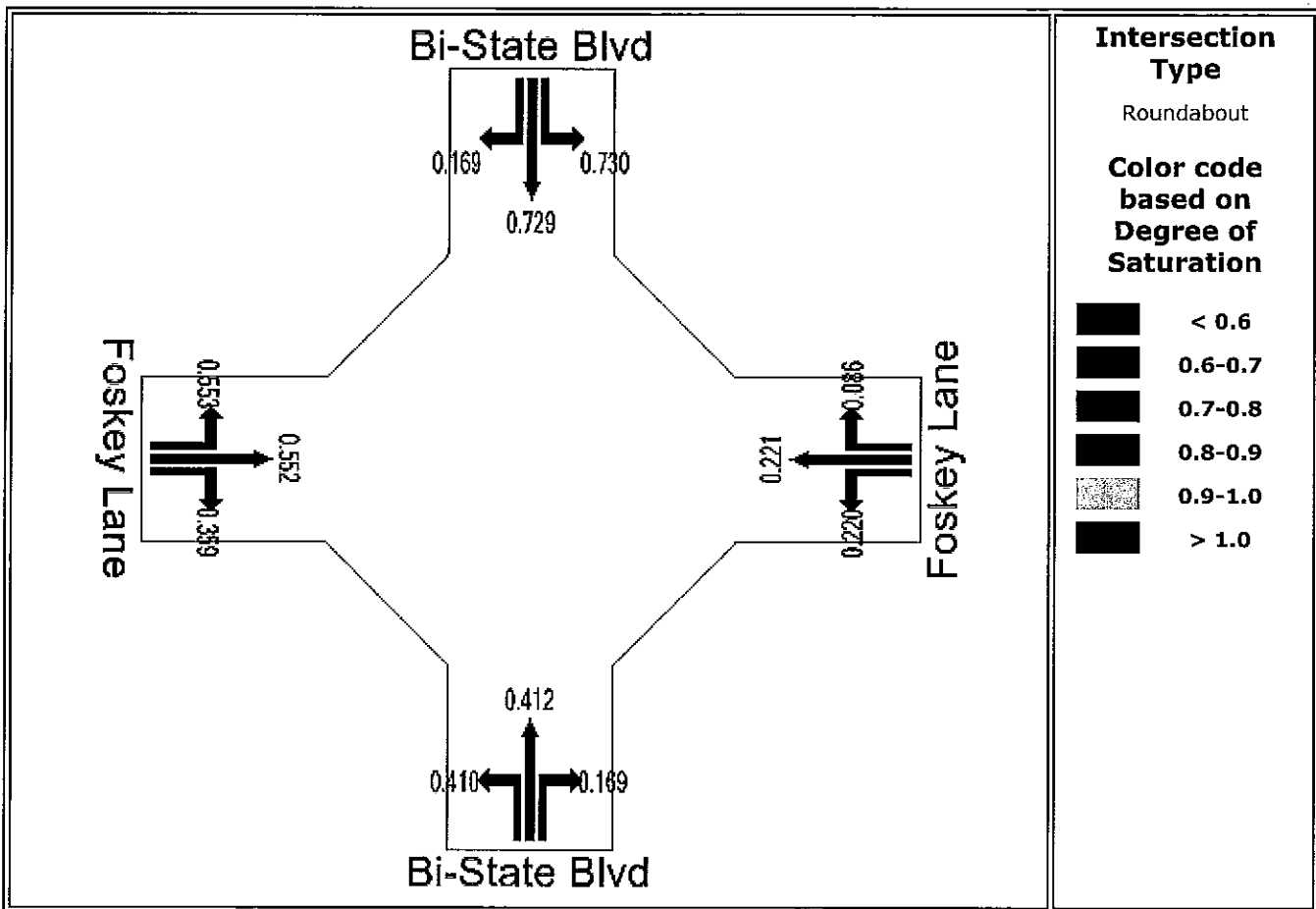
SIDRA  
INTERSECTION

# Degree of Saturation

Demand Volume / Capacity (v/c) ratio

US 13 North Corridor Study

2030 - AM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
 Processed Sep 18, 2009 04:37:48PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

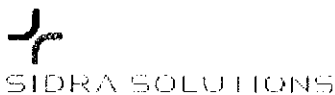
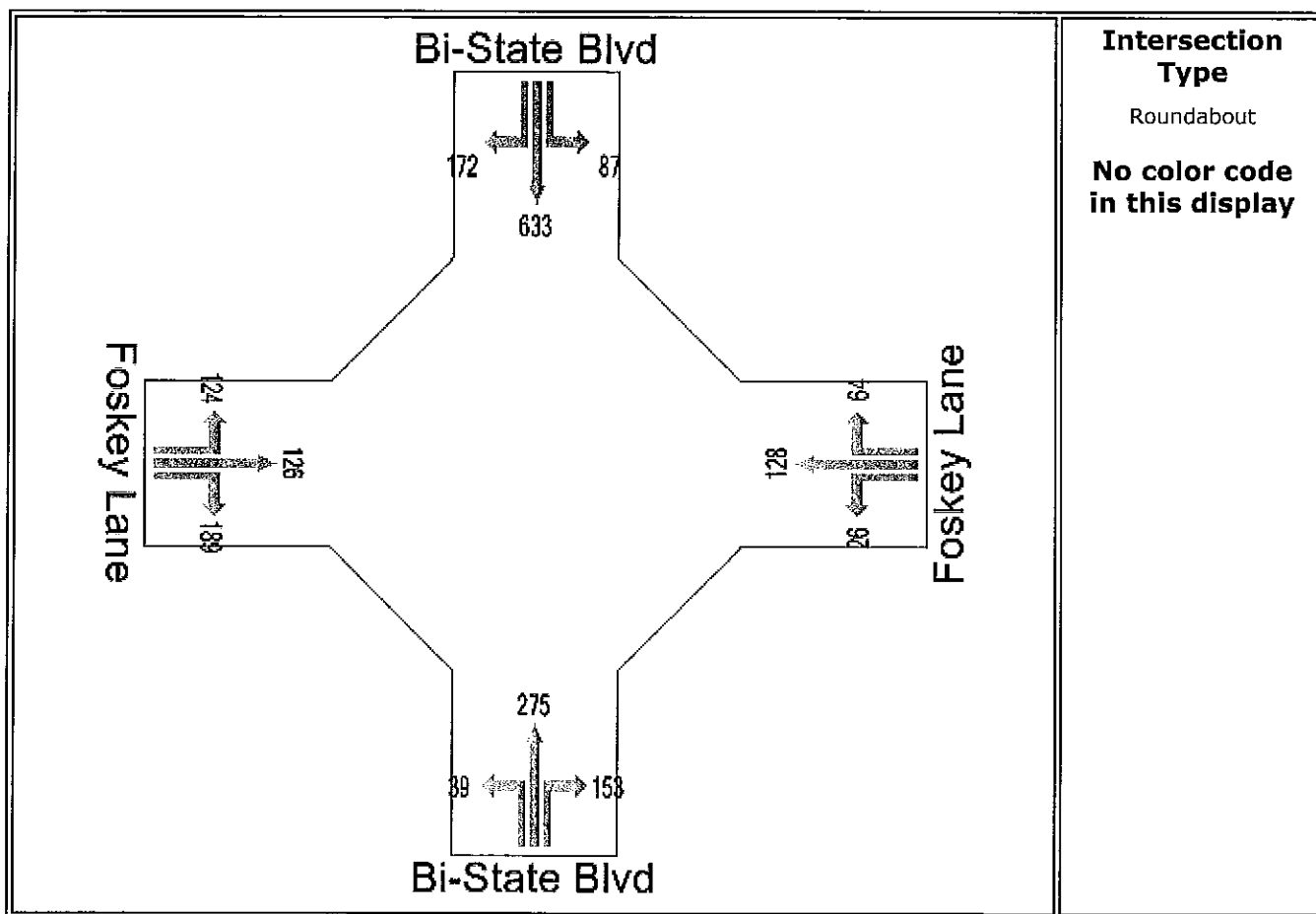
# SIDRA INTERSECTION

## Input Volumes

Total flow rates as given by the user (veh/60 min)

### US 13 North Corridor Study

2030 - AM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
 Processed Sep 18, 2009 04:37:48PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

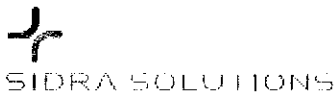
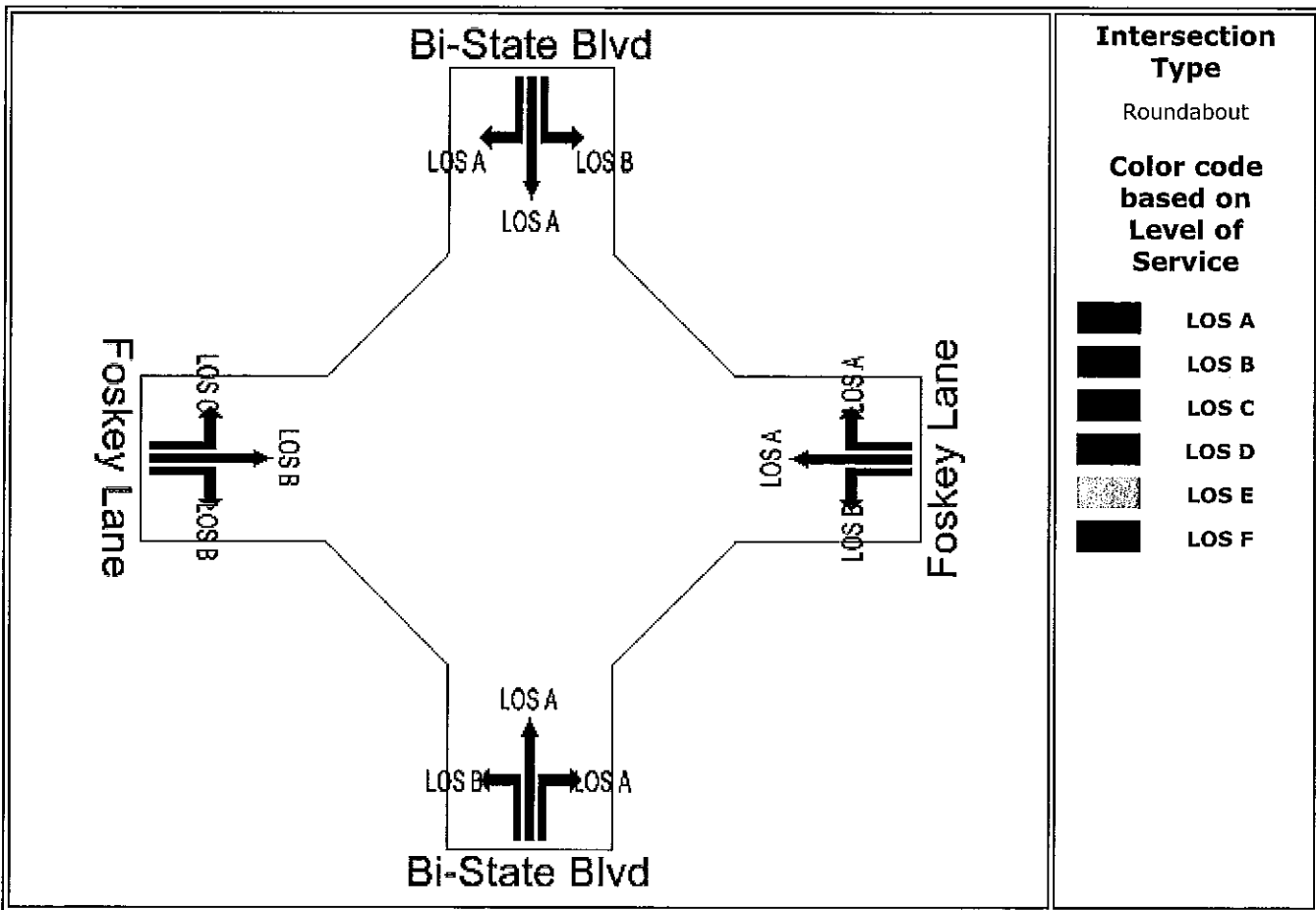
# SIDRA INTERSECTION

## Level of Service

Based on Delay (HCM method)

### US 13 North Corridor Study

2030 - AM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
 Processed Sep 18, 2009 04:37:48PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)



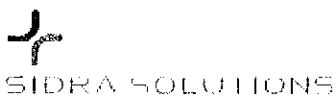
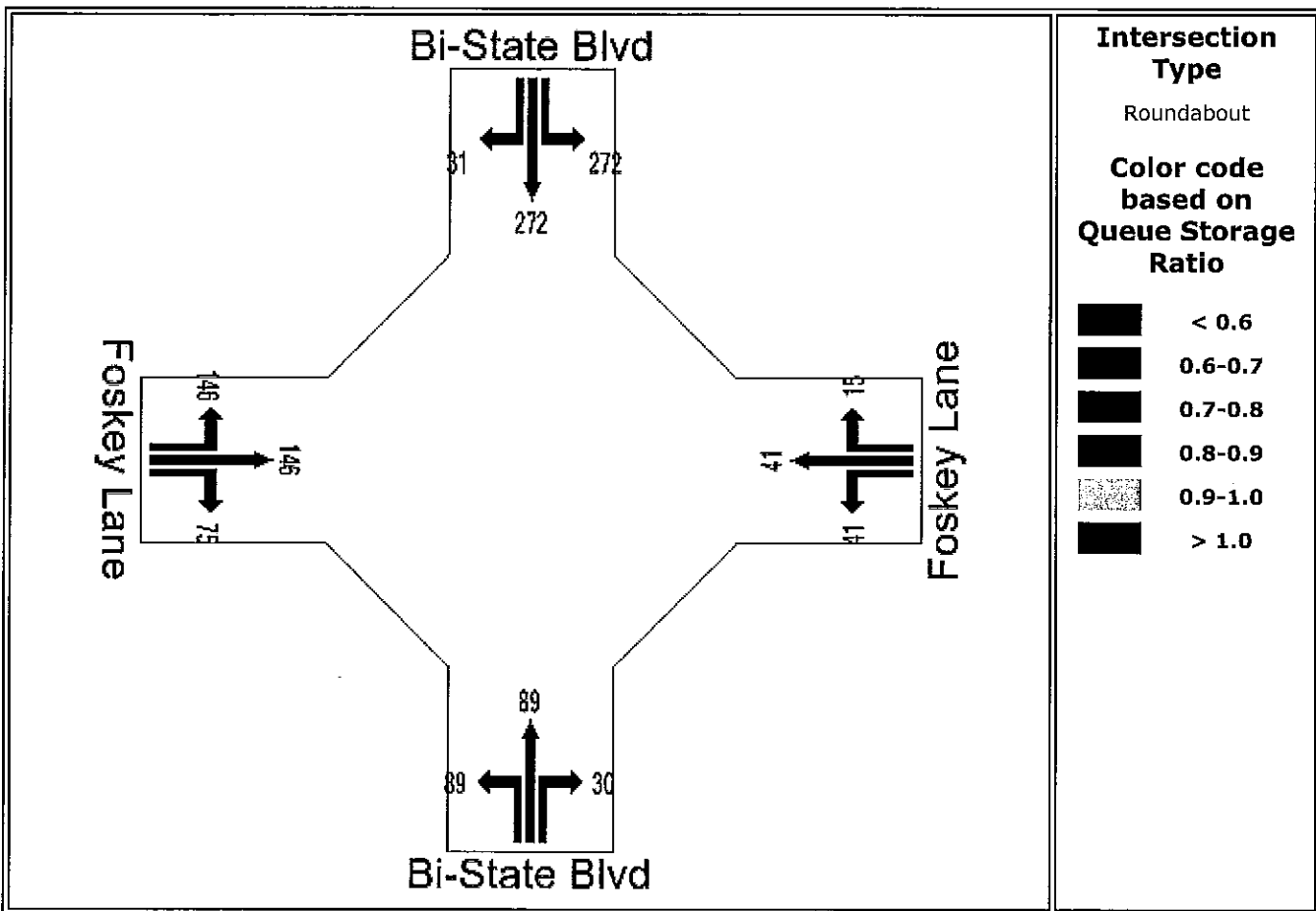
**SIDRA  
INTERSECTION**

# Queue Distance

Largest 95% Back of Queue for any lane used by movement (feet)

## US 13 North Corridor Study

2030 - AM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tam30 1 lane.aap  
 Processed Sep 18, 2009 04:37:48PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by **SIDRA Intersection 3.2.0.1455**  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)



# Intersection Summary

## US 13 North Corridor Study

### 2030 - PM Peak Hour

<b>Performance Measure</b>	<b>Vehicles</b>	<b>Persons</b>
<b>Demand Flows - Total</b>	2175 veh/h	2610 pers/h
<b>Percent Heavy Vehicles</b>	2.1 %	
<b>Degree of Saturation</b>	0.757	
<b>Effective Intersection Capacity</b>	2873 veh/h	
<b>95% Back of Queue (ft)</b>	310 ft	
<b>95% Back of Queue (veh)</b>	12.2 veh	
<b>Control Delay (Total)</b>	7.16 veh-h/h	8.59 pers-h/h
<b>Control Delay (Average)</b>	11.9 s/veh	11.9 s/pers
<b>Level of Service</b>	LOS B	
<b>Level of Service (Worst Movement)</b>	LOS C	
<b>Total Effective Stops</b>	1775 veh/h	2130 pers/h
<b>Effective Stop Rate</b>	0.82 per veh	0.82 per pers
<b>Proportion Queued</b>	0.80	0.80
<b>Travel Distance (Total)</b>	836.7 veh-mi/h	1004.0 pers-mi/h
<b>Travel Distance (Average)</b>	2031 ft	2031 ft
<b>Travel Time (Total)</b>	28.3 veh-h/h	33.9 pers-h/h
<b>Travel Time (Average)</b>	46.8 secs	46.8 secs
<b>Travel Speed</b>	29.6 mph	29.6 mph
<b>Operating Cost (Total)</b>	481 \$/h	481 \$/h
<b>Fuel Consumption (Total)</b>	44.0 gal/h	
<b>Carbon Dioxide (Total)</b>	417.0 kg/h	
<b>Hydrocarbons (Total)</b>	0.693 kg/h	
<b>Carbon Monoxide (Total)</b>	34.66 kg/h	
<b>NOX (Total)</b>	1.057 kg/h	



SIDRA SOLUTIONS

Site: New Site - 1

F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap

Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office

Produced by **SIDRA Intersection 3.2.0.1455**

Copyright 2000-2007 Akcelik and Associates Pty Ltd

[www.sidrasolutions.com](http://www.sidrasolutions.com)

SIDRA  
INTERSECTION

# Movement Summary

## US 13 North Corridor Study

### 2030 - PM Peak Hour

Roundabout

### Vehicle Movements

Mov ID	Turn	Dem Flow (veh/h)	%HV	Deg of Satn (v/c)	Aver Delay (sec)	Level of Service	95% Back of Queue (ft)	Prop. Queued	Eff. Stop Rate	Aver Speed (mph)
<b>Bi-State Blvd</b>										
3L	L	140	2.1	0.757	17.0	LOS B	310	0.85	0.81	27.3
8T	T	625	2.1	0.757	9.7	LOS A	310	0.85	0.76	30.5
8R	R	59	1.7	0.052	6.6	LOS A	9	0.29	0.49	32.6
<b>Approach</b>		<b>825</b>	<b>2.1</b>	<b>0.757</b>	<b>10.7</b>	<b>LOS B</b>	<b>310</b>	<b>0.81</b>	<b>0.75</b>	<b>30.0</b>
<b>Foskey Lane</b>										
1L	L	83	2.4	0.506	24.1	LOS C	126	0.95	1.06	24.1
6T	T	133	2.3	0.506	16.8	LOS B	126	0.95	1.05	26.8
6R	R	185	2.2	0.341	12.0	LOS B	71	0.84	0.89	29.6
<b>Approach</b>		<b>402</b>	<b>2.2</b>	<b>0.505</b>	<b>16.1</b>	<b>LOS B</b>	<b>126</b>	<b>0.90</b>	<b>0.98</b>	<b>27.4</b>
<b>Bi-State Blvd</b>										
7L	L	39	2.6	0.629	17.7	LOS B	191	0.81	0.90	27.0
4T	T	481	2.1	0.630	10.4	LOS B	191	0.81	0.84	30.7
4R	R	104	1.9	0.113	7.7	LOS A	19	0.47	0.58	31.8
<b>Approach</b>		<b>624</b>	<b>2.1</b>	<b>0.630</b>	<b>10.4</b>	<b>LOS B</b>	<b>191</b>	<b>0.75</b>	<b>0.80</b>	<b>30.6</b>
<b>Foskey Lane</b>										
5L	L	99	2.0	0.293	17.1	LOS B	59	0.77	0.87	27.3
2T	T	81	2.5	0.293	9.8	LOS A	59	0.77	0.81	30.9
2R	R	144	2.1	0.222	10.2	LOS B	43	0.72	0.77	30.7
<b>Approach</b>		<b>324</b>	<b>2.2</b>	<b>0.293</b>	<b>12.2</b>	<b>LOS B</b>	<b>59</b>	<b>0.74</b>	<b>0.81</b>	<b>29.6</b>
<b>All Vehicles</b>		<b>2175</b>	<b>2.1</b>	<b>0.757</b>	<b>11.9</b>	<b>LOS B</b>	<b>310</b>	<b>0.80</b>	<b>0.82</b>	<b>29.6</b>

Symbols which may appear in this table:

Following Degree of Saturation

# x = 1.00 for Short Lane with resulting Excess Flow

\* x = 1.00 due to minimum capacity

Following LOS

# - Based on density for continuous movements

Following Queue

# - Density for continuous movement



SIDRA SOLUTIONS

Site: New Site - 1  
F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap  
Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office  
**Produced by SIDRA Intersection 3.2.0.1455**  
**Copyright 2000-2007 Akcelik and Associates Pty Ltd**  
**[www.sidrasolutions.com](http://www.sidrasolutions.com)**



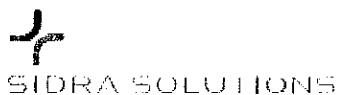
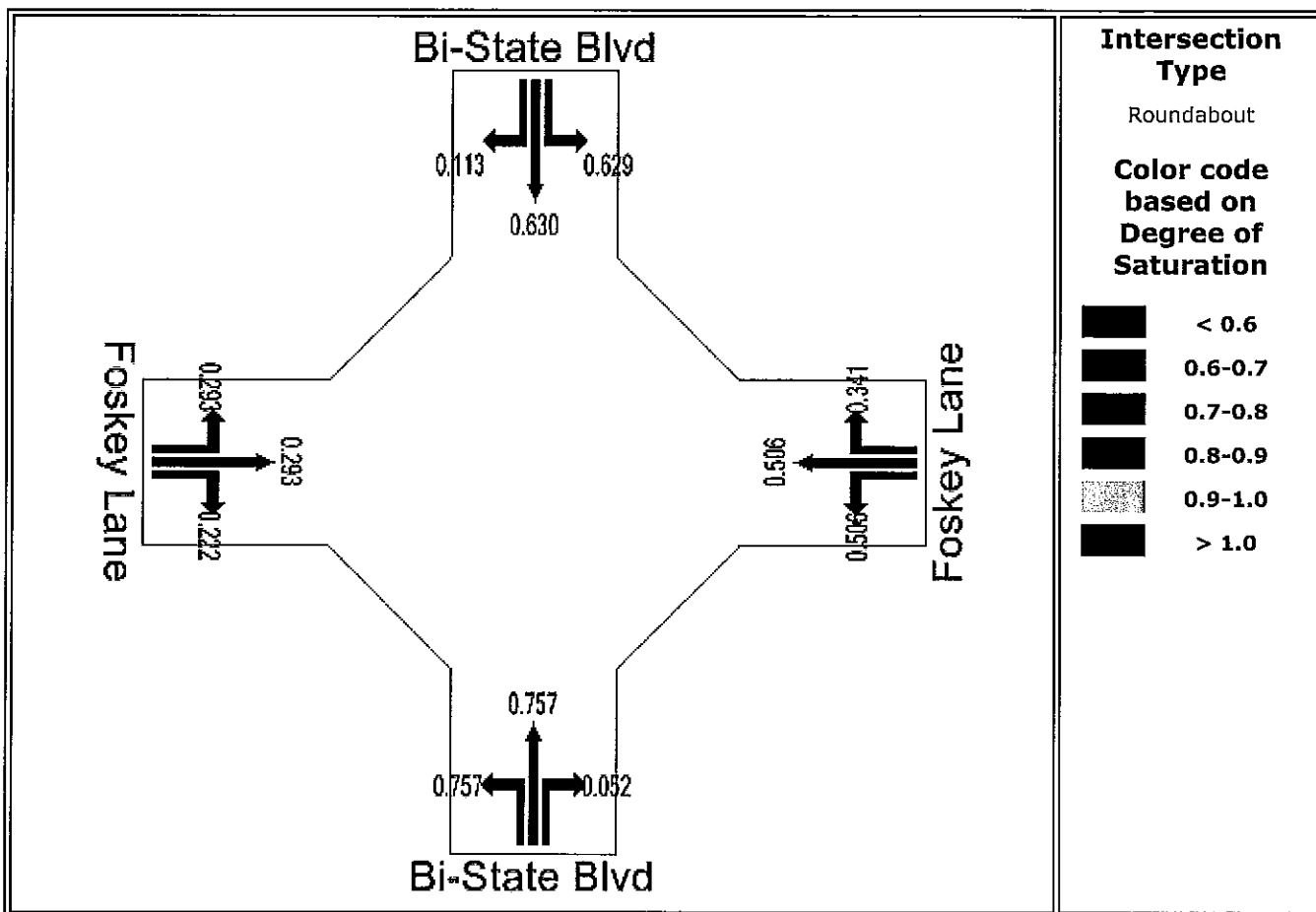
**SIDRA  
INTERSECTION**

# Degree of Saturation

Demand Volume / Capacity (v/c) ratio

## US 13 North Corridor Study

2030 - PM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap  
 Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

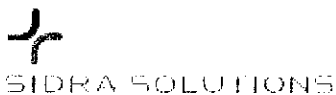
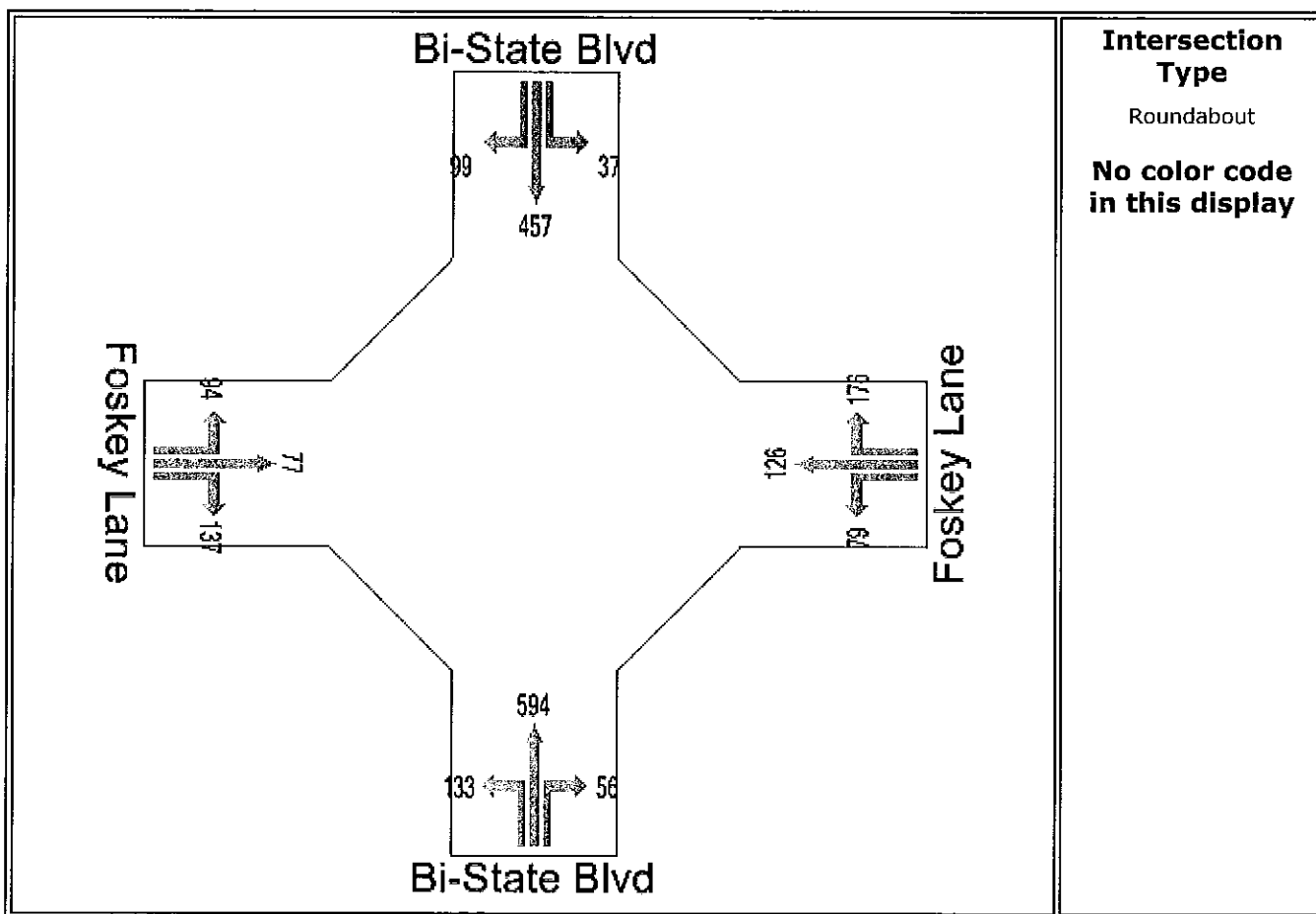
# SIDRA INTERSECTION

## Input Volumes

Total flow rates as given by the user (veh/60 min)

### US 13 North Corridor Study

2030 - PM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap  
 Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by **SIDRA Intersection 3.2.0.1455**  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

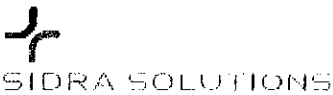
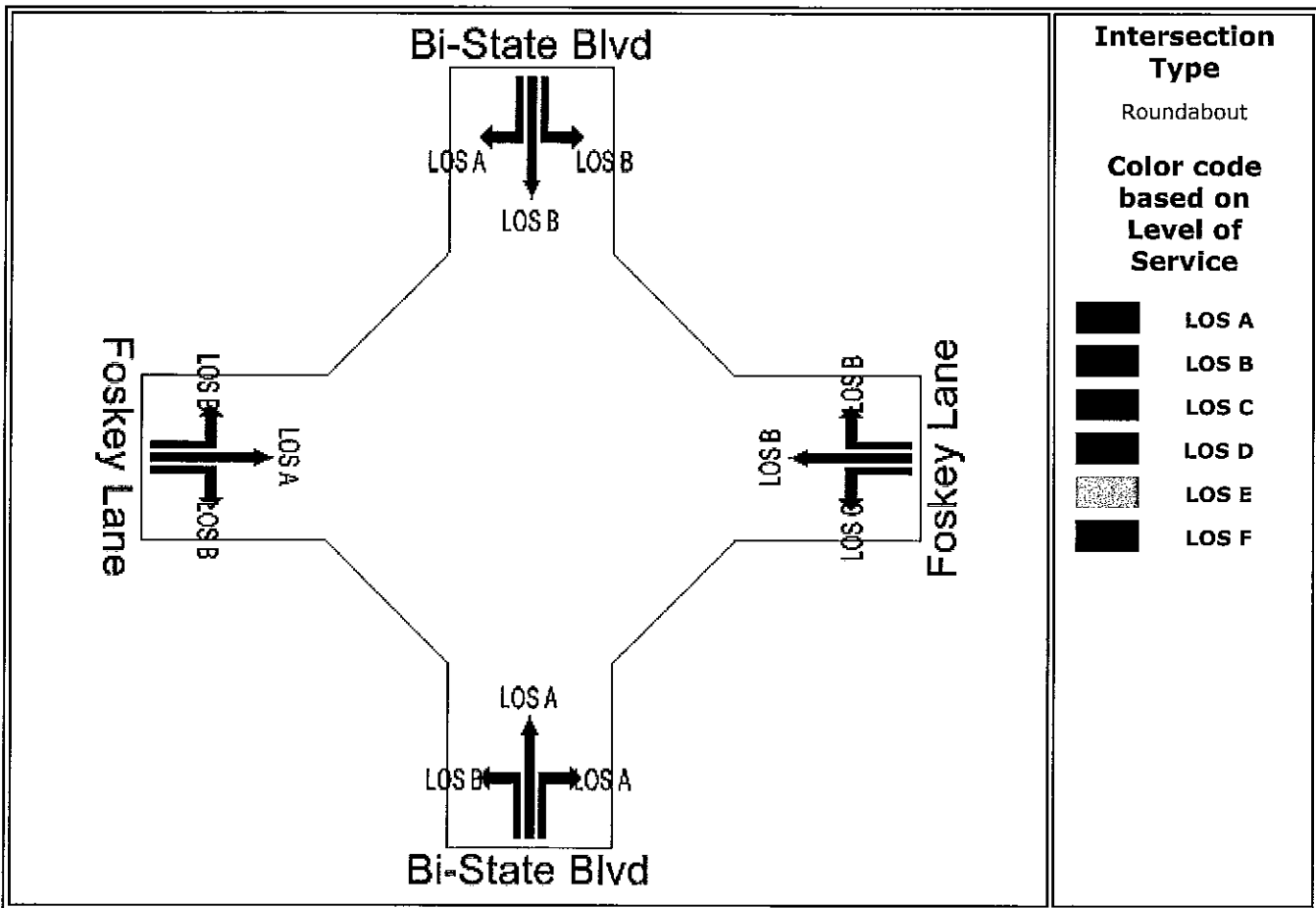
SIDRA  
INTERSECTION

# Level of Service

Based on Delay (HCM method)

## US 13 North Corridor Study

2030 - PM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap  
 Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)

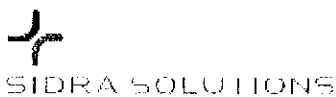
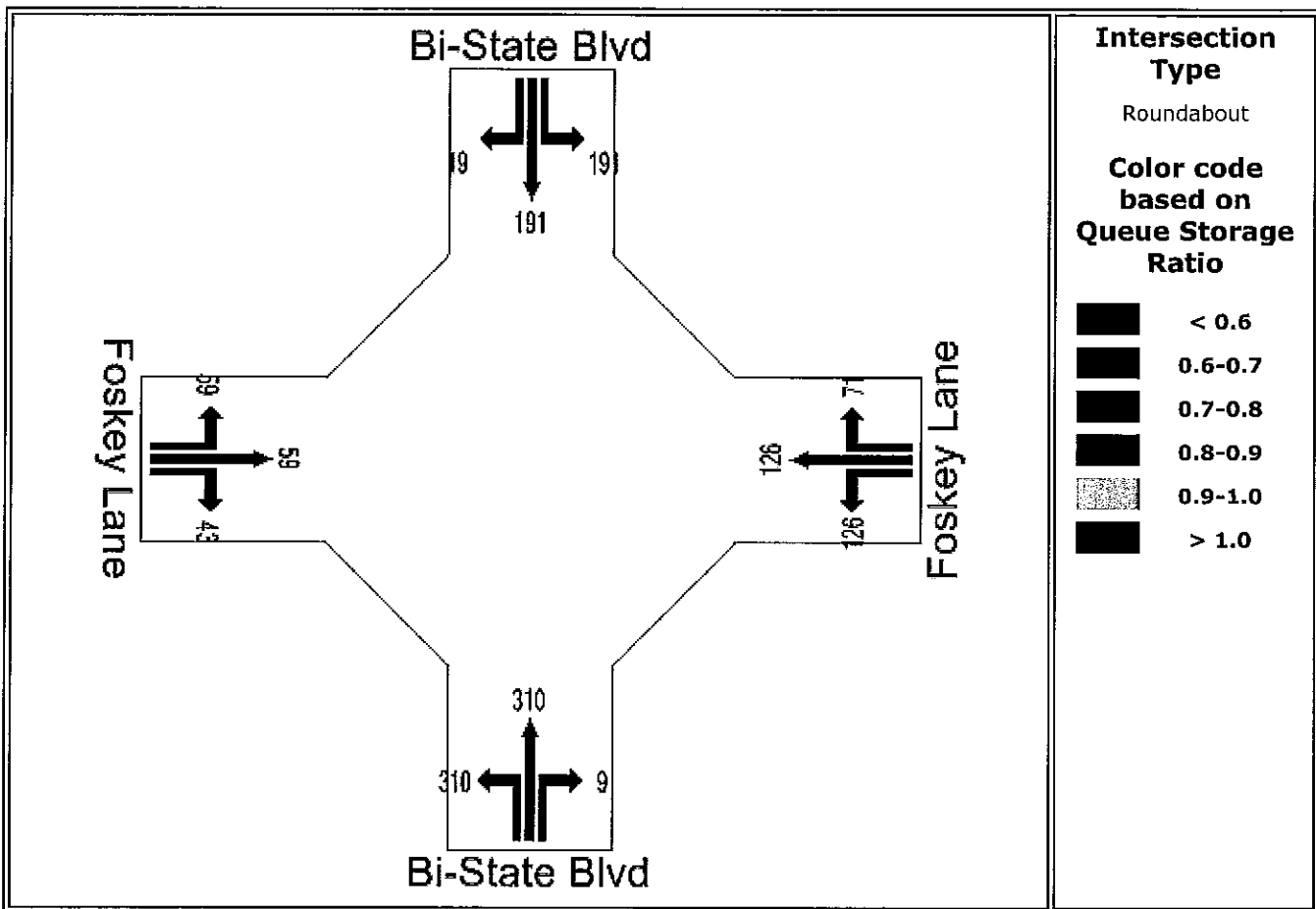
SIDRA  
INTERSECTION

# Queue Distance

Largest 95% Back of Queue for any lane used by movement (feet)

## US 13 North Corridor Study

2030 - PM Peak Hour



Site: New Site - 1  
 F:\2006\2006-0627\eng\sidra\5Tpm30 1 lane.aap  
 Processed Sep 18, 2009 04:43:44PM

A1665, The Traffic Group, Inc., Large Office  
 Produced by SIDRA Intersection 3.2.0.1455  
 Copyright 2000-2007 Akcelik and Associates Pty Ltd  
[www.sidrasolutions.com](http://www.sidrasolutions.com)



HCM Signalized Intersection Capacity Analysis  
6: Connelly Mill Rd & Bi-State Blvd.

2020 Traffic w/improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗↘		↖	↗		↖	↗
Volume (vph)	55	195	25	5	116	400	10	32	18	651	32	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.98			1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1392	1569			1499	2814		1678	1524		1756	1323
Flt Permitted	0.57	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	833	1569			1483	2814		1678	1524		1756	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	205	26	5	122	421	11	34	19	685	34	45
RTOR Reduction (vph)	0	4	0	0	0	0	0	16	0	0	0	21
Lane Group Flow (vph)	58	227	0	0	127	421	0	45	3	0	719	24
Heavy Vehicles (%)	21%	12%	4%	20%	18%	1%	30%	6%	6%	3%	9%	18%
Turn Type	Perm			Perm		Free	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		Free			2			6
Actuated Green, G (s)	21.8	21.8			21.8	120.0		21.2	21.2		65.0	65.0
Effective Green, g (s)	21.8	21.8			21.8	120.0		21.2	21.2		65.0	65.0
Actuated g/C Ratio	0.18	0.18			0.18	1.00		0.18	0.18		0.54	0.54
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	151	285			269	2814		296	269		951	717
v/s Ratio Prot		c0.14						0.03			c0.41	
v/s Ratio Perm	0.07				0.09	c0.15			0.00			0.02
v/c Ratio	0.38	0.80			0.47	0.15		0.15	0.01		0.76	0.03
Uniform Delay, d1	43.2	47.0			43.9	0.0		41.8	40.8		21.3	12.8
Progression Factor	1.00	1.00			1.17	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	14.2			0.8	0.1		1.1	0.1		5.6	0.1
Delay (s)	44.8	61.2			52.0	0.1		42.9	40.8		26.9	12.9
Level of Service	D	E			D	A		D	D		C	B
Approach Delay (s)		57.9			12.1			42.3			26.1	
Approach LOS		E			B			D			C	

Intersection Summary			
HCM Average Control Delay	27.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	62.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
6: Connelly Mill Rd & Bi-State Blvd.

2030 Traffic w/add'l improvements  
Timing Plan: AM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↖	↗		↖	↗
Volume (vph)	64	229	25	5	163	440	10	32	18	711	32	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Fr <sub>t</sub>	1.00	0.99			1.00	0.85		1.00	0.85		1.00	0.85
Fl <sub>t</sub> Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1392	1571			1500	2814		1678	1524		1756	1323
Fl <sub>t</sub> Permitted	0.47	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	693	1571			1488	2814		1678	1524		1756	1323
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	67	241	26	5	172	463	11	34	19	748	34	54
RTOR Reduction (vph)	0	3	0	0	0	370	0	0	17	0	0	23
Lane Group Flow (vph)	67	264	0	0	177	93	0	45	2	0	782	32
Heavy Vehicles (%)	21%	12%	4%	20%	18%	1%	30%	6%	6%	3%	9%	18%
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	24.1	24.1			24.1	24.1		13.9	13.9		70.0	70.0
Effective Green, g (s)	24.1	24.1			24.1	24.1		13.9	13.9		70.0	70.0
Actuated g/C Ratio	0.20	0.20			0.20	0.20		0.12	0.12		0.58	0.58
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	139	316			299	565		194	177		1024	772
v/s Ratio Prot		c0.17						c0.03			c0.45	
v/s Ratio Perm	0.10				0.12	0.03			0.00			0.02
v/c Ratio	0.48	0.83			0.59	0.16		0.23	0.01		0.76	0.04
Uniform Delay, d <sub>1</sub>	42.4	46.0			43.5	39.6		48.2	47.0		18.8	10.7
Progression Factor	1.00	1.00			0.20	0.08		1.00	1.00		1.00	1.00
Incremental Delay, d <sub>2</sub>	2.6	17.0			2.2	0.1		2.8	0.1		5.4	0.1
Delay (s)	45.0	63.1			10.7	3.5		51.0	47.1		24.2	10.8
Level of Service	D	E			B	A		D	D		C	B
Approach Delay (s)		59.5			5.5			49.8			23.3	
Approach LOS		E			A			D			C	

Intersection Summary			
HCM Average Control Delay	24.6	HCM Level of Service	C
HCM Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis  
6: Connelly Mill Rd & Bi-State Blvd.

2020 Traffic w/improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↖	↗		↖	↗
Volume (vph)	46	193	18	7	211	554	15	36	4	547	14	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.99			1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1291	1689			1673	2814		1738	1615		1760	1459
Flt Permitted	0.35	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	476	1689			1659	2814		1738	1615		1760	1459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	48	203	19	7	222	583	16	38	4	576	15	56
RTOR Reduction (vph)	0	3	0	0	0	469	0	0	3	0	0	28
Lane Group Flow (vph)	48	219	0	0	229	114	0	54	1	0	591	28
Heavy Vehicles (%)	30%	4%	0%	0%	6%	1%	0%	11%	0%	3%	0%	7%
Bus Blockages (#/hr)	1	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	23.4	23.4			23.4	23.4		24.6	24.6		60.0	60.0
Effective Green, g (s)	23.4	23.4			23.4	23.4		24.6	24.6		60.0	60.0
Actuated g/C Ratio	0.19	0.19			0.19	0.19		0.20	0.20		0.50	0.50
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	93	329			324	549		356	331		880	730
v/s Ratio Prot		0.13						c0.03			c0.34	
v/s Ratio Perm	0.10				c0.14	0.04			0.00			0.02
v/c Ratio	0.52	0.66			0.71	0.21		0.15	0.00		0.67	0.04
Uniform Delay, d1	43.2	44.7			45.1	40.5		39.1	37.9		22.6	15.3
Progression Factor	1.00	1.00			0.23	0.15		1.00	1.00		1.00	1.00
Incremental Delay, d2	4.8	5.0			4.2	0.1		0.9	0.0		4.1	0.1
Delay (s)	48.0	49.7			14.6	6.2		40.0	38.0		26.7	15.4
Level of Service	D	D			B	A		D	D		C	B
Approach Delay (s)		49.4			8.6			39.9			25.7	
Approach LOS		D			A			D			C	

**Intersection Summary**

HCM Average Control Delay	22.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis  
6: Connelly Mill Rd & Bi-State Blvd.

2030 Traffic w/add'l improvements  
Timing Plan: PM peak hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗		↖	↗		↖	↗
Volume (vph)	55	242	18	7	245	612	15	36	4	590	14	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	10	10	12	12	10	12	12	12	12	12	12	11
Total Lost time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00			1.00	0.88		1.00	1.00		1.00	1.00
Frt	1.00	0.99			1.00	0.85		1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00		0.99	1.00		0.95	1.00
Satd. Flow (prot)	1291	1692			1673	2814		1738	1615		1760	1459
Flt Permitted	0.31	1.00			0.99	1.00		0.99	1.00		0.95	1.00
Satd. Flow (perm)	423	1692			1659	2814		1738	1615		1760	1459
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	58	255	19	7	258	644	16	38	4	621	15	65
RTOR Reduction (vph)	0	2	0	0	0	506	0	0	3	0	0	33
Lane Group Flow (vph)	58	272	0	0	265	138	0	54	1	0	636	33
Heavy Vehicles (%)	30%	4%	0%	0%	6%	1%	0%	11%	0%	3%	0%	7%
Bus Blockages (#/hr)	1	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm		Perm	Split		Perm	Split		Perm
Protected Phases		4			8		2	2		6	6	
Permitted Phases	4			8		8			2			6
Actuated Green, G (s)	25.7	25.7			25.7	25.7		22.3	22.3		60.0	60.0
Effective Green, g (s)	25.7	25.7			25.7	25.7		22.3	22.3		60.0	60.0
Actuated g/C Ratio	0.21	0.21			0.21	0.21		0.19	0.19		0.50	0.50
Clearance Time (s)	4.0	4.0			4.0	4.0		4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	91	362			355	603		323	300		880	730
v/s Ratio Prot		c0.16						c0.03			c0.36	
v/s Ratio Perm	0.14				0.16	0.05			0.00			0.02
v/c Ratio	0.64	0.75			0.75	0.23		0.17	0.00		0.72	0.04
Uniform Delay, d1	42.9	44.1			44.1	39.0		41.0	39.8		23.5	15.3
Progression Factor	1.00	1.00			0.71	1.45		1.00	1.00		1.00	1.00
Incremental Delay, d2	13.7	8.5			4.1	0.1		1.1	0.0		5.1	0.1
Delay (s)	56.6	52.6			35.6	56.5		42.2	39.8		28.6	15.5
Level of Service	E	D			D	E		D	D		C	B
Approach Delay (s)		53.3			50.4			42.0			27.4	
Approach LOS		D			D			D			C	

Intersection Summary

HCM Average Control Delay	42.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



## **APPENDIX C**

*Trip Assignment for Table 1  
And Table 2 Developments*

## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, MD

<b>1. Pheasant Lake</b>	50% SFUs, 50% TUs						
	0 residential units (ITE-210, ITE-230)	0	0	0	0	0	0
<b>2. Delmar Public Safety Facility</b>							
	0 sf General Office (ITE-710)	0	0	0	0	0	0
<b>3. Foskey Lane Business Park</b>	13.7 acres, FAR 0.2						
	119,400 sq.ft. Bus. Park. (ITE-770)	143	27	170	41	137	178
<b>4. Bank of Delmarva</b>							
	2,600 sq.ft. drive-in bank (ITE-912)	18	14	32	59	60	119
	less 50% passby trips	<u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>
	net new trips	9	7	16	29	30	59
<b>5. Kiteel Estates</b>							
	83 Single-Family Detached Units (ITE-210)	15	47	62	53	31	84
<b>6. Heron Pond</b>							
	42 Single-Family Detached Units (ITE-210)	8	24	32	26	16	42
<b>7. Light Square Auto Dealership</b>							
	14,226 sf New Car Sales (ITE-841)	21	8	29	14	23	37
<b>8. Delmar Gateway Annexation</b>	9.15 acres; FAR 0.26; 50% General Office, 50% Retail						
	51,800 sf General Office (ITE-710)	98	13	111	13	64	77
	51,800 sq.ft. sf retail (ITE-820)	63	41	104	196	213	409
	less 50% passby trips	<u>-32</u>	<u>-20</u>	<u>-52</u>	<u>-98</u>	<u>-107</u>	<u>-205</u>
	net new trips	129	34	163	111	170	281
<b>9. Hynansky Commercial Property</b>	0 acres; FAR 0.2; 50% General Office, 50% Retail						
	00 sf General Office (ITE-710)	0	0	0	0	0	0
	00 sf retail (ITE-820)	0	0	0	0	0	0
	less 35% passby trips	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	net new trips	0	0	0	0	0	0
<b>10. Hynansky Residential Property</b>							
	0 Townhouse Units (ITE-230)	0	0	0	0	0	0
<b>Total Delmar. Trips</b>		<b>325</b>	<b>147</b>	<b>472</b>	<b>274</b>	<b>407</b>	<b>681</b>



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Salisbury, MD

<b>1. Jersey Rd.-Lockman Annexation</b>	50% SFUs, 50% MFUs					
0 residential units (ITE-210, ITE-230)	0	0	0	0	0	0
0 sq.ft. retail (ITE-820)	0	0	0	0	0	0
less 50% passby trips	0	0	0	0	0	0
net new trips	0	0	0	0	0	0
<b>2. Three Creeks</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
<b>3. Dairy Queen</b>						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	-30	-19	-49	-7	-23	-30
net new trips	29	20	49	7	22	29
<b>4. Addison Court Apartments</b>						
0 Apartment Units (ITE-220)	0	0	0	0	0	0
00 sq.ft. sq. ft. specialty retail (ITE-814)	0	0	0	0	0	0
less 70% passby trips	0	0	0	0	0	0
net new retail trips	0	0	0	0	0	0
<b>5. North Pointe Commons</b>						
0 Apartment Units (ITE-220)	0	0	0	0	0	0
<b>6. Martin's Mill</b>						
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
<b>7. Brown Farm Annexion</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
0 Townhouse Units (ITE-230)	0	0	0	0	0	0
<b>8. Villages of Parsons Lake, Sec. 2</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
0 Multi-family Units (ITE-230)	0	0	0	0	0	0
<b>9. Remainder of Parsons Lake</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
0 Multi-family Units (ITE-230)	0	0	0	0	0	0
<b>Total Salisbury Trips</b>	<b>29</b>	<b>20</b>	<b>49</b>	<b>7</b>	<b>22</b>	<b>29</b>

### Wicomico County

<b>1. Chaplin's Cove</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
<b>2. Stonebridge Subdivision</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
<b>3. Essex Ridge, Sec. 5, 6 &amp; 7</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
<b>4. Layfield Subdivision</b>						
0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0
<b>Total Wicomico Co. Trips</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, DE

<b>1. Delmar Grove</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
<b>2. Stepenson</b>	00 sq.ft. General Office (ITE-710)	0	0	0	0	0	0	0
0 acres; FAR 0.2; 100% General Office (ITE-710)								
<b>3. Chesapeake Bay Reserves</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
<b>4. WhiteTail Run</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
	0 Townhouse Units (ITE-230)	0	0	0	0	0	0	0
	0 residential units	0	0	0	0	0	0	0
<b>5. Hurley</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
<b>6. Yorkshire Estates</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
<b>7. Stillwater</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	0
<b>8. McDonalds</b>	3,800 sq.ft. fast food	100	67	167	23	76	99	
	less 50% passby trips	-50	-34	-84	-12	-38	-50	
	net new trips	50	33	83	11	38	49	
<b>9. Mattress Discount Store</b>	0 sq. ft. retail (ITE-820)	0	0	0	0	0	0	
<b>10. Fox Run</b>	0 Townhouse Units (ITE-230)	0	0	0	0	0	0	
<b>Total Salisbury Trips</b>		<b>50</b>	<b>33</b>	<b>83</b>	<b>11</b>	<b>38</b>	<b>49</b>	

### Sussex County

<b>1. Blackwater Creek West Farm</b>	0 Multi-family Units (ITE-230)	0	0	0	0	0	0	
<b>2. Blackwater Creek South Farm</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
<b>3. Blackwater Creek North Farm</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
	0 Multi-family Units (ITE-230)	0	0	0	0	0	0	
	00 sq.ft. retail	0	0	0	0	0	0	
	less 60% passby trips	0	0	0	0	0	0	
	net new trips	0	0	0	0	0	0	
<b>4. Susan Beach Estates</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
<b>5. Northview at Wild Pine CC</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
<b>6. Rantz Farm</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
<b>7. Sealadel Business Park</b>	0 sq.ft. distribution ctr (ITE-110)	0	0	0	0	0	0	
<b>8. Windmill Estates</b>	0 Single-Family Detached Units (ITE-210)	0	0	0	0	0	0	
<b>Total Sussex Co. Trips</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	





## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, MD

<b>1. Pheasant Lake</b>	50% SFUs, 50% TUs						
304 residential units (ITE-210, ITE-230)		39	140	179	153	85	238
<b>2. Delmar Public Safety Facility</b>							
21,000 sf General Office (ITE-710)		29	4	33	5	26	31
<b>3. Foskey Lane Business Park</b>	27.5 acres, FAR 0.2						
239,600 sq.ft. Bus. Park. (ITE-770)		283	54	337	78	259	337
<b>4. Bank of Delmarva</b>							
2,600 sq.ft. drive-in bank (ITE-912)		18	14	32	59	60	119
less 50% passby trips		<u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>
net new trips		9	7	16	29	30	59
<b>5. Kiteel Estates</b>							
83 Single-Family Detached Units (ITE-210)		15	47	62	53	31	84
<b>6. Heron Pond</b>							
419 Single-Family Detached Units (ITE-210)		76	227	303	240	141	381
<b>7. Light Square Auto Dealership</b>							
14,226 sf New Car Sales (ITE-841)		21	8	29	14	23	37
<b>8. Delmar Gateway Annexation</b>	9.15 acres; FAR 0.2; 50% General Office, 50% Retail						
39,850 sf General Office (ITE-710)		79	11	90	10	49	59
39,850 sq.ft. sf retail (ITE-820)		54	35	89	165	178	343
less 50% passby trips		<u>-27</u>	<u>-18</u>	<u>-45</u>	<u>-83</u>	<u>-89</u>	<u>-172</u>
net new trips		106	28	134	92	138	230
<b>9. Hynansky Commercial Property</b>	31.9 acres; FAR 0.2; 50% General Office, 50% Retail						
138,950 sf General Office (ITE-710)		189	26	215	35	172	207
138,950 sf retail (ITE-820)		85	54	139	249	269	518
less 35% passby trips		<u>-30</u>	<u>-19</u>	<u>-49</u>	<u>-87</u>	<u>-94</u>	<u>-181</u>
net new trips		244	61	305	197	347	544
<b>10. Hynansky Residential Property</b>							
0 Townhouse Units (ITE-230)		0	0	0	0	0	0
<b>Total Delmar. Trips</b>		<b>767</b>	<b>541</b>	<b>1308</b>	<b>699</b>	<b>905</b>	<b>1604</b>



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Salisbury, MD

<b>1. Jersey Rd.-Lockman Annexation</b>	50% SFUs, 50% MFUs					
105 residential units (ITE-210, ITE-230)	15	51	66	54	32	86
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	<u>-10</u>	<u>-6</u>	<u>-16</u>	<u>-29</u>	<u>-31</u>	<u>-60</u>
net new trips	25	57	82	83	63	146
<b>2. Three Creeks</b>						
264 Single-Family Detached Units (ITE-210)	49	146	195	159	93	252
<b>3. Dairy Queen</b>						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	<u>-30</u>	<u>-19</u>	<u>-49</u>	<u>-7</u>	<u>-23</u>	<u>-30</u>
net new trips	29	20	49	7	22	29
<b>4. Addison Court Apartments</b>						
300 Apartment Units (ITE-220)	30	121	151	119	64	183
11,275 sq.ft. sq. ft. specialty retail (ITE-814)	7	4	11	21	21	42
less 70% passby trips	<u>-5</u>	<u>-3</u>	<u>-8</u>	<u>-15</u>	<u>-14</u>	<u>-29</u>
net new retail trips	2	1	3	6	7	13
<b>5. North Pointe Commons</b>						
300 Townhouse Units (ITE-230)	21	103	124	99	49	148
<b>6. Martin's Mill</b>						
118 Townhouse Units (ITE-230)	9	43	52	35	17	52
<b>7. Brown Farm Annexion</b>						
50 Single-Family Detached Units (ITE-210)	9	29	38	32	19	51
526 Townhouse Units (ITE-230)	<u>33</u>	<u>162</u>	<u>195</u>	<u>157</u>	<u>78</u>	<u>235</u>
	42	191	233	189	97	286
<b>8. Villages of Parsons Lake, Sec. 2</b>						
14 Single-Family Detached Units (ITE-210)	3	8	11	9	5	14
136 Multi-family Units (ITE-230)	10	50	60	40	20	60
<b>9. Remainder of Parsons Lake</b>						
240 Single-Family Detached Units (ITE-210)	44	134	178	146	85	231
240 Multi-family Units (ITE-230)	18	86	104	82	41	123
<b>Total Salisbury Trips</b>	<b>297</b>	<b>1011</b>	<b>1308</b>	<b>1028</b>	<b>595</b>	<b>1623</b>

### Wicomico County

<b>1. Chaplin's Cove</b>						
10 Single-Family Detached Units (ITE-210)	2	6	8	6	4	10
<b>2. Stonebridge Subdivision</b>						
11 Single-Family Detached Units (ITE-210)	2	6	8	7	4	11
<b>3. Essex Ridge, Sec. 5, 6 &amp; 7</b>						
80 Single-Family Detached Units (ITE-210)	15	45	60	51	30	81
<b>4. Layfield Subdivision</b>						
16 Single-Family Detached Units (ITE-210)	3	9	12	10	6	16
<b>Total Wicomico Co. Trips</b>	<b>22</b>	<b>66</b>	<b>88</b>	<b>74</b>	<b>44</b>	<b>118</b>



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, DE

<b>1. Delmar Grove</b>	120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
<b>2. Stepenson</b>	1,146,000 sq.ft. General Office (ITE-710)	1162	158	1320	232	1130	1362
131.5 acres; FAR 0.2; 100% General Office (ITE-710)							
<b>3. Chesapeake Bay Reserves</b>	478 Single-Family Detached Units (ITE-210)	86	258	344	271	159	430
<b>4. WhiteTail Run</b>	34 Single-Family Detached Units (ITE-210)	6	20	26	21	13	34
	306 Townhouse Units (ITE-230)	<u>21</u>	<u>105</u>	<u>126</u>	<u>100</u>	<u>50</u>	<u>150</u>
	340 residential units	27	125	152	121	63	184
<b>5. Hurley</b>	60 Single-Family Detached Units (ITE-210)	11	34	45	38	23	61
<b>6. Yorkshire Estates</b>	252 Single-Family Detached Units (ITE-210)	46	140	186	152	89	241
<b>7. Stillwater</b>	172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
<b>8. McDonalds</b>	3,800 sq.ft. fast food	100	67	167	23	76	99
	less 50% passby trips	<u>-50</u>	<u>-34</u>	<u>-84</u>	<u>-12</u>	<u>-38</u>	<u>-50</u>
	net new trips	50	33	83	11	38	49
<b>9. Mattress Discount Store</b>	3,000 retail (ITE-820)	2	1	3	5	6	11
<b>10. Fox Run</b>	28 Townhouse Units (ITE-230)	<u>2</u>	<u>10</u>	<u>12</u>	<u>8</u>	<u>4</u>	<u>12</u>
<b>Total Salisbury Trips</b>		<b>1441</b>	<b>928</b>	<b>2369</b>	<b>1024</b>	<b>1621</b>	<b>2645</b>

### Sussex County

<b>1. Blackwater Creek West Farm</b>	403 Multi-family Units (ITE-230)	27	130	157	127	62	189
<b>2. Blackwater Creek South Farm</b>	400 Single-Family Detached Units (ITE-210)	72	218	290	231	135	366
<b>3. Blackwater Creek North Farm</b>	208 Single-Family Detached Units (ITE-210)	39	116	155	128	75	203
	168 Multi-family Units (ITE-230)	168	61	74	50	24	74
	20,000 sq.ft. retail	12	8	20	36	39	75
	less 60% passby trips	<u>-7</u>	<u>-5</u>	<u>-12</u>	<u>-22</u>	<u>-23</u>	<u>-45</u>
	net new trips	212	180	237	192	115	307
<b>4. Susan Beach Estates</b>	103 Single-Family Detached Units (ITE-210)	19	58	77	66	38	104
<b>5. Northview at Wild Pine CC</b>	154 Single-Family Detached Units (ITE-210)	29	89	118	98	57	155
<b>6. Rantz Farm</b>	166 Single-Family Detached Units (ITE-210)	31	95	126	105	61	166
<b>7. Sealadel Business Park</b>	15,000 sq.ft. distribution ctr (ITE-110)	12	2	14	2	13	15
<b>8. Windmill Estates</b>	120 Single-Family Detached Units (ITE-210)	22	68	90	76	45	121
<b>Total Sussex Co. Trips</b>		<b>424</b>	<b>840</b>	<b>1109</b>	<b>897</b>	<b>526</b>	<b>1423</b>



## EXHIBIT C-6 TRIP GENERATION RATES AND TOTALS FOR DELMAR, DE AND SUSSEX CO. TABLE 1 2020 DEVELOPMENTS



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, MD

<b>1. Pheasant Lake</b>	50% SFUs, 50% TUs						
304 residential units (ITE-210, ITE-230)		39	140	179	153	85	238
<b>2. Delmar Public Safety Facility</b>							
21,000 sf General Office (ITE-710)		29	4	33	5	26	31
<b>3. Foskey Lane Business Park</b>	27.5 acres, FAR 0.2						
239,600 sq.ft. Bus. Park. (ITE-770)		283	54	337	78	259	337
<b>4. Bank of Delmarva</b>							
2,600 sq.ft. drive-in bank (ITE-912)		18	14	32	59	60	119
less 50% passby trips		<u>-9</u>	<u>-7</u>	<u>-16</u>	<u>-30</u>	<u>-30</u>	<u>-60</u>
net new trips		9	7	16	29	30	59
<b>5. Kiteel Estates</b>							
83 Single-Family Detached Units (ITE-210)		15	47	62	53	31	84
<b>6. Heron Pond</b>							
419 Single-Family Detached Units (ITE-210)		76	227	303	240	141	381
<b>7. Light Square Auto Dealership</b>							
14,226 sf New Car Sales (ITE-841)		21	8	29	14	23	37
<b>8. Delmar Gateway Annexation</b>	9.15 acres; FAR 0.2; 50% General Office, 50% Retail						
39,850 sf General Office (ITE-710)		79	11	90	10	49	59
39,850 sq.ft. sf retail (ITE-820)		54	35	89	165	178	343
less 50% passby trips		<u>-27</u>	<u>-18</u>	<u>-45</u>	<u>-83</u>	<u>-89</u>	<u>-172</u>
net new trips		106	28	134	92	138	230
	103,255 sf; 50% General Office, 50% Retail						
51,628 sf General Office (ITE-710)		98	13	111	13	64	77
51,628 sq.ft. sf retail (ITE-820)		63	41	104	196	213	409
less 45% passby trips		<u>-28</u>	<u>-19</u>	<u>-47</u>	<u>-88</u>	<u>-96</u>	<u>-184</u>
net new trips		133	35	168	121	181	302
<b>9. Hynansky Commercial Property</b>	31.9 acres; FAR 0.2; 50% General Office, 50% Retail						
138,950 sf General Office (ITE-710)		189	26	215	35	172	207
138,950 sf retail (ITE-820)		85	54	139	249	269	518
less 35% passby trips		<u>-30</u>	<u>-19</u>	<u>-49</u>	<u>-87</u>	<u>-94</u>	<u>-181</u>
net new trips		244	61	305	197	347	544
<b>10. Hynansky Residential Property</b>							
174 Townhouse Units (ITE-230)		13	64	77	52	25	77
<b>Total Delmar. Trips</b>		<b>913</b>	<b>640</b>	<b>1553</b>	<b>872</b>	<b>1111</b>	<b>1983</b>





## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Salisbury, MD

<b>1. Jersey Rd.-Lockman Annexation</b> 50% SFUs, 50% MFUs						
140 residential units (ITE-210, ITE-230)	20	69	89	73	41	114
32,100 sq.ft. retail (ITE-820)	20	12	32	58	62	120
less 50% passby trips	-10	-6	-16	-29	-31	-60
net new trips	30	75	105	102	72	174
<b>2. Three Creeks</b>						
352 Single-Family Detached Units (ITE-210)	64	192	256	205	121	326
<b>3. Dairy Queen</b>						
2,240 sq.ft. fast food (ITE-933)	59	39	98	14	45	59
less 50% passby trips	-30	-19	-49	-7	-23	-30
net new trips	29	20	49	7	22	29
<b>4. Addison Court Apartments</b>						
300 Apartment Units (ITE-220)	30	121	151	119	64	183
11,275 sq.ft. sq. ft. specialty retail (ITE-814)	7	4	11	21	21	42
less 70% passby trips	-5	-3	-8	-15	-14	-29
net new retail trips	2	1	3	6	7	13
<b>5. North Pointe Commons</b>						
300 Townhouse Units (ITE-230)	21	103	124	99	49	148
<b>6. Martin's Mill</b>						
157 Townhouse Units (ITE-230)	12	57	69	46	23	69
<b>7. Brown Farm Annexation</b>						
100 Single-Family Detached Units (ITE-210)	19	56	75	64	37	101
1052 Townhouse Units (ITE-230)	58	281	339	277	137	414
	77	337	414	341	174	515
<b>8. Villages of Parsons Lake, Sec. 2</b>						
28 Single-Family Detached Units (ITE-210)	5	16	21	18	10	28
272 Multi-family Units (ITE-230)	20	95	115	92	45	137
<b>9. Remainder of Parsons Lake</b>						
480 Single-Family Detached Units (ITE-210)	86	260	346	272	159	431
480 Multi-family Units (ITE-230)	31	150	181	146	72	218

<b>Total Salisbury Trips</b>	<b>427</b>	<b>1496</b>	<b>1923</b>	<b>1526</b>	<b>859</b>	<b>2385</b>
------------------------------	------------	-------------	-------------	-------------	------------	-------------

### Wicomico County

<b>1. Chaplin's Cove</b>						
10 Single-Family Detached Units (ITE-210)	2	6	8	6	4	10
<b>2. Stonebridge Subdivision</b>						
11 Single-Family Detached Units (ITE-210)	2	6	8	7	4	11
<b>3. Essex Ridge, Sec. 5, 6 &amp; 7</b>						
106 Single-Family Detached Units (ITE-210)	20	60	80	67	40	107
<b>4. Layfield Subdivision</b>						
16 Single-Family Detached Units (ITE-210)	3	9	12	10	6	16

<b>Total Wicomico Co. Trips</b>	<b>27</b>	<b>81</b>	<b>108</b>	<b>90</b>	<b>54</b>	<b>144</b>
---------------------------------	-----------	-----------	------------	-----------	-----------	------------



## TRIP GENERATION TOTALS

Morning Peak Hour			Evening Peak Hour		
In	Out	Total	In	Out	Total

### Delmar, DE

<b>1. Delmar Grove</b>						
120 Single-Family Detached Units (ITE-210)	23	71	94	78	46	124
<b>2. Stepenson</b>						
1,146,000 sq.ft. General Office (ITE-710)	1162	158	1320	232	1130	1362
<b>3. Chesapeake Bay Reserves</b>						
478 Single-Family Detached Units (ITE-210)	86	258	344	271	159	430
<b>4. WhiteTail Run</b>						
34 Single-Family Detached Units (ITE-210)	6	20	26	21	13	34
306 Townhouse Units (ITE-230)	<u>21</u>	<u>105</u>	<u>126</u>	<u>100</u>	<u>50</u>	<u>150</u>
340 residential units	27	125	152	121	63	184
<b>5. Hurley</b>						
60 Single-Family Detached Units (ITE-210)	11	34	45	38	23	61
<b>6. Yorkshire Estates</b>						
252 Single-Family Detached Units (ITE-210)	46	140	186	152	89	241
<b>7. Stillwater</b>						
172 Single-Family Detached Units (ITE-210)	32	98	130	108	63	171
<b>8. McDonalds</b>						
3,800 sq.ft. fast food	100	67	167	23	76	99
less 50% passby trips	<u>-50</u>	<u>-34</u>	<u>-84</u>	<u>-12</u>	<u>-38</u>	<u>-50</u>
net new trips	50	33	83	11	38	49
<b>9. Mattress Discount Store</b>						
3,000 retail (ITE-820)	2	1	3	5	6	11
<b>10. Fox Run</b>						
28 Townhouse Units (ITE-230)	<u>2</u>	<u>10</u>	<u>12</u>	<u>8</u>	<u>4</u>	<u>12</u>
<b>Total Salisbury Trips</b>	<b>1441</b>	<b>928</b>	<b>2369</b>	<b>1024</b>	<b>1621</b>	<b>2645</b>

### Sussex County

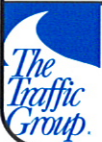
<b>1. Blackwater Creek West Farm</b>						
403 Multi-family Units (ITE-230)	27	130	157	127	62	189
<b>2. Blackwater Creek South Farm</b>						
400 Single-Family Detached Units (ITE-210)	72	218	290	231	135	366
<b>3. Blackwater Creek North Farm</b>						
208 Single-Family Detached Units (ITE-210)	39	116	155	128	75	203
168 Multi-family Units (ITE-230)	168	61	74	50	24	74
20,000 sq.ft. retail	12	8	20	36	39	75
less 60% passby trips	<u>-7</u>	<u>-5</u>	<u>-12</u>	<u>-22</u>	<u>-23</u>	<u>-45</u>
net new trips	212	180	237	192	115	307
<b>4. Susan Beach Estates</b>						
206 Single-Family Detached Units (ITE-210)	38	116	154	127	74	201
<b>5. Northview at Wild Pine CC</b>						
308 Single-Family Detached Units (ITE-210)	56	169	225	182	107	289
<b>6. Rantz Farm</b>						
166 Single-Family Detached Units (ITE-210)	31	95	126	105	61	166
<b>7. Sealadel Business Park</b>						
15,000 sq.ft. distribution ctr (ITE-110)	12	2	14	2	13	15
<b>8. Windmill Estates</b>						
241 Single-Family Detached Units (ITE-210)	44	134	178	146	86	232
<b>Total Sussex Co. Trips</b>	<b>492</b>	<b>1044</b>	<b>1381</b>	<b>1112</b>	<b>653</b>	<b>1765</b>



## EXHIBIT C-9 TRIP GENERATION RATES AND TOTALS FOR DELMAR, DE AND SUSSEX CO. TABLE 1 2030 DEVELOPMENTS

**TRIP GENERATION TOTALS**

	<u>TAZ</u>		Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
1.	2252		NONE					
2.	2294	13 Residential Units (ITE-210)	2	8	10	8	5	13
3.	2331	14 Residential Units (ITE-210)	3	8	11	9	5	14
4.	2299	1 Residential Units (ITE-210)	0	1	1	1	0	1
5.	2274		NONE					
6.	2261		NONE					
7.	2262		NONE					
8.	2300	2 Residential Units (ITE-210)	0	1	1	1	0	1
9.	2313	5 Residential Units (ITE-210)	0	2	2	1	1	2
10.	2270	2 Residential Units (ITE-210)	0	1	1	1	0	1
11.	2271		NONE					
12.	2293	1 Residential Units (ITE-210)	0	0	0	0	0	0
13.	2315	2 Residential Units (ITE-210)	0	1	1	1	0	1
14.	2310	12 Residential Units (ITE-210)	1	4	5	3	2	5
15.	2295	1 Residential Units (ITE-210)	0	0	0	0	0	0
16.	2273		NONE					
17.	2280	6 Residential Units (ITE-210)	1	2	3	2	1	3
18.	2283		NONE					
19.	2317	3 Residential Units (ITE-210)	0	1	1	1	0	1
20.	2287	1 Residential Units (ITE-210)	0	0	0	0	0	0
21.	2289		NONE					
Total - 63 Residential Units								
<b>Total Table 2 Trips - Delaware</b>			<b>7</b>	<b>29</b>	<b>36</b>	<b>28</b>	<b>14</b>	<b>42</b>





## TRIP GENERATION TOTALS

			Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
<u>Zoning</u>								
1.	A-1	7 Single-Family Units (ITE-210)	1	4	5	4	3	7
2.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
3.	A-1	6 Single-Family Units (ITE-210)	1	4	5	4	2	6
4.	A-1	10 Single-Family Units (ITE-210)	2	6	8	6	4	10
5.	TT	80 Multi-family Units (ITE-230)	6	29	35	23	12	35
6.	H Ind.	22 acres Industrial Park (ITE-130)	167	34	201	45	169	214
7.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
8.	TT	24 Multi-family Units (ITE-230)	2	9	11	7	4	11
9.	R-8A	52 townhouse units (ITE-230)	5	26	31	23	12	35
10.	H Ind.	19 acres Industrial Park (ITE-130)	149	30	179	40	152	192
11.	Lt.Ind.	8 acres Gen. Light Ind. (ITE-110)	50	10	60	13	45	58
12.	H Ind.	8 acres Industrial Park (ITE-130)	76	15	91	22	81	103
13.	H Ind.	2 acres Industrial Park (ITE-130)	26	5	31	8	30	38
14.	Lt.Ind.	6 acres Gen. Light Ind. (ITE-110)	37	8	45	10	34	44
15.	Lt.Ind.	10 acres Gen. Light Ind. (ITE-110)	62	13	75	16	57	73
16.	Gen. Comm.	7 acres; FAR 0.2; 50% General Office, 50% Retail 61,000 sq.ft. Commercial (ITE-710,820)	85	22	107	71	103	174
17.	R-15	9 Multi-family Units (ITE-230)	1	3	4	3	1	4
18.	Gen. Comm.	2 acres; FAR 0.2; 50% General Office, 50% Retail, 79% passby trips 17,400 sq.ft. Commercial (ITE-710,820)	29	6	35	27	88	115
19.	Gen. Comm.	3 acres; FAR 0.2; 50% General Office, 50% Retail, 70% passby trips 26,100 sq.ft. Commercial	42	9	51	40	102	142
20.	TT	116 Multi-family Units (ITE-230)	9	42	51	34	17	51
21.	TT	78 Multi-family Units (ITE-230)	6	28	34	23	11	34
22.	TT	10 Multi-family Units (ITE-230)	1	3	4	3	1	4
23.	A-1	3 Single-Family Units (ITE-210)	0	2	2	2	1	3
24.	A-1	4 Single-Family Units (ITE-210)	1	2	3	3	1	4
25.	A-1	12 Single-Family Units (ITE-210)	2	7	9	8	4	12
26.	R-20	15 Multi-family Units (ITE-230)	1	6	7	5	2	7
27.	R-15	13 Multi-family Units (ITE-230)	1	5	6	4	2	6
28.	A-1	11 Single-Family Units (ITE-210)	2	6	8	7	4	11
<b>Total Table 2 Trips - Maryland</b>			<b>764</b>	<b>338</b>	<b>1102</b>	<b>455</b>	<b>944</b>	<b>1399</b>



EXHIBIT C-11  
TRIP GENERATION RATES AND TOTALS  
FOR TABLE 2 2020 DEVELOPMENTS MARYLAND



**TRIP GENERATION TOTALS**

	<u>TAZ</u>	Morning Peak Hour			Evening Peak Hour			
		In	Out	Total	In	Out	Total	
1.	2252				NONE			
2.	2294	38 Residential Units (ITE-210)	7	22	29	24	14	38
3.	2331	40 Residential Units (ITE-210)	7	23	30	25	15	40
4.	2299	3 Residential Units (ITE-210)	0	2	2	2	1	3
5.	2274				NONE			
6.	2261				NONE			
7.	2262				NONE			
8.	2300	6 Residential Units (ITE-210)	1	4	5	4	2	6
9.	2313	14 Residential Units (ITE-210)	3	8	11	9	5	14
10.	2270	6 Residential Units (ITE-210)	1	4	5	4	2	6
11.	2271				NONE			
12.	2293	3 Residential Units (ITE-210)	0	2	2	2	1	3
13.	2315	6 Residential Units (ITE-210)	1	4	5	4	2	6
14.	2310	35 Residential Units (ITE-210)	6	20	26	22	13	35
15.	2295	3 Residential Units (ITE-210)	0	2	2	2	1	3
16.	2273				NONE			
17.	2280	16 Residential Units (ITE-210)	3	9	12	10	6	16
18.	2283				NONE			
19.	2317	9 Residential Units (ITE-210)	2	5	7	6	3	9
20.	2287	3 Residential Units (ITE-210)	0	2	2	2	1	3
21.	2289				NONE			
<b>Total Table 2 Trips - Delaware</b>			<b>31</b>	<b>107</b>	<b>138</b>	<b>116</b>	<b>66</b>	<b>182</b>



## TRIP GENERATION TOTALS

			Morning Peak Hour			Evening Peak Hour		
			In	Out	Total	In	Out	Total
<u>Zoning</u>								
1.	A-1	16 Single-Family Units (ITE-210)	3	9	12	10	6	16
2.	A-1	06 Single-Family Units (ITE-210)	1	4	5	4	2	6
3.	A-1	12 Single-Family Units (ITE-210)	2	7	9	8	4	12
4.	A-1	20 Single-Family Units (ITE-210)	4	11	15	13	7	20
5.	TT	159 Multi-family Units (ITE-230)	12	58	70	47	23	70
6.	H Ind.	43 acres Industrial Park (ITE-130)	281	57	338	73	274	347
7.	A-1	05 Single-Family Units (ITE-210)	1	3	4	3	2	5
8.	TT	49 Multi-family Units (ITE-230)	4	18	22	15	7	22
9.	R-8A	105 townhouse units (ITE-230)	9	45	54	42	21	63
10.	H Ind.	38 acres Industrial Park (ITE-130)	255	52	307	67	250	317
11.	Lt.Ind.	17 acres Gen. Light Ind. (ITE-110)	106	22	128	39	140	179
12.	H Ind.	16 acres Industrial Park (ITE-130)	129	27	156	36	134	170
13.	H Ind.	04 acres Industrial Park (ITE-130)	44	9	53	13	50	63
14.	Lt.Ind.	11 acres Gen. Light Ind. (ITE-110)	69	14	83	35	122	157
15.	Lt.Ind.	20 acres Gen. Light Ind. (ITE-110)	124	26	150	42	148	190
16.	Gen. Comm.	7 acres; FAR 0.2; 50% General Office, 50% Retail 61,000 sq.ft. Commercial (ITE-710,820)	85	22	107	71	103	174
17.	R-15	17 Multi-family Units (ITE-230)	1	6	7	5	2	7
18.	Gen. Comm.	4 acres; FAR 0.2; 50% General Office, 50% Retail, 65% passby trips 34,800 sq.ft. Commercial (ITE-710,820)	52	13	65	50	117	167
19.	Gen. Comm.	6 acres; FAR 0.2; 50% General Office, 50% Retail, 57% passby trips 52,300 sq.ft. Commercial	74	20	94	71	148	219
20.	TT	233 Multi-family Units (ITE-230)	17	85	102	80	40	120
21.	TT	156 Multi-family Units (ITE-230)	12	57	69	46	23	69
22.	TT	21 Multi-family Units (ITE-230)	2	7	9	6	3	9
23.	A-1	7 Single-Family Units (ITE-210)	1	4	5	4	3	7
24.	A-1	9 Single-Family Units (ITE-210)	2	5	7	6	3	9
25.	A-1	24 Single-Family Units (ITE-210)	4	14	18	15	9	24
26.	R-20	30 Multi-family Units (ITE-230)	2	11	13	9	4	13
27.	R-15	26 Multi-family Units (ITE-230)	2	9	11	7	4	11
28.	A-1	22 Single-Family Units (ITE-210)	4	13	17	14	8	22
<b>Total Table 2 Trips - Maryland</b>			<b>1302</b>	<b>628</b>	<b>1930</b>	<b>831</b>	<b>1657</b>	<b>2488</b>



EXHIBIT C-13  
TRIP GENERATION RATES AND TOTALS  
FOR TABLE 2 2030 DEVELOPMENTS MARYLAND

## TRIP GENERATION TOTALS

	<u>TAZ</u>	Morning Peak Hour			Evening Peak Hour			
		In	Out	Total	In	Out	Total	
1.	2252				NONE			
2.	2294	56 Residential Units (ITE-210)	10	32	42	36	21	57
3.	2331	58 Residential Units (ITE-210)	11	33	44	37	22	59
4.	2299	5 Residential Units (ITE-210)	1	3	4	3	2	5
5.	2274				NONE			
6.	2261				NONE			
7.	2262				NONE			
8.	2300	9 Residential Units (ITE-210)	2	5	7	6	3	9
9.	2313	21 Residential Units (ITE-210)	4	12	16	13	8	21
10.	2270	9 Residential Units (ITE-210)	2	5	7	6	3	9
11.	2271				NONE			
12.	2293	5 Residential Units (ITE-210)	1	3	4	3	2	5
13.	2315	9 Residential Units (ITE-210)	2	5	7	6	3	9
14.	2310	53 Residential Units (ITE-210)	10	30	40	34	20	54
15.	2295	5 Residential Units (ITE-210)	1	3	4	3	2	5
16.	2273				NONE			
17.	2280	23 Residential Units (ITE-210)	4	13	17	14	9	23
18.	2283				NONE			
19.	2317	14 Residential Units (ITE-210)	3	8	11	9	5	14
20.	2287	4 Residential Units (ITE-210)	1	2	3	3	1	4
21.	2289				NONE			
<b>Total Table 2 Trips - Delaware</b>			<b>52</b>	<b>154</b>	<b>206</b>	<b>173</b>	<b>101</b>	<b>274</b>



EXHIBIT C-14  
TRIP GENERATION RATES AND TOTALS  
FOR TABLE 2 2030 DEVELOPMENTS DELAWARE

**Table 1 - Proposed Developments (Plans Have Been Submitted)**

#	NAME	DESCRIPTION	BUILDOUT	AS OF 2010	AS OF 2020	AS OF 2030
<b>Delmar, MD</b>						
1	Pheasant Lake	MF Residential	304 MF units	---	304 MF units	304 MF units
2	Delmar Public Safety Facility	Public Building	21,000 s.f. building	---	21,000 s.f. bldg.	21,000 s.f. bldg.
3	Foskey Lane Business Park	Business Park	10 commercial lots on 27.5 ac.	5 commercial lots on 13.7 ac.	10 commercial lots on 27.5 ac.	10 commercial lots on 27.5 ac.
4	Bank of Delmarva	Office building (bank)	2,600 s.f. building	2,600 s.f. bldg.	2,600 s.f. bldg.	2,600 s.f. bldg.
5	Kilteel Estates	SF Residential	83 SF units	83 SF units	83 SF units	83 SF units
6	Heron Pond	SF Residential	419 SF units	42 SF units	419 SF units	419 SF units
7	Light Square Auto Dealership	Commercial	14,226 s.f. building	14,226 s.f. bldg.	14,226 s.f. bldg.	14,226 s.f. bldg.
8	Delmar Gateway Annexation	Commercial	7 commercial lots on 9.15 ac.; and comm. floor area of 103,255 s.f.	7 commercial lots on 9.15 ac.; and comm. floor area of 103,255 s.f.	7 commercial lots on 9.15 ac.; and comm. floor area of 103,255 s.f.	7 commercial lots on 9.15 ac.; and comm. floor area of 103,255 s.f.
9	Hynansky Commercial Property	Commercial	31.9 ac. of Commercial	---	31.9 ac. of Comm.	31.9 ac. of Comm.
10	Hynansky Residential Property	MF Residential	174 MF units	---	---	174 MF units
<b>TOTAL – Delmar, MD</b>						
			980 Residential units (502 SF lots & 478 MF units); 21,000 s.f. public facility bldg.; 120,081 s.f. Commercial bldg.; 31.9 ac. of Commercial land; 17 Commercial lots on 36.7 ac.	125 Residential units (all SF lots); 120,081 s.f. Commercial bldg., 12 Commercial lots on 22.9 ac.	806 Res. units (502 SF lots & 304 MF units); 21,000 s.f. public facility bldg.; 120,081 s.f. Comm. bldg.; 31.9 ac. of Comm. land; 17 Comm. lots on 36.7 ac.	980 Res. units (502 SF lots & 478 MF units); 21,000 s.f. public facility bldg.; 120,081 s.f. Comm. bldg.; 31.9 ac. of Comm. land; 17 Comm. lots on 36.7 ac.
<b>Delmar, DE</b>						
1	Delmar Grove	SF Residential	120 units	---	120 units	120 units
2	Stephenson	Highway Commercial	131.5 ac. of Commercial	---	131.5 ac. Comm.	131.5 ac. Comm.
3	Chesapeake Bay Reserves	SF Residential	478 units	---	478 units	478 units
4	Whitetail Run	SF & MF Residential	340 units – 306 TH, 34 SF	---	340 units	340 units
5	Hurley	SF Residential	60 units	---	30 units	60 units
6	Yorkshire Estates	SF Residential	252 units	---	252 units	252 units
7	Stillwater	SF Residential	172 units	---	172 units	172 units
8	McDonalds	Fast Food Restaurant	3,800 s.f. bldg.	3,800 s.f. bldg.	3,800 s.f. bldg.	3,800 s.f. bldg.
9	Mattress Discount Store	Retail	3,000 s.f. bldg.	3,000 s.f. bldg.	3,000 s.f. bldg.	3,000 s.f. bldg.
10	Fox Run	MF Residential	28 TH units	---	28 units	28 units



	<b>TOTAL – Delmar, DE</b>		<b>1,450 Residential units (1,116 SF &amp; 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land</b>	<b>6,800 s.f. of Comm. bldgs.</b>	<b>1,420 Residential units (1,086 SF &amp; 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land</b>	<b>1,450 Residential units (1,116 SF &amp; 334 TH); 6,800 s.f. of Comm. bldgs.; 131.5 ac. of Comm. land</b>
	<b>Salisbury</b>					
1	Jersey Rd.-Lockman Annexation	SF, MF Residential & Commercial	140 Residential units (28 SF, 112 MF) & 32,100 s.f. shopping center	---	105 Res. units (21 SF, 84 MF) & 32,100 s.f. comm..	140 Res. units (28 SF, 112 MF) & 32,100 s.f. comm..
2	Three Creeks	SF Residential	352 SF lots	---	264 SF lots	352 SF lots
3	Dairy Queen	Restaurant	2,240 s.f. commercial bldg.	2,240 s.f. comm. bldg.	2,240 s.f. comm. bldg.	2,240 s.f. comm. bldg.
4	Addison Court Apartments	MF Residential & Comm.	300 MF units & 11,275 s.f. commercial bldg.	---	300 MF units & 11,275 s.f. comm.	300 MF units & 11,275 s.f. comm.
5	North Pointe Commons	MF Residential	300 MF units	---	300 MF units	300 MF units
6	Martin’s Mill	Residential & Institutional	157 MF units & church & related facilities expansion	---	118 MF units & church expansion	157 MF units & church expansion
7	Brown Farm Annexation	SF & MF Residential	100 SF units; 1,052 MF units	---	50 SF units; 526 MF units	100 SF units; 1,052 MF units
8	Villages of Parsons Lake, Sec. 2	SF & MF Residential	300 units - 28 SF & 272 MF units	---	150 units - 14 SF & 136 MF units	300 units - 28 SF & 272 MF units
9	Remainder of Parsons Lake	SF & MF Residential	960 units (480 SF, 480 MF)	---	480 units (240 SF, 240 MF)	960 units (480 SF, 480 MF)
	<b>TOTAL – Salisbury</b>		<b>3,661 Residential Units (988 SF &amp; 2,673 MF); 45,615 s.f. of commercial space</b>	<b>2,240 s.f. of commercial space</b>	<b>2,293 Res. Units (589 SF &amp; 1,704 MF); 45,615 s.f. of comm. space</b>	<b>3,661 Res. Units (988 SF &amp; 2,673 MF); 45,615 s.f. of comm. space</b>
	<b>Wicomico County (MD)</b>					
1	Chaplin’s Cove	SF Residential	10 SF lots	---	10 SF lots	10 SF lots
2	Stonebridge Subdivision	SF Residential	11 SF lots	---	11 SF lots	11 SF lots
3	Essex Ridge, Sec. 5, 6 & 7	SF Residential	106 SF lots	---	80 SF lots	106 SF lots
4	Layfield Subdivision	SF Residential	16 SF lots	---	16 SF lots	16 SF lots
	<b>TOTAL – Wicomico County</b>		<b>143 Residential Units (all SF)</b>	---	<b>117 Res. Units (all SF)</b>	<b>143 Res. Units (all SF)</b>

<b>Sussex County (DE)</b>								
1	Blackwater Creek West Farm	SF Residential	403 MF units	---				403 MF units
2	Blackwater Creek South Farm	SF Residential	400 SF lots	---				400 SF lots
3	Blackwater Creek North Farm	SF & MF Residential, Commercial; Golf Course	208 SF lots; 168 MF units; 20,000 s.f. of commercial space; Golf Course	---				208 SF lots; 168 MF units; 20,000 s.f. of commercial space; Golf Course
4	Susan Beach Estates	SF Residential	206 SF lots	---				206 SF lots
5	Northview at Wild Pine CC	SF Residential & Golf Course	308 SF lots; Golf Course	---				308 SF lots; Golf Course
6	Rantz Farm	SF Residential	166 SF lots	---				166 SF lots
7	Sealade Business Park	Business Park	3 commercial lots – 15,000 s.f. distribution center; 4,000 s.f. restaurant; 4,800 s.f. service station	---				15,000 s.f. distribution center; 4,000 s.f. restaurant; 4,800 s.f. service station
8	Windmill Estates	SF Residential	241 SF lots	---				241 SF lots
	<b>TOTAL – Sussex County (DE)</b>		<b>2,100 Residential Units (1,529 SF lots &amp; 571 MF units); 15,000 s.f. distribution center; 28,800 s.f. of Comm. space; 2 Golf Courses</b>	---				<b>2,100 Res. Units (1,529 SF lots &amp; 571 MF units); 15,000 s.f. distribution center; 28,800 s.f. of Comm. space; 2 Golf Courses</b>
<b>TOTAL – Delmar (MD &amp; DE), Salisbury, Wicomico County &amp; Sussex County</b>								
			<b>8,334 Residential Units (4,278 SF &amp; 4,056 MF); 21,000 s.f. public facility bldg.; 15,000 s.f. distribution center; 201,296 s.f. of Commercial space; 163.4 ac. of Commercial land; 17 Commercial lots on 36.7 ac.; 2 Golf Courses</b>	<b>125 Res. Units (All SF); 129,121 s.f. of Comm. space; 12 Comm. lots on 22.9 ac.</b>				<b>8,334 Res. Units (4,278 SF &amp; 4,056 MF); 21,000 s.f. public facility bldg.; 15,000 s.f. dist. Ctr.; 201,296 s.f. of Comm. space; 163.4 ac. of Comm. land; 17 Comm. lots on 36.7 ac.; 2 Golf Courses</b>
			<b>6,358 Res. Units (3,445 SF &amp; 2,913 MF); 21,000 s.f. public facility bldg.; 15,000 s.f. dist. ctr; 201,296 s.f. of Comm. space; 163.4 ac. of Comm. land; 17 Comm. lots on 36.7 ac.; 2 Golf Courses</b>					<b>6,358 Res. Units (3,445 SF &amp; 2,913 MF); 21,000 s.f. public facility bldg.; 15,000 s.f. dist. ctr; 201,296 s.f. of Comm. space; 163.4 ac. of Comm. land; 17 Comm. lots on 36.7 ac.; 2 Golf Courses</b>

TABLE 1

Development: **TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS**

in 2633 (4367)  
 out 3914 (3626)

2030

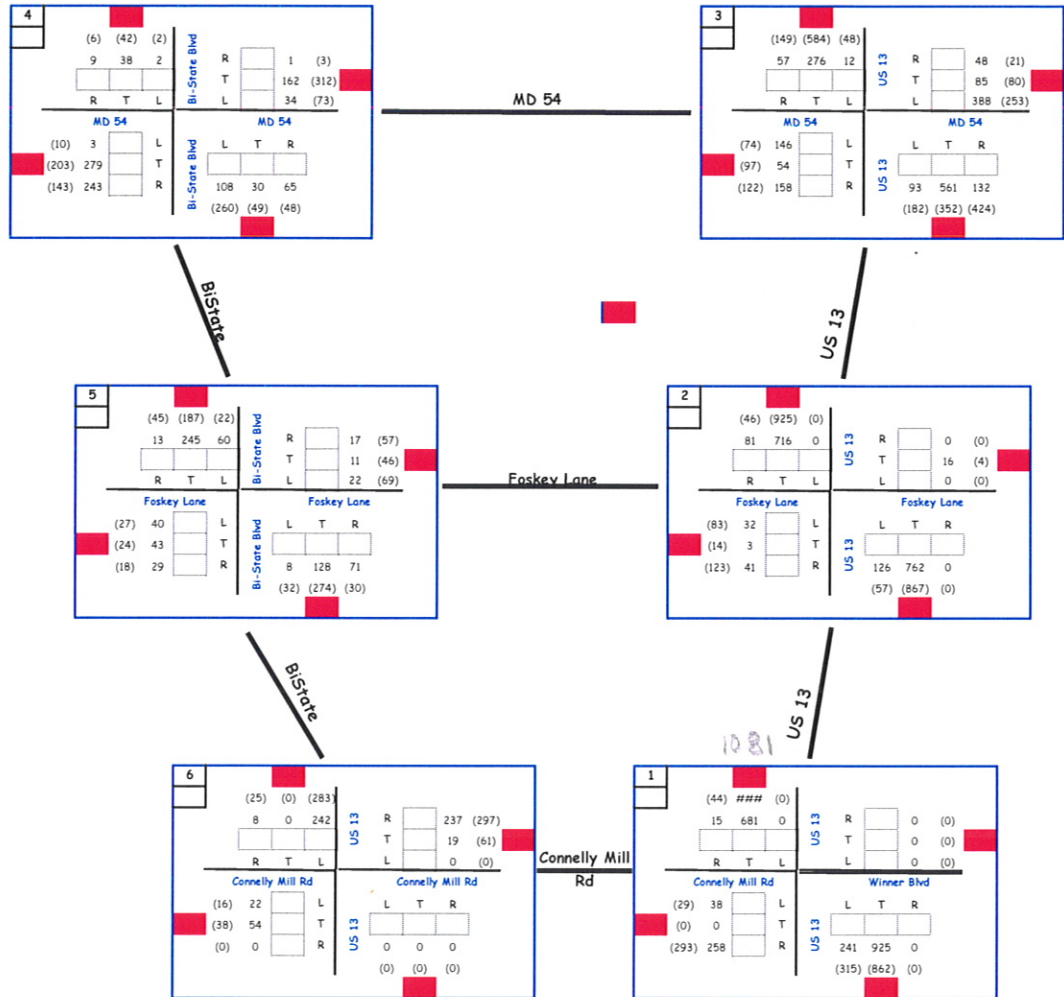


TABLE 1

Development: **TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS**

in 2432 (3657)  
 out 3209 (3234)

2020

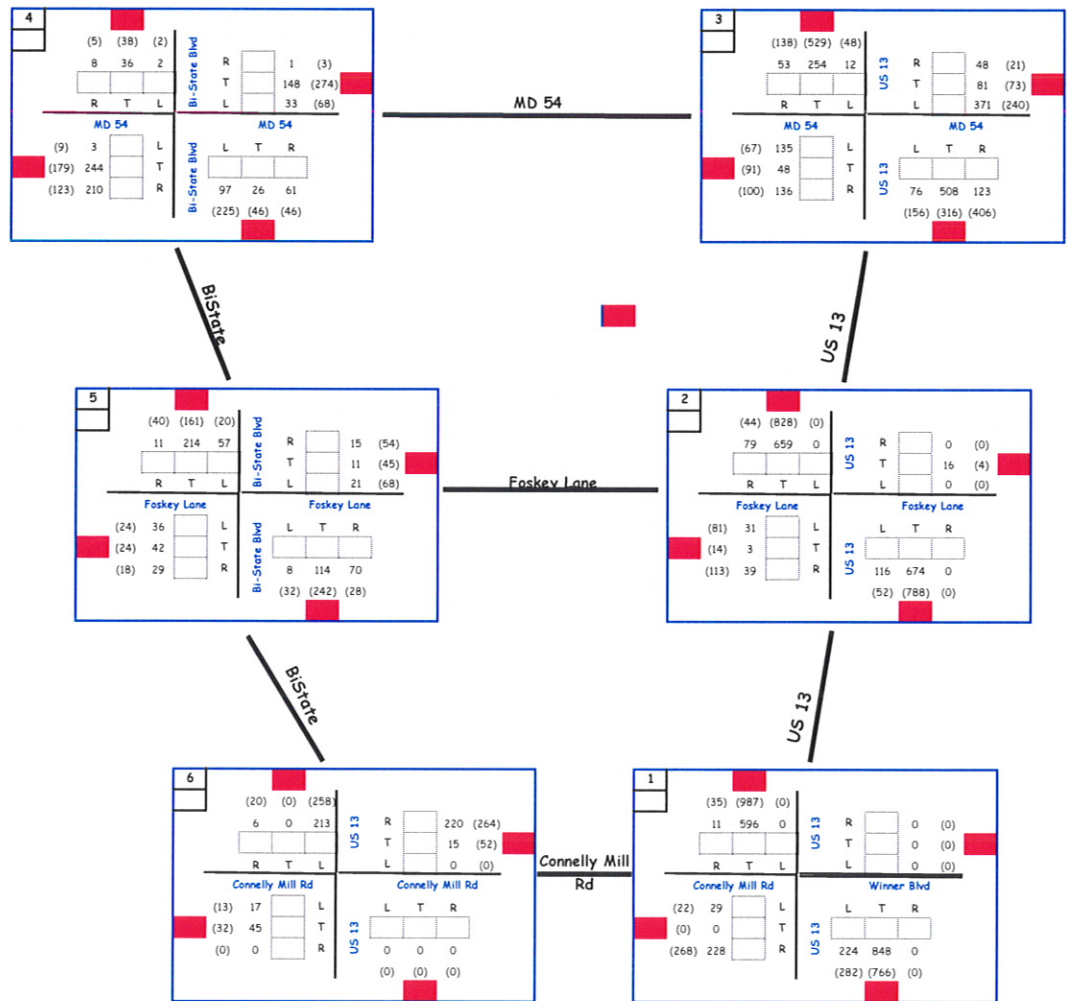
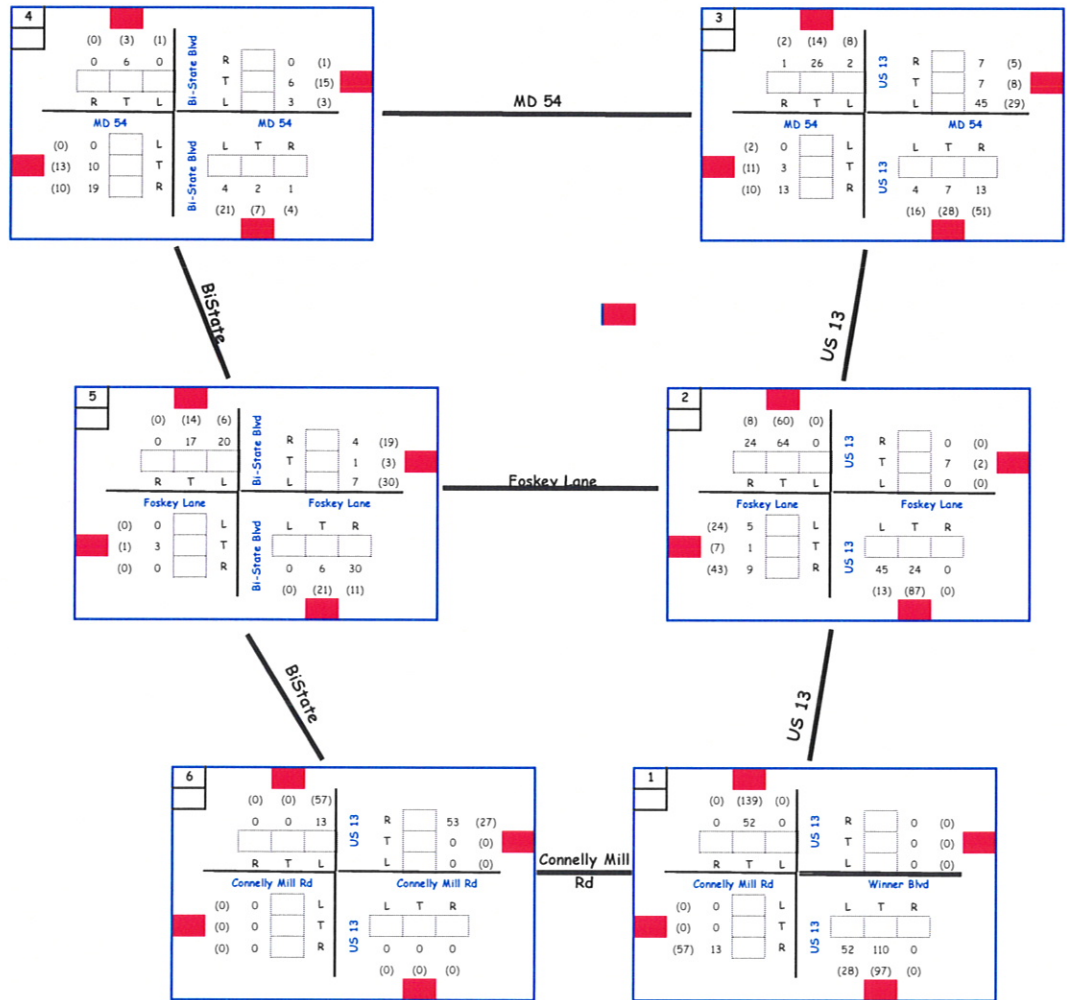




TABLE 1

Development: **TOTAL TRIPS FOR TABLE 1 DEVELOPMENTS**  
 in 354 (281)  
 out 167 (429)

2010



Development:

**Jersey Rd; Three Creeks**

1 2

in 94 (307)  
out 267 (193)

2030

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

15% to North

5% to East

5% to West/NorthWest

55% to southeast, south, southwest

Split between Bi-State and US 13

Via Route 54

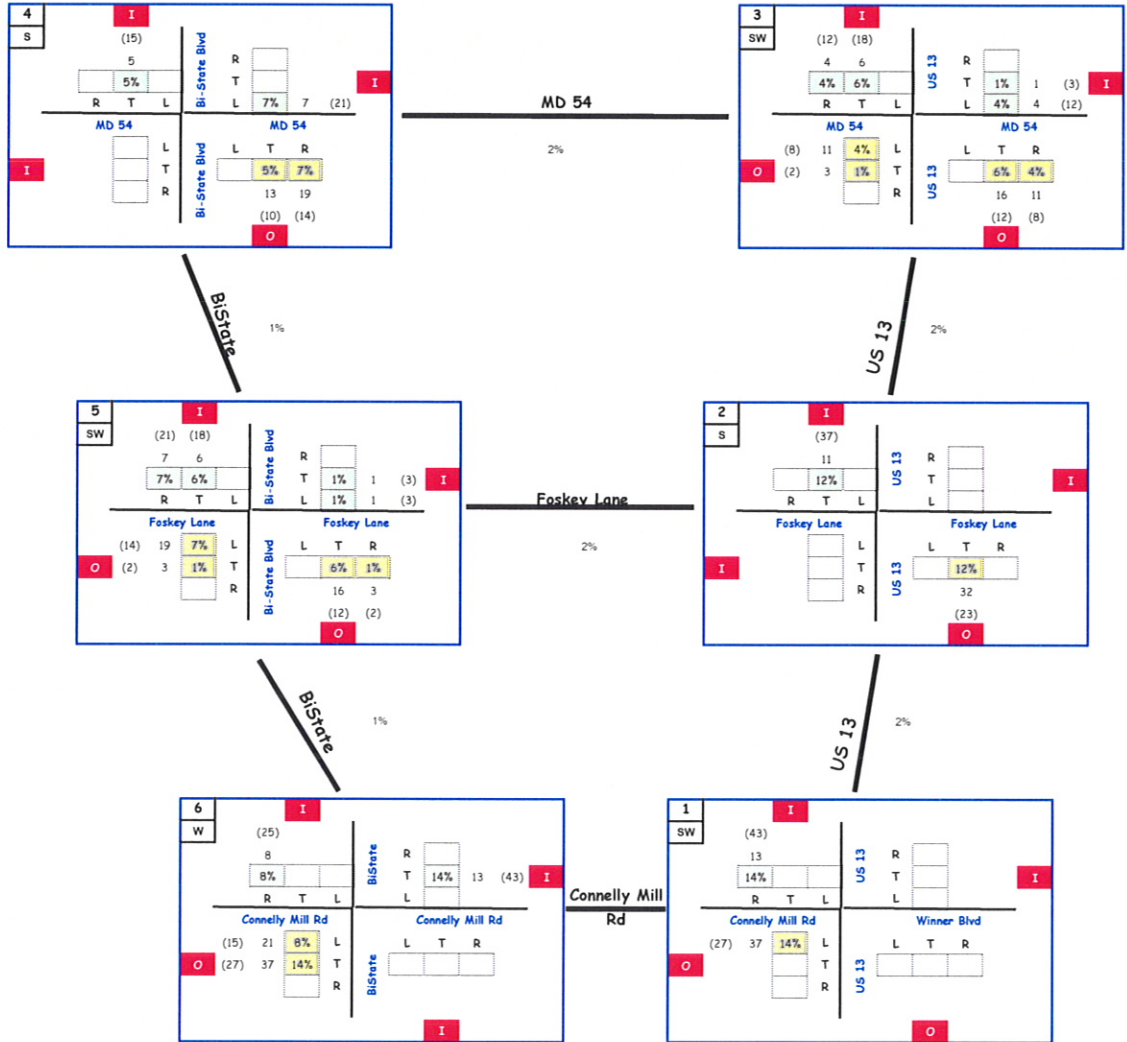
Via Route 54 or US 50 - outside study area

Via Naylor Mill to US 50 - outside study area

1 Verify location of development

2 Add Percentages

3 Verify the ins and outs



SITE  
1r

Development:

**Chaplin's Cove**

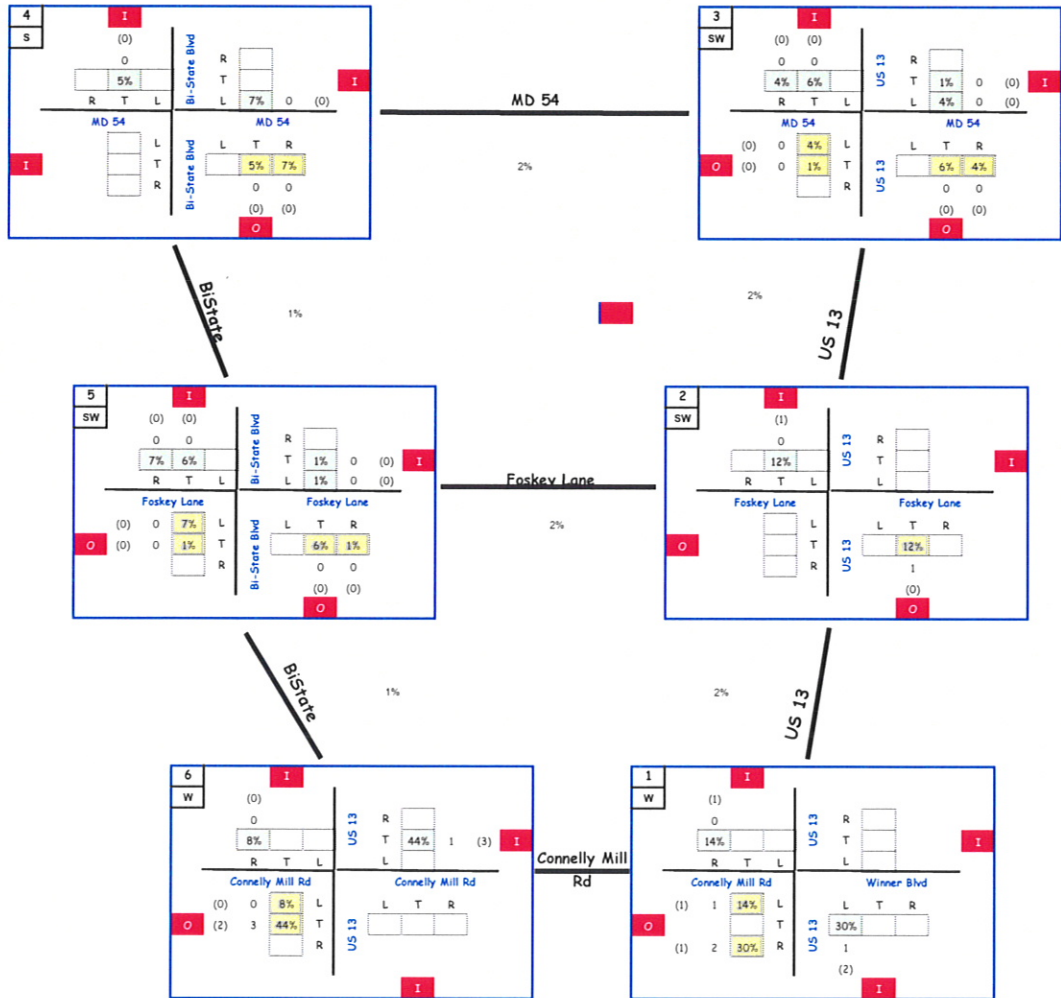
1	in	2	(6)
	out	6	(4)

2030

- 20% stays in 4 mi study area
- Of this 10% drops amongst study intersections
- n Of this 10% never goes through study intersections
- y 15% to North
- y 5% to East
- n 5% to West/North/West
- y 55% to southeast, south, southwest
- Split between Bi-State and US 13
- Via Route 54
- Via Route 54 or US 50 - outside study area
- 30% through # 1 and # 6 - others via Naylor Mill to bypass

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs

65%



**SITE**  
3r

Development:

**Pheasant Lake**

in 39 (153)  
out 140 (85)

2030

20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

15% to North

5% to East

5% to West/NorthWest

55% to southeast, south, southwest

Split between Bi-State and US 13

Via Route 54

Via Route 54 outside study area

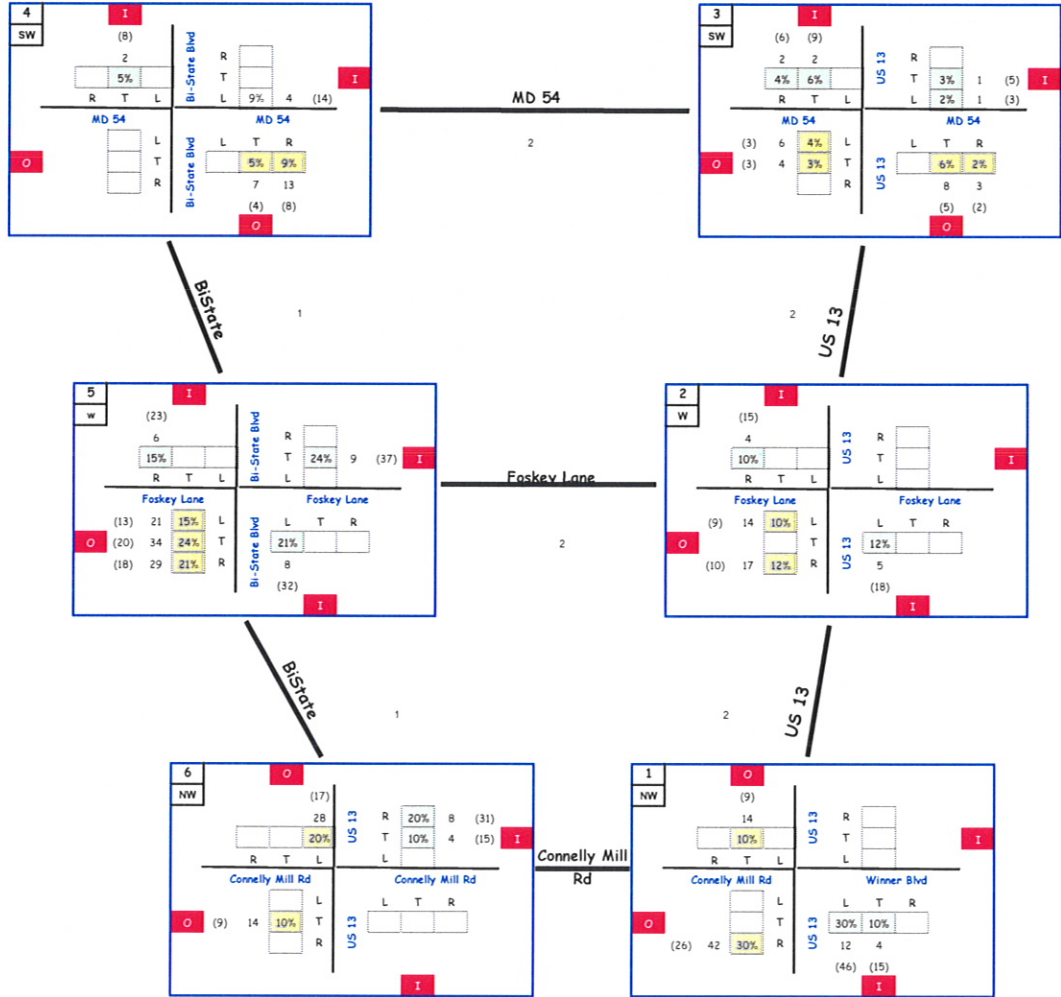
40% through study intersections others via Naylor Mill to bypass

1 Verify location of development

2 Add percentages

3 Verify the ins and outs

**SITE**  
5r



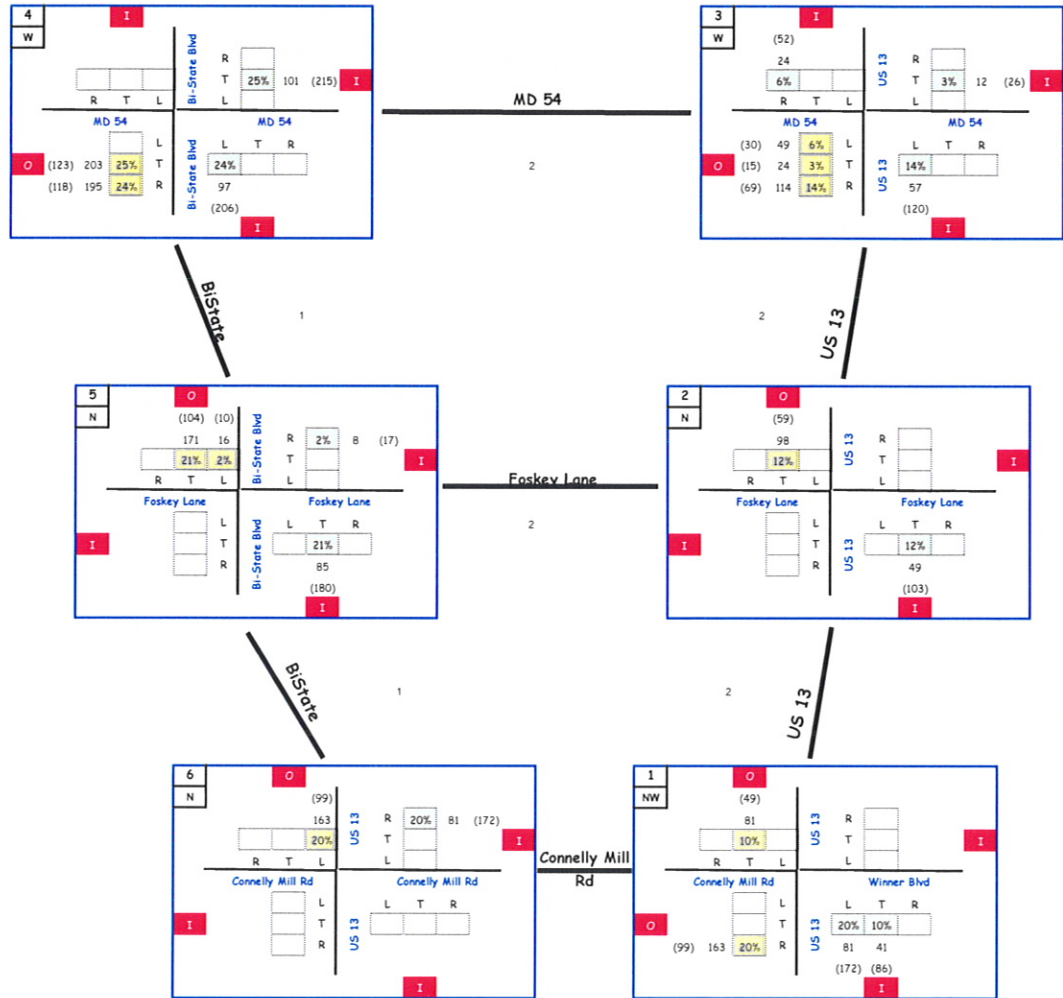


Development:  
 1 2 3  
 4 5  
 2030

**Blackwater Creek; Susan Beach; Northview**  
 in 405 (859)  
 out 813 (493)

20% stays in 4 mi study area  
 Of this 10% drops amongst study intersections  
 Of this 10% never goes through study intersections  
 15% to North  
 5% to East  
 5% to West/NorthWest  
 55% to southeast, south, southwest  
 8% through study intersections  
 3% through study intersections  
 Via 54 - not through study intersections  
 30% through study intersections

1 Verify location of development  
 2 Add percentages  
 3 Verify the ins and outs

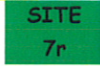


Development:

**Rantz Farm**

6 in 31 (105)  
out 95 (61)

2030



20% stays in 4 mi study area

Of this 10% drops amongst study intersections

Of this 10% never goes through study intersections

15% to North

Not through study intersections

5% to East

Not through study intersections

5% to West/North/West

Not through study intersections

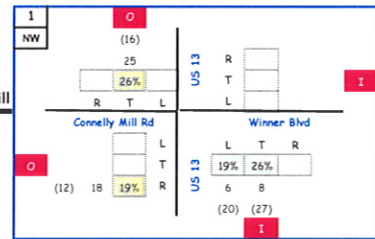
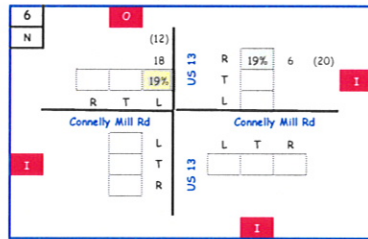
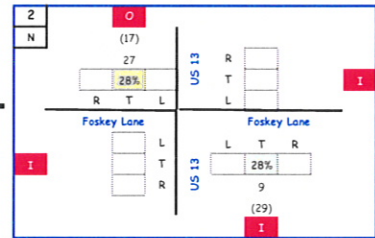
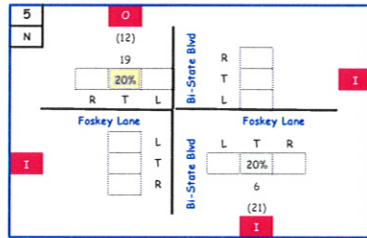
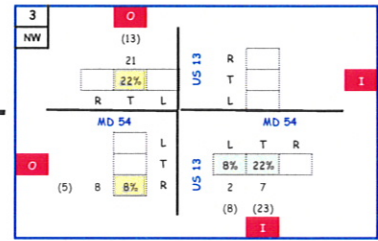
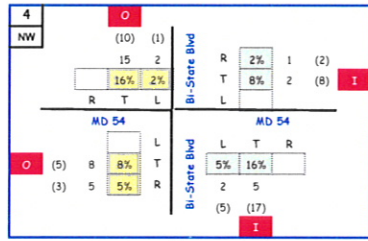
55% to southeast, south, southwest

10 PC Rd 10 HC Rd 15 Bi-State 20 US 13

1 Verify location of development

2 Add percentages

3 Verify the ins and outs



Development:

**Delmar Grove; Chesapeake Bay Reserves**

1 3

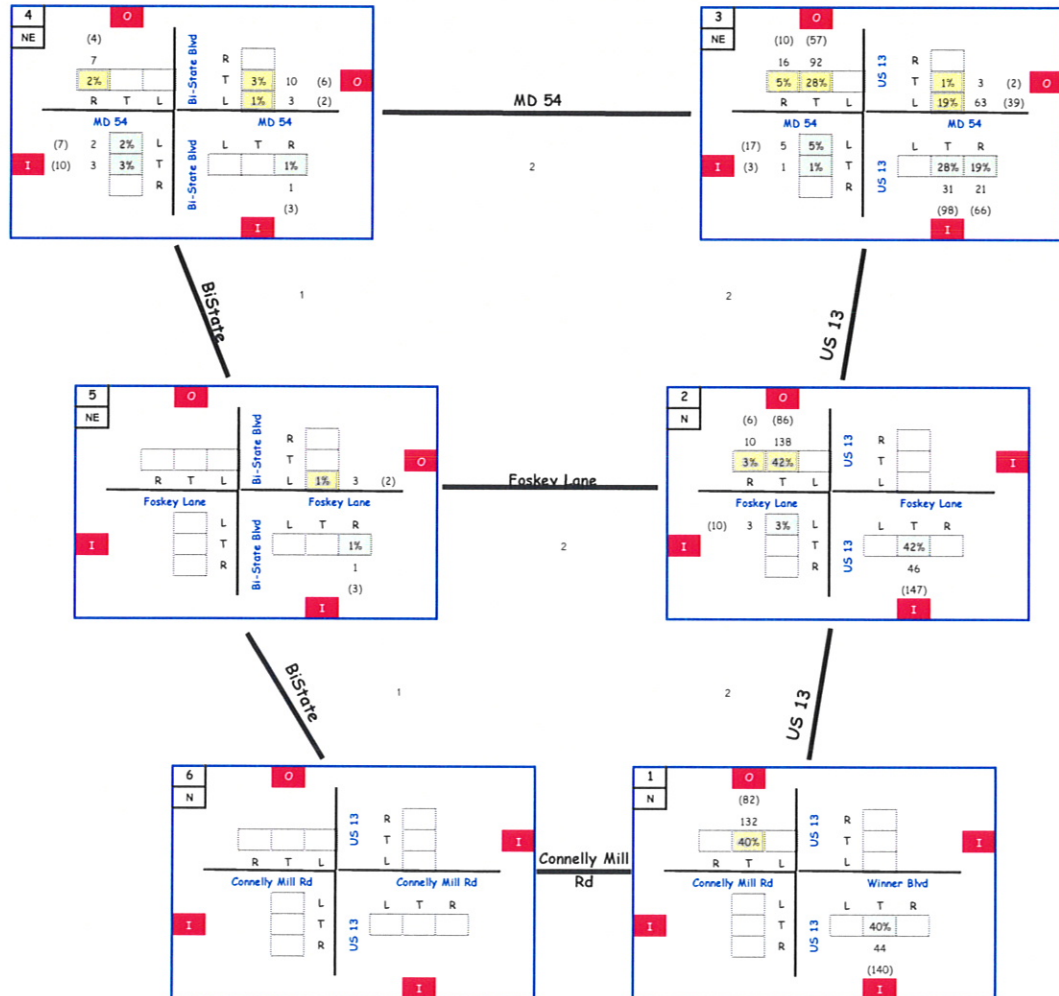
in 109 (349)  
out 329 (205)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North  
5% to East  
5% to West/NorthWest  
55% to southeast, south, southwest  
Not through study intersections  
Not through study intersections  
2% bi state 3% 13  
25% US 13 15% Old Stage US 13 15% Old Stage

- 1 Verify location of development
- 2 Add Percentages
- 3 Verify the ins and outs

**SITE**  
9r



Development:

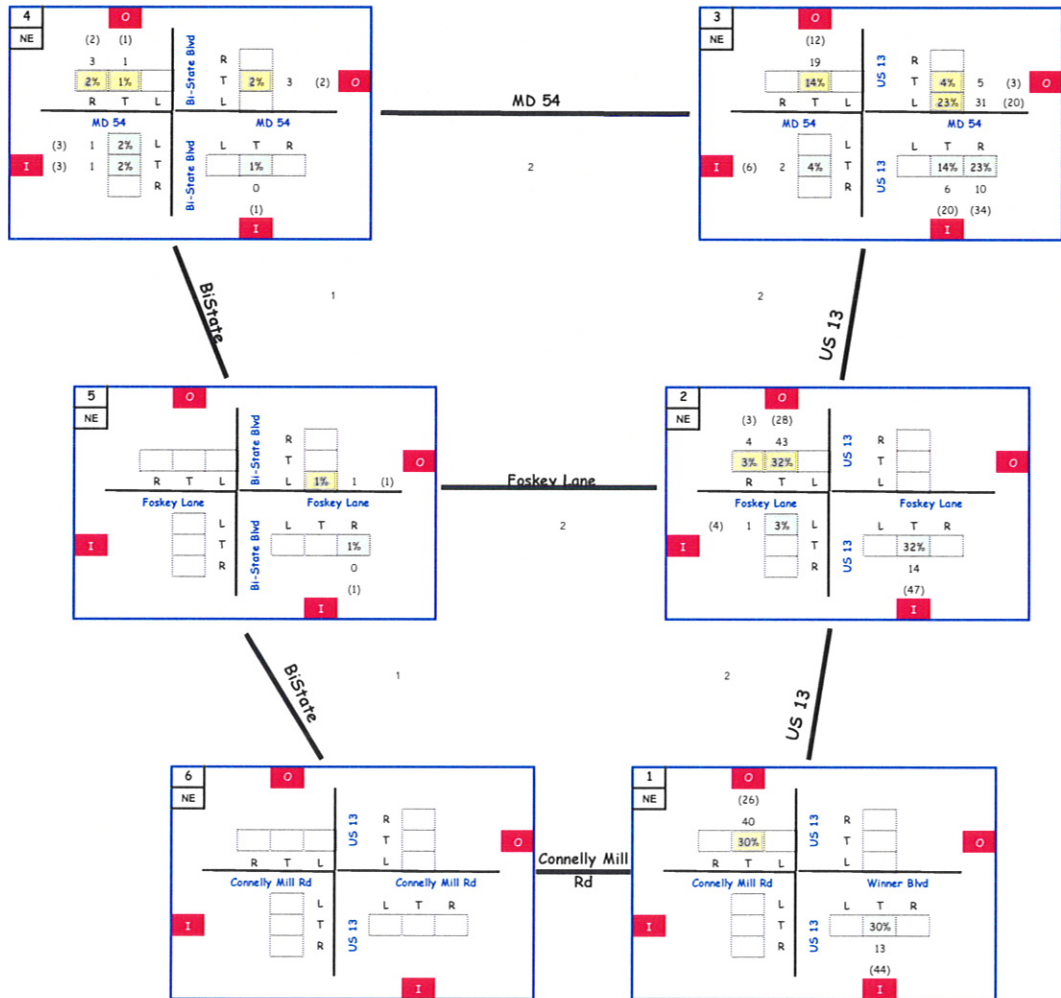
**Windmill Estates**

8 in 44 (146)  
out 134 (86)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North  
5% to East  
5% to West/NorthWest  
55% to southeast, south, southwest  
Not through study intersections  
Not through study intersections  
2% Pepper 54 2% BiState 1% other  
20% 54 13 10% 13 25% rum ridge

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs





Development:

4 5 6 7

**Whitetail Run; Hurley; Yorkshire Estates; Stillwater**

in 116 (419)  
out 397 (238)

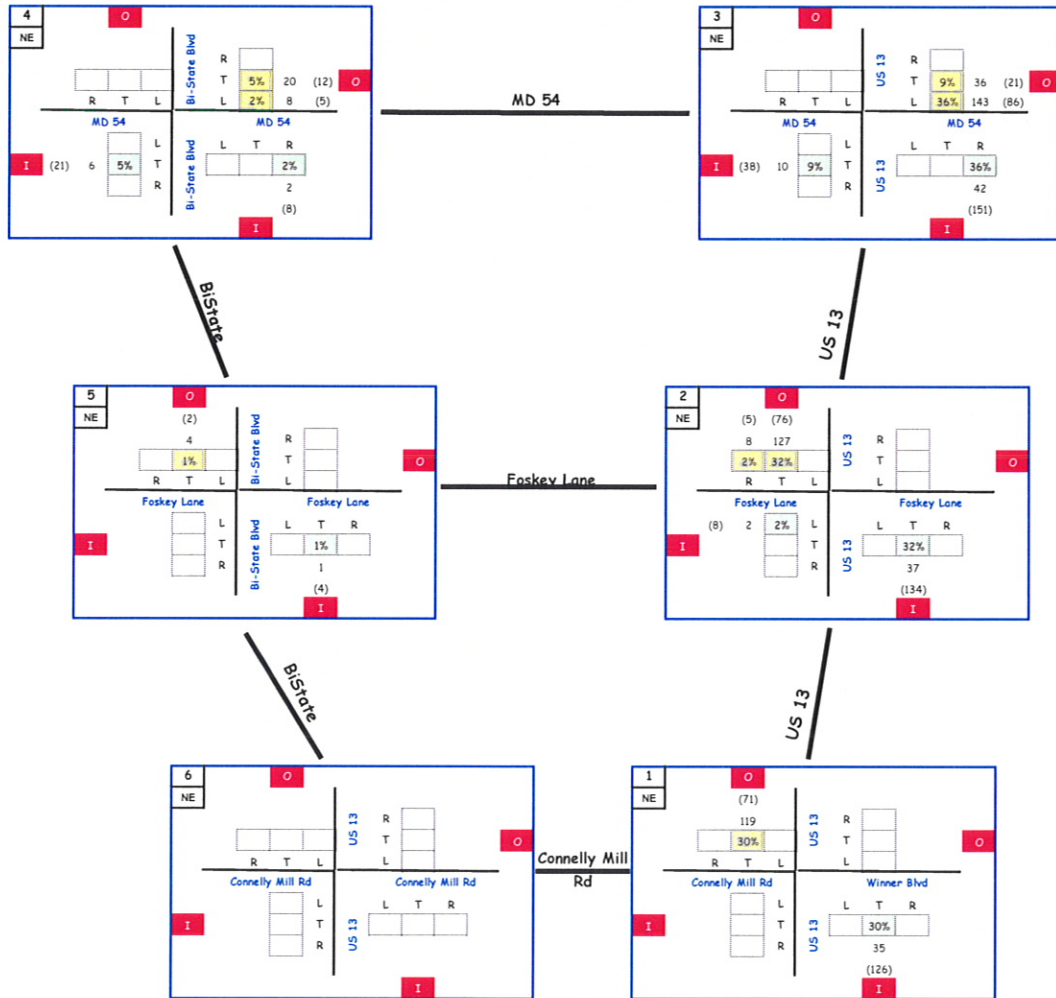
20% stays in 4 mi study area

Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North Not through study intersections  
5% to East Not through study intersections  
5% to West/NorthWest 5% Old Stage 13  
55% to southeast, south, southwest 30% Old Stage 13 25% Old Stage

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs

2030

SITE  
11r



Development:

**Kilteel Estates; Heron Pond**

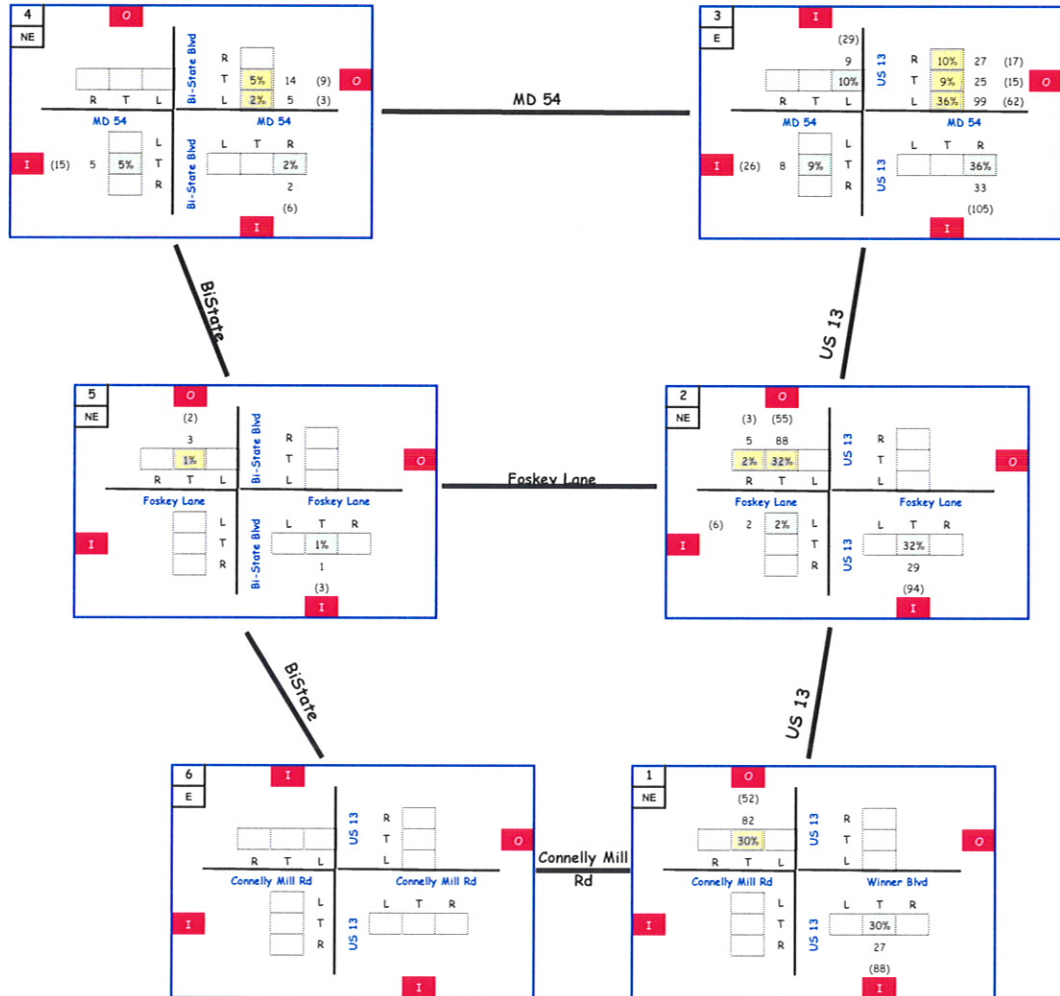
5 6

in 91 (293)  
out 274 (172)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North  
5% to East  
5% to West/NorthWest  
55% to southeast, south, southwest  
Not through study intersections  
Not through study intersections  
5% Old Stage 13  
30% OldStage 13 25% Old Stage

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



Development:

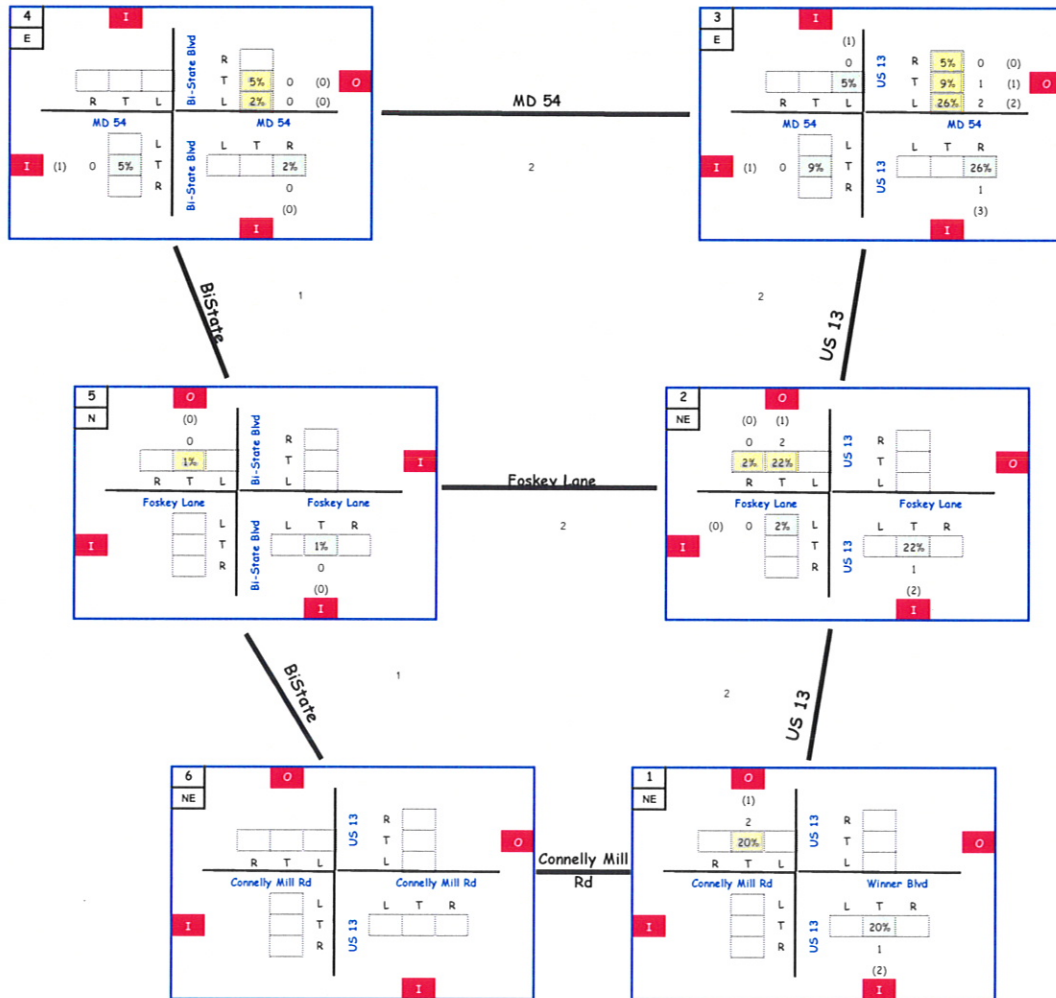
Layfield Subdivision

4 in 3 (10)  
out 9 (6)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North Not through study intersections  
5% to East Not through study intersections  
5% to West/NorthWest 5% Old Stage 13  
55% to southeast, south, southwest 30% OldStage 13 25% Old Stage

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



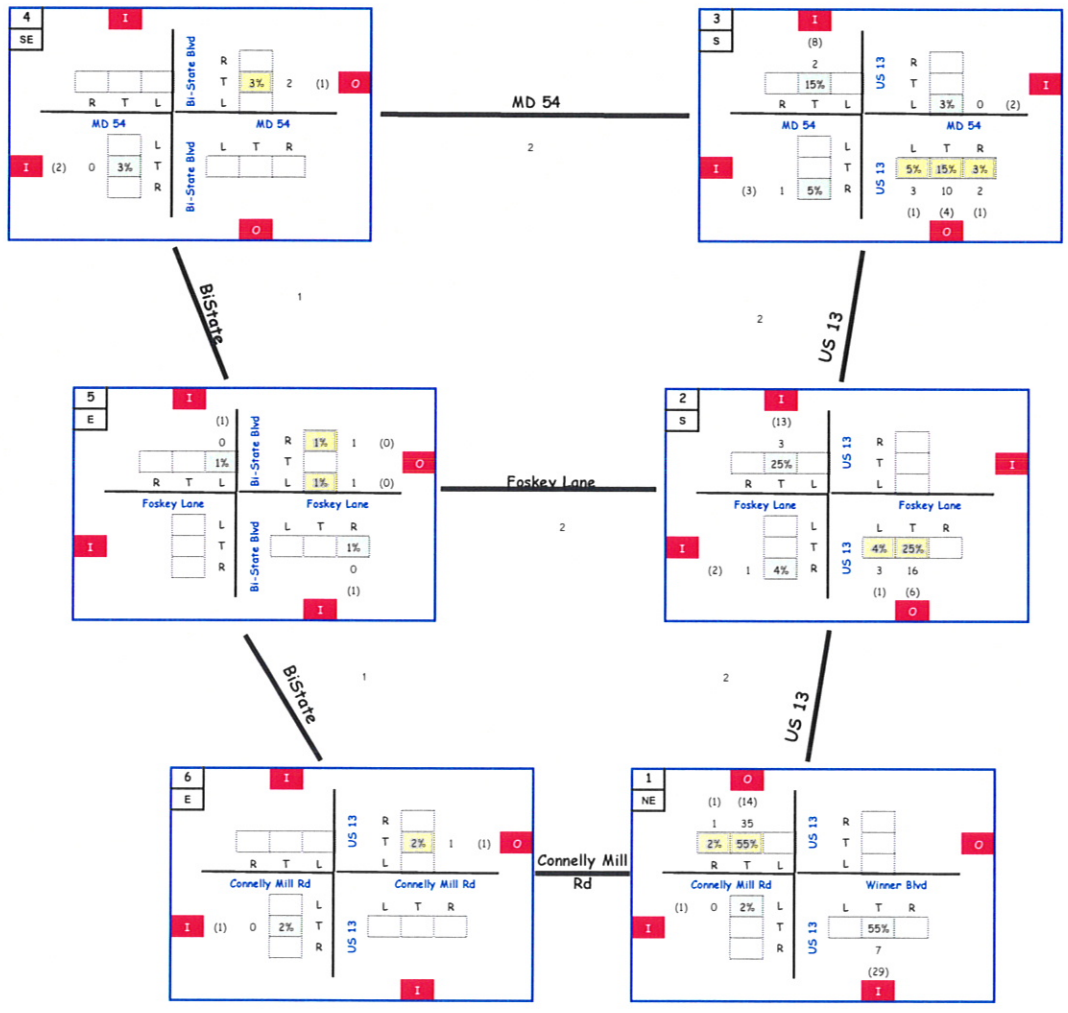
Development: **Hynasky Residential Property**

10 in 13 (52)  
out 64 (25)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North  
5% to East  
5% to West/NorthWest  
55% to southeast, south, southwest

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



SITE  
17r



Development:

**Stonebridge; Essex Ridge**

2 3

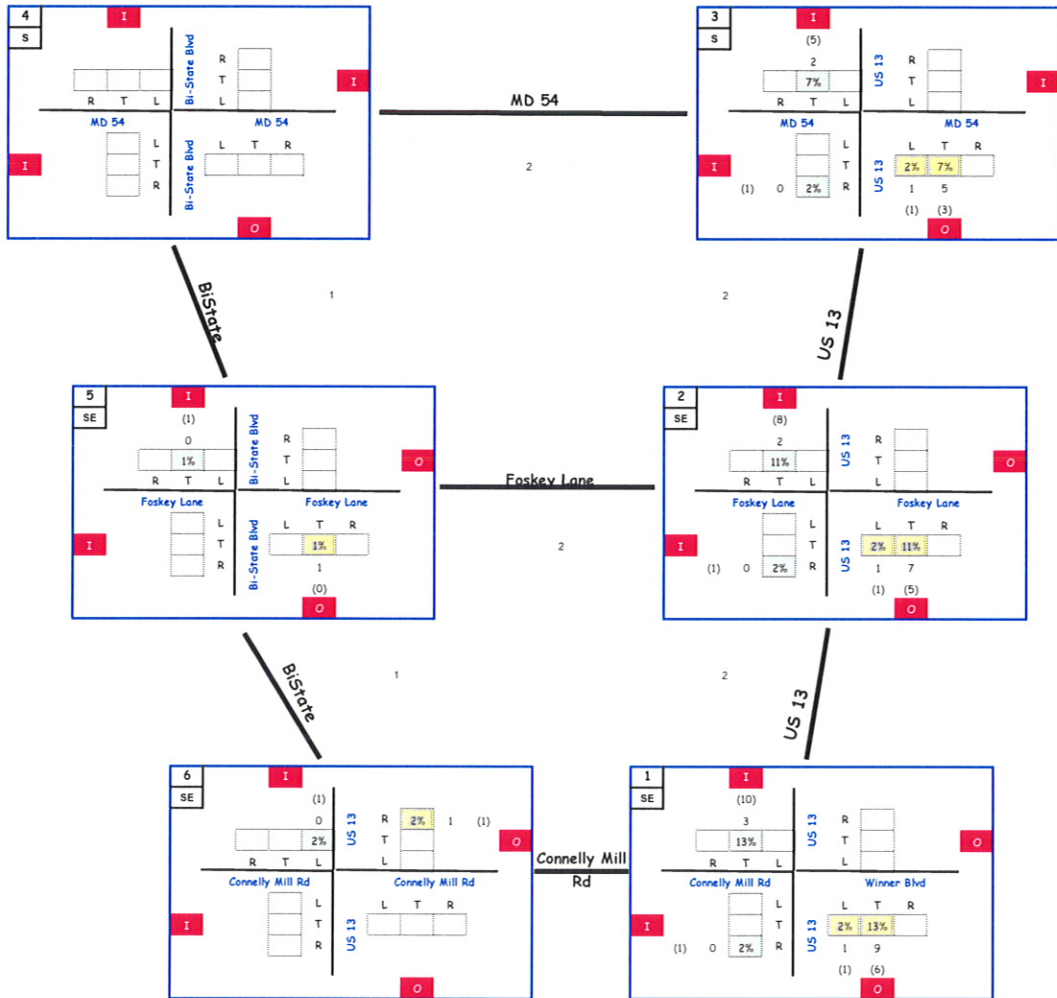
in 22 (74)  
out 66 (44)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North  
5% to East  
5% to West/NorthWest  
55% to southeast, south, southwest

7% US 13 -  
not through study intersections  
not through study intersections  
not through study intersections

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



SITE  
17r

Development:

4	5	6
7	8	9

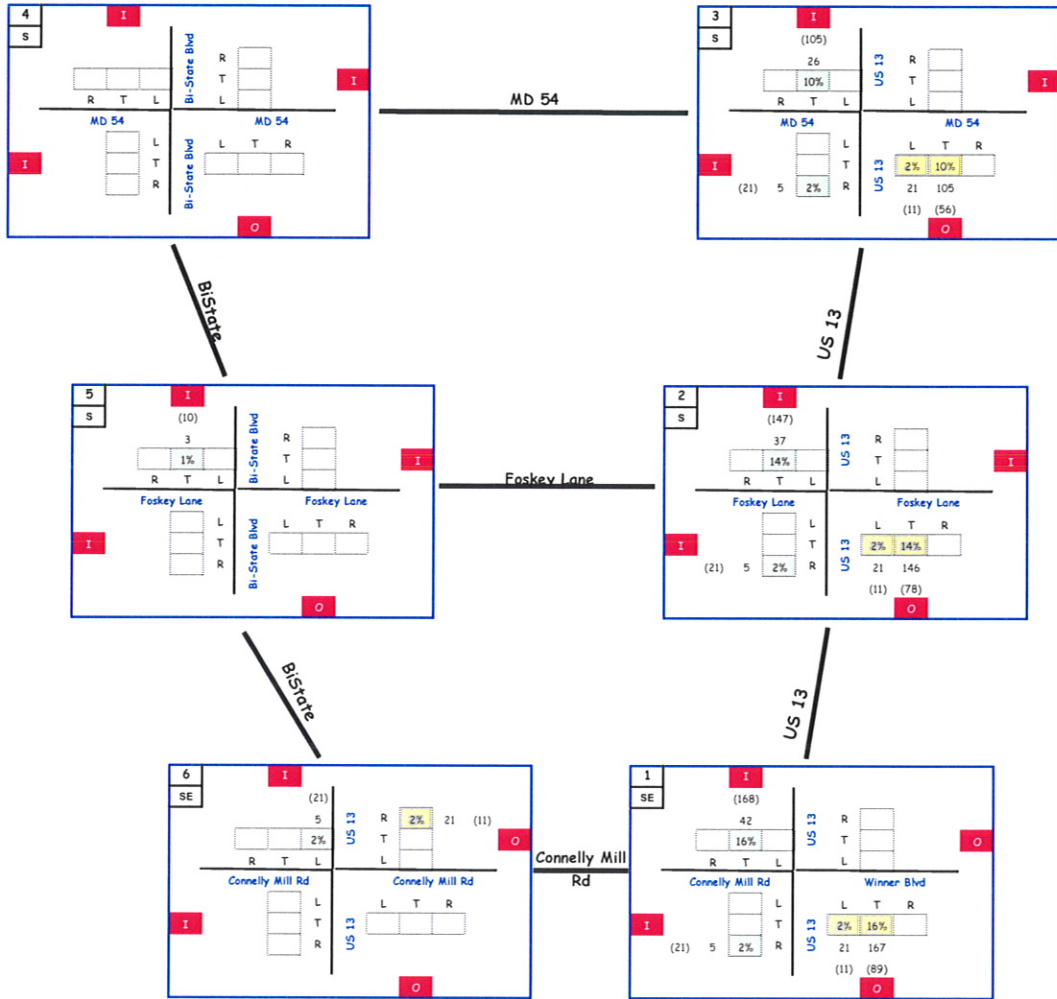
2030

**Addison Ct Apts; N. Pointe Commons; Martins** 20% stays in 4 mi study area

in 264 (1047)  
out 1045 (558)

Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
15% to North 10% uses 13  
5% to East not through out study intersections  
5% to West/NorthWest not through out study intersections  
55% to southeast, south, southwest not through out study intersections

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



SITE  
17r

Development:

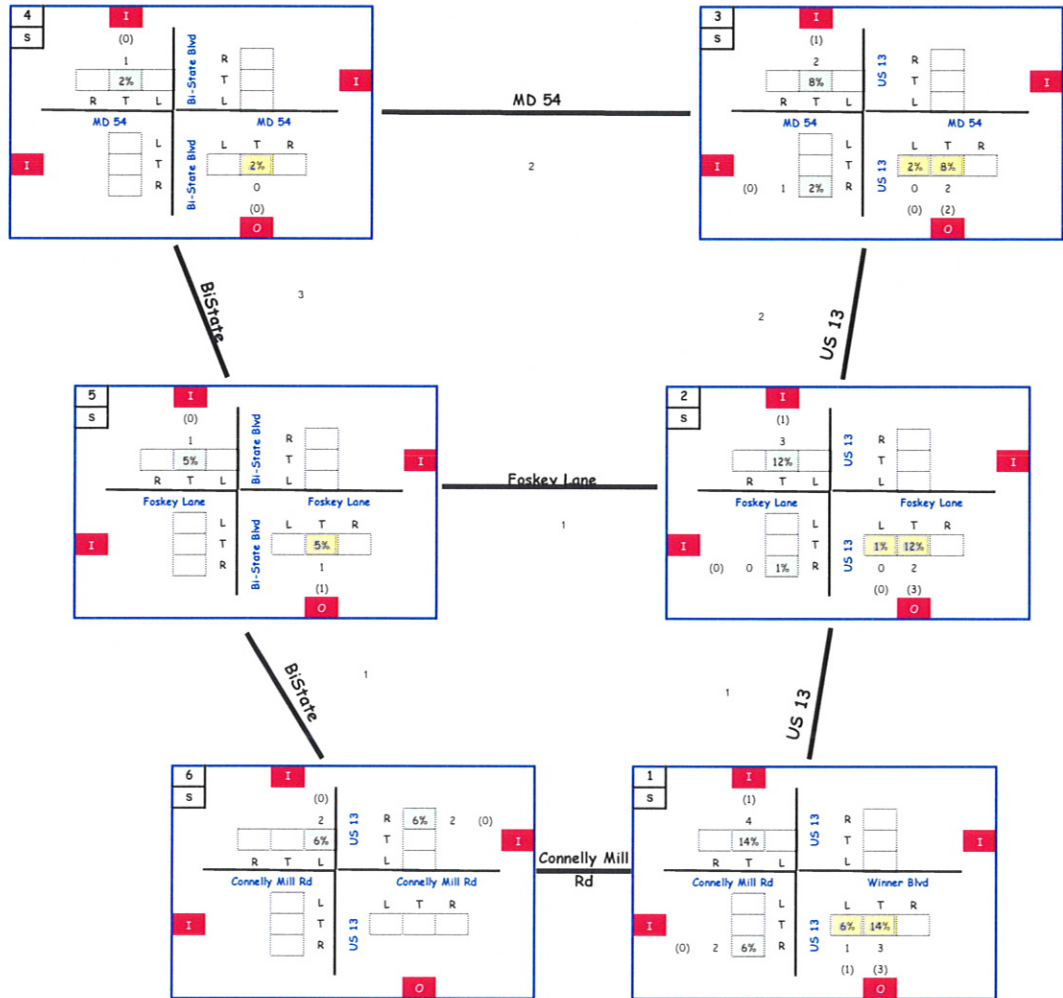
**Dairy Queen**

3 in 29 (7)  
out 20 (22)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
10% to North Split between BiState and US 13  
10% to East Not through intersections  
10% to WestNorthWest Not through intersections  
50% to southeast, south, southwest Not through intersections

1 Verify location of development  
2 Add percentages  
3 Verify the ins and outs



**SITE 1c**

Development:

7 8 9

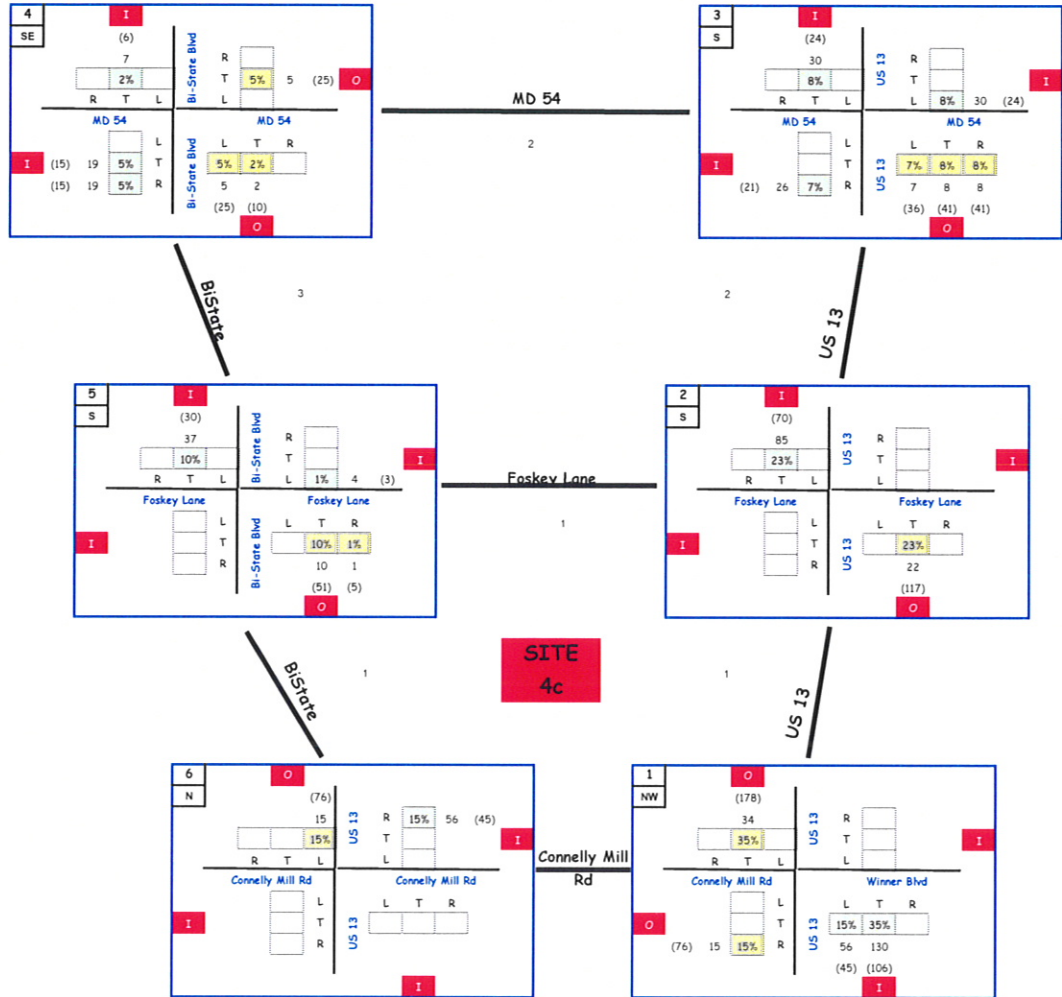
2030

Lt Sq. Auto: Delmar Gateway; Hynansky Comm 20% stays in 4 mi study area

in 371 (303)  
out 97 (508)

Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
10% to North  
10% to East  
10% to West/NorthWest  
50% to southeast, south, southwest

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs





Development:

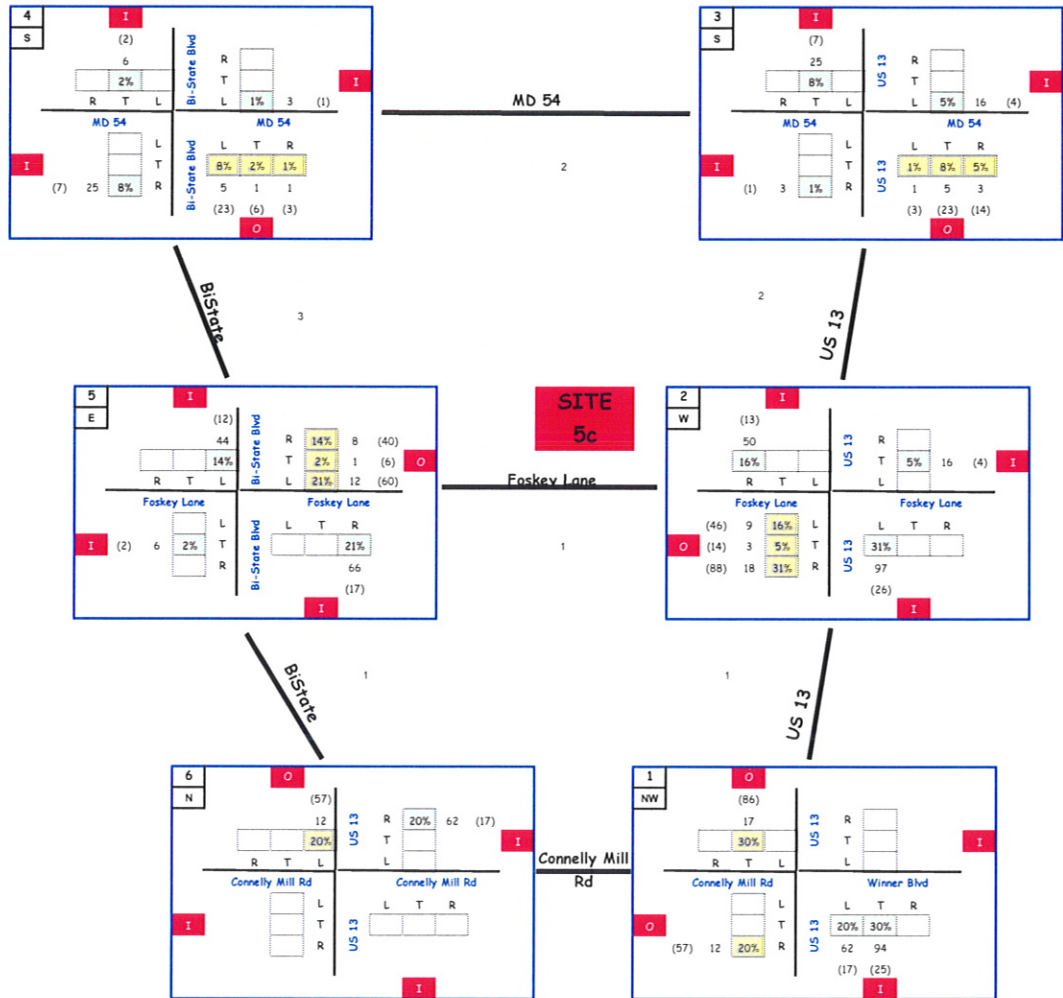
**Delmar Public Safety Facility; Foskey Lane Bu** 20% stays in 4 mi study area

2 3  
in 312 (83)  
out 58 (285)

Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
10% to North Split Bi-State/US 13  
10% to East Split US 13/54 and Old Stage  
10% to West/NorthWest Split Foskey and MD 54  
50% to southeast, south, southwest Split Bi-State/US 13

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs

2030



Development:

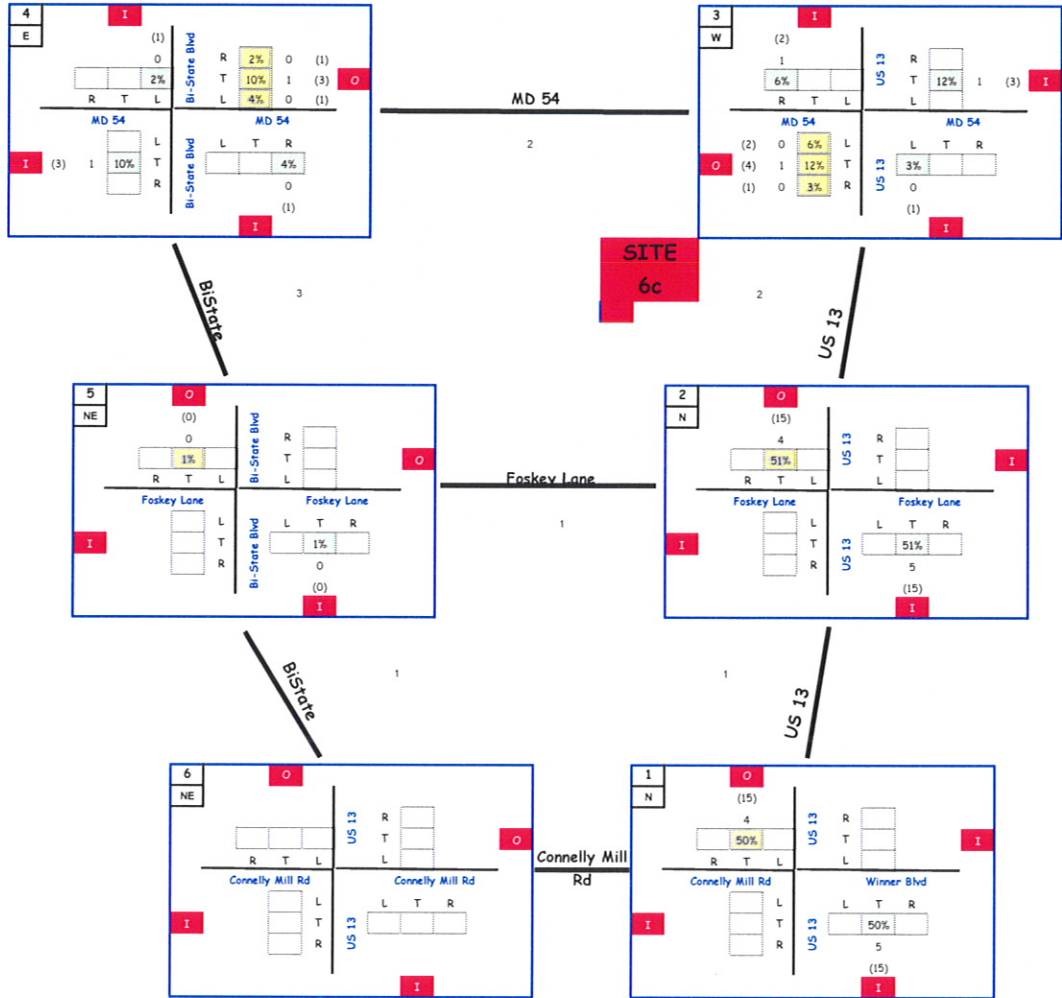
**Bank of Delmarva**

**4** in 9 (29)  
out 7 (30)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
10% to North  
10% to East  
10% to West/NorthWest  
50% to southeast, south, southwest

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs



Development:

**Stephenson; Sealadel Business Park**

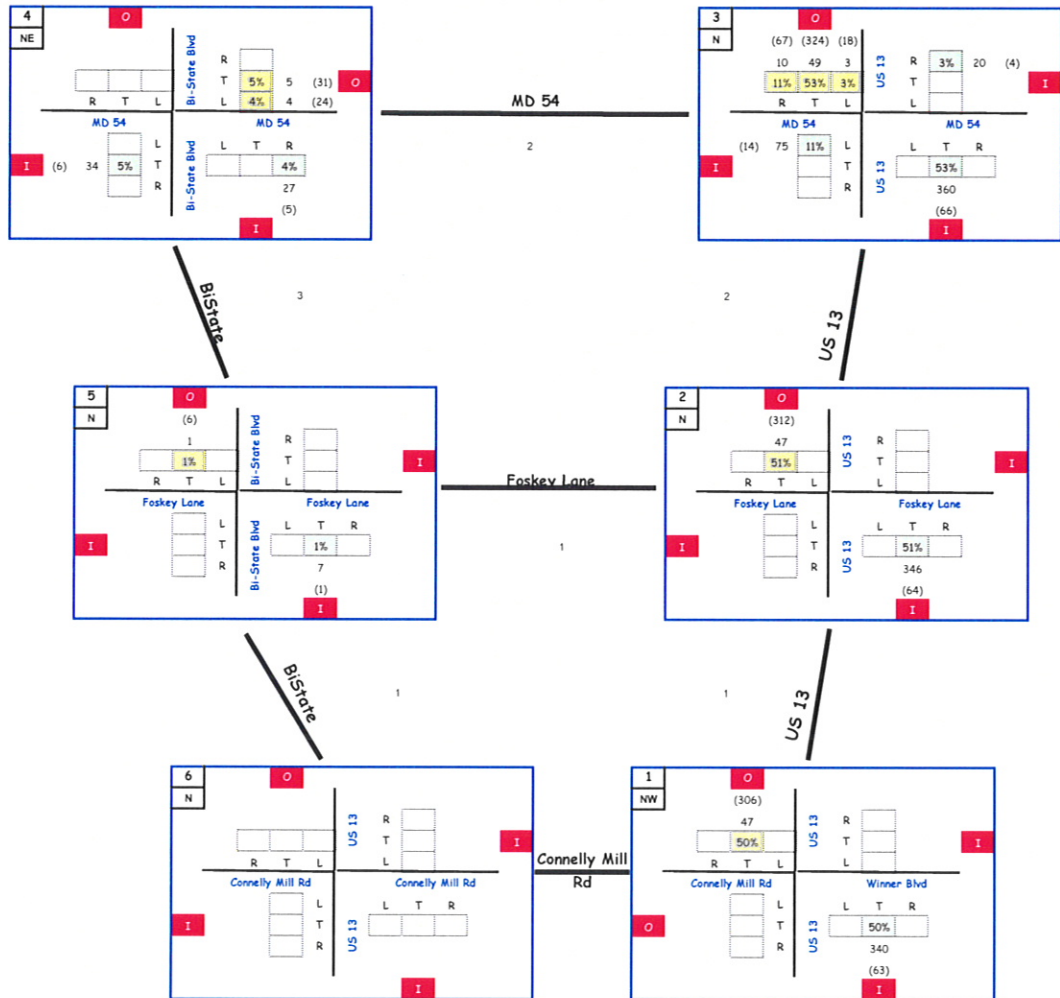
2 in 679 (125)  
out 93 (611)

2030

20% stays in 4 mi study area  
Of this 10% drops amongst study intersections  
Of this 10% never goes through study intersections  
10% to North  
10% to East  
10% to West/NorthWest  
50% to southeast, south, southwest

- 1 Verify location of development
- 2 Add percentages
- 3 Verify the ins and outs

**SITE  
7c**



**Table 2 - Other Development Areas in Maryland (No Plans Have Been Submitted)**

#	ZONING	DESCRIPTION	BUILDOUT	AS OF 2010	AS OF 2020	AS OF 2030
1	A-1	N. of Waller Rd. (Co.)	155 Res. Units	---	7 Res. Units	16 Res. Units
2	A-1	S. of Waller Rd., W. of Jersey Rd. (Co.)	55 Res. Units	---	3 Res. Units	6 Res. Units
3	A-1	S. of Waller Rd., W. of Adkins Rd. (Co.)	117 Res. Units	---	6 Res. Units	12 Res. Units
4	A-1	S. of Waller Rd., E. of Adkins Rd. (Co.)	196 Res. Units	---	10 Res. Units	20 Res. Units
5	TT	SE of Waller Rd., W. of Delmar (Co.)	1,590 Res. Units	---	80 Res. Units	159 Res. Units
6	H Ind.	S. of Stage Rd., W. of Delmar (Co.)	217 acres	---	22 acres	43 acres
7	A-1	S. of Adkins Rd., W. of Jersey Rd. (Co.)	51 Res. Units	---	3 Res. Units	5 Res. Units
8	TT	E. of Connelly Mill Rd., N. of Jersey Rd. (Co.)	485 Res. Units	---	24 Res. Units	49 Res. Units
9	R-8A	E. of Connelly Mill Br., W. of RR Tracks (Sal.)	1,050 Res. Units	---	52 Res. Units	105 Res. Units
10	H. Ind.	S. of Connelly Mill Rd., E. of RR Tracks (Co.)	194 acres	---	19 acres	38 acres
11	Lt. Ind.	S. of Leonard Mill Run, N. of Hampshire Rd. (Co.)	84 acres	---	8 acres	17 acres
12	H. Ind.	S. of Leonard Mill Run, E. of RR Tracks (Co.)	78 acres	---	8 acres	16 acres
13	H. Ind.	S. of Hampshire Rd., E. of RR Tracks (Co.)	20 acres	---	2 acres	4 acres
14	Lt. Ind.	S. of Hampshire Rd., N. of Naylor Mill Rd. (Co.)	55 acres	---	6 acres	11 acres
15	Lt. Ind.	S. of Hampshire Rd., W. of Northgate Dr. (Sal.)	20 acres	---	10 acres	20 acres
16	General Commercial	S. of Hampshire Rd., E. of Northgate Dr. (Sal.)	7 acres	---	7 acres	7 acres
17	R-15	E. of Bi-State Blvd., N. of Foskey Ln. (Co.)	170 Res. Units	---	9 Res. Units	17 Res. Units
18	General Commercial	E. of U.S. 13, N. of Foskey Ln. (Co.)	19 acres	---	2 acres	4 acres
19	General Commercial	N. of Stage Rd., Both sides of U.S. 13 (Co.)	29 acres	---	3 acres	6 acres
20	TT	S. of Gordy Mill Rd., W. of Rum Ridge Rd. (Co.)	2,330 Res. Units	---	116 Res. Units	233 Res. Units
21	TT	N. of Gordy Mill Rd., W. of Rum Ridge Rd. (Co.)	1,560 Res. Units	---	78 Res. Units	156 Res. Units
22	TT	N. of Melson Rd., W. of Rum Ridge Rd. (Co.)	210 Res. Units	---	10 Res. Units	21 Res. Units
23	A-1	N. of Melson Rd., E. of Rum Ridge Rd. (Co.)	67 Res. Units	---	3 Res. Units	7 Res. Units
24	A-1	E. of Rum Ridge Rd., S. of Melson Rd. (Co.)	87 Res. Units	---	4 Res. Units	9 Res. Units
25	A-1	N. of Dagsboro Rd., E. of Rum Ridge Rd. (Co.)	238 Res. Units	---	12 Res. Units	24 Res. Units
26	R-20	N. of Dagsboro Rd., S. of Williams Mill Pond Rd. (Co.)	300 Res. Units	---	15 Res. Units	30 Res. Units
27	R-15	S. of Dagsboro Rd., W. of Brown Rd. (Co.)	260 Res. Units	---	13 Res. Units	26 Res. Units
28	A-1	E. of Brown Rd., S. of Dagsboro Rd. (Co.)	222 Res. Units	---	11 Res. Units	22 Res. Units
<b>TOTAL</b>			<b>9,143 Res. Units (8,093 SF &amp; 1,050 MF); 55 Ac. of Commercial; 159 Ac. of Light Ind.; 509 Ac. of Heavy Ind.</b>	<b>No Development</b>	<b>456 Res. Units (404 SF &amp; 52 MF); 12 Ac. Comm.; 24 Ac. Lt. Ind.; 51 Ac. H. Ind.</b>	<b>917 Res. Units (812 SF &amp; 105 MF); 17 Ac. Comm.; 48 Ac. Lt. Ind.; 101 Ac. H. Ind.</b>



**Table 2 - Other Development Areas in Delaware (No Plans Have Been Submitted)**

#	TAZ	DESCRIPTION	NEW DEVELOPMENT 2005-2030	AS OF 2010	AS OF 2020	AS OF 2030
1	2252	East side of Susan Beach & Providence Church Rd.	None	---	---	---
2	2294	South side of Pine Branch Rd.	56 Res. Units	13	38	56
3	2331	South side of Delmar Rd.	58 Res. Units	14	40	58
4	2299	Between Horsey Church Rd. & St. George Rd.	5 Res. Units	1	3	5
5	2274	Between Blackbird Rd. and Jackson Rd.	None	---	---	---
6	2261	North side of Jackson Rd.	None	---	---	---
7	2262	South of Bacons Rd. west of Bi-State Blvd.	None	---	---	---
8	2300	South of Old Crow Rd., west of Bi-State Blvd.	9 Res. Units	2	6	9
9	2313	North of Town limits, south of Allens Mill Rd.	21 Res. Units	5	14	21
10	2270	North of Allens Mill Rd., south of Dorothy Rd.	9 Res. Units	2	6	9
11	2271	South of Whitesville Rd., south of Old Stage Rd.	None	---	---	---
12	2293	East of Rte. 13, north or Iron Hill Rd.	5 Res. Units	1	3	5
13	2315	Between Rte. 13 & Old Stage Rd., north of Line Rd.	9 Res. Units	2	6	9
14	2310	North of Line Rd., west of Robin Hood Rd.	53 Res. Units	12	35	53
15	2295	East of Old Stage Rd., north of Coachmen Lane	5 Res. Units	1	3	5
16	2273	East of Old Stage Rd., south of Whitesville Rd.	None	---	---	---
17	2280	South of Whitesville Rd., west of August Rd.	23 Res. Units	6	16	23
18	2283	Between August Rd. & Smith Mill Church Rd.	None	---	---	---
19	2317	East of Robin Hood Rd. & north of Line Rd.	14 Res. Units	3	9	14
20	2287	North of Oak Branch Rd. & west of Brittingham Rd.	4 Res. Units	1	3	4
21	2289	South of Whitesville Rd. & east of Brittingham Rd.	None	---	---	---
<b>TOTAL</b>			<b>271 Res. Units (All SF)</b>	<b>63 Res. Units (All SF)</b>	<b>182 Res. Units (All SF)</b>	<b>271 Res. Units (All SF)</b>

TABLE 2

Development: TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS

in 1324 (856)  
 out 687 (1558)

2030

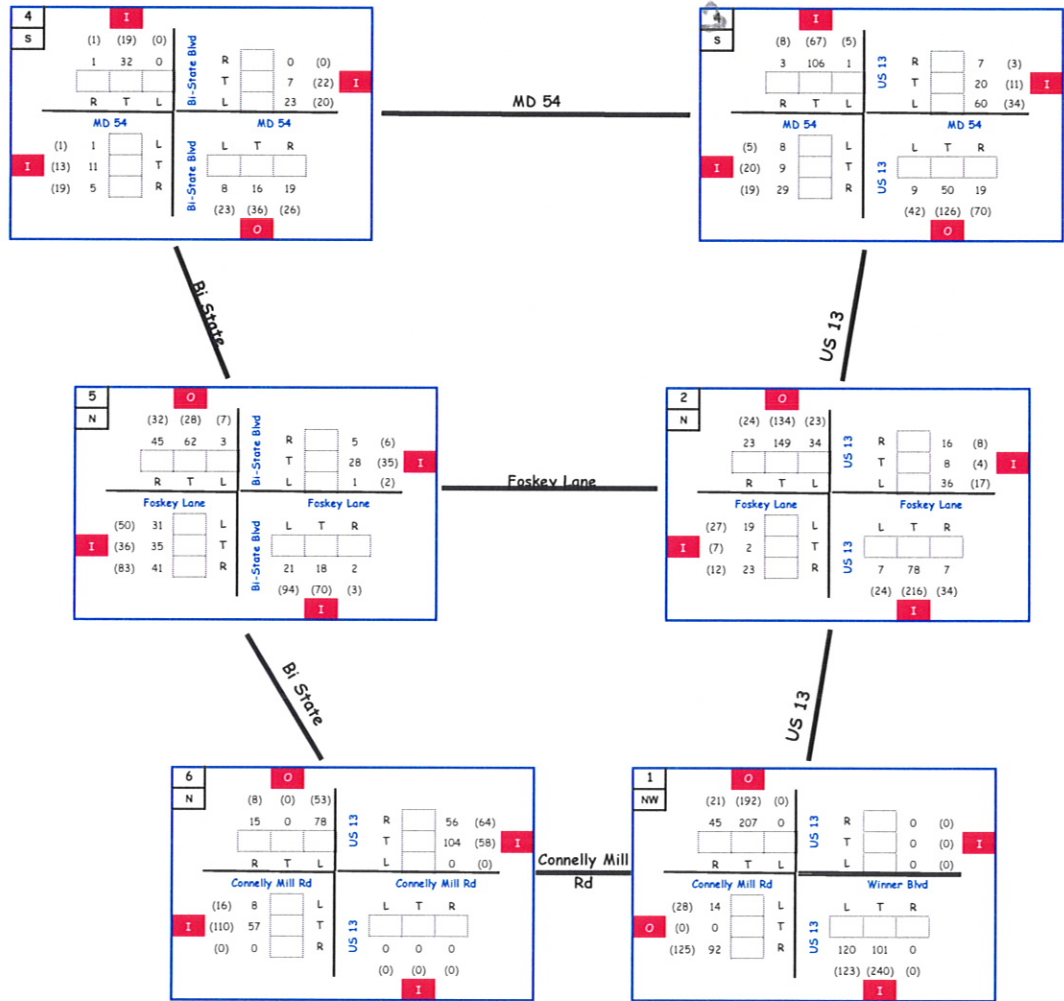


TABLE 2

Development: **TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS**  
 in 777 (505)  
 out 384 (973)

2020

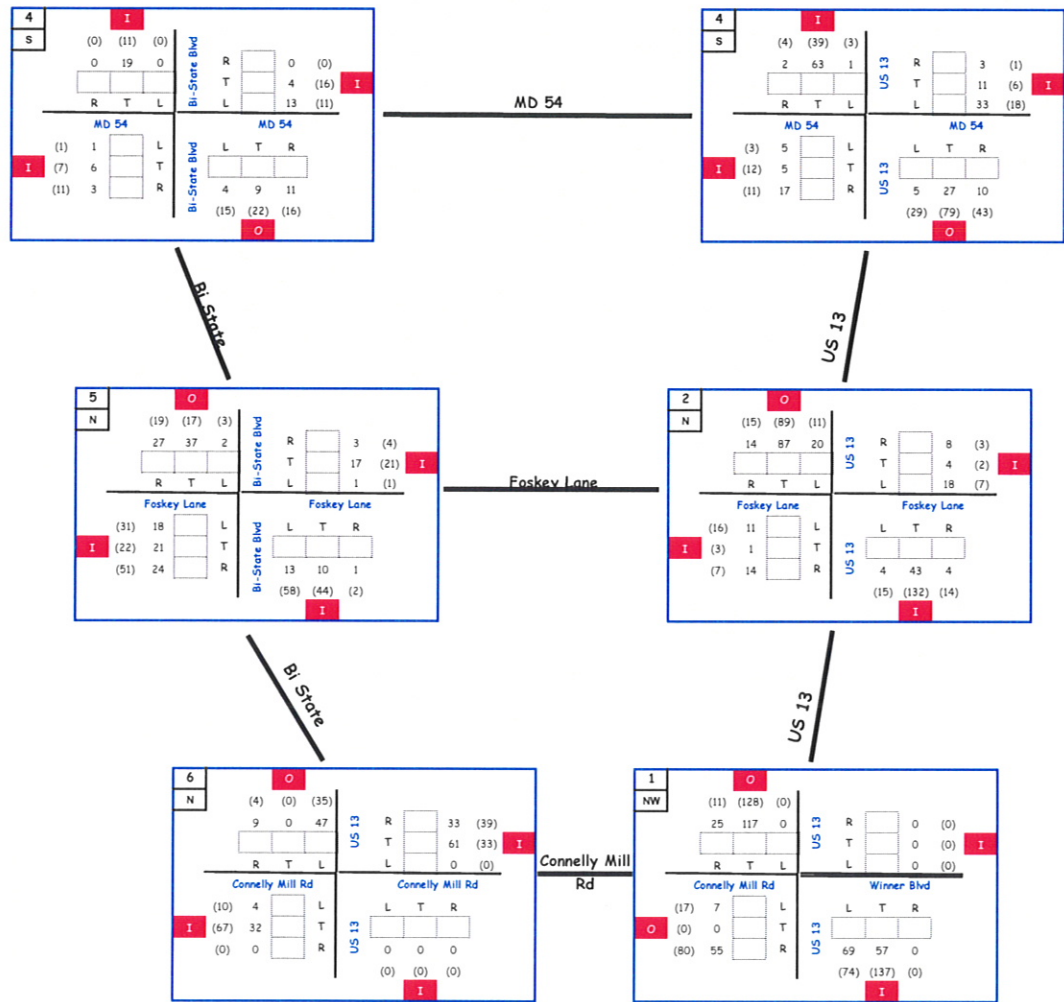


TABLE 2

Development: **TOTAL TRIPS FOR TABLE 2 DEVELOPMENTS**

in	6	(27)
out	28	(14)

2010

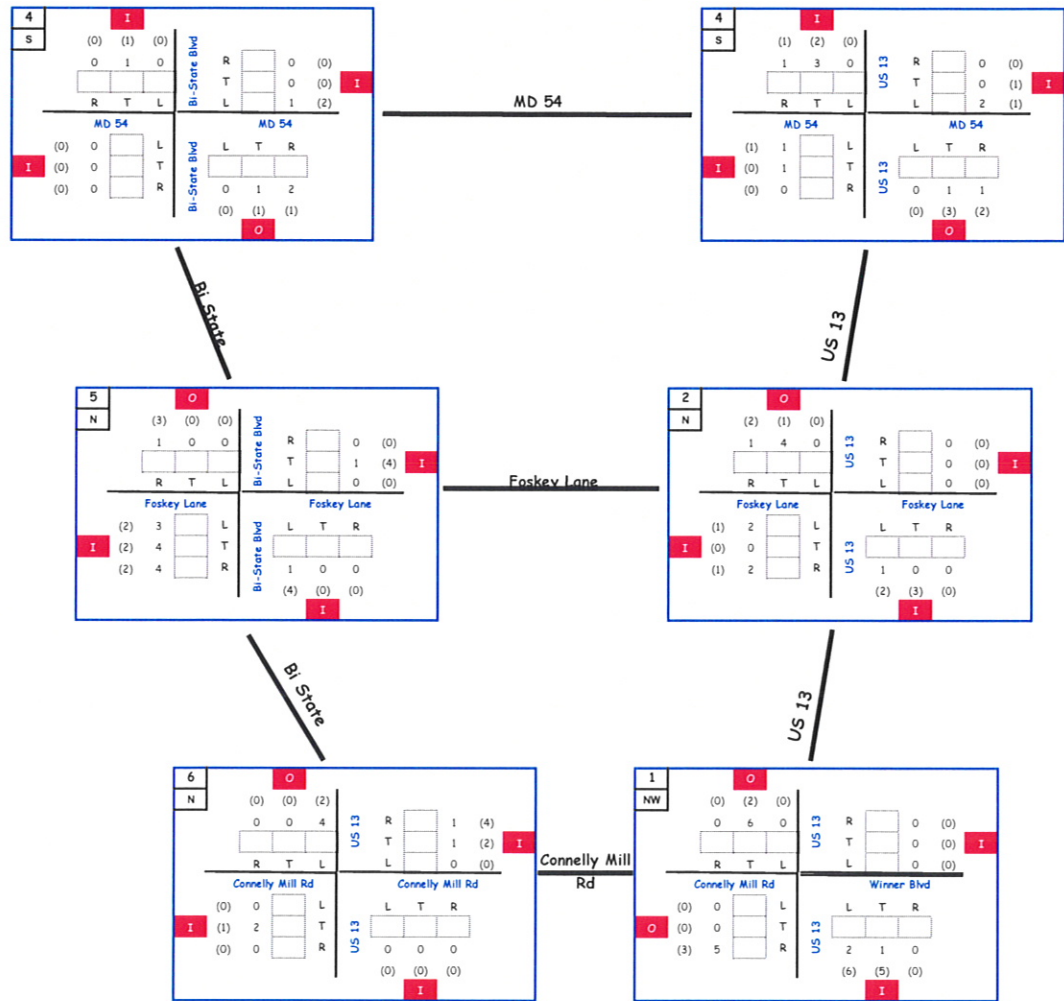




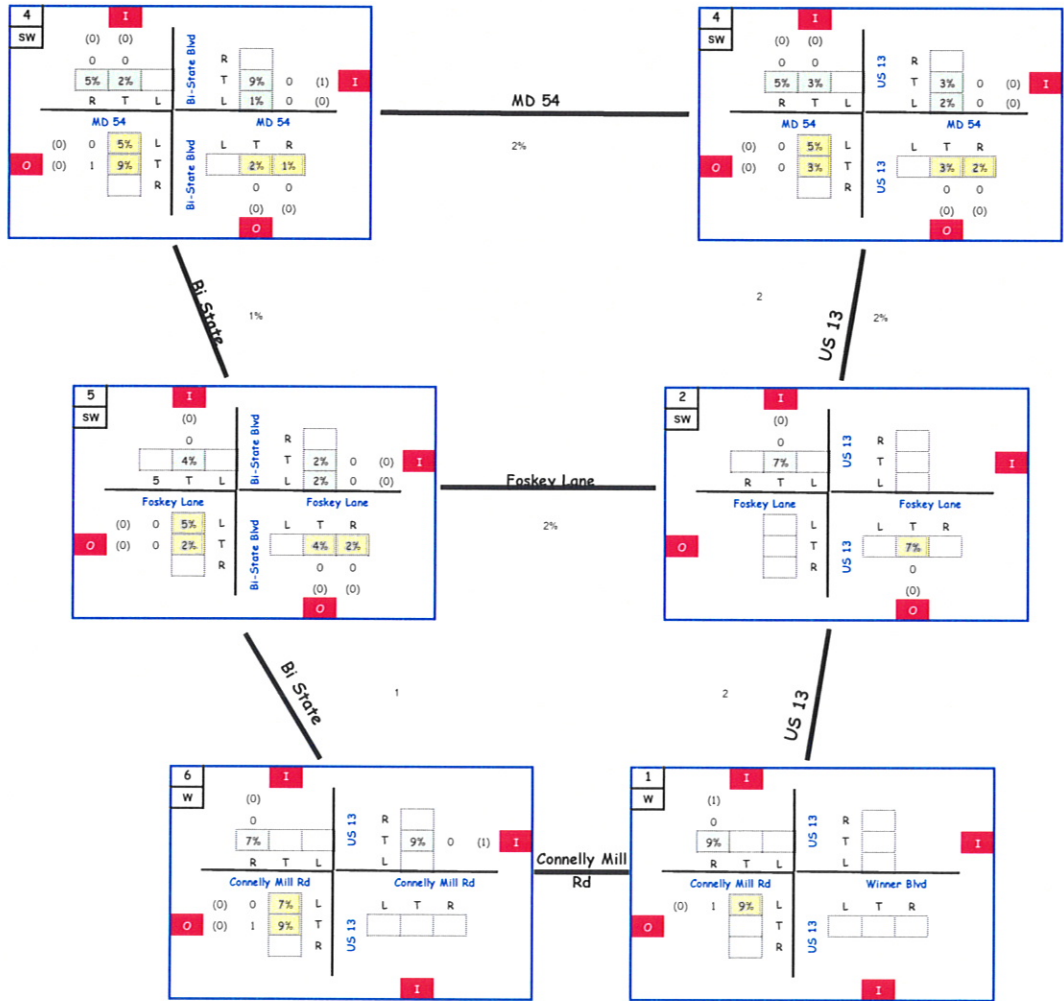
TABLE 2

Development:

4 7

in 2 (7)  
out 7 (4)

2030



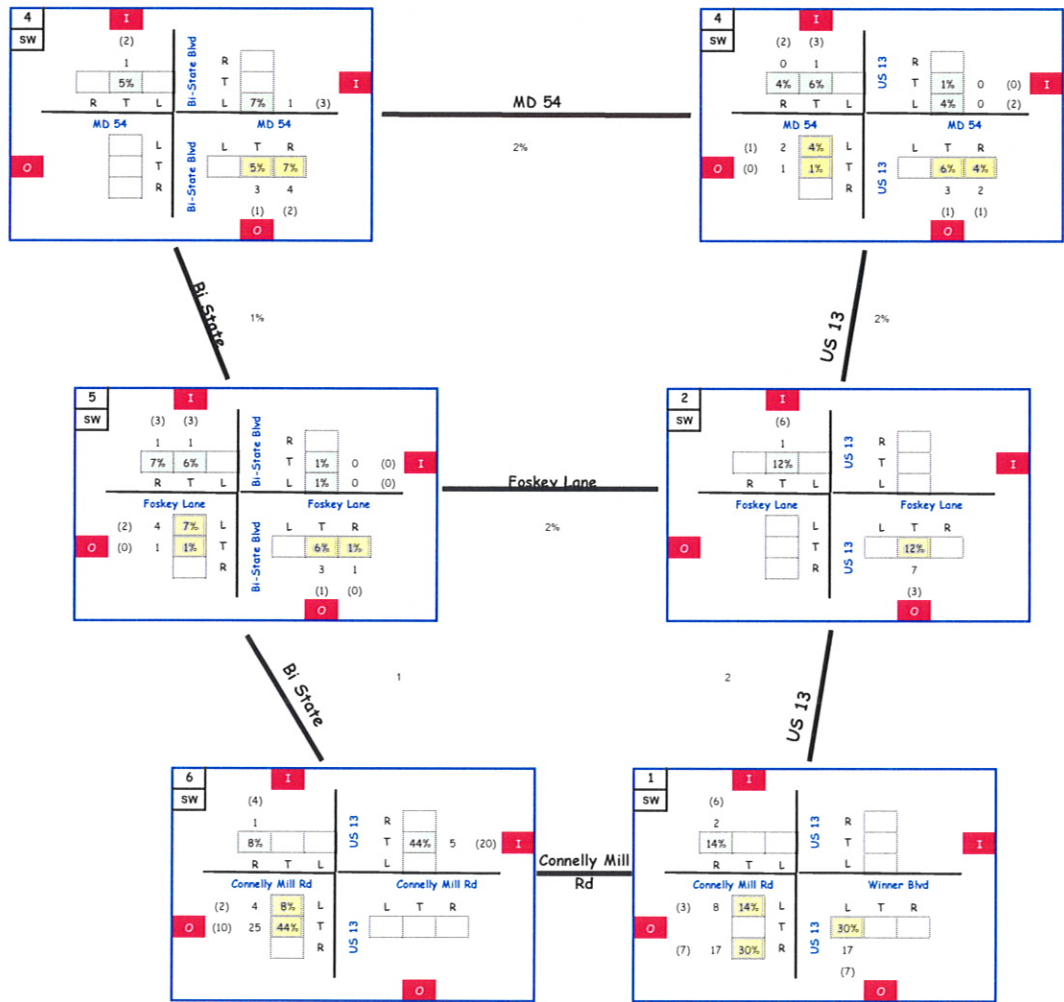
SITE  
2R

Development:

8 9

in 12 (46)  
out 56 (22)

2030



SITE  
3R

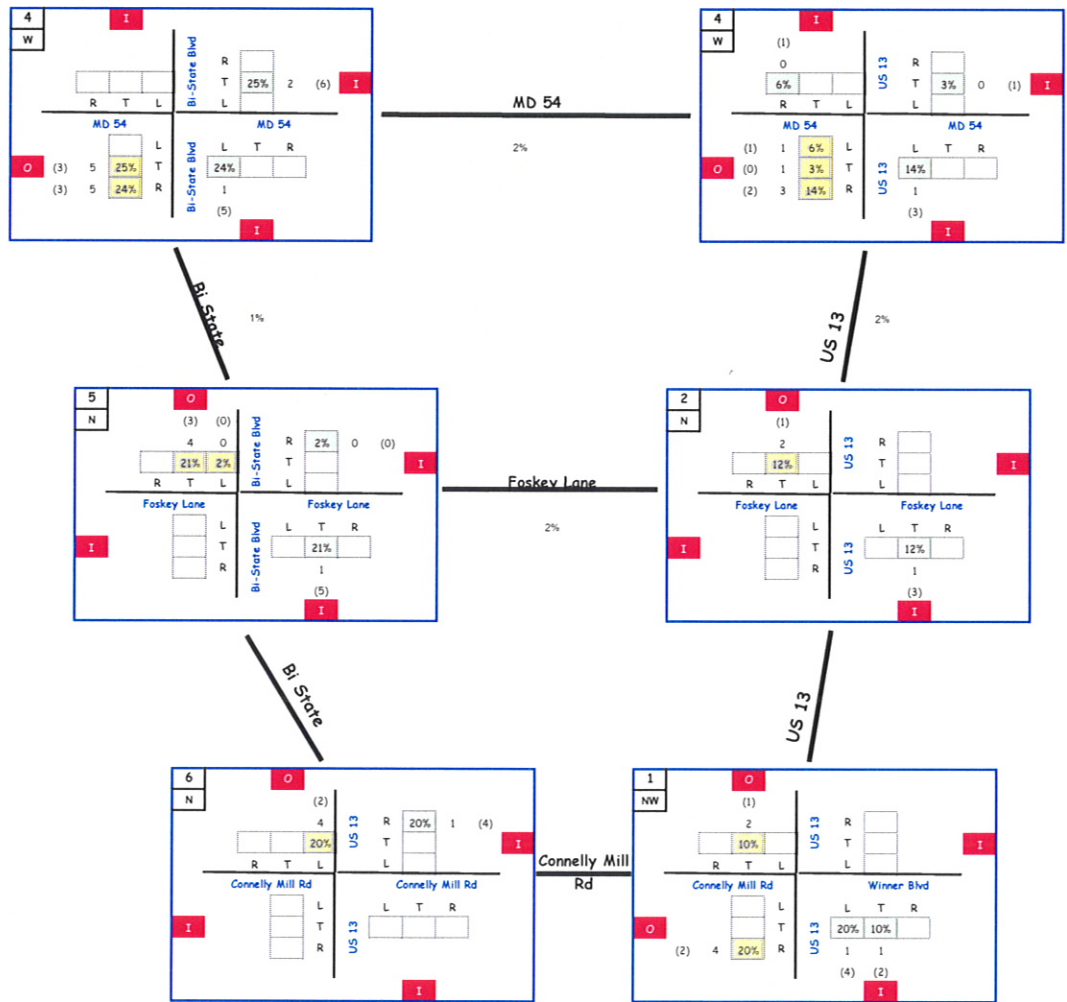
Development:

1 2 3

in 6 (22)  
out 20 (12)

2030

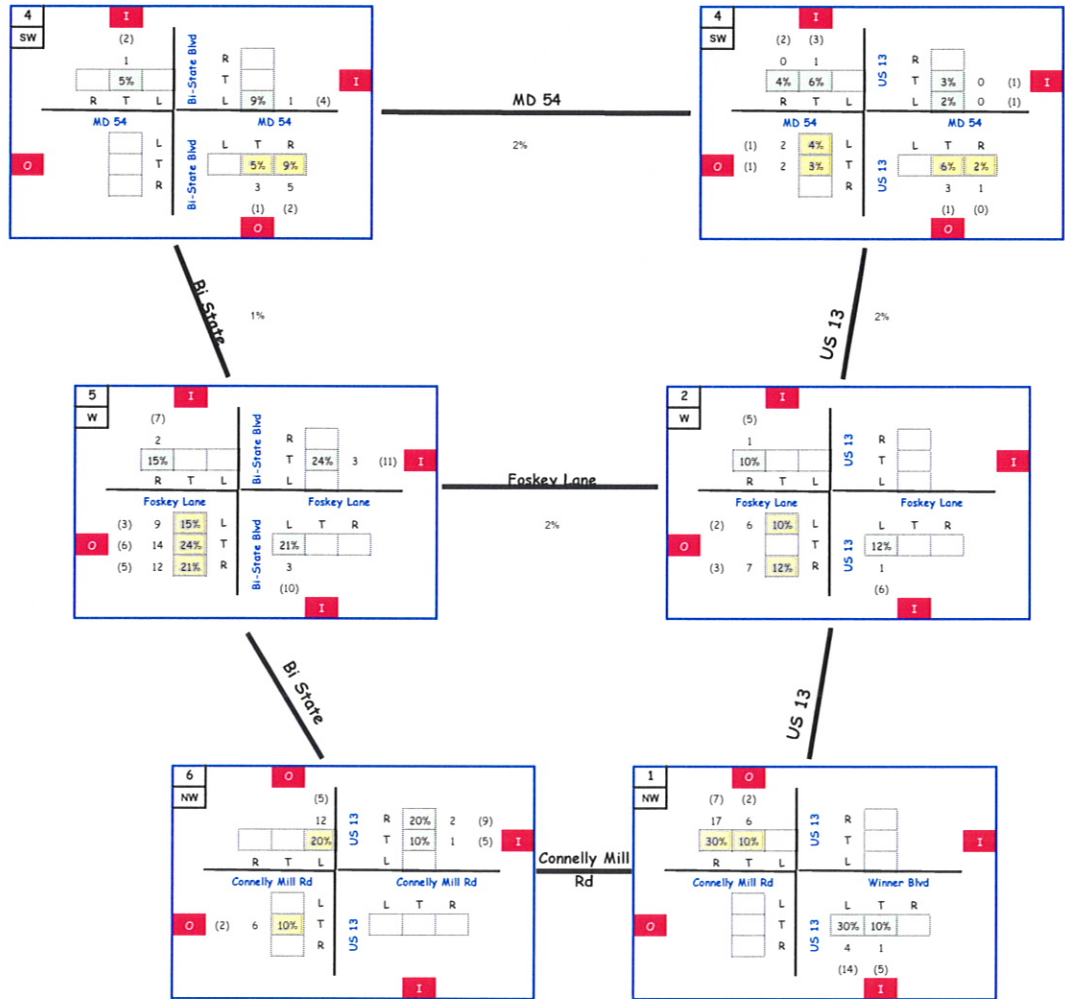
SITE  
4R



Development:

5 in 12 (47)  
 out 58 (23)  
 2030

SITE  
 5r





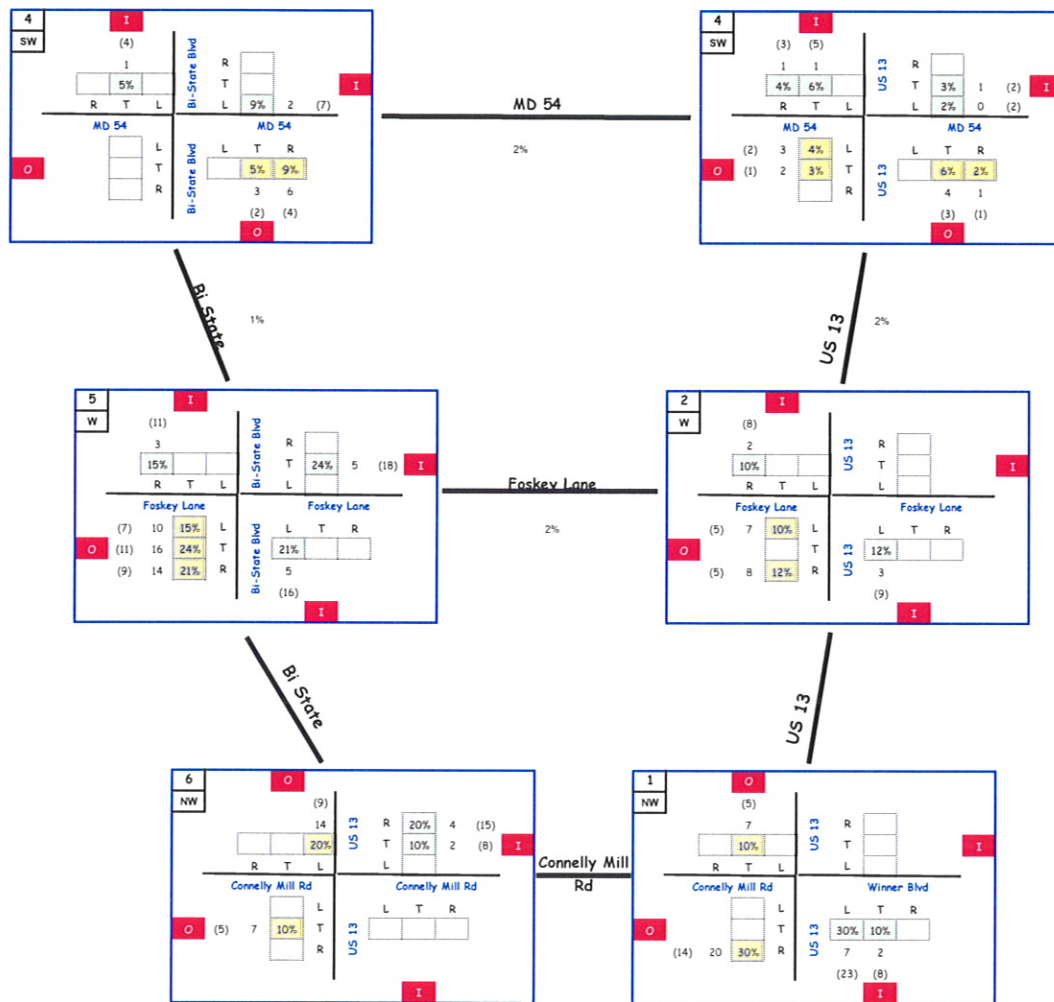
Development:

2 3 4

in 22 (76)  
out 68 (45)

2030

SITE  
6r



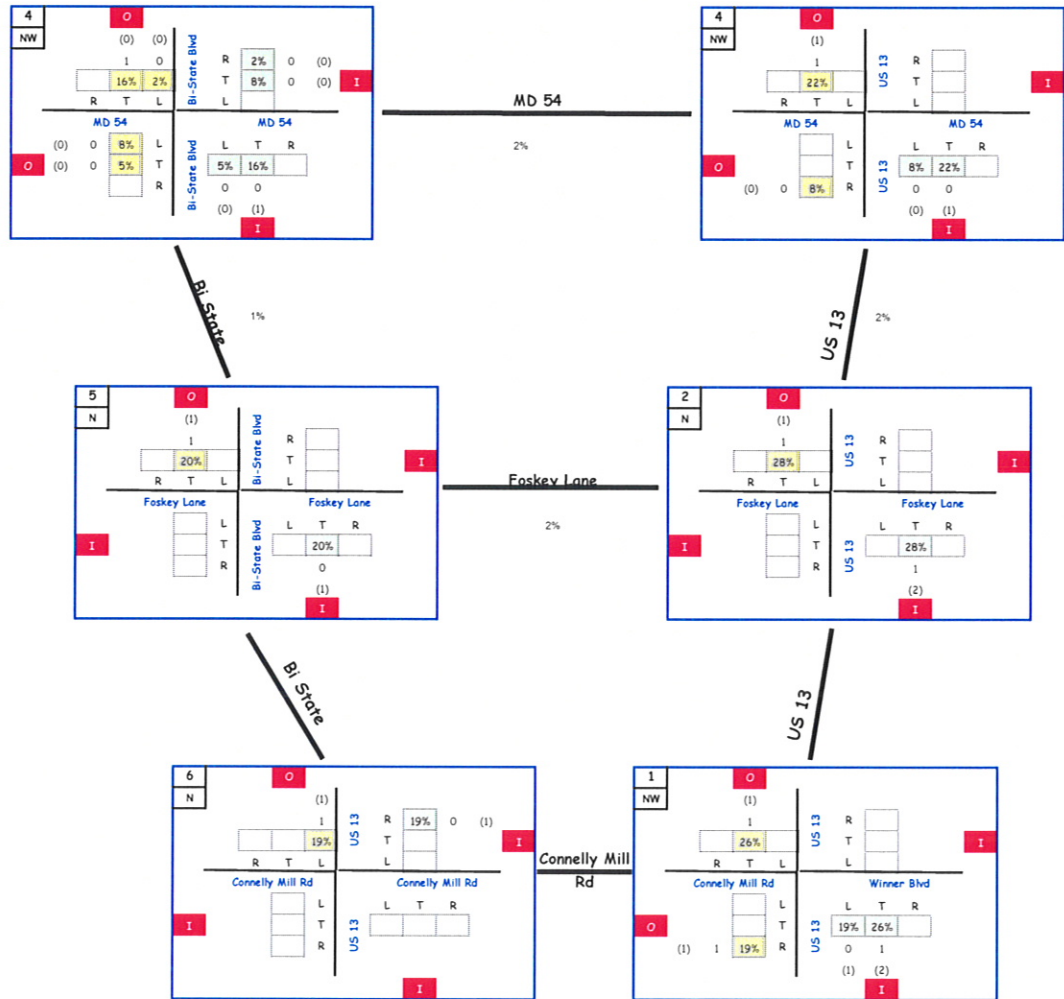
Development:

8

in 2 (6)  
out 5 (3)

2030

**SITE**  
**7r**



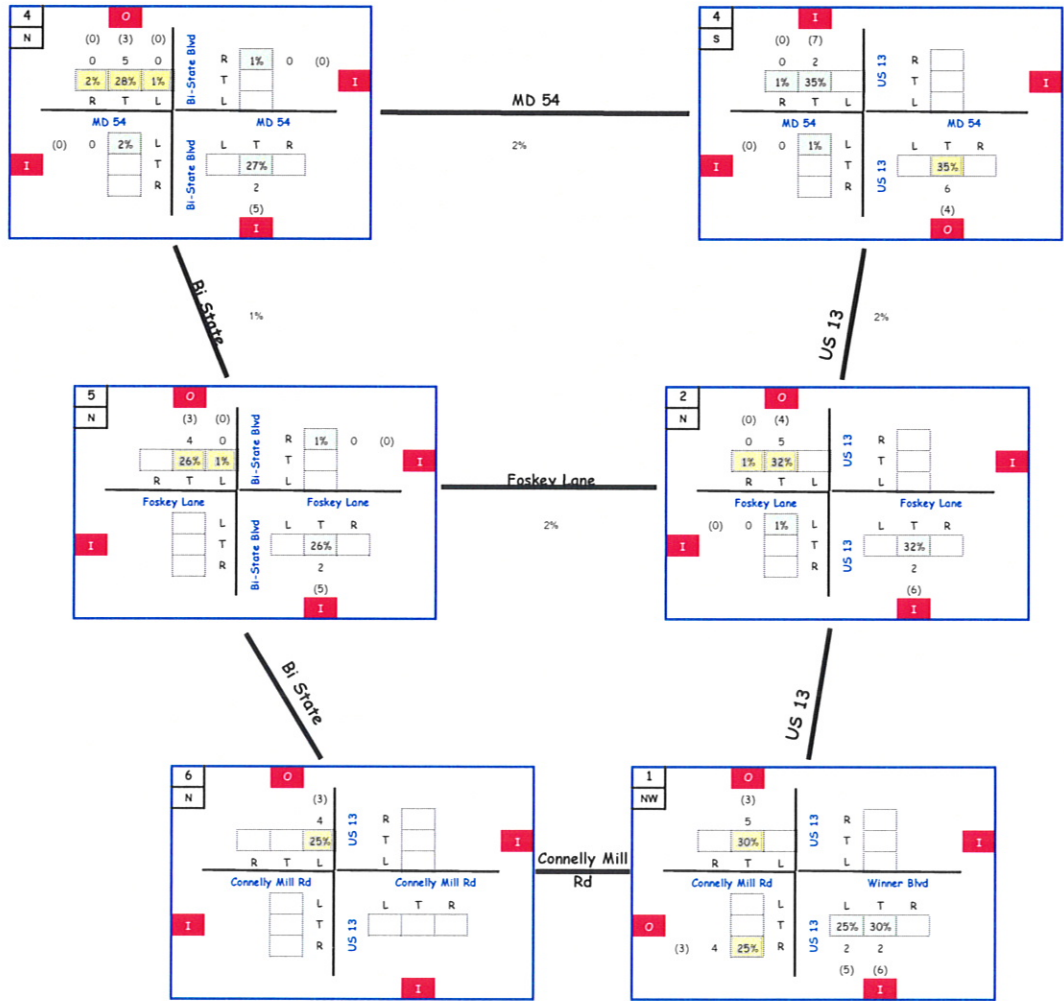
Development:

9 | 10

in 6 (19)  
out 17 (11)

2030

**SITE**  
8r

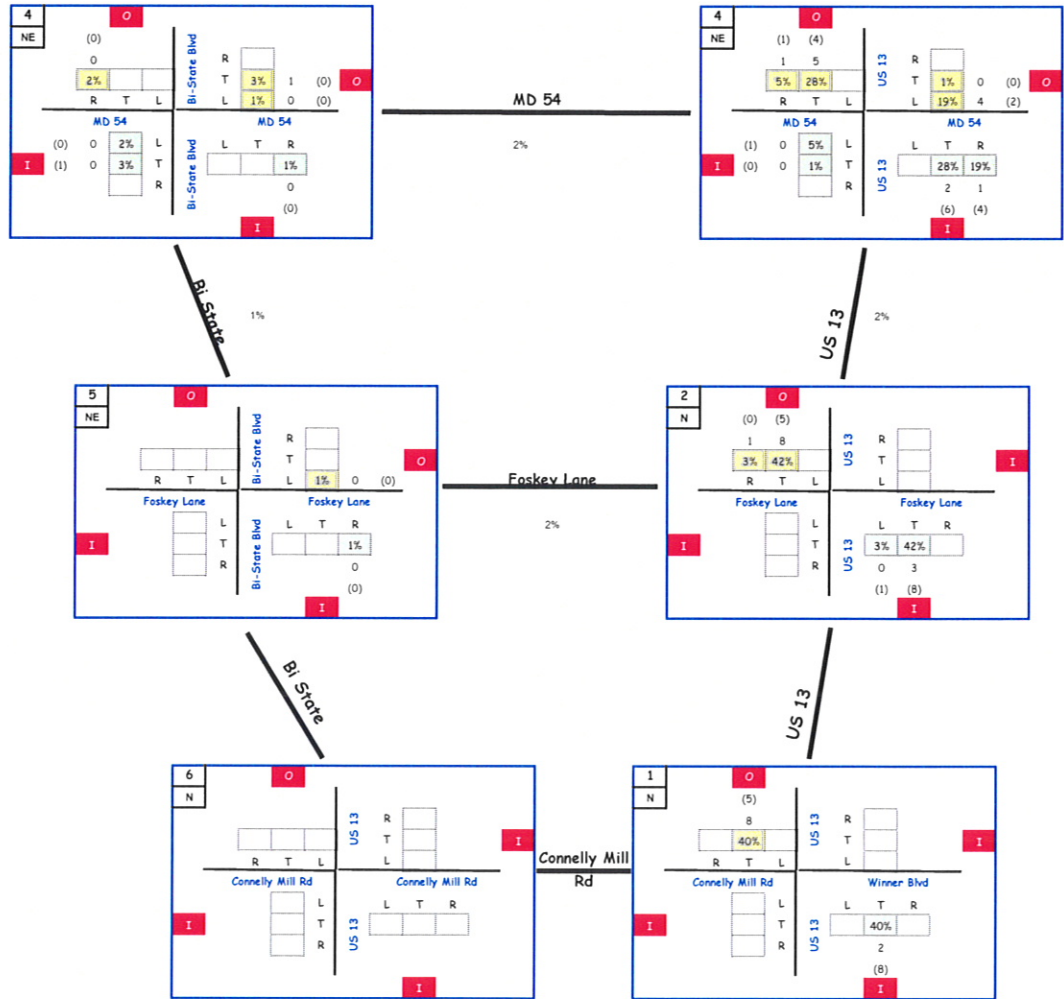


Development:  
 12 | 15 | 16 | 17

in 6 (20)  
 out 19 (13)

SITE  
 9r

2030



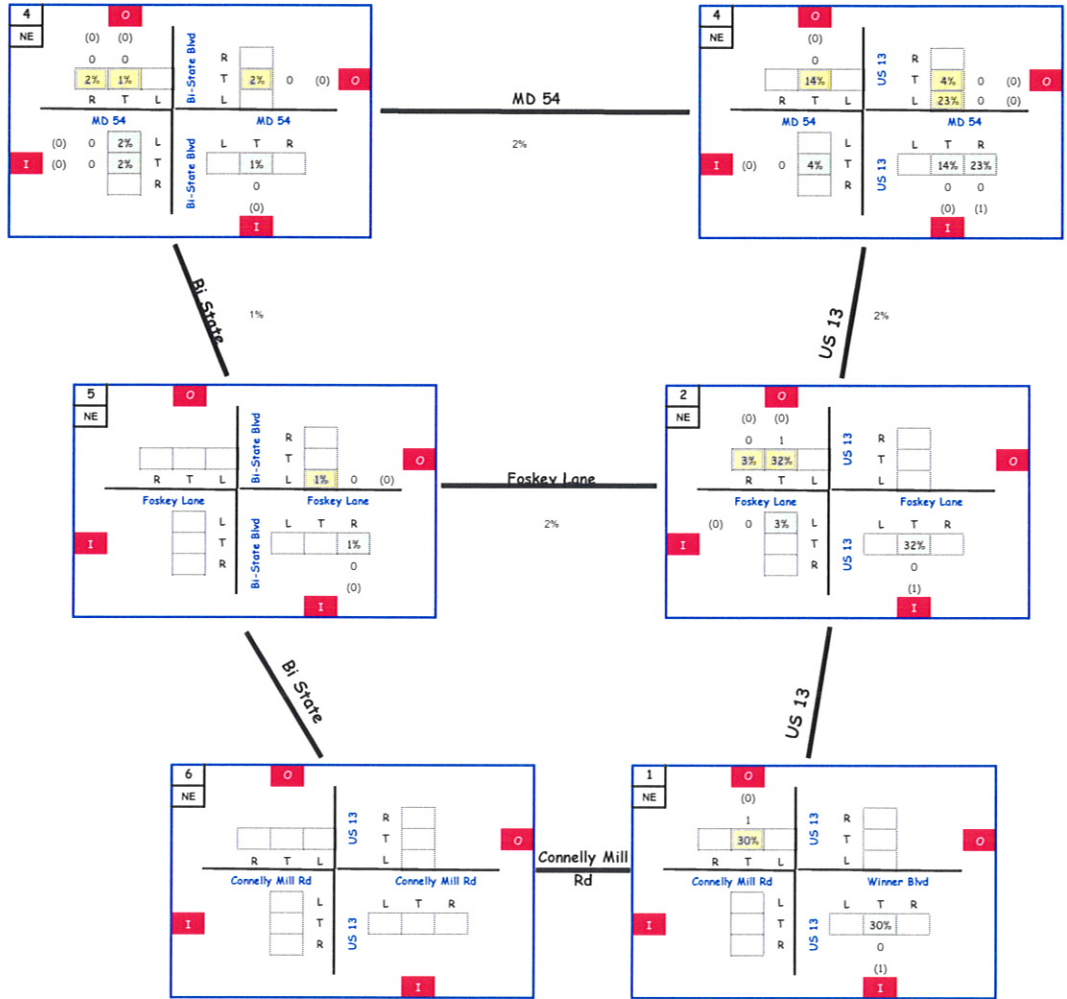


Development:

20

in 1 (3)  
out 2 (1)

2030



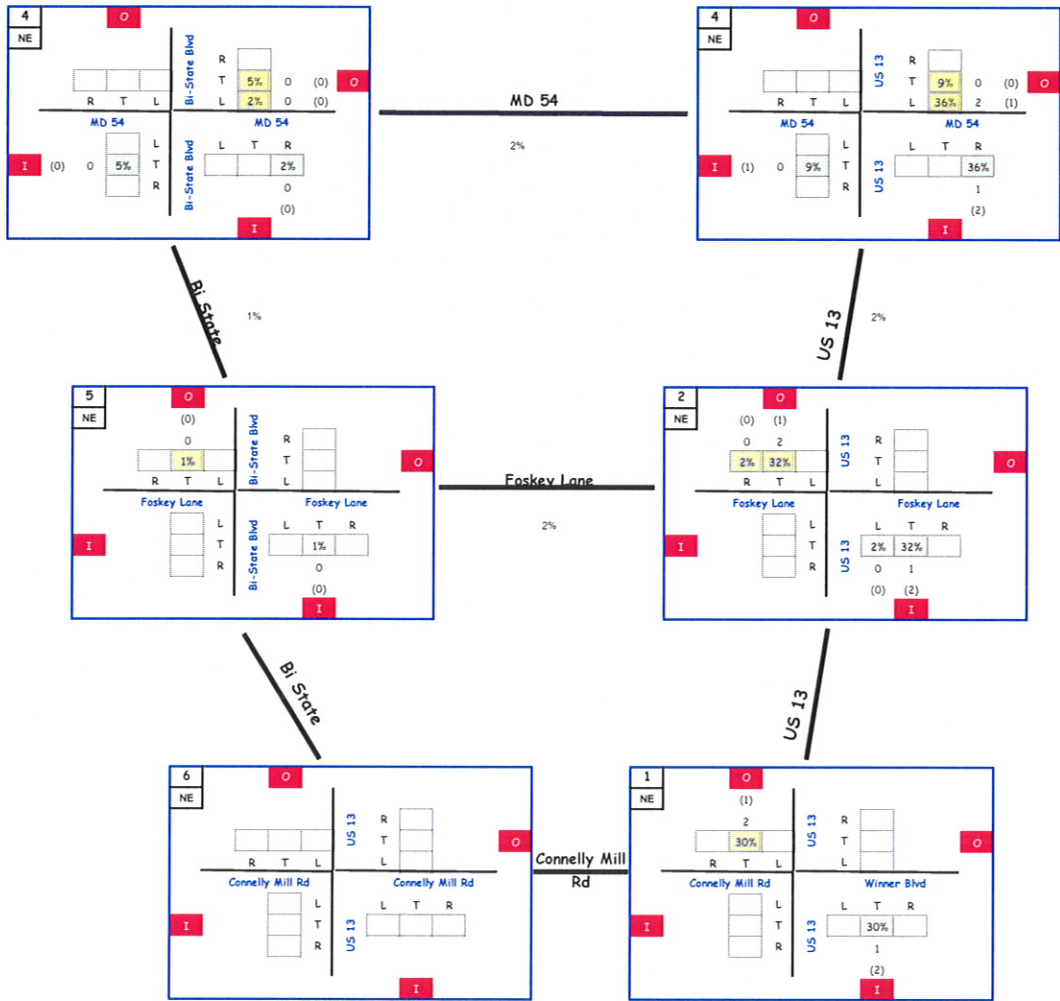
Development:

13

in 2 (6)  
out 5 (3)

2030

SITE  
11r

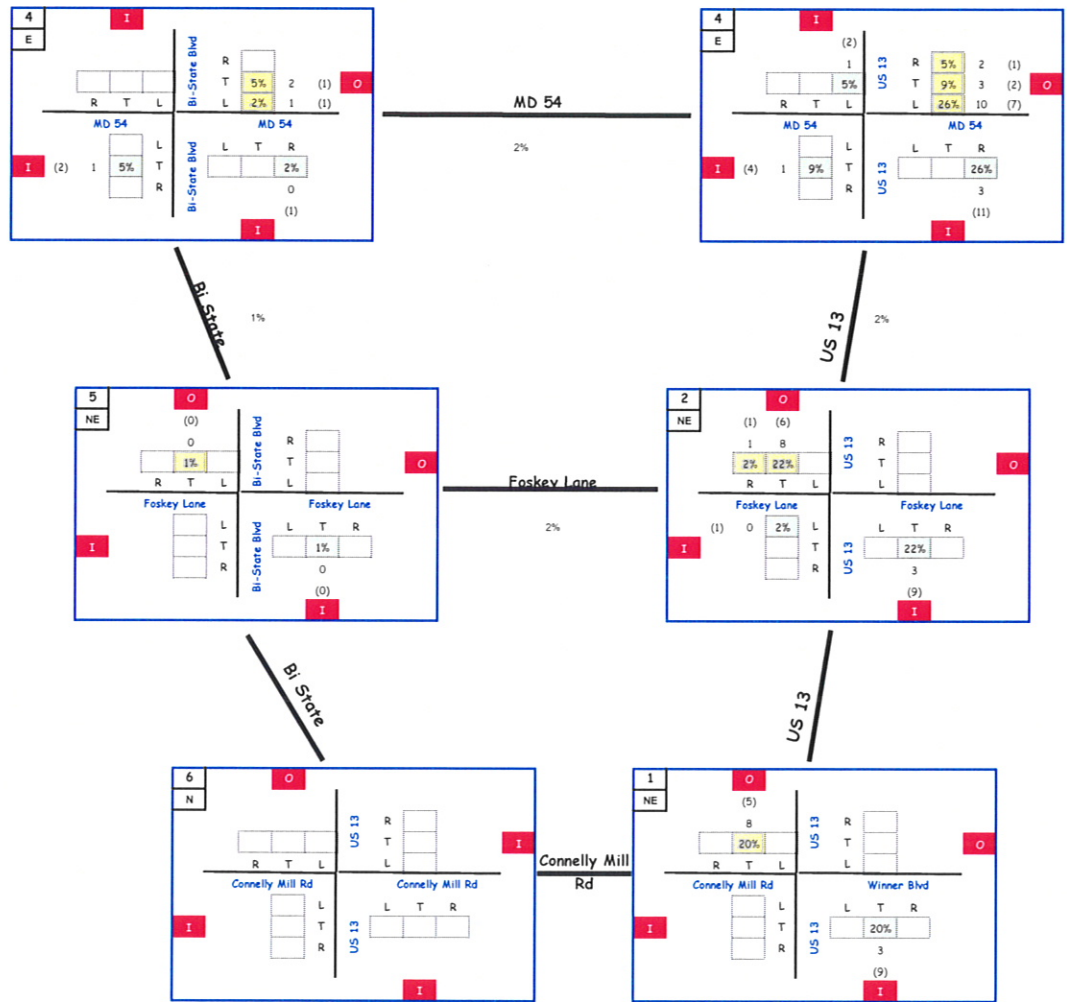


Development:

14 | 19

in 13 (43)  
out 38 (25)

2030

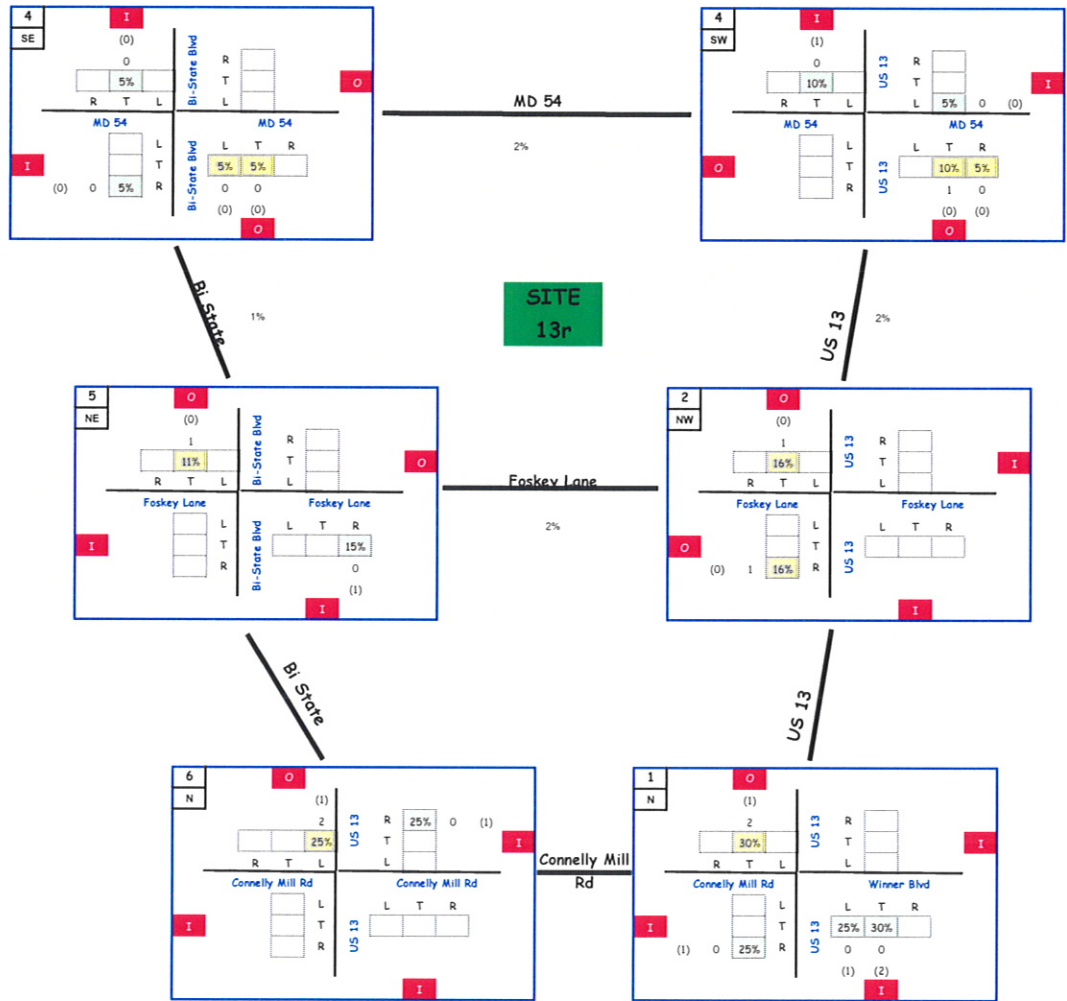


Development:

17

in 1 (5)  
out 6 (2)

2030



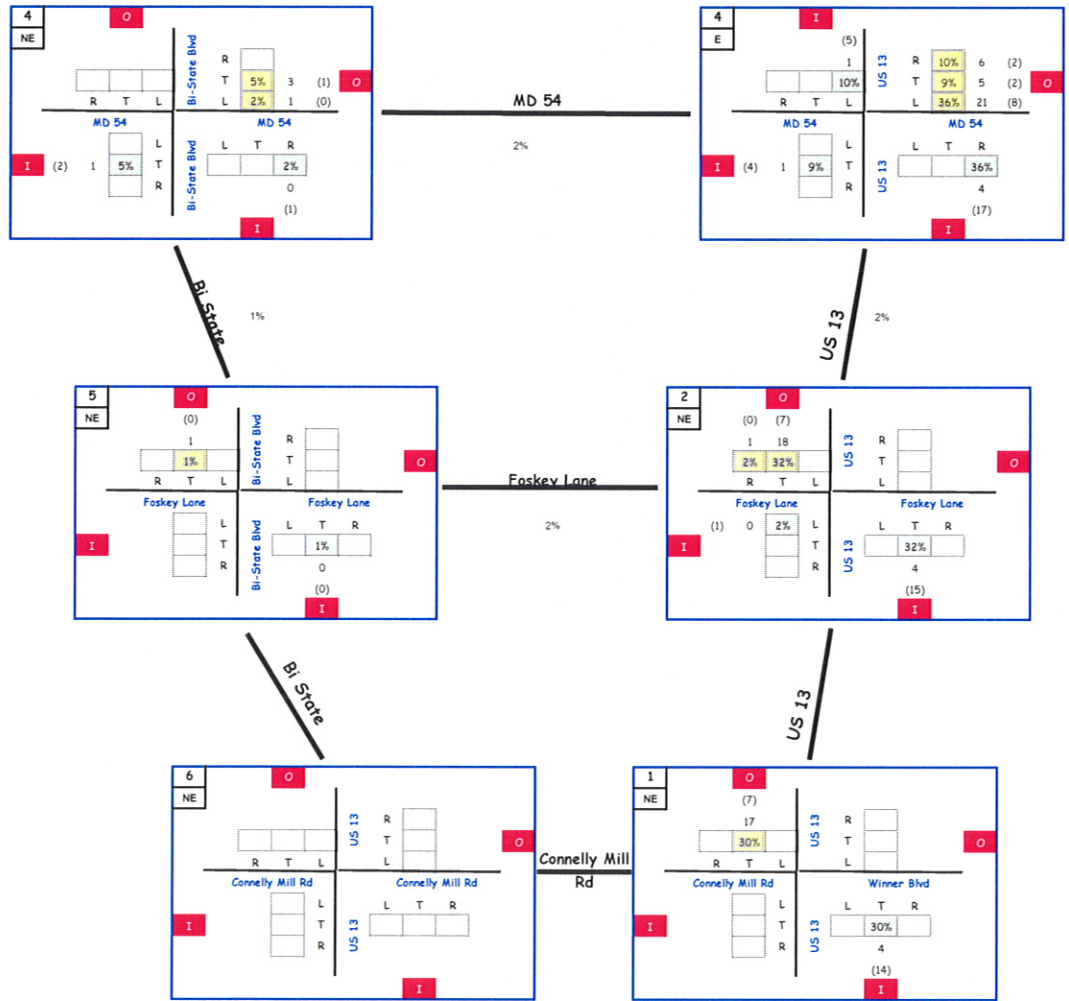


Development:

21

in 12 (46)  
out 57 (23)

2030

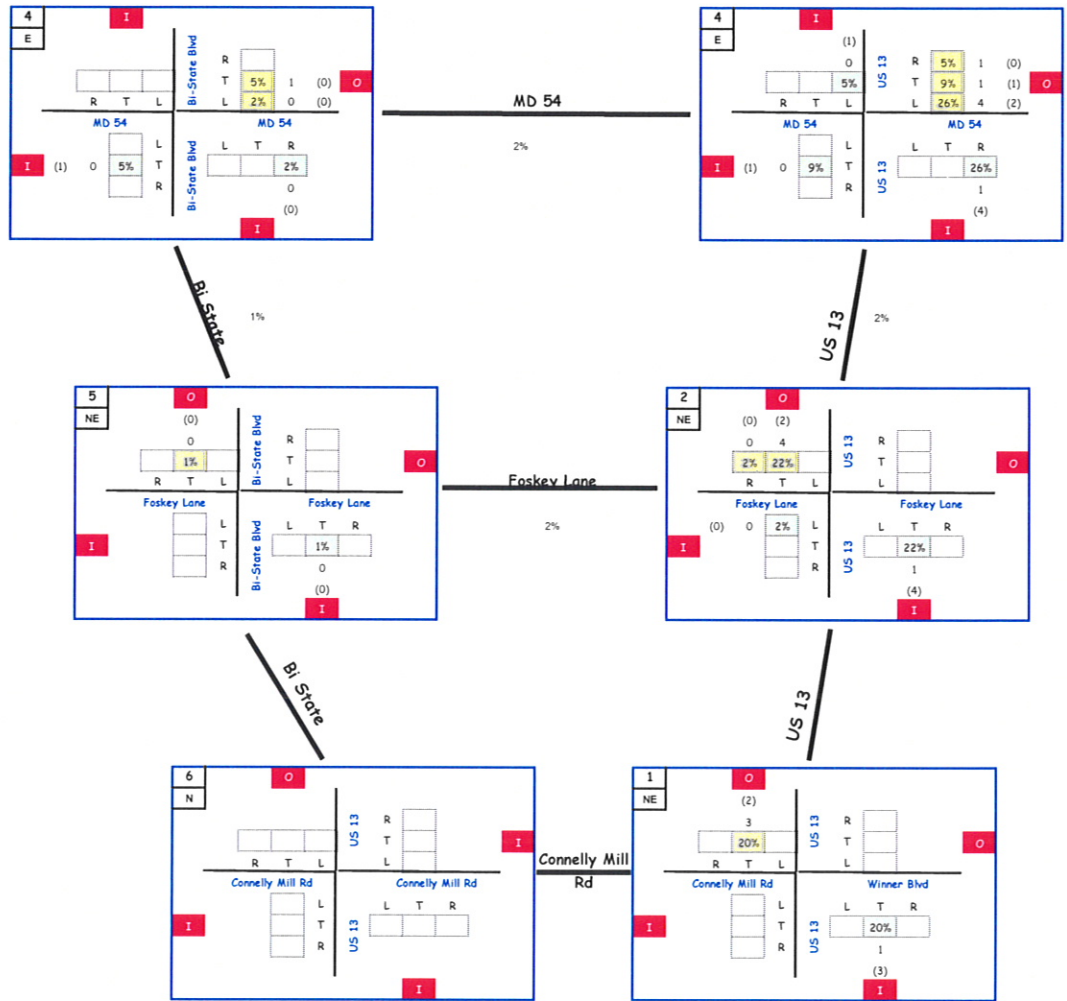


Development:

22 23 24

in 5 (16)  
out 16 (9)

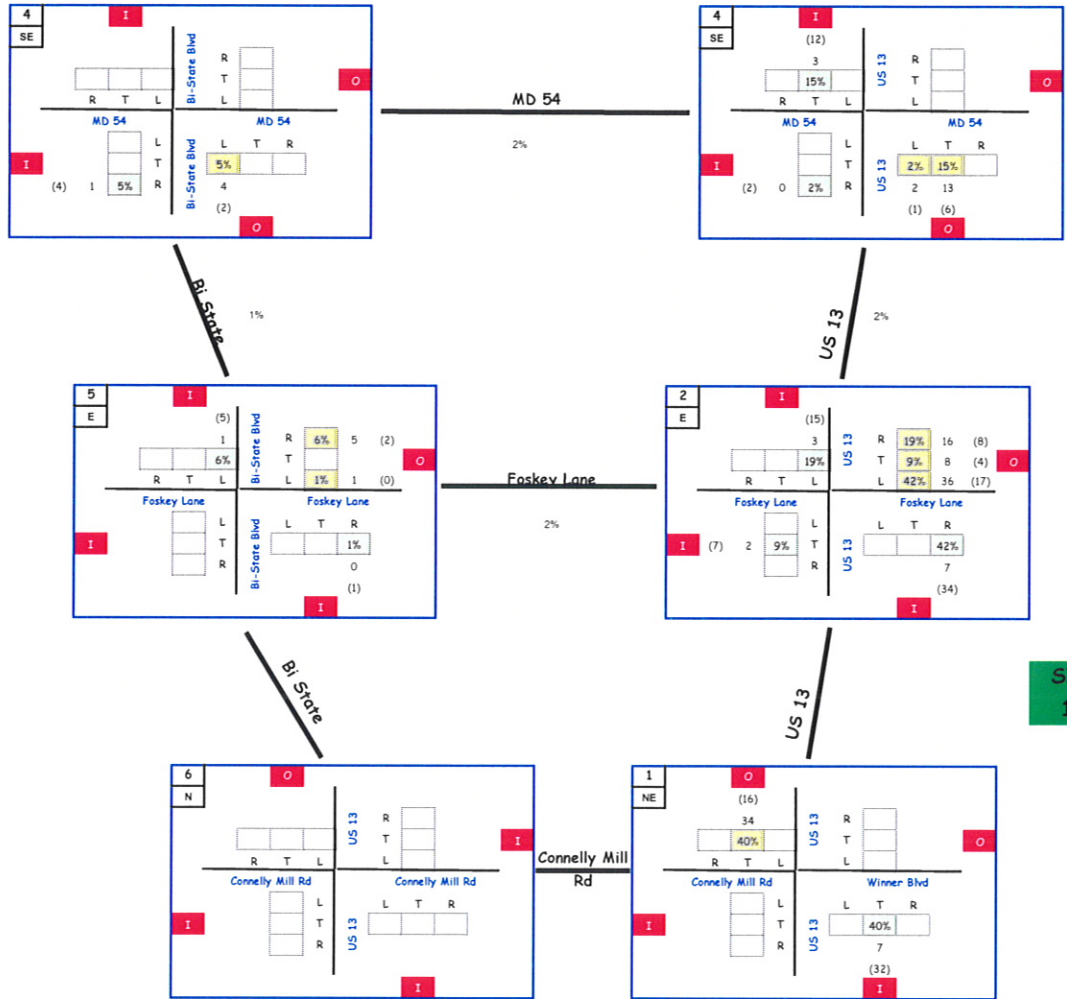
2030



Development: Hynansky Residential Property

20 in 17 (80)  
out 85 (40)

2030



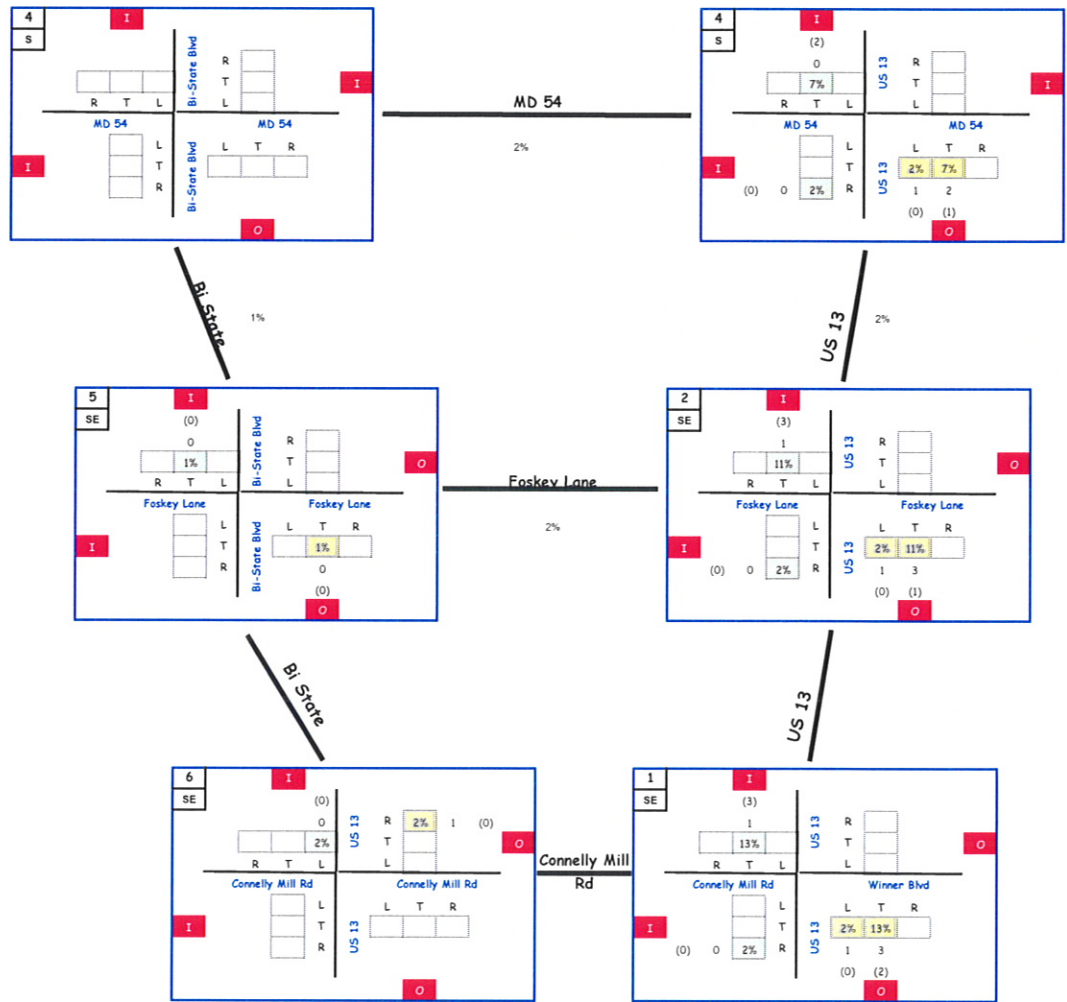
SITE  
16r

Development:

25 26

in 6 (24)  
out 25 (13)

2030



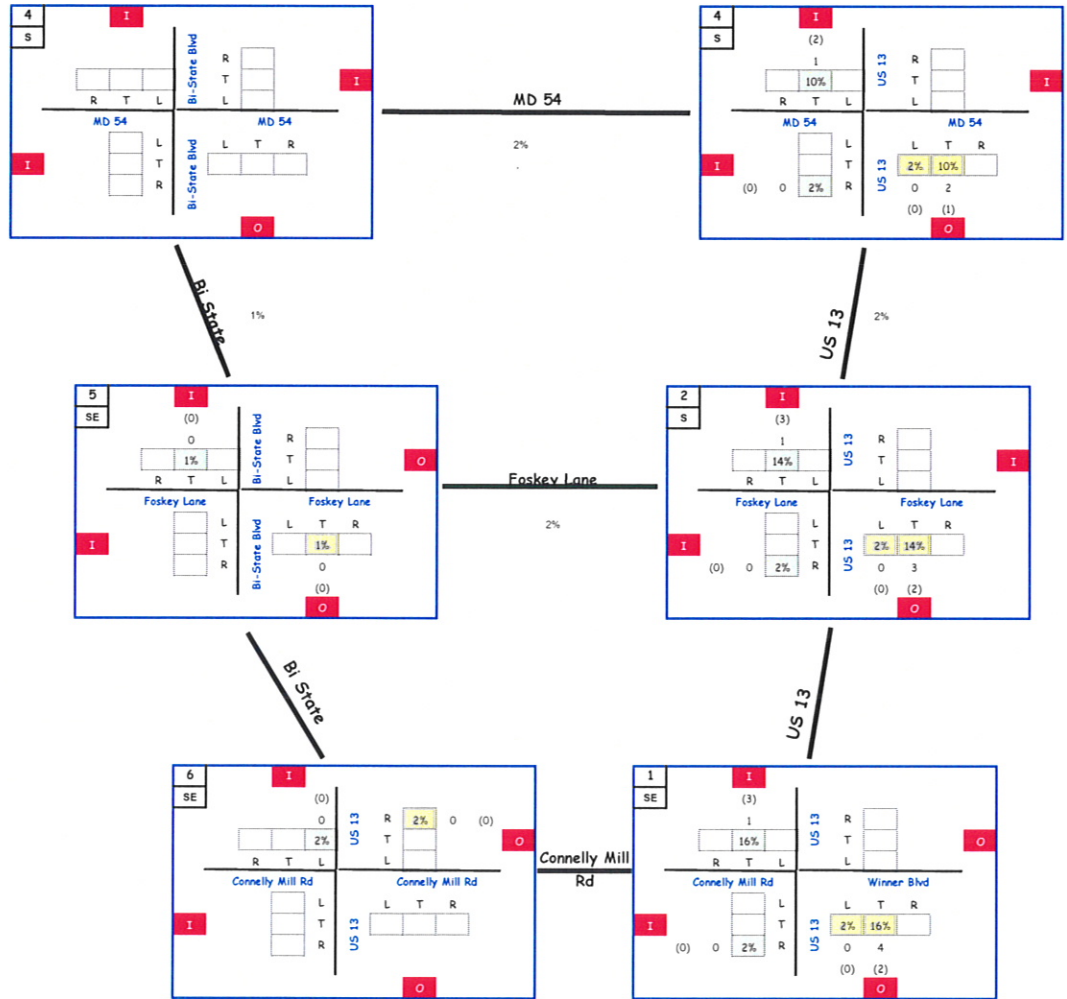


Development:

27 28

in 6 (21)  
out 22 (12)

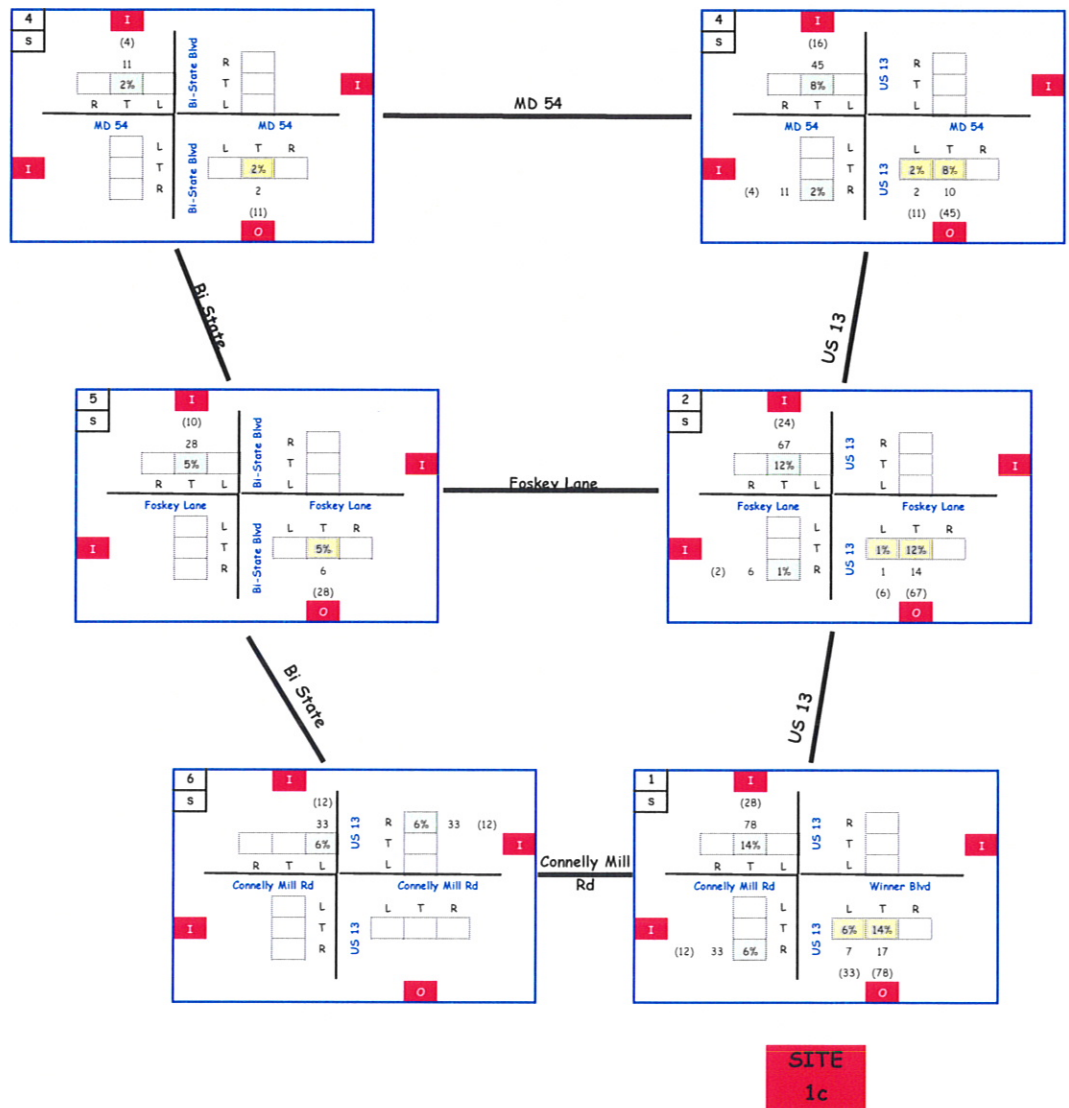
2030



Development:

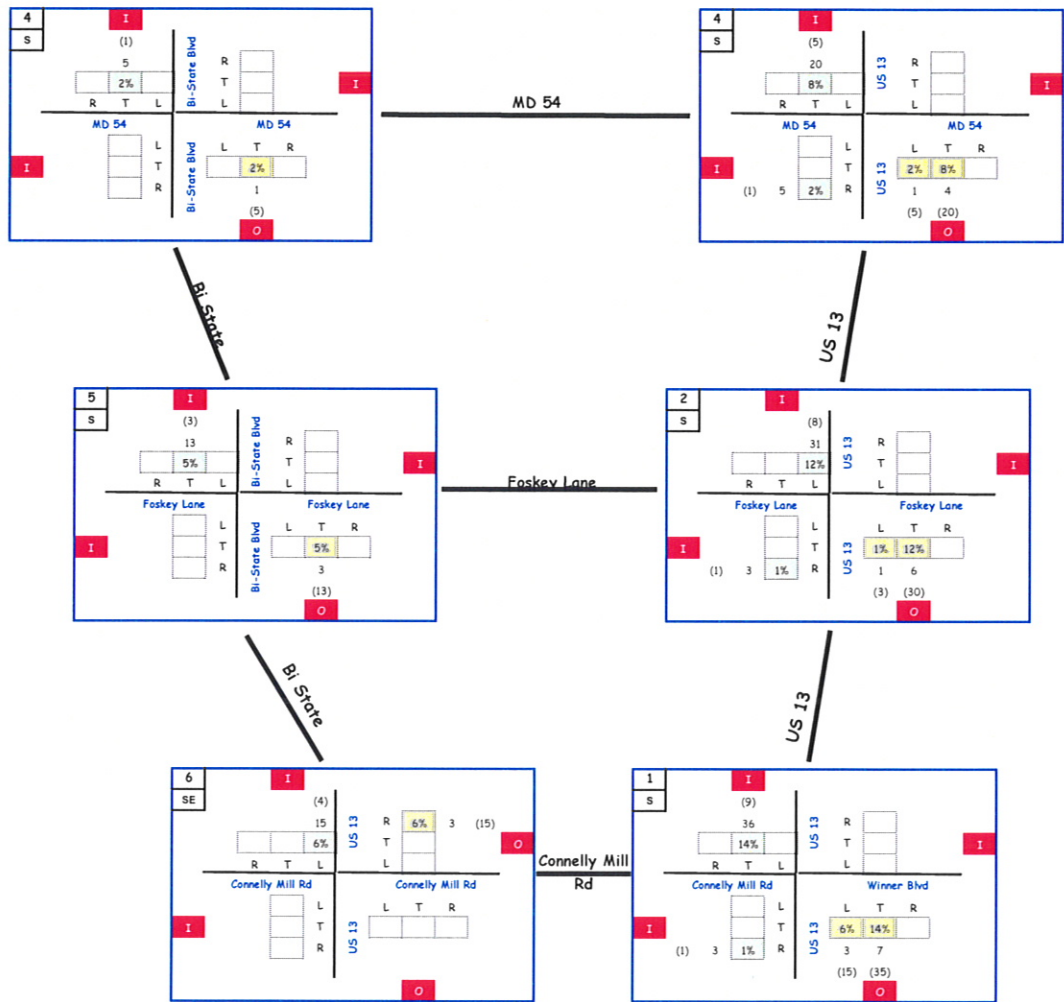
11 12 13  
14 15 16  
2030

in 557 (197)  
out 120 (558)



Development:

10 in 255 (67)  
 2030 out 52 (250)

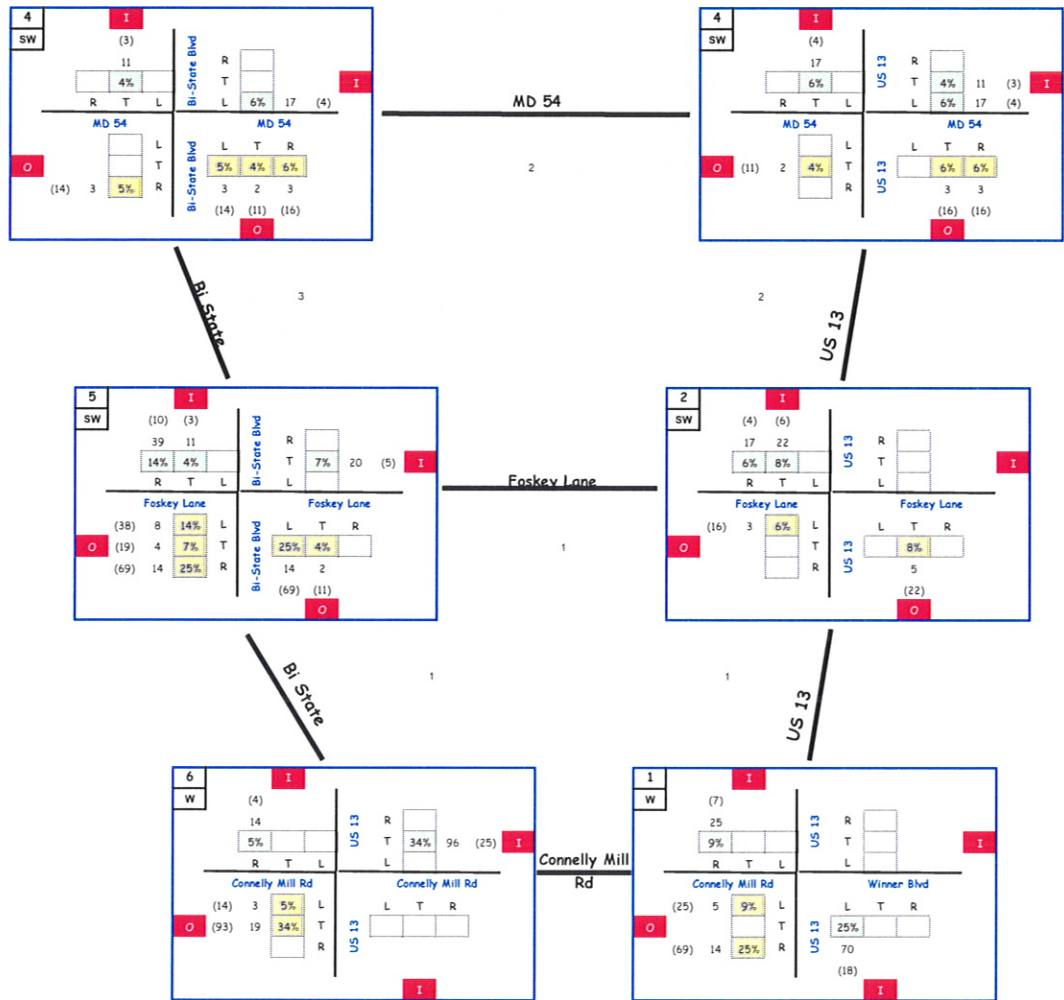


Development:

6

in 281 (73)  
out 57 (274)

2030



SITE  
3c

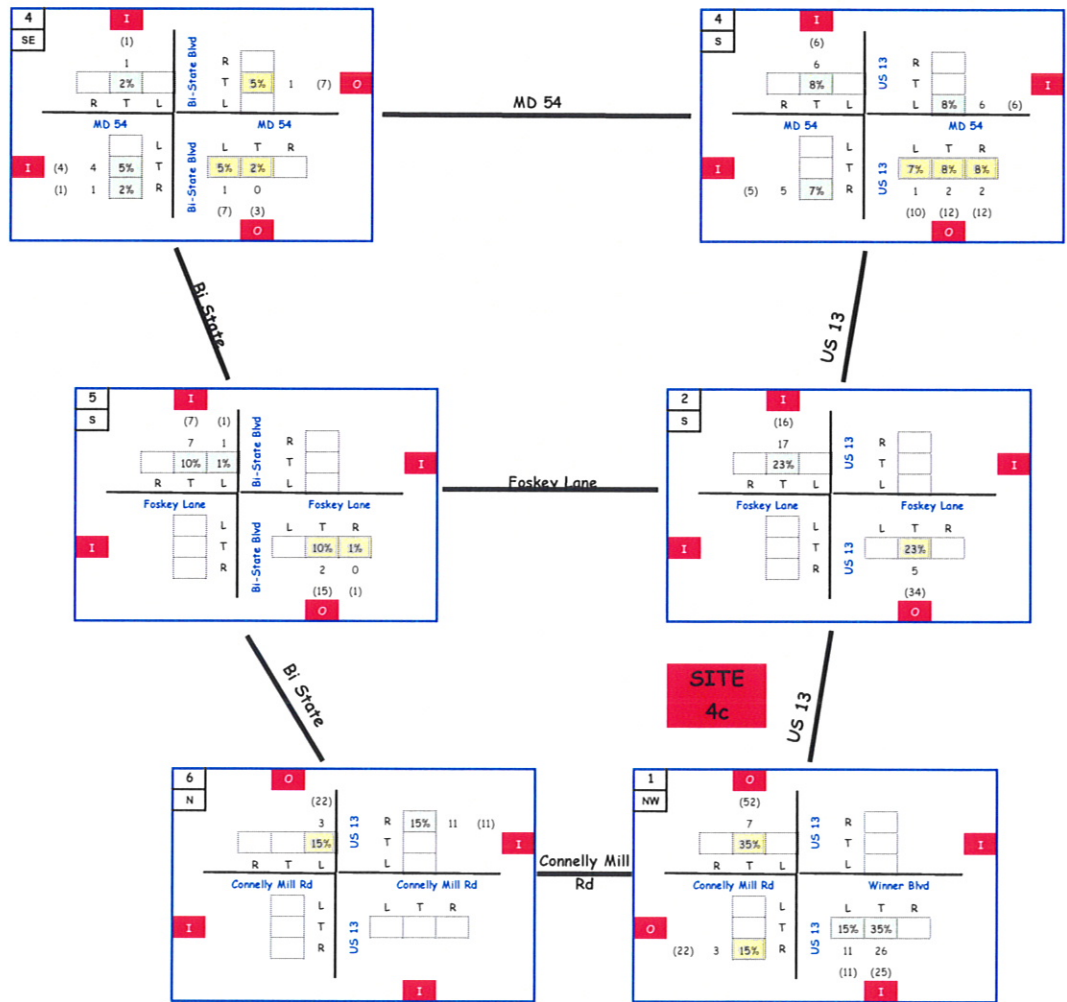


Development:

19

in 74 (71)  
 out 20 (148)

2030

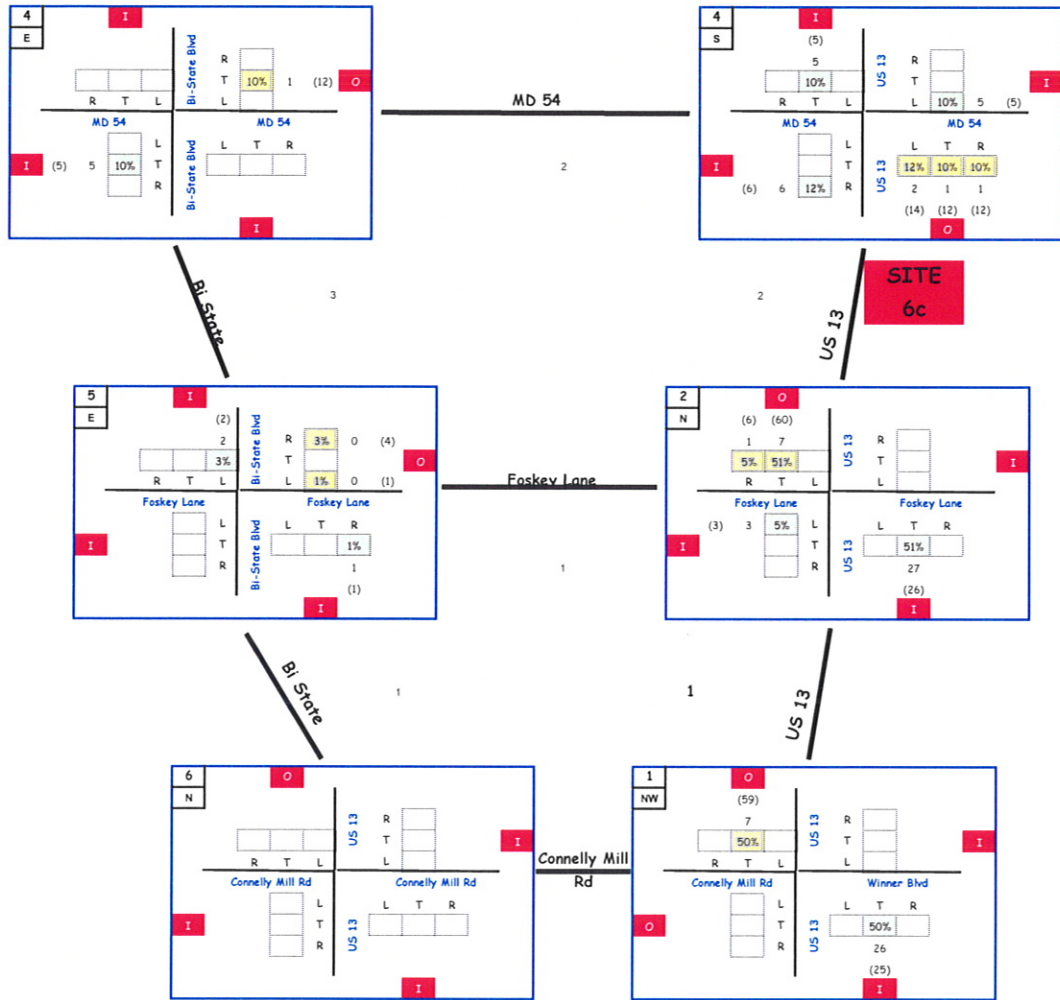


Development:

18

in 52 (50)  
out 13 (117)

2030



## **APPENDIX D**

### *Accident Data*



Maryland State Highway Administration  
Office of Traffic and Safety  
Traffic Safety Analysis Division  
7491 Connelley Drive  
Hanover, Maryland 21076

# Fax

<b>To:</b> Mr. Derek Joost	<b>From:</b> Al Lewis
<b>Dept:</b> The Traffic Group	<b>Pages:</b>
<b>Phone:</b>	<b>Phone:</b> 410-787-5840
<b>Fax:</b> <del>410-629-1845</del> 410-931-6601	<b>Fax:</b> (410) 787-5823
<b>Date:</b> 11/07/2008	<b>CC:</b> District One
<b>Re:</b> Accident Data Request	

Urgent   
  For Review   
  Please Comment   
  Please Reply   
  Please Recycle

• **Comments:**

Enclosed are the accident data for the requested roadway sections of:

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

Also enclosed are the accident data for the following intersections of:

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd



November 7, 2008

Enclosed are accident summary worksheets, accident study worksheets and collision diagrams depicting the approximate location of accidents.

The study period is from January 2005 thru December 2007

Should you have any questions concerning this submission you may contact me directly at (410) 787-5849.

I hope this information is of assistance to you.

13 Does NOT cross Connelly Mill Rd.

MD 675B  
US 13 from ~~Connelly mill rd~~ to md 54  
14.01 - 15.84

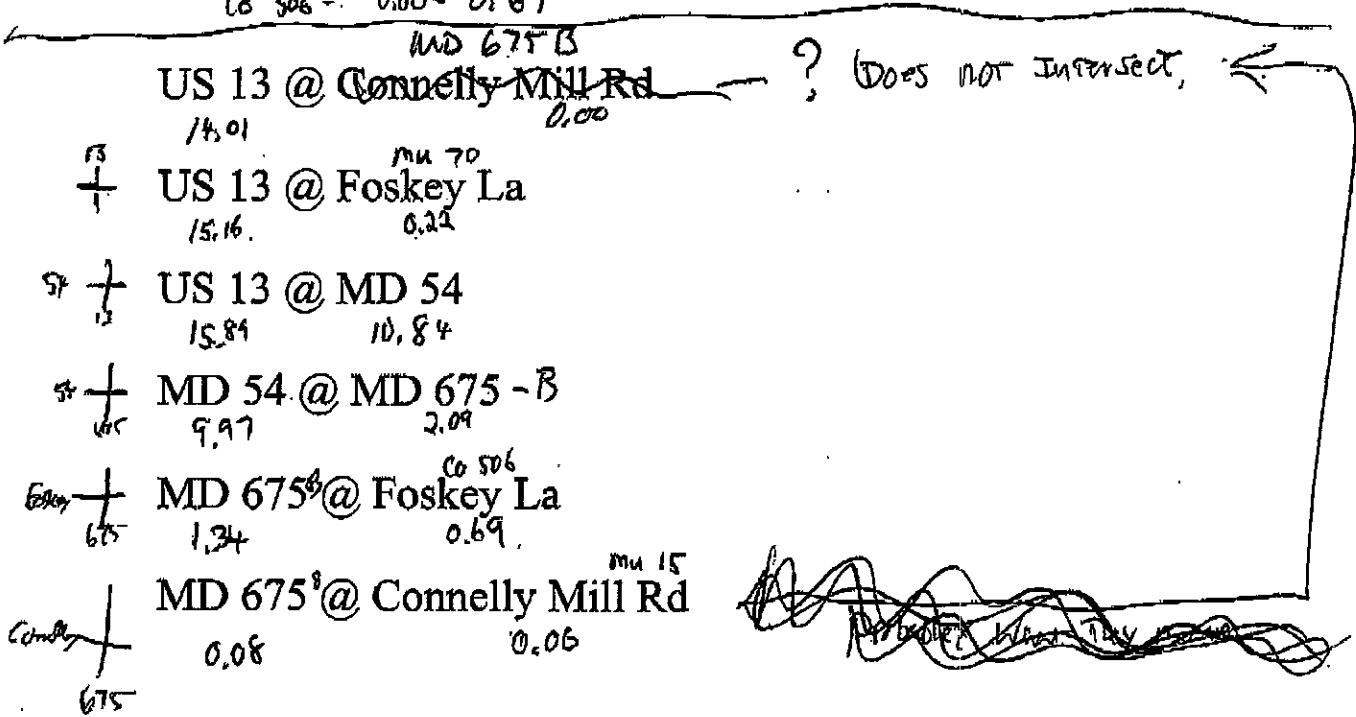
MD 54 from US 13 to MD 675 Bi-State Blvd  
10.84 - 9.97<sup>B</sup>

MD 675<sup>B</sup> (bi state bly) to MD 54 to Connelly mill rd  
2.09 - 0.08

Foskey La from US 13 to Bi State bly  
MD 675B

Mu 70 - 0.28 - 1.34

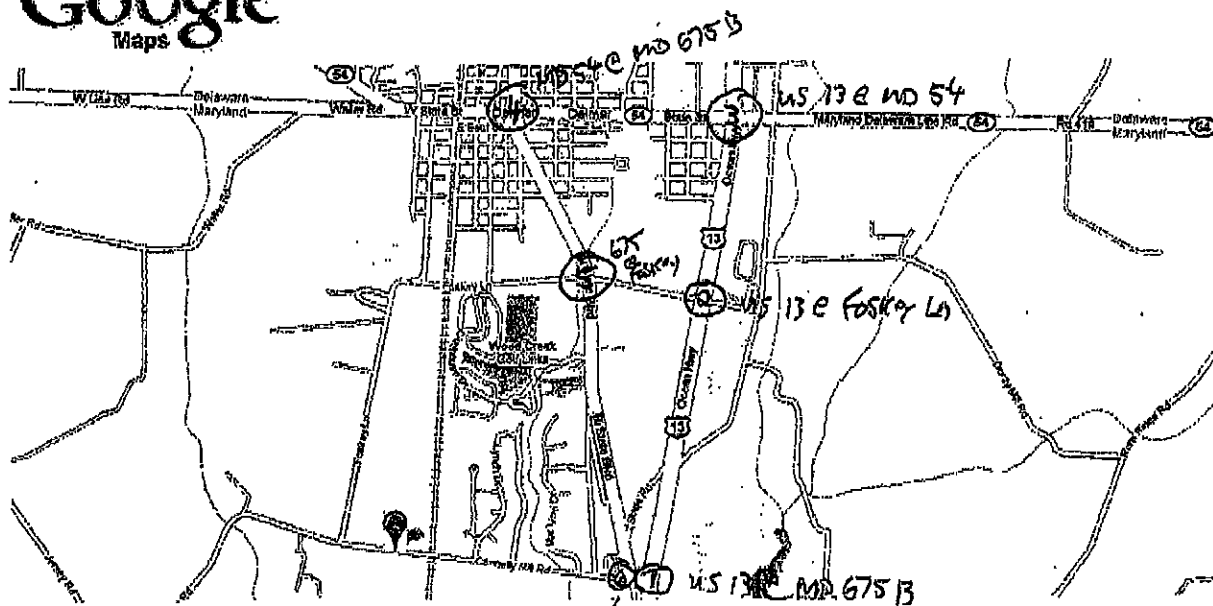
Co 506 - 0.00 - 0.69



connelly mill road delmar maryland - Google Maps

Google  
Maps

Address



675C Connolly Mill

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/12/2008

Location: UR0013 From MD 675-B to MD 54

Logmile: From 014.01 To 015.89 Length: 1.88

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

Type Controls: 8U-100%

\* Significantly Higher than Statewide

YEAR	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.2
No. KILLED						
INJURY	19	8	13	40	60.0	74.7
No. INJURED	19	11	21	51		
PROP DAMAGE	45	37	34	116	174.0 *	97.5
TOTAL ACC	64	45	47	156	234.0 *	173.4
RATE	345.1	187.0	195.3			
WAADT	27000	35100	35100			
VMT (millions)	18.5	24.1	24.1	66.7		
OPPOSITE DIR	3			3	4.5	11.4
REAR END	26	22	17	65	97.5 *	54.8
SIDESWIPE	2	2	2	6	9.0	6.4
LEFT TURN	2	2	2	6	9.0	13.5
ANGLE	7	3	5	15	22.5	32.6
PEDESTRIAN					0.0	3.5
PARKED VEH	2		3	5	7.5	5.7
FIXED OBJECT	9	2	5	16	24.0	28.4
OTHER	12	14	12	38	57.0 *	8.8
U-TURN						
BACKING		1		1		
ANIMAL	3	4	5	12		
RAILROAD						
EXPL./FIRE						
OVERTURN	1	1	1	3		
OTHER/UNK	8	8	5	21		
TRUCK REL ACC	2	4	5	11	16.5	10.7
NIGHTTIME	26	13	13	52	33 *	32 *
WET SURFACE	14	6	7	27	17 *	28 *
ALCOHOL REL		1	1	2	1 *	8 *
INTERSEC REL	33	23	18	74		
TOTAL VEH	124	83	80	287		
TOTAL TRUCKS	2	4	5	11		
PERCENT TRKS	1.6	4.8	6.3	3.8		
Comments:						



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/12/2008

Location: MD0054 From US 13 to MD 675B

Logmile: From 009.97 To 010.84 Length: 0.87

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

Type Controls: 8U-100\*

\* Significantly Higher than Statewide

YEAR ▶	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
PATAL					0.0	1.2
NO. KILLED						
INJURY	1	1	1	3	33.1	74.7
NO. INJURED	1	1	1	3		
PROP DAMAGE	2	5	6	13	165.5 *	97.5
TOTAL ACC	3	6	9	18	198.6	173.4
RATE	98.7	199.3	298.9			
WAADT	9500	9500	9500			
VMT(millions)	3.0	3.0	3.0	9.1		
OPPOSITE DIR					0.0	11.4
REAR END	1	2	2	5	55.2	54.8
SIDESWIPE		1	1	2	22.1 *	6.4
LEFT TURN			1	1	11.0	13.5
ANGLE		2	2	4	44.1	32.6
PEDESTRIAN	1	1	1	3	33.1 *	3.5
PARKED VEH					0.0	5.7
FIXED OBJECT	1		1	2	22.1	28.4
OTHER			1	1	11.0	8.8
U-TURN						
BACKING						
ANIMAL			1	1		
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK						
TRUCK REL ACC		1		1	11.0	10.7
NIGHTTIME			3	3	16 %	32 %
WET SURFACE		1	1	2	11 %	28 %
ALCOHOL REL					0 %	6 %
INTERSEC REL	1	3	4	8		
TOTAL VEH	4	11	15	30		
TOTAL TRUCKS		1		1		
PERCENT TRKS	0.0	9.1	0.0	3.3		

Comments:

---



---



---

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 RWA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/12/2008

Location: MD0675B From MD 54 to Connelly Mill Rd  
 County: Wicomico Period: January 1, 2005 To December 31, 2007  
 Type Controls: 8U-100%

Logmile: From 000.08 To 002.09 Length: 2.01

Note(s):  
 \* Significantly Higher than Statewide

YEAR ▶	2005	2006	2007	TOTAL	STUDYRATE	STWDRATE
FATAL					0.0	1.2
NO. KILLED						
INJURY	2	3	3	8	50.0	74.7
NO. INJURED	3	4	9	16		
PROP DAMAGE	8	9	6	23	172.6 *	97.5
TOTAL ACC	10	12	9	31	232.6 *	173.4
RATE	260.9	252.8	189.6			
WAADT	5200	6500	6500			
VMT (millions)	3.8	4.7	4.7	13.2		
OPPOSITE DIR		1	1	2	15.0	11.4
REAR END	3	3	2	8	60.0	54.6
SIDESWIPE		1		1	7.5	6.4
LEFT TURN	1		2	3	22.5	13.5
ANGLE	3	2	2	7	52.5	32.6
PEDESTRIAN					0.0	3.5
PARKED VEH					0.0	5.7
FIXED OBJECT	1	2		3	22.5	28.4
OTHER	2	1	2	5	52.5 *	8.8
U-TURN						
BACKING						
ANIMAL			1	1		
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK	2	1	1	4		
TRUCK REL ACC		1		1	7.5	10.7
NIGHTTIME	3	1	2	6	19 %	32 %
WET SURFACE	4	3	3	10	32 %	28 %
ALCOHOL REL		1		1	3 %	8 %
INTERSEC REL	7	6	3	16		
TOTAL VSH	19	22	16	57		
TOTAL TRUCKS		1		1		
PERCENT TRKS	0.0	4.5	0.0	1.8		

Comments:

#16896

**Robert Cunningham**

**From:** Gary Pusey [gpusey@wicomicocounty.org]  
**Sent:** Thursday, November 06, 2008 2:07 PM  
**To:** Robert Cunningham  
**Cc:** Betty Tustin; Derek Joost; Glenn Cook  
**Subject:** Request for Accident Data

3 yrs,

Hi Bob,

I'm a Planner with Wicomico County and also serve as Staff to the Salisbury-Wicomico Metropolitan Planning Organization.

The last few years, the MPO has initiated several roadway corridor studies within our planning area. Two studies have been completed. A third one is now underway, which we've called the "U.S. Route 13 North/Foskey Lane/Bi-State Boulevard Area" and encompasses land on the north side of Salisbury and extending to Delmar and the Maryland/Delaware State Line. The study area also extends into Delaware.

In Maryland, the following roadway links are included:

- MD 675-B
- Sec 1
- ① - U.S. Route 13 from Connelly Mill Road to MD 54;
  - ② - MD 54 from US Route 13 to Bi-State Boulevard (MD 675);
  - ③ - Bi-State Boulevard (MD 675) from MD 54 to Connelly Mill Road; and
  - ④ - Foskey Lane from US 13 to Bi-State Boulevard (MD 675)

In addition, the following intersections are included:

- ① - 1 US 13 and Connelly Mill Road, MD 675-B
- ② - 2 US 13 and Foskey Lane;
- ③ - 3 US 13 and MD 54;
- ④ - 4 MD 54 and MD 675 (Bi-State Boulevard);
- ⑤ - 5 MD 675 (Bi-State Boulevard) and Foskey Lane; and
- ⑥ - 6 MD 675 (Bi-State Boulevard) and Connelly Mill Road.

We'd like to request any accident data that you or your agency may have for the above-noted roadways and intersections to help us complete this study. Our consultant preparing the study is The Traffic Group, Inc., and if possible, and data that you have can be sent directly to Derek Joost at The Traffic Group. This request is not being made as the result of any civil litigation but is purely for planning purposes as we attempt to adequately plan for future road improvements resulting from the growth this area is experiencing.

Derek's mailing information is below:

Derek Joost, P.E., PTOE  
 Senior Traffic Engineer  
 The Traffic Group, Inc.  
 9900 Franklin Square Drive - Suite H  
 Baltimore, MD 21236

Thank you for any assistance you can provide. If you need to reach me by phone, my number is 410-548-4860. Thanks again.

11/06/2008

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2008-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 From MD 675-B to MD 54

Logmile: From 014.01 To 015.89 Length: 1.88

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
<u>No. KILLED</u>				
INJURY	19	8	13	40
<u>No. INJURED</u>	39	11	21	71
PROP DAMAGE	45	37	34	116
TOTAL ACC	64	45	47	156
<b>OPPOSITE DIR</b>				
REAR END	26	22	17	65
SIDESWIPE	2	2	2	6
LEFT TURN	2	2	2	6
ANGLE	7	3	5	15
<b>PEDESTRIAN</b>				
PARKED VEH	2		3	5
FIXED OBJECT	9	2	5	16
OTHER	12	14	12	38
<b>U-TURN</b>				
BACKING		1		1
ANIMAL	3	4	6	13
<b>RAILROAD</b>				
<b>EXPL./FIRE</b>				
OVERTURN	1	1	1	3
OTHER/UNK	8	8	5	21
TRUCK REL ACC	2	4	5	11
<b>NIGHTTIME</b>				
WET SURFACE	14	6	7	27
ALCOHOL REL		1	1	2
INTERSEC REL	33	23	18	74
TOTAL VEH	124	83	80	287
TOTAL TRUCKS	2	4	5	11
PERCENT TRKS	1.6	4.8	6.3	3.8
<b>Comments:</b>				



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

NAME: Al Lewis  
 Date: 11/07/2008

Location: US0013 From MD 675-B to MD 54  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: From 014.01 To 015.89 Length: 1.88  
 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
US0013											
14.01	✓	063005	1 Inj.	2A	NIGHT	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	061105	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.01	✓	013105	PROPERTY	6P	NIGHT	DRY		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	042305	PROPERTY	9P	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	010205	1 Inj.	10P	NIGHT	DRY			RREND	NS NL	FAIL TO GIVE FULL TIME/ATTENT
14.01		022105	PROPERTY	7P	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	040105	1 Inj.	10P	NIGHT	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	✓	100805	PROPERTY	12A	NIGHT	WET		04	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	102205	PROPERTY	8P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.01		091205	PROPERTY	10P	NIGHT	DRY			RREND	NS NS	FOLLOWED TOO CLOSELY
14.01	✓	120605	PROPERTY	9A	DAY	DRY			OTHER	NS NU	UNKNOWN OR OTHER CAUSE
14.01		010206	PROPERTY	6P	OTHER	OTHR			OTHER	NS UU	FAIL TO OBEY OTHER CTRL DEVICE
14.01		111507	PROPERTY	7P	NIGHT	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	✓	071407	PROPERTY	9A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.01	✓	112407	1 Inj.	1P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	112307	PROPERTY	9P	NIGHT	DRY			OTHER	SS UU	UNKNOWN OR OTHER CAUSE
14.01	✓	061607	PROPERTY	2A	NIGHT	DRY	✓	03	FXOBJ	NS na	UNDER INFLUENCE OF ALCOHOL
14.01	✓	072307	PROPERTY	1P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.02		091205	PROPERTY	4P	DAY	DRY			OTHER	NR ER	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	010105	PROPERTY	12P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	050205	PROPERTY	5P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02	✓	072105	3 Inj.	6P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02	✓	053105	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	120305	2 Inj.	5P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02		012806	PROPERTY	1P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02		010306	PROPERTY	4P	OTHER	OTHR			OTHER	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	092106	PROPERTY	8A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	032106	PROPERTY	10A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070306	PROPERTY	9P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.02		062206	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.02	✓	121007	PROPERTY	3P	DAY	DRY			OTHER	US US	UNKNOWN OR OTHER CAUSE
14.02	✓	120707	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.03	✓	052405	2 Inj.	9P	NIGHT	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.03	✓	061605	PROPERTY	7P	NIGHT	DRY			SDSWP	WS WS	FAIL TO GIVE FULL TIME/ATTENT
14.03		062705	PROPERTY	9P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.04	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.04	✓	091007	1 Inj.	8A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.05	✓	111905	1 Inj.	11A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.05	✓	090206	PROPERTY	1P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.05	✓	101506	PROPERTY	5P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
14.06		102107	1 Inj.	4P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

Continues...

## ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
14.06	✓	041705	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.06	✓	120905	PROPERTY	7P	NIGHT	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.07		072206	PROPERTY	10A	DAY	WET			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.07	✓	080107	PROPERTY	6P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.08		090205	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.09		102605	1 Inj.	10A	DAY	DRY		09	FXOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
14.11	✓	100805	1 Inj.	2P	DAY	WET			RREND	SS SS	TOO FAST FOR CONDITIONS
14.12		122407	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.15	✓	040106	PROPERTY	4P	DAY	WET			RREND	SS SS	WET
14.16		012205	PROPERTY	1P	DAY	SNOW		09	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.16		052306	PROPERTY	7A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.16		100706	PROPERTY	6P	DAY	WET			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.16		080207	PROPERTY	2P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.43		010707	PROPERTY	11P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.45		102705	PROPERTY	7A	DAY	DRY			OTHER	NS na	ANIMAL
14.46		111305	PROPERTY	7P	NIGHT	WET			OTHER	NS na	WET
14.46		112006	PROPERTY	3A	NIGHT	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
14.47		121106	PROPERTY	10A	DAY	WET			SOSWP	NS NS	UNKNOWN OR OTHER CAUSE
14.48		052007	2 Inj.	7A	DAY	DRY			OTHER	SS na	FELL ASLEEP, FAINTED, ETC.
14.49		012205	PROPERTY	7P	NIGHT	ICE		03	FXOBJ	SS na	SLEET, HAIL, FREEZING RAIN
14.49	✓	082205	PROPERTY	6P	DAY	DRY			SOSWP	NL NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		072005	1 Inj.	11P	NIGHT	DRY			ANGLE	SS SS	UNKNOWN OR OTHER CAUSE
14.49	✓	112406	PROPERTY	12P	DAY	DRY			OTHER	SS na	VEHICLE DEFECT
14.49		050507	PROPERTY	5P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.49	✓	110107	PROPERTY	1A	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.49		081807	1 Inj.	6A	DAY	DRY			OTHER	SS na	FELL ASLEEP, FAINTED, ETC.
14.49	✓	032407	1 Inj.	11A	DAY	DRY			RREND	SL SS	UNKNOWN OR OTHER CAUSE
14.49		090607	4 Inj.	3P	DAY	DRY			ANGLE	NS NS	UNKNOWN OR OTHER CAUSE
14.50		113007	PROPERTY	6P	DAY	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.51		111507	PROPERTY	11P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.52		030707	PROPERTY	12P	DAY	ICE			OTHER	SR UU	RAIN, SNOW
14.53		040105	1 Inj.	3P	DAY	DRY			OTHER	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.53		051806	PROPERTY	7P	DAY	DRY			OTHER	SS na	ANIMAL
14.55		081706	PROPERTY	11P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.59		111307	1 Inj.	11P	NIGHT	DRY		04	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
14.62		060305	PROPERTY	2A	NIGHT	WET			OTHER	NU na	UNKNOWN OR OTHER CAUSE
14.65		071007	PROPERTY	12P	DAY	DRY			PARKD	UU UP	UNKNOWN OR OTHER CAUSE
14.68		032707	PROPERTY	11A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
14.77		050507	PROPERTY	5P	DAY	WET			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
14.79		022606	PROPERTY	4A	NIGHT	DRY		04	FXOBJ	SS na	VISION OBSTRUCTION
14.87		102105	7 Inj.	4P	DAY	WET			OPDIR	SS NS	TOO FAST FOR CONDITIONS
14.89		021806	2 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.08		063007	1 Inj.	6A	DAY	WET		11	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.13		082905	2 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.14		013005	5 Inj.	5P	DAY	ICE			OPDIR	SS NS	SLEET, HAIL, FREEZING RAIN
15.16		104905	PROPERTY	6P	DAY	DRY			OTHER	NS na	VEHICLE DEFECT
15.16	✓	011905	PROPERTY	2P	DAY	SNOW			ANGLE	SS SS	TOO FAST FOR CONDITIONS
15.16	✓	040605	PROPERTY	12P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	040705	PROPERTY	7A	DAY	WET			ANGLE	EL SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.16	✓	120606	1 Inj.	3P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	112106	PROPERTY	2P	DAY	DRY			ANGLE	NS NS	FAIL TO YIELD RIGHT OF WAY
15.16	✓	122706	PROPERTY	5P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.16	✓	011607	PROPERTY	7A	DAY	DRY		10	FXOBJ	SR na	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	012007	PROPERTY	11A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	✓	121807	PROPERTY	2P	DAY	DRY			PARKD	WL na	UNKNOWN OR OTHER CAUSE
15.16		111407	PROPERTY	10A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	✓	112507	1 Inj.	10A	DAY	DRY			ANGLE	WL SS	FAIL TO YIELD RIGHT OF WAY
15.16		112407	PROPERTY	9P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.17		050405	PROPERTY	8P	NIGHT	OTHR			PARKD	SS na	UNDER INFLUENCE OF MEDICATION
15.17		012205	PROPERTY	12A	NIGHT	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
15.17		032706	PROPERTY	1P	DAY	DRY			OTHER	SS UU	FOLLOWED TOO CLOSELY
15.17		030906	PROPERTY	12A	NIGHT	DRY			OTHER	SR na	ANIMAL
15.18	✓	111405	PROPERTY	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.18		012205	PROPERTY	6P	NIGHT	ICE		03	FXOBJ	SS na	TOO FAST FOR CONDITIONS
15.20		071805	1 Inj.	2P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
15.20		122207	PROPERTY	10P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.49		080405	PROPERTY	11A	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
15.56		121605	PROPERTY	3A	NIGHT	WET			OTHER	SS na	ANIMAL
15.58		031705	PROPERTY	7A	DAY	DRY			OTHER	NU na	UNKNOWN OR OTHER CAUSE
15.59		032906	1 Inj.	8A	DAY	DRY			OTHER	SS UU	UNKNOWN OR OTHER CAUSE
15.59		081707	PROPERTY	9P	NIGHT	DRY		09	FXOBJ	NS na	VEHICLE DEFECT
15.64		091007	PROPERTY	10A	DAY	DRY			PARKD	WR UP	IMPROPER TURN
15.65		071405	PROPERTY	5A	DAY	DRY		03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.65		120707	PROPERTY	7A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.67		011005	3 Inj.	1A	NIGHT	DRY			OTHER	SS UU	FAIL TO GIVE FULL TIME/ATTENT
15.69		030905	PROPERTY	8P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.72		072205	PROPERTY	4P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
15.72		111305	PROPERTY	1A	NIGHT	DRY			PARKD	SS UP	FELL ASLEEP, FAINTED, ETC.
15.72	✓	070205	PROPERTY	3P	DAY	DRY			ANGLE	NR ES	UNKNOWN OR OTHER CAUSE
15.72		090405	PROPERTY	12P	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
15.72		020505	2 Inj.	11A	DAY	DRY			ANGLE	RR SS	FAIL TO YIELD RIGHT OF WAY
15.72	✓	080605	PROPERTY	2P	DAY	DRY			OTHER	SL NR	FAIL TO GIVE FULL TIME/ATTENT
15.72	✓	121805	PROPERTY	5A	NIGHT	DRY			OTHER	SR SR	FAIL TO GIVE FULL TIME/ATTENT
15.72	✓	121605	3 Inj.	4P	DAY	DRY			OTHER	SL NR	FAIL TO YIELD RIGHT OF WAY
15.72	✓	112406	PROPERTY	10P	NIGHT	DRY		✓	OTHER	BU NS	UNDER INFLUENCE OF ALCOHOL
15.72	✓	062506	1 Inj.	5P	DAY	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72	✓	111006	1 Inj.	5P	NIGHT	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72		090906	PROPERTY	11P	NIGHT	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
15.72		080806	PROPERTY	5P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.72	✓	120806	PROPERTY	11P	NIGHT	DRY		10	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
15.72	✓	120107	1 Inj.	12P	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
15.73		081707	5 Inj.	10P	NIGHT	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.74	✓	090805	PROPERTY	6P	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
15.81		062605	PROPERTY	2P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.82	✓	010507	PROPERTY	9P	NIGHT	WET			SDSWP	NS NS	FAIL TO YIELD RIGHT OF WAY
15.83		101007	1 Inj.	8A	DAY	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.85	✓	102707	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.87		082207	PROPERTY	5A	NIGHT	DRY			SDSWP	NS NS	UNKNOWN OR OTHER CAUSE

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construct. Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.88	✓	112105	PROPERTY	10A	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.88		012706	PROPERTY	2P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
15.88		020806	PROPERTY	12P	DAY	DRY			SDSWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.88		100907	PROPERTY	5P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.88	✓	071907	PROPERTY	5P	DAY	WET			RREND	SS SS	IMPROPER LANE CHANGE
15.89	✓	101405	2 Inj.	5A	NIGHT	WET			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	012905	1 Inj.	10P	NIGHT	WET			LFTRN	SS NL	FAIL TO OBEY TAFFIC SIGNAL
15.89	✓	061106	PROPERTY	10A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	112806	PROPERTY	8P	NIGHT	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
15.89	✓	100306	PROPERTY	4P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	082806	PROPERTY	7A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	061206	2 Inj.	10P	NIGHT	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	062206	1 Inj.	1P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	052106	PROPERTY	12P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89		010706	PROPERTY	6P	OTHER	OTHR			OTHER	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.89		100407	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE

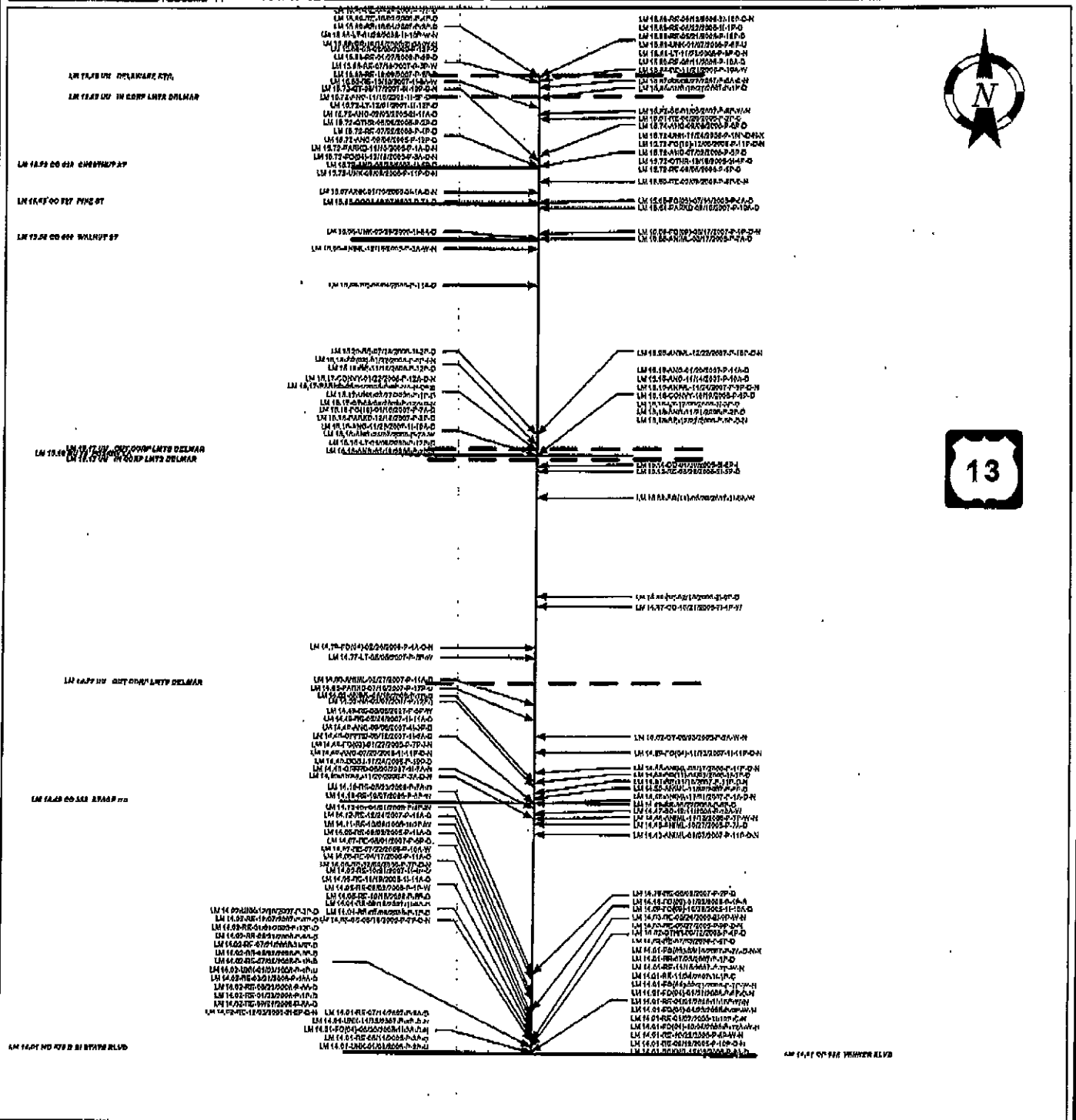
FXOB (01)-Bridge (02)-Building (03)-Culvert/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
 (08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator





Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: IN 52 PAW MIL BLDG RD 22  
County: WASHINGTON  
Study Period: 06/12/2007 to 12/31/2007  
Analyst: ALM/MLR Date: 1/16/2008



KEY: LOG/MIN - Collision Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

F - Fatality	GS - Sidewalk	FO - Fixed Object	OFERD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWAY - Downhill Runaway	01 - Edge of Pavement	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	DECKING - Decking	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	00 - Other	
				07 - Fence	00 - Unknown	

(template 06-27-00)

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-B

Logmile: From 009.97 To 010.84 Length: 0.87

County: Wilcomico

Period: January 1, 2005 To December 31, 2007

Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	1	1	1	3
No. INJURED	1	1	1	3
PROP DAMAGE	2	5	8	15
TOTAL ACC	3	6	9	18
<b>OPPOSITE DIR</b>				
REAR END	1	2	2	5
SIDESWIPE		1	1	2
LEFT TURN			1	1
ANGLE		2	2	4
PEDESTRIAN	1	1	1	3
PARKED VEH				
FIXED OBJECT	1		1	2
OTHER			1	1
U-TURN				
BACKING				
ANIMAL			1	1
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC		1		1
<b>NIGHTTIME</b>				
WET SURFACE		1	1	2
ALCOHOL REL				
INTERSEC REL	1	3	4	8
TOTAL VEH	4	11	15	30
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	9.1	0.0	3.3
<b>Comments:</b>				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-B

Logmile: From 009.97 To 010.84 Length: 0.87

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

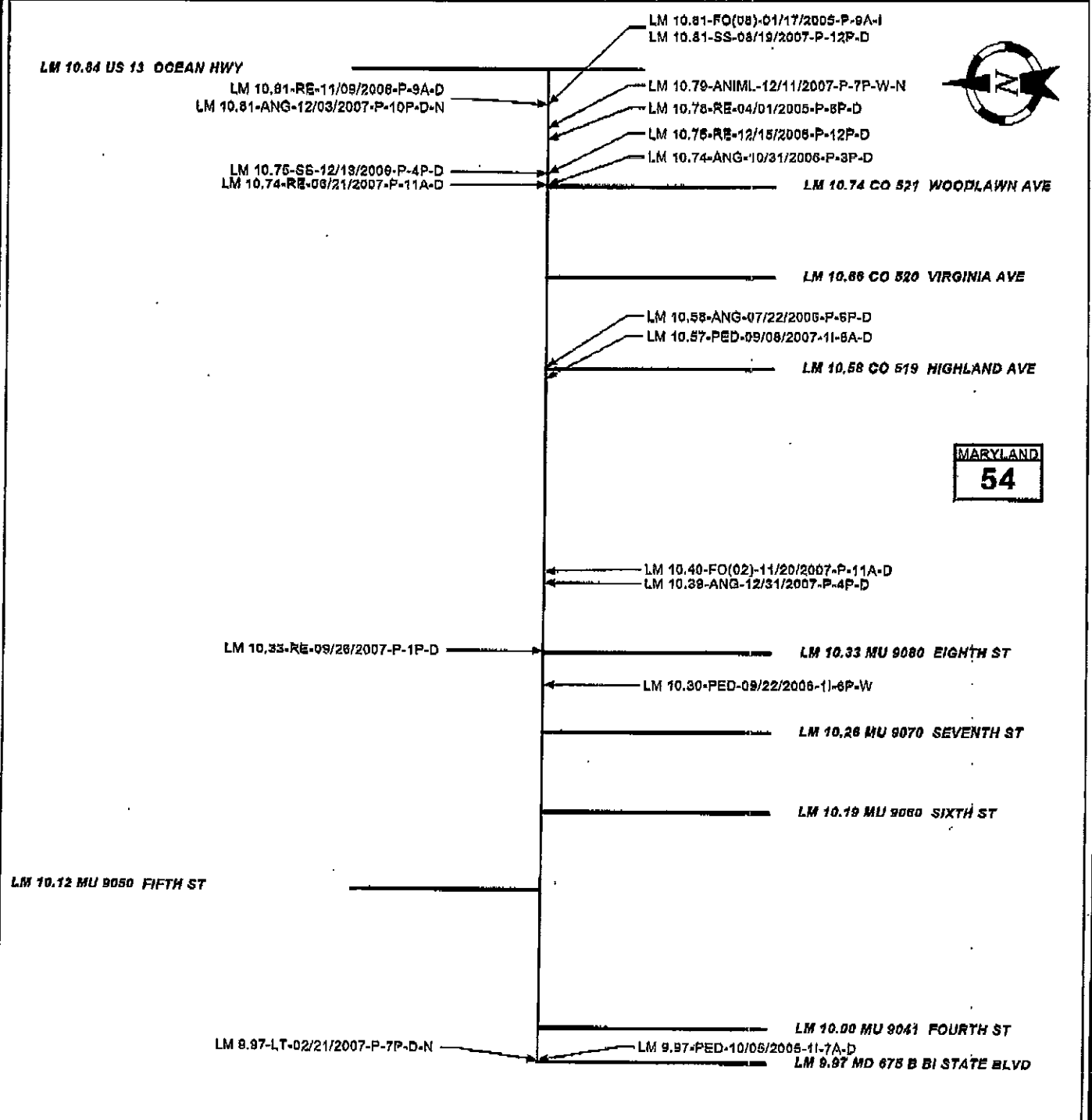
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0054											
9.97		100505	1 Inj.	7A	DAY	DRY			PED	ES na	UNKNOWN OR OTHER CAUSE
9.97	✓	022107	PROPERTY	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
10.30		092206	1 Inj.	6P	DAY	WET			PED	ES na	UNKNOWN OR OTHER CAUSE
10.33		092607	PROPERTY	1P	DAY	DRY			RREND	EL ES	UNKNOWN OR OTHER CAUSE
10.39		121107	PROPERTY	4P	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	11A	DAY	DRY		02	FXOBJ	ES na	FAIL TO GIVE FULL TIME/ATTENT
10.57	✓	090807	1 Inj.	8A	DAY	DRY			PED	NS na	FAIL TO GIVE FULL TIME/ATTENT
10.58	✓	072206	PROPERTY	6P	DAY	DRY			ANGLE	NR ES	FAIL TO YIELD RIGHT OF WAY
10.74	✓	103106	PROPERTY	3P	DAY	DRY			ANGLE	ES SL	UNKNOWN OR OTHER CAUSE
10.74	✓	062107	PROPERTY	11A	DAY	DRY			RREND	NR NS	IMPROPER LANE CHANGE
10.75		121206	PROPERTY	4P	DAY	DRY			SDSWP	SL SL	FAIL TO GIVE FULL TIME/ATTENT
10.75	✓	121506	PROPERTY	12P	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
10.78	✓	040105	PROPERTY	6P	DAY	DRY			RREND	ES ES	UNKNOWN OR OTHER CAUSE
10.79		121107	PROPERTY	7P	NIGHT	WET			OTHER	ES na	ANIMAL
10.81		011705	PROPERTY	9A	DAY	ICE		08	FXOBJ	ER na	FAIL TO GIVE FULL TIME/ATTENT
10.81		110906	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
10.81	✓	081907	PROPERTY	12P	DAY	DRY			SDSWP	ES ES	UNKNOWN OR OTHER CAUSE
10.81		120307	PROPERTY	10P	NIGHT	DRY			ANGLE	ES ES	UNKNOWN OR OTHER CAUSE

FXOB(01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 54 from MD 675-B to US 13  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



MARYLAND  
54

KEY: Log Mile - Collision Type (Fix/OBJect/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

F - Fatalities	BB - Snow/Sleet	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	06 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overturn	FIRE - Explosion/Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree/Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	1 - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Unkto Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NOOLL - Other Non Collision	LNK - Unknown	06 - Embankment	00 - Other	
				07 - Fence	88 - Unknown	

template 00-27-00



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MDDG75E From Connelly Mill Rd to MD 54

Logmile: From 000.08 To 002.09 Length: 2.01

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
<u>NO. KILLED</u>				
INJURY	2	3	3	8
<u>NO. INJURED</u>	3	4	9	16
PROP DAMAGE	8	9	6	23
TOTAL ACC	10	12	9	31
OPPOSITE DIR		1	1	2
REAR END	3	3	2	8
SIDESWIDE		1		1
LEFT TURN	1		2	3
ANGLE	3	2	2	7
<b>PEDSTRIAN</b>				
<b>PARKED VEH</b>				
FIXED OBJECT	1	2		3
OTHER	2	3	2	7
<b>U-TURN</b>				
<b>BACKING</b>				
ANIMAL			1	1
<b>RAILROAD</b>				
<b>EXPL./FIRE</b>				
<b>OVERTURN</b>				
OTHER/UNK	2	3	1	6
<b>TRUCK REL ACC</b>				
		1		1
NIIGHTTIME	3	1	2	6
WET SURFACE	4	3	3	10
ALCOHOL REL		1		1
INTERSEC REL	7	6	3	16
TOTAL VEN	19	22	16	57
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	4.5	0.0	1.8
Comments:				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B From Connelly Mill Rd to MD 54  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: From 000.08 To 002.09 Length: 2.01  
 Note(s):

LOGMILE	IA	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	CLS OR	MOV TYPE	V1 V2	PROBABLE CAUSE
MD0675B											
0.08	✓	101705	PROPERTY	10A	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
0.08		011206	PROPERTY	3P	OTHER	OTHR			OTHER	NS NS	UNKNOWN OR OTHER CAUSE
0.08	✓	052707	PROPERTY	3P	DAY	DRY			ANGLE	SS NL	DID NOT COMPLY WITH LIC. RESTR.
0.08	✓	102607	PROPERTY	4P	DAY	WET			LFTRN	SL NS	UNKNOWN OR OTHER CAUSE
0.20	✓	110105	2 Inj.	11A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.24		122407	PROPERTY	11A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
0.34		061206	1 Inj.	12P	DAY	WET			RREND	WS WS	FOLLOWED TOO CLOSELY
0.43	✓	122607	1 Inj.	11A	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.74		110707	PROPERTY	6P	NIGHT	DRY			OTHER	WS NA	UNKNOWN OR OTHER CAUSE
0.78	✓	100805	1 Inj.	10A	DAY	WET			RREND	RS ES	FOLLOWED TOO CLOSELY
0.80		042707	PROPERTY	10A	DAY	WET			ANGLE	SS WS	FAIL TO YIELD RIGHT OF WAY
1.05	✓	100805	PROPERTY	6P	DAY	WET			ANGLE	SS WS	FAIL TO GIVE FULL TIME/ATTENT
1.23		071307	7 Inj.	4P	DAY	DRY			RREND	NS NL	FAIL TO YIELD RIGHT OF WAY
1.34	✓	050205	PROPERTY	3P	DAY	DRY			OTHER	NL SR	FAIL TO YIELD RIGHT OF WAY
1.34		040806	1 Inj.	1P	DAY	WET			OPDIR	ES WS	FAIL TO YIELD RIGHT OF WAY
1.34	✓	060306	PROPERTY	11A	DAY	WET			RREND	WS WS	TOO FAST FOR CONDITIONS
1.34	✓	100906	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
1.48		101306	PROPERTY	11A	DAY	DRY		88	FXOBJ	ES NA	UNKNOWN OR OTHER CAUSE
1.58		032607	1 Inj.	12A	NIGHT	DRY			OTHER	NS NA	ANIMAL
1.71	✓	081906	PROPERTY	11A	DAY	DRY			OTHER	NU NR	FAIL TO GIVE FULL TIME/ATTENT
1.71	✓	033106	PROPERTY	8A	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
1.71		011806	PROPERTY	6P	OTHER	OTHR	✓		OTHER	NR WS	UNDER INFLUENCE OF ALCOHOL
1.79	✓	060305	PROPERTY	1P	DAY	WET			ANGLE	SS ES	FAIL TO KEEP RIGHT OF CENTER
1.79		060305	2 Inj.	7A	DAY	WET			RREND	SS ES	RAIN, SNOW
1.79		010305	PROPERTY	7P	NIGHT	DRY			RREND	NS NS	IMPROPER TURN
1.79		021105	PROPERTY	2P	DAY	DRY		07	FXOBJ	ES NA	FAIL TO GIVE FULL TIME/ATTENT
2.02		032706	PROPERTY	12P	DAY	OTHR		09	FXOBJ	UU NA	UNKNOWN OR OTHER CAUSE
2.02		041307	PROPERTY	4P	DAY	DRY			OPDIR	SS NS	VEHICLE DEFECT
2.03	✓	071305	PROPERTY	4A	NIGHT	DRY			OTHER	NS UU	UNDER INFLUENCE OF ALCOHOL
2.09	✓	021805	PROPERTY	8P	NIGHT	DRY			LFTRN	ES NL	FAIL TO OBEY TRAFFIC SIGNAL
2.09	✓	020806	PROPERTY	8P	NIGHT	DRY			SDSWP	NS NS	FAIL TO YIELD RIGHT OF WAY

FXOB(01)-Bridge (02)-Building (03)-Culvert/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
 (08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator

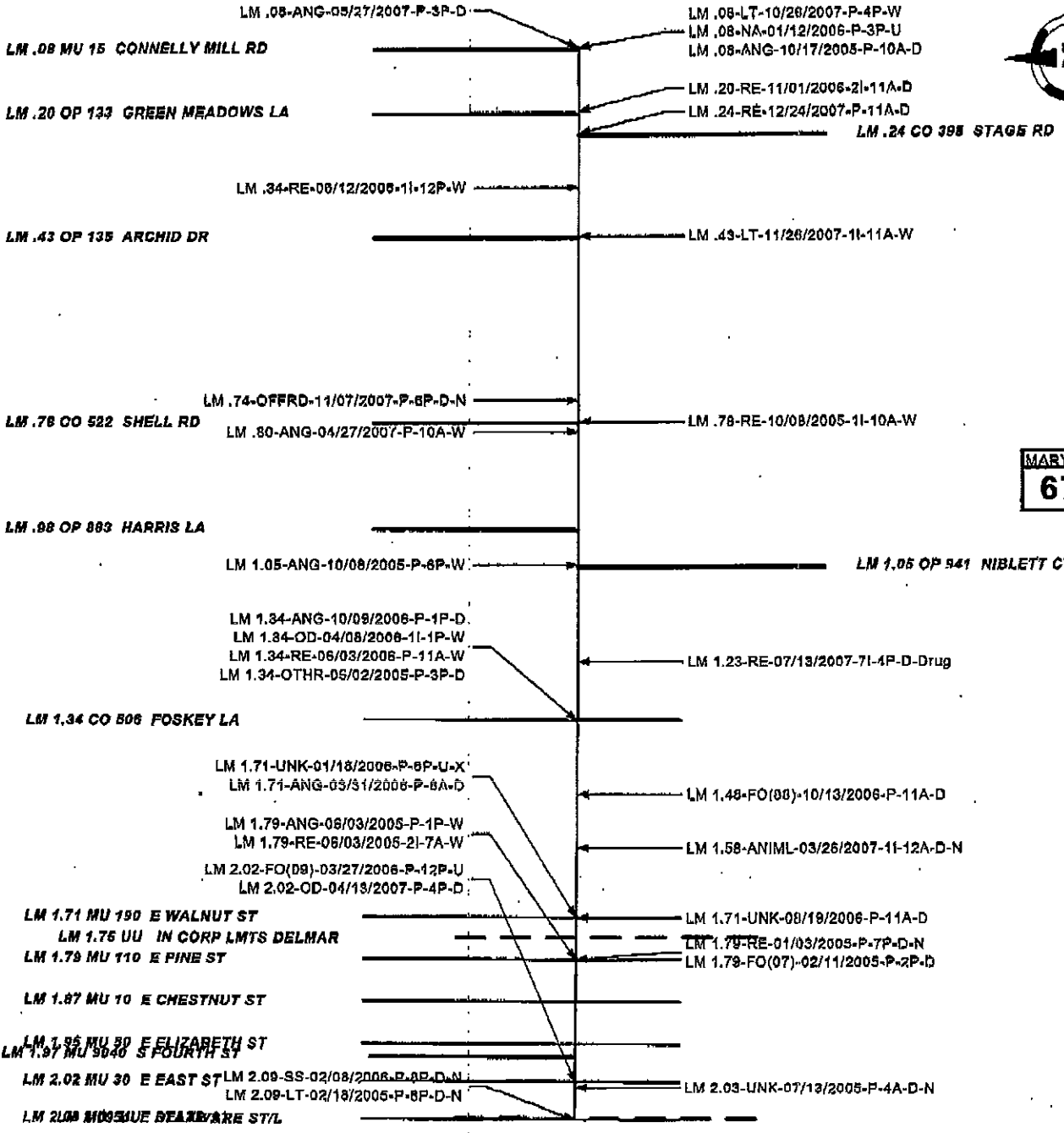


Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 675 B from Connolly Mill Rd to MD 54  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



MARYLAND  
675



KEY: Leg Mile - Collateral Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol						template 08-27-06
P - Fatality	SS - Sidewalk	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	00 - Light Support Pole	N - Night
I - Injury	PARKD - Parker Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	08 - Sign Support Pole	X - Alcohol
P - Property Damage	FED - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Draw Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BACKG - Backing	03 - Culvert or Ditch	11 - Tree Stump	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Ice Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	18 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collided	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	89 - Unknown	



Maryland State Highway Administration  
 Office of Traffic and Safety  
 Traffic Safety Analysis Division  
 7491 Connelley Drive  
 Hanover, Maryland 21076

# Fax

<b>To:</b> Mr. Derek Joost	<b>From:</b> Al Lewis
<b>Dept:</b> The Traffic Group	<b>Pages:</b>
<b>Phone:</b>	<b>Phone:</b> 410-787-5849
<b>Fax:</b> <del>410-623-1846</del> 410-931-6601	<b>Fax:</b> (410) 787-5823
<b>Date:</b> 11/07/2008	<b>CC:</b> District One
<b>Re:</b> Accident Data Request	

Urgent     For Review     Please Comment     Please Reply     Please Recycle

• **Comments:**

Enclosed are the accident data for the requested roadway sections of:

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

Also enclosed are the accident data for the following intersections of:

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 05/2005-1

Name: Al Lewis  
 Date: 11/07/2008

Location: Foskey Lane from US 13 to MD 675B  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

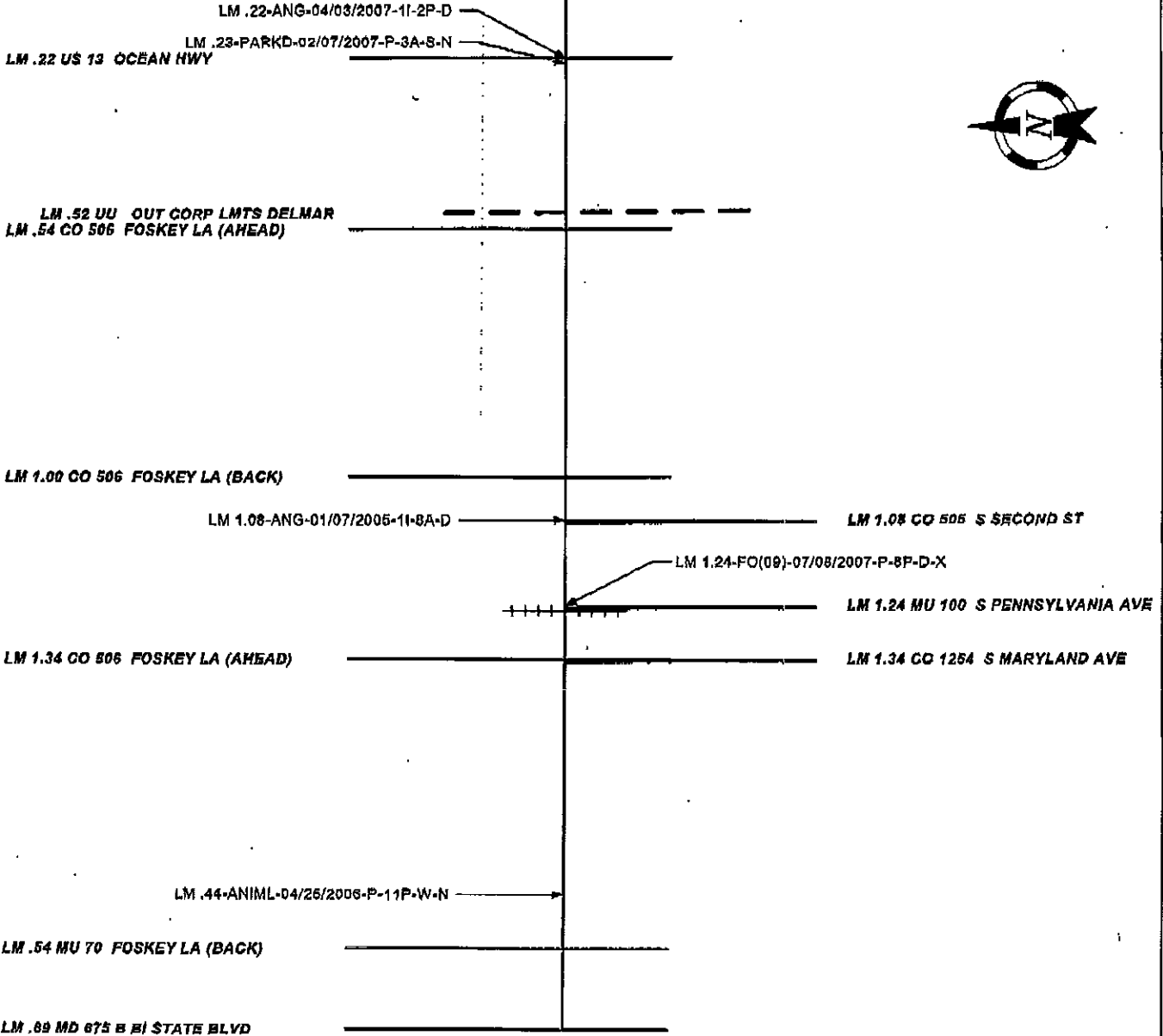
Logmile: From 000.22 To 001.34 Length: 1.12  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	1		1	2
No. INJURED	1		1	2
PROP DAMAGE		1	2	3
TOTAL ACC	1	1	3	5
<b>OPPOSITE DIR</b>				
REAR END				
SIDESWIPE				
LEFT TURN				
ANGLE	1		1	2
PEDESTRIAN				
PARKED VEH			1	1
FIXED OBJECT			1	1
OTHER		1		1
U-TURN				
BACKING				
ANIMAL		1		1
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC			1	1
NIGHTTIME		1	1	2
WET SURFACE		1		1
ALCOHOL REL			1	1
INTERSEC REL			2	2
TOTAL VEH	2	1	5	8
TOTAL TRUCKS			1	1
PERCENT TRKS	0.0	0.0	20.0	12.5
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: Foskey Lane from US 13 to MD 675-B  
County: WICOMICO  
Study Period: 01/01/2008 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



KEY: Log Mile - Collision Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

template 09-27-06

P - Fatalities	SS - Sidewipe	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	09 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PEO - Pedestrian	OT - Overturn	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedestrian	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	07 - Fence	
				07 - Fence	08 - Other	
				08 - Other	09 - Unknown	

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: Foskey Lane from US 13 to MD 675B

Logmile: From 000.22 To 001.34 Length: 1.12

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO0506											
0.44		042506	PROPERTY	11P	NIGHT	WET			OTHER	WS na	ANIMAL
MU0070											
0.22	✓	040307	1 Inj.	2P	DAY	DRY			ANGLE	WS SS	FAIL TO OBEY STOP SIGN
0.23		020707	PROPERTY	3A	NIGHT	SNOW			PARKD	WS UP	UNKNOWN OR OTHER CAUSE
1.08		010705	1 Inj.	9A	DAY	DRY			ANGLE	SL WS	FAIL TO YIELD RIGHT OF WAY
1.24	✓	070607	PROPERTY	8P	DAY	DRY	✓	09	FXOBJ	NU na	UNDER INFLUENCE OF ALCOHOL

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
(08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006.1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: 014.01 At 000.00 Radius: 400 ft  
 Note(s):

YEAR >		2005	2006	2007	TOTAL	
<b>FATAL</b>						
No. KILLED						
INJURY		7	2	6	15	
No. INJURED		10	7	6	23	
PROP DAMAGE		17	13	13	43	
TOTAL ACC		24	15	19	58	
<b>OPPOSITE DIR</b>						
REAR END		19	13	18	50	
SIDESWIPE		1			1	
<b>LEFT TURN</b>						
<b>ANGLE</b>						
<b>PEDESTRIAN</b>						
<b>PARKED VEH</b>						
FIXED OBJECT		4		1	5	
<b>OTHER</b>						
U-TURN						
BACKING			1		1	
<b>ANIMAL</b>						
<b>RAILROAD</b>						
<b>EXPL./FIRE</b>						
<b>OVERTURN</b>						
OTHER/UNK			1		1	
<b>TRUCK REL ACC</b>						
		1		1	2	
<b>NIGHTTIME</b>						
		12	1	6	19	
<b>WET SURFACE</b>						
		6	2	2	10	
<b>ALCOHOL REL</b>						
				1	1	
<b>INTERSEC REL</b>						
		22	11	12	45	
TOTAL VEH	0	0	50	32	40	122
TOTAL TRUCKS			1		1	2
PERCENT TRKS	***,*	***,*	2.0	0.0	2.5	1.6

Comments:



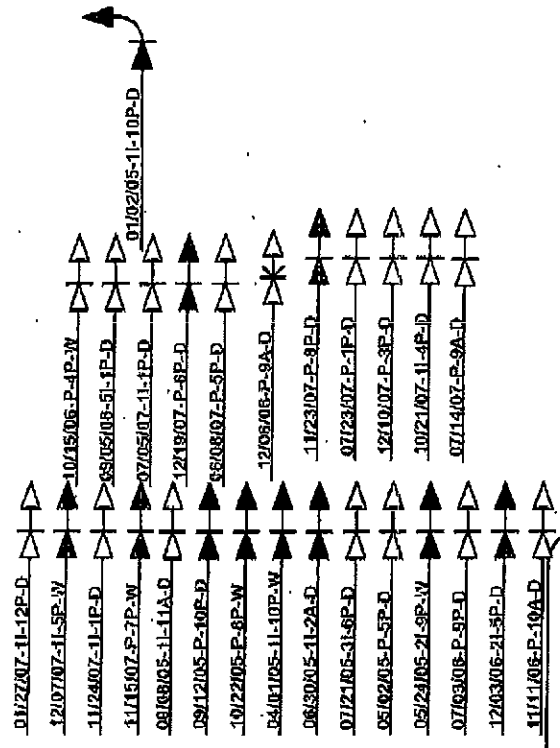
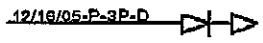
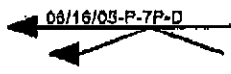
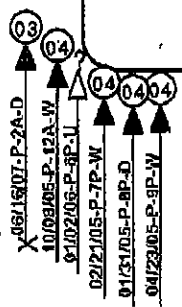
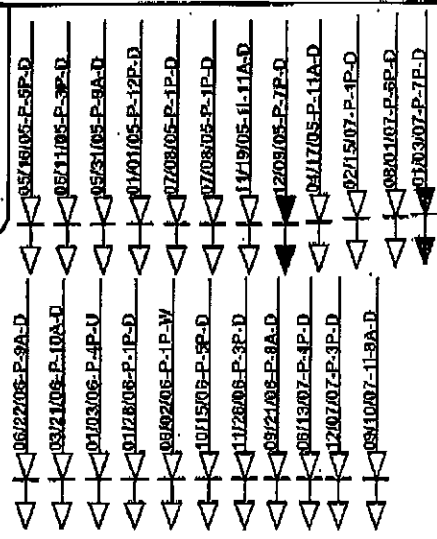


Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

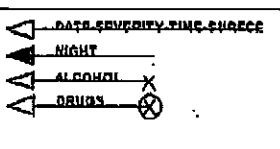
Location: US 13 @ MD 675-B / Winner Blvd  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/05/2006



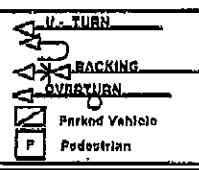
MARYLAND  
675B



Winner Blvd



<b>SEVERITY</b> F - Fatal I - Injured P - Property Damage Only <b>SURFACE</b> D - Dry Surface W - Wet Surface I - Ice Surface S - Snowy Surface	00 - Not Applicable 01 - Bridge or Overpass 02 - Building 03 - Culvert or Ditch 04 - Curb 05 - Guardrail or Barrier 06 - Embankment 07 - Fence 08 - Light Support Pole 09 - Sign Support Post 10 - Other Pole 11 - Tree Shrubbery 12 - Construction Barrier 13 - Traffic Attenuator 99 - Other 00 - Unknown	B - Bicycle V - Other Pedalcycle O - Other Conveyance T - Railway Train A - Animal C - Other Object S - Spilled Cargo Z - Jackknife	U - Units Separated N - Driver Non collision R - Off Road T - Downhill Runaway E - Explanation or Fire ? - Unknown
---	--	--	---



template 05-27-06

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675R / Winner Blvd Logmile: 014.01 At 000.00 Radius: 400 ft  
 County: Wicomico Period: January 1, 2005 To December 31, 2005 Note(s):

SEVERITY													DAY OF THE WEEK										
Fatal	Injury	P-Damage	Total										SUN	MON	TUE	WED	THU	FRI	SAT	UNK			
Accidents	7	17	24																				
Veh Occ	10												2	5	2		4	5	6				
Pedestrian																							
MONTH OF THE YEAR													CONDITION: DRIVER			PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	19									
3	1		3	4	3	3		2	2	1	2		ALCOHOL:										
													Other:	5									
TIME													VEHICLES INVOLVED PER ACCIDENT										
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL			
AM:	1		1						1		3			1	2	3	4	5	6+	UNK	TOTAL		
PM:	1	2		2		2	1	3	2	2	3			4	17	2			1		50		
VEHICLE TYPE				SURFACE				MOVEMENTS															
M_Cycle/Moped				Trk_Trailer				6 WBT				NORTH			SOUTH			EAST			WEST		
27	Passenger Veh	Passenger Bus		18 DRY				LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	
8	Light Truck	School Bus		SNO/ICE				1	21					18					2			2	
1	Heavy Truck	Emergency Veh		MUD																			
14	Other Types			OTHER				OTHER MOVEMENTS 6															
PROBABLE CAUSES													COLLISION TYPES				FAT	INV	PROP	TOTAL			
Inf. of Drugs				Improper Parking				OPPOSITE DIR				RELATED:											
Inf. of Alcohol				Passenger Interfere/Obstr.								UNRELATED:											
Inf. of Medication				Illegally In Roadway				REAR END				RELATED:					7	11	18				
Inf. of Combined Substance				Bicycle Violation								UNRELATED:						1	1				
Physical/Mental Difficulty				Clothing not Visible				SIDESWIPE				RELATED:						1	1				
Fell Asleep/Fainted etc.				Smog, Smoke								UNRELATED:											
13	Fail to give full attent.	Sleet, Hail, Ftz. Rain		LEFT TURN				RELATED:															
	Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt						UNRELATED:															
	Fail to Yield Rightofway	Severe Crosswinds		ANGLE				RELATED:															
	Fail to Obey Stop Sign	Rain, Snow						UNRELATED:															
	Fail to Obey Traffic Sig	Animal		PEDESTRIAN				RELATED:															
	Fail to Obey Other Contr.	Vision Obstruction						UNRELATED:															
	Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.				RELATED:															
	Fail to Stop for Sch. Bus	Wet						UNRELATED:															
	Wrong Way on One Way	Icy or Snow Covered		OTHER CT				RELATED:															
	Exceeded Speed Limit	Debris or Obstruction						UNRELATED:															
	Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE				01															
1	Followed too Closely	Road Under Construction		Z BUILDING				02															
	Improper Turn	Traffic Contr. Device Inop.		X CULVERT/DITCH				03															
	Improper Lane Change	Shoulders Low, Soft, High		E CURB				04					4		4								
	Improper Backing			D GUARDRAIL/BARRIER				05															
	Improper Passing	10 Other or Unknown						EMBANKMENT				06											
	Improper Signal							O FENCE				07											
								B LIGHT POLE				08											
								J SIGN POST				09											
								E OTHER POLE				10											
								C TREE/SHRUBBERY				11											
								T CONSTR. BARRIER				12											
								S CRASH ATTENUATOR				13											
								OTHER FIXED OBJECT															
WEATHER		ILLUMINATION		TOTAL																			
19	CLEAR/CLDX	12 DAY		2005 24																			
	FOGGY	DAWN/DUSK																					
5	RAINING	8 DARK - LIGHTS ON																					
	SNOW/SLEET	4 DARK - NO LIGHTS																					
	OTHER	OTHER																					

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 92.1 ADC Summary Output rev. 06/2006-1

Name: AJ Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 400 ft

County: Wicomico

Period: January 1, 2006 To December 31, 2006

Note(s):

SEVERITY	Fatal	Injury	F-Damage	Total	DAY OF THE WEEK																	
Accidents		2	13	15	SUN	MON	TUE	WED	THU	FRI	SAT	UNK										
Veh Occ		7			1	2	1	1	2		3											
Pedestrian																						
MONTH OF THE YEAR																						
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED								
3		1			1	1		3	2	2	2		Normal:	11								
													ALCOHOL:									
													Other:	4								
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT								
AM:									1	2	2				1	2	3	4	5	6+	UNK	TOTAL
PM:		3		1	2	2	1			1					1	11	3					32
VEHICLE TYPE		SURFACE		MOVEMENTS																		
M_Cycle/Moped	Trk_Trailer	2	WET	NORTH			SOUTH			EAST			WEST									
14 Passenger Veh.	Passenger Bus	11	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT							
8 Light Truck	School Bus		SNOW/ICE			12				16												
Heavy Truck	Emergency Veh		MUD	.....																		
10 Other Types		2	OTHER	OTHER MOVEMENTS 4																		
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL											
Inf. of Drugs	Improper Parking	OPPOSITE DIR		RELATED:																		
Inf. of Alcohol	Passenger Intoxfore/Obstr.	UNRELATED:																				
Inf. of Medication	illegally in Roadway	RRAR END		RELATED:		2	8	10														
Inf. of Combined Substance	Bicycle Violation	UNRELATED:				3	3															
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE		RELATED:																		
Fall Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																				
4 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN		RELATED:																		
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																				
Fail to Yield Rightofway	severe crosswinds	ANGLE		RELATED:																		
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																				
Fail to Obey Traffic Sig	Animal	PEDESTRIAN		RELATED:																		
1 Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																				
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.		RELATED:																		
Fail to Stop for Sch. Bus	Wet	UNRELATED:																				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT		RELATED:		1	1															
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:				1	1															
Too Fast for Conditions	Ruts, Holes, Bumps	F		BRIDGE	01																	
2 Followed too Closely	Road Under Construction	I		BUILDING	02																	
Improper Turn	Traffic Cntrl Device Inop.	X		CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High	E		CURB	04																	
Improper Backing		D		GUARDRAIL/BARRIER	05																	
Improper Passing	8 Other or Unknown			EMBANKMENT	06																	
Improper Signal		O		FENCE	07																	
		B		LIGHT POLE	08																	
		J		SIGN POST	09																	
		E		OTHER POLE	10																	
		C		TREE/SHRUBBERY	11																	
		T		CONSTR. BARRIER	12																	
		S		CRASH ATTENUATOR	13																	
				OTHER FIXED OBJECT																		
WEATHER	ILLUMINATION	TOTAL																				
13 CLEAR/CLDY	11 DAY	2006 15																				
FOGGY	1 DAWN/DUSK																					
RAINING	1 DARK - LIGHTS ON																					
SNOW/SLEET	DARK - NO LIGHTS																					
2 OTHER	2 OTHER																					

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd Logfile: 014.01 At 000.00 Radius: 400 ft  
 County: Wicomico Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Accidents		6	13	19								
Veh Occ		6	.....	.....	1	3		4	3	4	4	
Pedestrian			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	16	
2	1				3	3	1	1	1	3	4		ALCOHOL:	1	
.....													Other:	2	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT								
AM:			1						1	1					1	2	3	4	5	6+	UNK	TOTAL
PM:	1	4		2	2	2	2	2	1						1	16	1	1				40

VEHICLE TYPE		SURFACE	MOVEMENTS											
			NORTH			SOUTH			EAST			WEST		
			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
M_Cycle/Moped	Trk_Trailer	2 WET												
23 Passenger Veh	Passenger Bus	17 DRY												
6 Light Truck	School Bus	SNO/ICE		25			12							
1 Heavy Truck	Emergency Veh	MUD												
10 Other Types	.....	OTHER	OTHER MOVEMENTS 3											

PROBABLE CAUSES			COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:			
1 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:			
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:	2	10	12
Inf. of Combined Substance	Bicycle violation			UNRELATED:	4	2	6
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:			
Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:			
5 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:			
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:			
Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:			
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:			
Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:			
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:			
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEN.	RELATED:			
Fail to Stop for Sch. Bus	Wet			UNRELATED:			
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:			
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:			
Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01			
1 Followed too Closely	Road Under Construction		I BUILDING	02			
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03	1		1
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04			
Improper Backing			D GUARDRAIL/BARRIER	05			
Improper Passing	12 Other or Unknown		EMBANKMENT	06			
Improper Signal			O FENCE	07			

WEATHER	ILLUMINATION	TOTAL		
18 CLEAR/CLDY	13 DAY		J LIGHT POLE	08
FOGGY	DAWN/DUSK	2007 19	J SIGN POST	09
1 RAINING	5 DARK - LIGHTS ON		E OTHER POLE	10
SNOW/SLEET	1 DARK - NO LIGHTS	.....	C TREE/SHRUBBERY	11
OTHER	OTHER	.....	T CONSTR. BARRIER	12
			S CRASH ATTENUATOR	13
			OTHER FIXED OBJECT	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 100 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK									
Accidents		15	43	58	SUN	MON	TUE	WED	THU	FRI	SAT	UNK									
Veh Occ		23	.....		7	10	5	5	9	9	13										
Pedestrian			.....		.....																
MONTH OF THE YEAR												CONDITION: DRIVER	PED								
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	46							
8	2	1	3	4	7	7	1	6	5	6	8		ALCOHOL:	1							
.....												Other:	11								
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:	1		2						2	4	2	3		1	2	3	4	5	6+	UNK	TOTAL
PM:	2	9		5	4	6	4	5	3	3	3			6	44	6	1		1		122
VEHICLE TYPE		SURFACE		MOVEMENTS																	
M_Cycle/Moped	Trk_Trailer	10 WET		NORTH			SOUTH			EAST			WEST								
64 Passenger Veh	Passenger Bus	46 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
22 Light Truck	School Bus	ENO/ICE		1	58		46			2			2								
2 Heavy Truck	Emergency Veh	MUD		.....																	
34 Other Types	.....	2 OTHER		OTHER MOVEMENTS 13																	
PROBABLE CAUSES												COLLISION TYPES		PAT	INJ	PROP	TOTAL				
Inf. of Drugs	Improper Parking	.....		OPPOSITE DIR		RELATED:		.....													
1 Inf. of Alcohol	Passenger Interfere/Obstr.	.....		UNRELATED:		.....															
Inf. of Medication	Illegally in Roadway	.....		REAR END	RELATED:		11	29	40												
Inf. of Combined Substance	Bicycle Violation	.....		UNRELATED:		4		5		10											
Physical/Mental Difficulty	Clothing not Visible	.....		SIDESNIPE	RELATED:		1		1												
Fall Asleep/Painted etc.	Smog, Smoke	.....		UNRELATED:		.....															
22 Fail to give full attent.	Sleet, Hail, Frz. Rain	.....		LEFT TURN	RELATED:		.....														
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	.....		UNRELATED:		.....															
Fail to Yield Rightofway	Severe Crosswinds	.....		ANGLE	RELATED:		.....														
Fail to Obey Stop Sign	Rain, Snow	.....		UNRELATED:		.....															
Fail to Obey Traffic Sig	Animal	.....		PEDESTRIAN	RELATED:		.....														
1 Fail to Obey Other Contr.	Vision Obstruction	.....		UNRELATED:		.....															
Fail to Keep Right of Ctr	Vehicle Defect	.....		PARKED VEH.	RELATED:		.....														
Fail to Stop for Sch. Bus	Wet	.....		UNRELATED:		.....															
Wrong Way on One Way	Icy or Snow Covered	.....		OTHER CT	RELATED:		1		1												
Exceeded Speed Limit	Debric on Obstruction	.....		UNRELATED:		1		1													
Too Fast for Conditions	Ruts, Holes, Rumps	.....		F BRIDGE	01		.....														
4 Followed too Closely	Road Under Construction	.....		I BUILDING	02		.....														
Improper TURN	Traffic Cntrl Device Inop.	.....		X CULVERT/DITCH	03		1		1												
Improper Lane Change	Shoulders Low, Soft, High	.....		E CURE	04		4		4												
Improper Backing	.....	.....		D GUARDRAIL/BARRIER	05		.....														
Improper Passing	30 Other or Unknown	.....		EMBANKMENT	06		.....														
Improper Signal	.....	.....		O FENCE	07		.....														
WEATHER		ILLUMINATION		TOTALS		B LIGHT POLE		08		.....											
50 CLEAR/CLDY	36 DAY	2003		0		J SIGN POST		09		.....											
FOGGY	1 DAWN/DUSK	2004		0		E OTHER POLE		10		.....											
6 RAINING	14 DARK - LIGHTS ON	2005		24		C TREE/SHRUBBERY		11		.....											
SNOW/SLEET	5 DARK - NO LIGHTS	2006		15		T CONSTR. BARRIER		12		.....											
2 OTHER	2 OTHER	2007		19		S CRASH ATTENUATOR		13		.....											
						O OTHER FIXED OBJECT		.....													



Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

County: Wilcomico

Period: January 1, 2006 To December 31, 2007

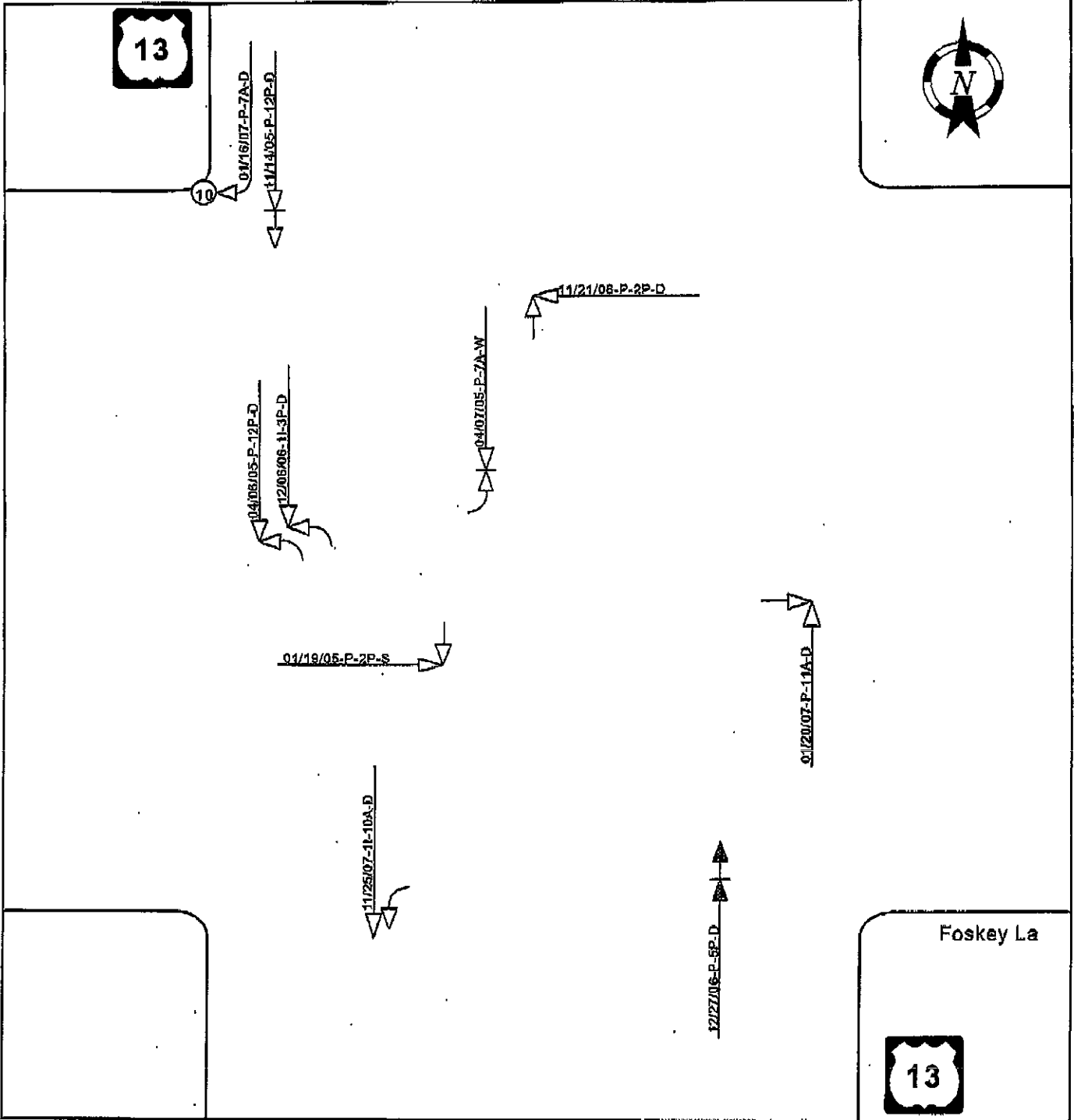
Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY		1	1	2
No. INJURED		1	1	2
PROP DAMAGE	4	2	3	9
TOTAL ACC	4	3	4	11
<b>OPPOSITE DIR</b>				
REAR END	1	1		2
SIDESWIPE				
LEFT TURN	1	1		2
ANGLE	2	1	2	5
PEDESTRIAN				
PARKED VEH			1	1
FIXED OBJECT			1	1
<b>OTHER</b>				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXEL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC	1		1	2
<b>NIGHTTIME</b>				
WET SURFACE	1			1
ALCOHOL REL				
INTERSEC REL	4	3	4	11
TOTAL VEH	9	6	7	22
TOTAL TRUCKS	1		1	2
PERCENT TRKS	11.1	0.0	14.3	9.1
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: US 13 @ Foskey La  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



	DATE SEVERITY TIME SURFACE
	NIGHT
	ALCOHOL
	DRUGS

<b>SEVERITY</b>
F - Fatalities
I - Injured
P - Property Damage Only
<b>SURFACE</b>
D - Dry Surface
W - Wet Surface
I - Icy Surface
S - Snowy Surface

00 - Not Applicable
01 - Bridge or Overpass
02 - Building
03 - Culvert or Ditch
04 - Curb
05 - Guardrail or Barrier
06 - Embankment
07 - Fence

08 - Light Support Pole
09 - Sign Support Pole
10 - Other Pole
11 - Tree Shrubbery
12 - Construction Barrier
13 - Crash Attenuator
88 - Other
89 - Unknown

B - Bicycle
P - Other Pedalcycle
C - Other Conveyance
T - Railway Train
A - Animal
O - Other Object
S - Spilled Cargo
J - Jackknifed

U - Units Separated
N - Other Non collision
D - Off Road
R - Downhill Runaway
F - Explosion or Fire
7 - Unknown

	U - TURN
	BACKING
	OVERTURN
	Parked Vehicle
	Pedestrian

template 00-27-08

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																		
Accidents			4	4	SUN	MON	TUE	WED	THU	FRI	SAT	UNK											
Veh Occ						1		2	1														
Pedestrian																							
MONTH OF THE YEAR																							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED									
1			2							1			Normal:	2									
													ALCOHOL:										
													Other:	2									
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLE CLASS INVOLVED PER ACCIDENT									
AM:								1						1	2	3	4	5	5+	UNK	TOTAL		
PM:	2		1												3	1					9		
VEHICLE TYPE		SURFACE		MOVEMENTS																			
M_Cycle/Moped	1	Trk_Trailer	1	WET	NORTH			SOUTH			EAST			WEST									
3	Passenger Veh	Passenger Bus	2	DRY	LF	ST	RT	LF	ST	RT	LP	ST	RT	LF	ST	RT							
2	Light Truck	1	School Bus	1	SNO/ICR	1			5		1	1											
	Heavy Truck		Emergency Veh		MUD	.....																	
2	Other Types				OTHER	OTHER MOVEMENTS 1																	
PROBABLE CAUSES				COLLISION TYPES		PAT	INJ	PROP	TOTAL														
Inf. of Drugs		Improper Parking			OPPOSITE DIR	RELATED:																	
Inf. of Alcohol		Passenger Interfere/Obstr.			UNRELATED:																		
Inf. of Medication		Illegally in Roadway			REAR END	RELATED:		1	1														
Inf. of Combined Substance		Bicycle Violation			UNRELATED:																		
Physical/Mental Difficulty		Clothing not Visible			SIDESWIPE	RELATED:																	
Fell Asleep/Fainted etc.		Smog, Smoke			UNRELATED:																		
3	Fail to give full attent.	Sleet, Hail, Ftz. Rain			LEFT TURN	RELATED:		1	1														
Misc. Restr. Non-comply		Blowing Sand, Soil, Dirt			UNRELATED:																		
Fail to Yield Rightofway		severe Crosswinds			ANGLE	RELATED:		2	2														
Fail to Obey Stop Sign		Rain, Snow			UNRELATED:																		
Fail to Obey Traffic Sig		Animal			PEDSTRIAN	RELATED:																	
Fail to Obey Other Contr.		Vision Obstruction			UNRELATED:																		
Fail to Keep Right of Ctr		Vehicle Defect			PARKED VEH.	RELATED:																	
Fail to Stop for Sch. BUS		Wet			UNRELATED:																		
Wrong Way on One Way		Icy or Snow Covered			OTHER CT	RELATED:																	
Exceeded Speed Limit		Debris or Obstruction			UNRELATED:																		
1	Too Fast for Conditions	Ruts, Holes, Bumps			F BRIDGE	01																	
Followed too Closely		Road Under Construction			I BUILDING	02																	
Improper Turn		Traffic Cntrl Device Inop.			X CULVERT/DITCH	03																	
Improper Lane Change		Shoulders Low, Soft, High			E CURB	04																	
Improper Backing					D GUARDRAIL/BARRIER	05																	
Improper Passing		Other or Unknown			I EMBANKMENT	06																	
Improper Signal					O FENCE	07																	
					B LIGHT POLE	08																	
					W SIGN POST	09																	
					E OTHER POLE	10																	
					C TREE/SHRUBBERY	11																	
					T CONSTR. BARRIER	12																	
					S CRASH ATTENUATOR	13																	
					OTHER FIXED OBJECT																		
WEATHER	ILLUMINATION	TOTAL																					
3	CLEAR/CLDY	4	DAY	2005	4																		
	FOGGY		DAWN/DUSK																				
	RAINING		DARK - LIGHTS ON																				
1	SNOW/SLEET		DARK - NO LIGHTS																				
	OTHER		OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006\*1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ Foskey Lane Logmile: 015.16 At 000.22 Radius: 200 ft  
 County: Wicomico Period: January 1, 2006 To December 31, 2006 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																	
Accidents		1	2	3	SUN	MON	TUE	WED	THU	FRI	SAT	UNK										
Veh Occ		1	.....	.....			1	2														
Pedestrian			.....	.....	.....	.....	.....	.....	.....	.....	.....	.....										
MONTH OF THE YEAR												CONDITION:	DRIVER	PED								
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2								
.....												ALCOHOL:										
.....												Other:	1									
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT								
AM:														1	2	3	4	5	6+	UNK	TOTAL	
PM:		1	1		1										3							6
VEHICLE TYPE		SURFACE		MOVEMENTS																		
M_Cycle/Moped	Trk_Trailor	WET		NORTH			SOUTH			EAST			WEST									
5 Passenger Veh	Passenger Bus	3 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT							
Light Truck	School Bus	SNO/ICE		1	3		1								1							
Heavy Truck	Emergency Veh	MUD		.....																		
1 Other Types	.....	OTHER		OTHER MOVEMENTS																		
PROBABLE CAUSES				COLLISION TYPES		FAT	INJ	PROP	TOTAL													
Inf. of Drugs	Improper Parking		OPPOSITE DIR		RELATED:																	
Inf. of Alcohol	Passenger Interfere/Obstr.				UNRELATED:																	
Inf. of Medication	Illegally in Roadway		REAR END		RELATED:		1	1														
Inf. of Combined Substance	Bicycle Violation				UNRELATED:																	
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE		RELATED:																	
Fail Asleep/Fainted etc.	Smog, Smoke				UNRELATED:																	
1 Fail to give full attent.	Sleet, Hail, Fzn. Rain		LEFT TURN		RELATED:		1	1														
Lic. Restr. Non-comply	Blowing sand, soil, dirt				UNRELATED:																	
1 Fail to Yield Rightofway	Severe Crosswinds		ANGLE		RELATED:		1	1														
Fail to Obey Stop Sign	Rain, Snow				UNRELATED:																	
Fail to Obey Traffic Sig	Animal		PEDESTRIAN		RELATED:																	
Fail to Obey Other Contr.	Vision Obstruction				UNRELATED:																	
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.		RELATED:																	
Fail to Stop for Sch. Bus	Wet				UNRELATED:																	
Wrong Way on One Way	Icy or Snow Covered		OTHER CT		RELATED:																	
Exceeded Speed Limit	Debris or Obstruction				UNRELATED:																	
Too Fast for Conditions	Ruts, Holes, Bumps		F	BRIDGE	01																	
Followed too Closely	Road Under Construction		I	BUILDING	02																	
Improper Turn	Traffic Cntrl Device Inop.		X	CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High		F	CURB	04																	
Improper Backing			D	GUARDRAIL/BARRIER	05																	
Improper Passing	1 Other or Unknown			EMBANKMENT	06																	
Improper Signal			O	FENCE	07																	
			B	LIGHT POLE	08																	
			J	SIGN POST	09																	
			E	OTHER POLE	10																	
			C	TREE/SHRUBBERY	11																	
			T	CONSTR. BARRIER	12																	
			R	CRASH ATTENUATOR	13																	
				OTHER FIXED OBJECT																		
WEATHER	ILLUMINATION	TOTAL																				
3 CLEAR/CLDY	2 DAY																					
FOGGY	DAWN/DUSK	2006 3																				
RAINING	DARK - LIGHTS ON	.....																				
SNOW/SLEET	1 DARK - NO LIGHTS	.....																				
OTHER	OTHER	.....																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ Foskey Lane

Logmile: 015.16 At 000.22 Radius: 200 FT

County: Wicomico

Period: January 1, 2007 To December 31, 2007

Note(s):

SEVERITY	Fatal	Injury	F-Damage	Total	DAY OF THE WEEK								UNK
Accidents		1	3	4	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Veh Occ		1	3	4	1		2				1		
Pedestrian													

MONTH OF THE YEAR													CONDITION: DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	4
2										1	1		ALCOHOL:	
													Other:	

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:								1			1	1		1	2	3	4	5	6+	UNK	TOTAL
PM:		1												1	3						7

VEHICLE TYPE		SURFACE		MOVEMENTS											
M_Cycle/Moped	1 Trk_Trailer	WET		NORTH			SOUTH			EAST			WEST		
5 Passenger Veh	Passenger Bus	4 DRX		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
Light Truck	School Bus	SNO/ICR				1			1	1			1		2
Heavy Truck	Emergency Veh	MUD		OTHER MOVEMENTS 1											
1 Other Types		OTHER													

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	illegally in Roadway		REAR END	RELATED:				
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible		SIDESWIFE	RELATED:				
Fall Asleep/Fainted etc.	Smog, Smoke			UNRELATED:				
1 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:				
1 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		1	1	2
Fail to Obcy Stop Sign	Rain, Snow			UNRELATED:				
Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:			1	1
Fail to Stop for Sch. Bus	Wet			UNRELATED:				
Wrong way on One Way	Icy or Snow Covered		OTHER CT	RELATED:				
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:				
Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01				
Followed too Closely	Road Under Construction		T BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04				
Improper Backing			D GUARDRAIL/BARRIER	05				
Improper Passing	2 Other or Unknown		I EMBANKMENT	06				
Improper Signal			O FENCE	07				
			B LIGHT POLE	08				
			J SIGN POST	09				
			E OTHER POLE	10			1	1
			C TREE/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			G CRASH ATTENUATOR	13				
			OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
4 CLEAR/CLDY	4 DAY	
FOGGY	DAWN/DUSK	2007 4
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 82.1 ADC Combined Summary Output rev. 06/2006-1.

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ Foskey Lane  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.16 At 000.22 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																												
Accidents		2	9	11	SUN	MON	TUE	WED	THU	FRI	SAT	UNK																					
Veh Occ	2				1	1	3	4	1		1																						
Pedestrian																																	
MONTH OF THE YEAR																																	
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED																		
	3			2							3	3		Normal:	8																		
													ALCOHOL:																				
													Other:	3																			
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT																			
AM:								2			1	1		1	2	3	4	5	6+	UNK	TOTAL												
PM:	2		3	1		1									1	9	1					22											
VEHICLE TYPE		SURFACE		MOVEMENTS																													
M_Cycle/Moped	2 Trk_Trailer	1 WET		NORTH			SOUTH			EAST			WEST																				
13 Passenger Veh	Passenger Bus	9 DRX		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT															
2 Light Truck	1 School Bus	1 SNO/ICE		2	4			7	1	1	2				2	1																	
Heavy Truck	Emergency Veh	MUD																															
4 Other Types		OTHER		OTHER MOVEMENTS 2																													
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL																										
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:																														
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:																														
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:			2	2																										
Inf. of Combined Substance	Bicycle Violation		UNRELATED:																														
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:																														
Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:																														
5 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:			1	1	2																									
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:																														
2 Fail to yield Rightofway	Severe Crosswinds	ANGLE	RELATED:			1	4	5																									
Fail to Obey Stop Sign	Rain, Snow		UNRELATED:																														
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																														
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:																														
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:			1	1																										
Fail to Stop for Sch. Bus	Wet		UNRELATED:																														
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:																														
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:																														
1 Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																														
Followed too Closely	Road Under Construction	X BUILDING	02																														
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03																														
Improper Lane Change	Shoulders Low, Soft, High	E CURB	04																														
Improper Backing		D GUARDRAIL/BARRIER	05																														
Improper Passing	3 Other or Unknown	E EMBANKMENT	06																														
Improper Signal		O FENCE	07																														
		B LIGHT POLE	08																														
		J SIGN POST	09																														
		B OTHER POLE	10	1	1																												
		C TREE/SHRUBBERY	11																														
		T CONSTR. BARRIER	12																														
		S CRASH ATTENUATOR	13																														
		OTHER FIXED OBJECT																															
WEATHER	ILLUMINATION	TOTALS																															
10 CLEAR/CLDY	10 DAY																																
FOGGY	DAWN/DUSK.																																
RAINING	DARK - LIGHTS ON	2005	4																														
1 SNOW/SLEET	1 DARK - NO LIGHTS	2006	3																														
OTHER	OTHER	2007	4																														

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA S2.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: US0013 @ MD0054  
County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft  
Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
NO. KILLED				
INJURY	2	2		4
NO. INJURED	3	3		6
PROP DAMAGE	1	5	3	9
TOTAL ACC	3	7	3	13
OPPOSITE DIR	1			1
REAR END	1	6	2	9
SIDESWIPE			1	1
LEFT TURN	1	1		2
ANGLE			1	1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC		3		3
NIGHTTIME	2	2		4
WET SURFACE	3		1	4
ALCOHOL REL				
INTERSEC REL	3	7	3	13
TOTAL VEH	6	15	6	27
TOTAL TRUCKS		3		3
PERCENT TRKS	0.0	20.0	0.0	11.1
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: US 13 @ MD 54  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



MARYLAND  
54



07/19/07-P-5P-W

01/29/05-1-10P-W  
11/28/06-P-8P-D

06/12/08-21-10P-D

08/18/07-P-12P-D

10/27/07-P-1P-D

10/14/05-21-8A-W  
11/21/05-E-10A-W  
09/22/06-11-1P-D  
05/21/08-P-12P-D  
08/28/06-P-7A-D  
10/03/06-P-4P-D  
09/11/06-P-10A-D

MARYLAND  
54



← DATE SEVERITY TIME SOURCE  
 ← NIGHT  
 ← ALCOHOL  
 ← DRUGS

**SEVERITY**  
 F - Fatality  
 I - Injured  
 P - Property Damage Only  
**PACKAGE**  
 D - Dry Surface  
 W - Wet Surface  
 I - Ice Surface  
 S - Snow Surface

00 - Not Applicable  
 01 - Bridge or Overpass  
 02 - Building  
 03 - Culvert or Ditch  
 04 - Curve  
 05 - Guardrail or Barrier  
 06 - Embankment  
 07 - Fence

08 - Light Support Pole  
 09 - Sign Support Pole  
 10 - Other Pole  
 11 - Tree/Shrubbery  
 12 - Construction Barrier  
 13 - Crash Attenuator  
 14 - Other  
 15 - Unknown

B - Bicycle  
 P - Other Pedalcycle  
 G - Other Conveyance  
 T - Railway Train  
 A - Animal  
 C - Other Object  
 S - Spilled Cargo  
 J - Jackknife

U - Units Separated  
 N - Other Non-salleable  
 D - Off Road  
 R - Runway  
 F - Explosion or Fire  
 ? - Unknown

U - TURN  
 BACKING  
 OVERTURN  
 Parked Vehicle  
 P - Pedestrian

template 06-27-08

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MD0054

Logmile: 015.89 At 010.84 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																
Accidents		2	1	3	SUN	MON	TUE	WED	THU	FRI	SAT	UNK									
Veh Occ		3				1				1	1										
Pedestrian																					
MONTH OF THE YEAR																					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER	PED							
1									1	1			Normal:	2							
													ALCOHOL:								
													Other:	1							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:							1							1	2	3	4	5	6+	UNK	TOTAL
PM:											1				3						6
VEHICLE TYPE		SURFACE		MOVEMENTS																	
M_Cycle/Moped	Trk_Trailer	3	WET	NORTH			SOUTH			EAST			WEST								
3 Passenger Veh	Passenger Bus	DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
3 Light Truck	School Bus	SNO/ICE		2	3		2														
Heavy Truck	Emergency Veh	MUD																			
Other Types		OTHER		OTHER MOVEMENTS																	
PROBABLE CAUSES				COLLISION TYPES		FAT	INJ	PROP	TOTAL												
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:		1		1														
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																			
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:			1	1														
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																			
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPe	RELATED:																		
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																			
2 Fail to give full attent.	Sleet, Hail, Fra. Rain	LEFT TURN	RELATED:		1		1														
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																			
Fail to Yield rightofway	Severe Crosswinds	ANGLE	RELATED:																		
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																			
1 Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																		
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																			
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEN.	RELATED:																		
Fail to Stop for Sch. Bus	Wet	UNRELATED:																			
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:																		
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																			
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																		
Followed too Closely	Road Under Construction	I BUILDING	02																		
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03																		
Improper Lane Change	Shoulders Low, Soft, High	E CURE	04																		
Improper Backing		D GUARDRAIL/BARRIER	05																		
Improper Passing	Other or Unknown	I EMBANKMENT	06																		
Improper Signal		O FENCE	07																		
		B LIGHT POLE	08																		
		J SIGN POST	09																		
		E OTHER POLE	10																		
		C TREE/SHRUBBERY	11																		
		T CONSTR. BARRIER	12																		
		S CRASH ATTENUATOR	13																		
		OTHER FIXED OBJECT																			
WEATHER	ILLUMINATION	TOTAL																			
CLEAR/CLDY	1 DAY	2005 3																			
FOGGY	DAWN/DUSK																				
2 RAINING	2 DARK - LIGHTS ON																				
1 SNOW/SLEET	DARK - NO LIGHTS																				
OTHER	OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MD0054

Logmile: 015.89 At: 010.84 Radius: 200 ft

County: Wicomico

Period: January 1, 2006 To December 31, 2006

Note(s):

SEVERITY				DAY OF THE WEEK																	
Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	CONDITION: DRIVER		PED							
Accidents	2	5	7										Normal:	7							
Veh Occ	3	.....		2	2	2		1					ALCOHOL:								
Pedestrian		.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	Other:								
MONTH OF THE YEAR													CONDITION: DRIVER		PED						
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	7							
				1	3		1		1	1			ALCOHOL:								
				.....	.....	.....	.....	.....	.....	.....	.....	.....	Other:								
TIME													VEHICLES INVOLVED PER ACCIDENT								
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:							1			1				1	2	3	4	5	6+	UNK	15
PM:	1	1		1				1		1				6	1						
VEHICLE TYPE				SURFACE			MOVEMENTS														
1 M_Cycle/Moped	1 Trk_Trailer	WET			NORTH			SOUTH			EAST			WEST							
5 Passenger Veh	Passenger BUS	7 DRY			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT					
3 Light Truck	School Bus	SNO/ICE			1	10			1			2									
2 Heavy Truck	Emergency Veh	MUD			.....																
3 Other Types	.....	OTHER			OTHER MOVEMENTS 1																
PROBABLE CAUSES													COLLISION TYPES				FAT	INJ	PROP	TOTAL	
Inf. of Drugs				Improper Parking				OPPOSITE DIR		RELATED:											
Inf. of Alcohol				Passenger Interfere/Obstr.				UNRELATED:													
Inf. of Medication				Illegally in Roadway				REAR END		RELATED:			2	4	6						
Inf. of Combined Substance				Bicycle Violation				UNRELATED:													
Physical/Mental Difficulty				Clothing not Visible				SIDESWIPE		RELATED:											
Fell Asleep/Painted etc.				Smog, Smoke				UNRELATED:													
1 Fail to give full attent.				Sleet, Hail, Frz. Rain				LEFT TURN		RELATED:			1	1							
Lic. Restr. Non-comply				Blowing Sand, Soil, Dirt				UNRELATED:													
1 Fail to Yield Rightofway				Severe Crosswinds				ANGLE		RELATED:											
Fail to Obey Stop Sign				Rain, Snow				UNRELATED:													
Fail to Obey Traffic Sig				Animal				PEDESTRIAN		RELATED:											
Fail to Obey Other Contr.				Vision Obstruction				UNRELATED:													
Fail to Keep Right of Ctr				Vehicle Defect				PARKED VEH.		RELATED:											
Fail to Stop for Sch. Bus				Net				UNRELATED:													
Wrong Way on One Way				Icy or Snow Covered				OTHER CT		RELATED:											
Exceeded Speed Limit				Debris or Obstruction				UNRELATED:													
Too Fast for Conditions				Ruts, Holes, Bumps				F	BRIDGE	01											
Followed too Closely				Road Under Construction				I	BUILDING	02											
Improper Turn				Traffic Ctrl Device Inop.				X	CULVERT/DITCH	03											
Improper Lane Change				Shoulders Low, Soft, High				E	CURB	04											
Improper Backing								D	GUARDRAIL/BARRIER	05											
Improper Passing				5 Other or Unknown					EMBANKMENT	06											
Improper Signal								O	FENCE	07											
								B	LIGHT POLE	08											
								J	SIGN POST	09											
								E	OTHER POLE	10											
								C	TREE/SHRUBBERY	11											
								T	CONSTR. BARRIER	12											
								S	CRASH ATTENUATOR	13											
									OTHER FIXED OBJECT												
WEATHER		ILLUMINATION		TOTAL																	
7 CLEAR/CLDY	5 DAY																				
FOGGY	DAWN/DUSK			2006 7																	
RAINING	1 DARK - LIGHTS ON			.....																	
SNOW/SLEET	1 DARK - NO LIGHTS			.....																	
OTHER	OTHER			.....																	



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: U80013 @ MD0054  
 County: Wicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK
Accidents			3	3	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ			.....		1				1		1	
Pedestrian			.....		.....	.....	.....	.....	.....	.....	.....	.....

MONTH OF THE YEAR												CONDITION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		
						1	1		1				ALCOHOL:		3
.....												Other:			

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT								
AM:														1	2	3	4	5	6+	UNK	TOTAL	
PM:	1	1				1									3							6

VEHICLE TYPE		SURFACE	MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	1 WET	NORTH			SOUTH			EAST			WEST		
4 Passenger Veh	Passenger Bus	2 DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1 Light Truck	School Bus	SNO/ICE	1			2			3					
Heavy Truck	Emergency Veh	MUD	.....											
1 Other Types	.....	OTHER	OTHER MOVEMENTS											

PROBABLE CAUSES		COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking	OPPOSITE DIR RELATED:				
Inf. of Alcohol	Passenger Intox/forc/Obstr.	UNRELATED:				
Inf. of Medication	illegally in Roadway	REAR END RELATED:			1	1
Inf. of Combined Substance	Bicycle Violation	UNRELATED:				
Physical/Mental Difficulty	Clothing not visible	SIDESWIPE RELATED:			1	1
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:				
Fail to give full attent.	Gloet, Hail, Fxz. Rain	LEFT TURN RELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:				
Fail to Yield Rightofway	Severe Crosswinds	ANGLE RELATED:			1	1
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:				
Fail to Obey Traffic Sig	Animal	PEDESTRIAN RELATED:				
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH. RELATED:				
Fail to Stop for sch. Bus	Wet	UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT RELATED:				
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:				
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE 01				
Followed too Closely	Road Under Construction	I BUILDING 02				
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH 03				
1 Improper Lane Change	Shoulders Low, Soft, High	E CURB 04				
Improper Backing		D GUARDRAIL/BARRIER 05				
Improper Passing	2 Other or Unknown	I EMBANKMENT 06				
Improper Signal		O FENCE 07				
		B LIGHT POLE 08				
		J SIGN POST 09				
		E OTHER POLE 10				
		C TREE/SHRUBBERY 11				
		T CONST. BARRIER 12				
		S CRASH ATTENUATOR 13				
		OTHER FIXED OBJECT				

WEATHER	ILLUMINATION	TOTAL
2 CLEAR/CLDY	3 DAY	
FOGGY	DAWN/DUSK	2007 3
1 RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	.....
OTHER	OTHER	.....

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MD0054  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK																
Accidents		4	9	13	SUN	MON	TUE	WED	THU	FRI	SAT	UNK									
Veh Occ	6				3	3	2		2	1	2										
Pedestrian																					
MONTH OF THE YEAR													CONDITION: DRIVER	PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	12							
1				1	3	1	2		3	2			ALCOHOL:								
													Other:	1							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:							1	1			2			1	2	3	4	5	6+	UNK	TOTAL
PM:	2	2			1	1			1		2				12	1					27
VEHICLE TYPE		SURFACE		MOVEMENTS																	
1 M_Cycle/Moped	1 Trk_Trailer	4 WET		NORTH		SOUTH			EAST		WEST										
12 Passenger Veh	Passenger Bus	9 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT									
7 Light Truck	School Bus	SNO/ICE		2	14		5			5											
2 Heavy Truck	Emergency Veh	MUD																			
4 Other Types		OTHER		OTHER MOVEMENTS 1																	
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL										
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:				1			1											
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:																		
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:				2	6		8											
Inf. of Combined Substance	Bicycle Violation		UNRELATED:																		
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:					1		1											
Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:																		
3 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:				1	1		2											
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:																		
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:					1		1											
Fail to Obey Stop sign	rain, snow		UNRELATED:																		
1 Fail to Obey Traffic sig	Animal	PEDESTRIAN	RELATED:																		
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:																		
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																		
Fail to Stop for Sch. Bus	Wet		UNRELATED:																		
Wrong Way on One Way	Ice or Snow Covered	OTHER CT	RELATED:																		
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:																		
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE				01															
Followed too Closely	Road Under Construction	I BUILDING				02															
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH				03															
1 Improper Lane Change	Shoulders Low, Soft, High	S CURB				04															
Improper Backing		D GUARDRAIL/BARRIER				05															
Improper Passing		I EMBANKMENT				06															
Improper Signal	7 Other or Unknown	O FENCE				07															
		B LIGHT POLE				08															
		J SIGN POST				09															
		B OTHER POLE				10															
		C TREE/SHRUBBERY				11															
		T CONSTR. BARRIER				12															
		S CRASH ATTENUATOR				13															
		OTHER FIXED OBJECT																			
WEATHER	ILLUMINATION	TOTALS																			
9 CLEAR/CLDY	9 DAY	2005	3																		
FOGGY	DAWN/DUSK																				
3 RAINING	3 DARK - LIGHTS ON	2006	7																		
1 SNOW/SLEET	1 DARK - NO LIGHTS	2007	3																		
OTHER	OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0678B @ Connelly Mill Rd  
 County: Wicomico Period: January 1, 2006 To December 31, 2006

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal				Injury				P-Damage				Total				DAY OF THE WEEK																					
	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK														
Accidents	.....																																					
Veh Occ	.....																																					
Pedestrian	.....																																					
MONTH OF THE YEAR																CONDITION: DRIVER PED																						
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC UNK																Normal:																						
.....																ALCOHOL:																						
.....																Other:																						
.....																.....																						
TIME																VEHICLES INVOLVED PER ACCIDENT																						
12 01 02 03 04 05 06 07 08 09 10 11 UNK																1 2 3 4 5 6+ UNK TOTAL																						
AM:																.....																						
PM:																.....																						
VEHICLE TYPE				SURFACE				MOVEMENTS																														
M_Cycle/Moped				Trk_Trailer				WET				NORTH				SOUTH				EAST				WEST														
Passenger Veh				Passenger Bus				DRY				LF		ST		RT		LF		ST		RT		LF		ST		RT										
Light Truck				School Bus				SNOW/ICE				.....																										
Heavy Truck				Emergency Veh				MUD				.....																										
Other Types				.....				OTHER				OTHER MOVEMENTS																										
PROBABLE CAUSES																COLLISION TYPES							FAT				INJ				PROP				TOTAL			
Inf. of Drugs																Improper Parking							OPPOSITE DIR				RELATED:				UNRELATED:							
Inf. of Alcohol																Passenger Interfere/Obstr.							REAR END				RELATED:				UNRELATED:							
Inf. of Medication																Illegally in Roadway							SIDESWIPE				RELATED:				UNRELATED:							
Inf. of Combined Substance																Bicycle Violation							LEFT TURN				RELATED:				UNRELATED:							
Physical/Mental Difficulty																Clothing not Visible							ANGLE				RELATED:				UNRELATED:							
Fall Asleep/Fainted etc.																Smog, Smoke							PEDESTRIAN				RELATED:				UNRELATED:							
Fail to give full attent.																Sleet, Hail, Frz. Rain							PARKED VEH.				RELATED:				UNRELATED:							
Lic. Restr. Non-comply																Blowing Sand, Soil, Dirt							OTHER CT				RELATED:				UNRELATED:							
Fail to Yield Rightofway																Severe Crosswinds							F BRIDGE				01				.....							
Fail to Obey Stop Sign																Rain, Snow							T BUILDING				02				.....							
Fail to Obey Traffic Sig																Animal							K CULVERT/DITCH				03				.....							
Fail to Obey Other Contr.																Vision Obstruction							E CURB				04				.....							
Fail to Keep Right of Ctr																Vehicle Defect							D GUARDRAIL/BARRIER				05				.....							
Fail to Stop for Sch. Bus																Wet							E EMBANKMENT				06				.....							
Wrong Way on One Way																Icy or Snow Covered							O FENCE				07				.....							
Exceeded Speed Limit																Debris or Obstruction							B LIGHT POLE				08				.....							
Too Fast for Conditions																Ruts, Holes, Bumps							J SIGN POST				09				.....							
Followed too Closely																Road Under Construction							E OTHER POLE				10				.....							
Improper Turn																Traffic Cntrl Device Inop.							C TREE/SHRUBBERY				11				.....							
Improper Lane Change																Shoulders Low, Soft, High							T CONSTR. BARRIER				12				.....							
Improper Backing																Other or Unknown							S CRASH ATTENUATOR				13				.....							
Improper Passing																.....							OTHER FIXED OBJECT				.....				.....							
Improper Signal																.....							.....				.....				.....							
WEATHER				ILLUMINATION				TOTAL				.....																										
CLEAR/CLDY				DAY				2006 0				.....																										
FOGGY				DAWN/DUSK				.....				.....																										
RAINING				DARK - LIGHTS ON				.....				.....																										
SNOW/SLEET				DARK - NO LIGHTS				.....				.....																										
OTHER				OTHER				.....				.....																										





Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 54 @ MD 675-B  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008

MARYLAND  
675B

MARYLAND  
54



02/18/05-P-8P-D

02/08/06-P-8P-D

02/21/07-F-7P-D

MARYLAND  
54

- ← DATE SEVERITY ZIMR SOURCE
- ▲ NIGHT
- ▲ ALCOHOL
- ▲ DRUGS

- SECURITY**
- F - Fatalities
  - I - Injured
  - P - Property Damage
  - Only
- SURFACE**
- D - Dry Surface
  - W - Wet Surface
  - I - icy Surface
  - S - Snowy Surface

- 00 - Not Applicable
- 01 - Bridge or Overpass
- 02 - Building
- 03 - Culvert or Ditch
- 04 - Curb
- 05 - Guardrail or Barrier
- 06 - Embankment
- 07 - Fence

- 08 - Light Support Pole
- 09 - Sign Support Pole
- 10 - Other Pole
- 11 - Tree Shrubbery
- 12 - Construction Barrier
- 13 - Crash Attenuator
- 88 - Other
- 89 - Unknown

- B - Bicycle
- P - Other Pedals/yein
- C - Other Conveyance
- T - Railway Train
- A - Animal
- O - Other Object
- S - Spilling Cargo
- J - Jackknife

- U - Units Separated
- N - Other Non collision
- b - Off Road
- R - Downhill Runaway
- F - Explosion or Fire
- ? - Unknown

- U - TURN
- BACKING
- OVERTURN
- Parked vehicle
- P Pedestrian

template 05-27-00





Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MD0675B

Logmile: 009.97 At 002.09 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

SEVERITY				DAY OF THE WEEK																	
Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	CONDITION: DRIVER			PED						
Accidents		1	1																		
Veh Occ																					
Pedestrian																					
MONTH OF THE YEAR													CONDITION: DRIVER			PED					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:						
1																1					
TIME													VEHICLES INVOLVED PER ACCIDENT								
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:																					
PM:							1							1							2
VEHICLE TYPE		SURFACE		MOVEMENTS																	
M_Cycle/Moped	Trk_Trailer	WET		NORTH				SOUTH				EAST				WEST					
2 Passenger Veh	Passenger Bus	1 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
Light Truck	School Bus	SNO/ICE		1				1													
Heavy Truck	Emergency Veh	MUD																			
Other Types		OTHER		OTHER MOVEMENTS																	
PROBABLE CAUSES			COLLISION TYPES			FAT	INJ	PROP	TOTAL												
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:																	
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:																	
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:																	
Inf. of Combined Substance	Bicycle Violation			UNRELATED:																	
Physical/Mental Difficulty	Clothing not visible		SIDESWIPE	RELATED:																	
Fall Asleep/Fainted etc.	Smog, Smoke			UNRELATED:																	
Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:			1	1													
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:																	
Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:																	
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:																	
1 Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:																	
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:																	
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:																	
Fail to Stop for Sch. Bus	Wet			UNRELATED:																	
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:																	
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:																	
Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01																	
Followed too closely	Road Under Construction		I BUILDING	02																	
Improper Turn	Traffic Cntl Device Inop.		X CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04																	
Improper Backing			D GUARDRAIL/BARRIER	05																	
Improper Passing	Other or Unknown		S EMBANKMENT	06																	
Improper Signal			O FENCE	07																	
			E LIGHT POLE	08																	
			J SIGN POST	09																	
			E OTHER POLE	10																	
			C TREE/SHRUBBERY	11																	
			T CONSTR. BARRIER	12																	
			S CRASH ATTENUATOR	13																	
				OTHER FIXED OBJECT																	
WEATHER		ILLUMINATION		TOTAL																	
1 CLEAR/CLDY	DAY																				
FOGGY	DAWN/DUSK			2005	1																
RAINING	1 DARK - LIGHTS ON																				
SNOW/SLEET	DARK - NO LIGHTS																				
OTHER	OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MD06759

Logmile: 009.97 At 002.09 Radius: 200 ft

County: Wicomico

Period: January 1, 2006 To December 31, 2006

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
Accidents			1	1	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Veh Occ			1	1				1					
Pedestrian			1	1									

MONTH OF THE YEAR													CONDITION: DRIVER		PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		
	1												ALCOHOL:		
													Other:		1

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT									
AM:															1	2	3	4	5	6+	UNK	TOTAL	
PM:								1								1							2

VEHICLE TYPE		SURFACE		MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	WET		NORTH			SOUTH			EAST			WEST		
2 Passenger Veh	Passenger Bus	1 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
Light Truck	School Bus	SNO/ICE		2											
Heavy Truck	Emergency Veh	MUD													
Other Types		OTHER		OTHER MOVEMENTS											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:				
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		1	1	
Fell Asleep/Painted etc.	Smog, Smoke			UNRELATED:				
Fail to give full attent.	Sleet, Hail, Frz. Rain		LBFT TURN	RELATED:				
Lic. Restr. Non-comply	Flowing Sand, Soil, Dirt			UNRELATED:				
1 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:				
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:				
Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:				
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:				
Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01				
Followed Too Closely	Road Under Construction		I BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High		B CURB	04				
Improper Backing			D GUARDRAIL/BARRIER	05				
Improper Passing	Other or Unknown		E EMBANKMENT	06				
Improper Signal			O FENCE	07				
			B LIGHT POLE	08				
			J SIGN POST	09				
			E OTHER POLE	10				
			C TREES/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
			OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLOUDY	DAY	
FOGGY	DAWN/DUSK	2006 1
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SMA 52.1 ADC Summary Output rev. 05/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MD0675B

Logmile: 009.97 At 002.09 Radius: 200 ft

County: Nicomico

Period: January 1, 2007 To December 31, 2007

Note(s):

SEVERITY					DAY OF THE WEEK																																						
Fatal	Injury	P-Damage	Total		SUN	MON	TUE	WED	THU	FRI	SAT	UNK	CONDITION: DRIVER			PED																											
Accidents		1	1											1	Normal:	1																											
Veh Occ								1							ALCOHOL:																												
Pedestrian															Other:																												
MONTH OF THE YEAR																																											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	CONDITION: DRIVER			PED																											
	1													Normal:	1																												
														ALCOHOL:																													
														Other:																													
VEHICLES INVOLVED PER ACCIDENT																																											
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL																						
AM:															1	2	3	4	5	6+	UNK	2																					
PM:								1								1																											
VEHICLE TYPE		SURFACE			MOVEMENTS																																						
M_Cycle/Moped	Trk_trailer	WET			NORTH			SOUTH			EAST			WEST																													
2 Passenger Veh	Passenger Bus	1 DRY			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT																											
Light Truck	School Bus	SNO/ICE										1			1																												
Heavy Truck	Emergency Veh	MUD																																									
Other Types		OTHER			OTHER MOVEMENTS																																						
PROBABLE CAUSES																																											
Inf. of Drugs	Improper Parking	COLLISION TYPES			FAT			INJ			PROP			TOTAL																													
Inf. of Alcohol	Passenger Interfere/Obatr.	[ OPPOSITE DIR RELATED:																																									
Inf. of Medication	Illegally in Roadway	UNRELATED:																																									
Inf. of Combined Substance	Bicycle Violation	[ REAR END RELATED:																																									
Physical/Mental Difficulty	Clothing not visible	UNRELATED:																																									
Fell Asleep/Fainted etc.	Smog, Smoke	[ SIDESWIPE RELATED:																																									
1 Fail to give full attent.	Sleet, Hail, Fxz. Rain	UNRELATED:			[ LEFT TURN RELATED:						1			1																													
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:			[ ANGLE RELATED:																																						
Fail to Yield Rightofway	Severe Crosswinds	UNRELATED:			[ PEDESTRIAN RELATED:																																						
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:			[ PARKED VEH. RELATED:																																						
Fail to Obey Traffic Sig	Animal	UNRELATED:			[ OTHER CT RELATED:																																						
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:			[ UNRELATED:																																						
Fail to Keep Right of Ctr	Vehicle Defect	UNRELATED:			[ F BRIDGE 01																																						
Fail to Stop for Sch. Bus	Wet	UNRELATED:			[ I BUILDING 02																																						
Wrong Way on One Way	Icy or Snow Covered	UNRELATED:			[ X CULVERT/DITCH 03																																						
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:			[ E CURB 04																																						
Too Fast for Conditions	Ruts, Moles, Bumps	UNRELATED:			[ D GUARDRAIL/BARRIER 05																																						
Followed too closely	Road Under Construction	UNRELATED:			[ EMBANKMENT 06																																						
Improper Turn	Traffic Cntrl Device Inop.	UNRELATED:			[ O FENCE 07																																						
Improper Lane Change	Shoulders Low, Soft, High	UNRELATED:			[ R LIGHT POLE 08																																						
Improper Backing	Other or Unknown	UNRELATED:			[ J SIGN POST 09																																						
Improper Passing		UNRELATED:			[ E OTHER POLE 10																																						
Improper Signal		UNRELATED:			[ C TREE/SHRUBBERY 11																																						
		UNRELATED:			[ T CONSTR. BARRIER 12																																						
		UNRELATED:			[ S CRASH ATTENUATOR 13																																						
		UNRELATED:			[ OTHER FIXED OBJECT																																						
WEATHER		ILLUMINATION			TOTAL			F			I			X			E			D			O			R			J			E			C			T			S		
1 CLEAR/CLDY	DAY				2007 1																																						
FOGGY	DAWN/DUSK																																										
RAINFING	1 DARK - LIGHTS ON																																										
SNOW/SLEET	DARK - NO LIGHTS																																										
OTHER	OTHER																																										

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0064 @ MD0675B

Logmile: 009.97 At 002.09 Radius: 200 ft

County: Nicomaco

Period: January 1, 2005 To December 31, 2007

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
Accidents#			3	3	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ	.....							2		1		
Pedestrian	.....				.....							

MONTH OF THE YEAR													CONDITION: DRIVER PED		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:
	3														1
.....															2

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:														1	2	3	4	5	6+	UNK	TOTAL
PM:							1	2							3						6

VEHICLE TYPE		SURFACE		MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	WET		NORTH			SOUTH			EAST			WEST		
6 Passenger Veh	Passenger Bus	3 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
Light Truck	School Bus	SNO/ICR		1	2		1			1			1		
Heavy Truck	Emergency Veh	MUD		.....											
Other Types	.....	OTHER		OTHER MOVEMENTS											

PROBABLE CAUSES			COLLISION TYPES		FAT	INU	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:				
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		1	1	
Fall Asleep/Fainted etc.	Smog, Smoke			UNRELATED:				
1 Fail to give full attent.	Sleet, Hail, Frz. Rain		LEFT TURN	RELATED:		2	2	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:				
1 Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:				
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:				
1 Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Net			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:				
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:				
Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01				
Followed too Closely	Road Under Construction		I BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04				
Improper Backing	Other or Unknown		D GUARDRAIL/BARRIER	05				
Improper Passing			I EMBANKMENT	06				
Improper Signal			O FENCE	07				
			E LIGHT POLE	08				
			J SIGN POST	09				
			E OTHER POLE	10				
			C TREE/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
			I OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	FAT	INU	PROP	TOTAL
3 CLEAR/CLOY	DAY					
FOGGY	DAWN/DUSK					
RAINING	3 DARK - LIGHTS ON	2005	1			
SNOW/SLEET	DARK - NO LIGHTS	2006	1			
OTHER	OTHER	2007	1			



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Foskey La  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
<b>INJURY</b>				
No. INJURED				
PROP DAMAGE	1	2		3
TOTAL ACC	1	2		3
<b>OPPOSITE DIR</b>				
REAR END		1		1
SIDESWIFE				
LEFT TURN				
ANGLE		1		1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER	1			1
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	1			1
<b>TRCK REL ACC</b>				
<b>NIGHTTIME</b>				
WET SURFACE		1		1
ALCOHOL REL				
INTERSEC REL	1	2		3
TOTAL VSH	2	4	0	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	***.*	0.0

Comments:



Office of Traffic & Safety  
 Traffic Development & Support Division  
 Crash Analysis Safety Team

Location: MD 675 B @ Foskey La  
 County: WICOMICO  
 Study Period: 01/01/2005 to 12/31/2007  
 Analyst: ALEWIS Date: 11/07/2008

MARYLAND  
 675B



0

05/02/06-P-3P-D

06/03/06-P-11A-W

10/09/06-P-1P-D

Foskey La

MARYLAND  
 675B

DATE SEVERITY TIME SOURCE  
 NIGHT  
 ALCOHOL X  
 DRUGS

SEVERITY  
 F - Fatalities  
 I - Injured  
 P - Property Damage Only  
 SURFACE  
 D - Dry Surface  
 W - Wet Surface  
 I - Icy Surface  
 S - Snowy Surface

00 - Not Applicable  
 01 - Bridge or Overpass  
 02 - Building  
 03 - Culvert or Ditch  
 04 - Curb  
 05 - Guardrail or Barrier  
 06 - Embankment  
 07 - Fence  
 08 - Light Support Pole  
 09 - Sign Support Pole  
 10 - Other Pole  
 11 - Tree Shrubbery  
 12 - Construction Barrier  
 13 - Crash Attenuator  
 14 - Other  
 99 - Unknown

B - Bicycle  
 P - Other Pedalcycle  
 O - Other Conveyance  
 T - Railway Train  
 A - Animal  
 Q - Other Object  
 S - Spilling Cargo  
 J - Jackknife

U - Units Separated  
 N - Other Non collision  
 D - Off Road  
 R - Downhill Runaway  
 E - Explosion or Fire  
 ? - Unknown

template 08-27-05

U - TURN  
 MISSING  
 OVERTURN  
 Parked Vehicle  
 Pedestrian

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 05/2006-3

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Foskey LA  
 County: Wicomico

Logmile: 001.34 At 000.59 Radius: 200 ft  
 Note(s):

Period: January 1, 2005 To December 31, 2005

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK														
Accidents			1	1	SUN	MON	TUE	WED	THU	FRI	SAT	UNK														
Veh Occ			1	1		1																				
Pedestrian			1	1																						
MONTH OF THE YEAR												CONDITION: DRIVER	PED													
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	1												
				1									ALCOHOL:													
													Other:													
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT												
AM:														1	2	3	4	5	6+	UNK	TOTAL					
PM:				1											1						2					
VEHICLE TYPE		SURFACE		MOVEMENTS																						
M_Cycle/Moped	Trk_Trailer	WET	NORTH						SOUTH						EAST						WEST					
1 Passenger Veh	Passenger Bus	1 DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
Light Truck	School Bus	SNOW/ICE	1					1																		
Heavy Truck	Emergency Veh	MUD																								
1 Other Types		OTHER																								
PROBABLE CAUSES												COLLISION TYPES				FAT	INJ	PROP	TOTAL							
Inf. of Drugs		Improper Parking		OPPOSITE DIR		RELATED:																				
Inf. of Alcohol		Passenger Interfere/Obatr.		UNRELATED:																						
Inf. of Medication		Illegally in Roadway		REAR END		RELATED:																				
Inf. of Combined Substance		Bicycle Violation		UNRELATED:																						
Physical/Mental Difficulty		Clothing not Visible		SIDESWIPE		RELATED:																				
Fall Asleep/Fainted etc.		Smog, Smoke		UNRELATED:																						
Fail to give full attent.		Sleet, Hail, Fxz. Rain		LEFT TURN		RELATED:																				
Lic. Restr. Non-comply		Blowing Sand, Soil, Dirt		UNRELATED:																						
1 Fail to Yield Rightofway		Severe Crosswinds		ANGLE		RELATED:																				
Fail to Obey Stop Sign		Rain, Snow		UNRELATED:																						
Fail to Obey Traffic Sig		Animal		PEDESTRIAN		RELATED:																				
Fail to Obey Other Contr.		Vision Obstruction		UNRELATED:																						
Fail to Keep Right of Ctr		Vehicle Defect		PARKED VEH.		RELATED:																				
Fail to Stop for Sch. Bus		Wet		UNRELATED:																						
Wrong Way on One Way		Icy or Snow Covered		OTHER CT		RELATED:									1		1									
Exceeded Speed Limit		Debris or Obstruction		UNRELATED:																						
Too Fast for Conditions		Ruts, Holes, Bumps		F BRIDGE		01																				
Followed too Closely		Road Under Construction		I BUILDING		02																				
Improper Turn		Traffic Cntrl Device Inop.		X CULVERT/DITCH		03																				
Improper Lane Change		Shoulders Low, Soft, High		E CURB		04																				
Improper Backing		Other or Unknown		D GUARDRAIL/BARRIER		05																				
Improper Passing				O EMBANKMENT		06																				
Improper Signal				C FENCE		07																				
				A LIGHT POLE		08																				
				J SIGN POST		09																				
				K OTHER POLE		10																				
				L TREE/SHRUBBERY		11																				
				T CONSTR. BARRIER		12																				
				S CRASH ATTENUATOR		13																				
				OTHER FIXED OBJECT																						
WEATHER		ILLUMINATION		TOTAL																						
1 CLEAR/CLDY	1 DAY																									
FOGGY	DAWN/DUSK			2005 1																						
RAINING	DARK - LIGHTS ON																									
SNOW/SLSET	DARK - NO LIGHTS																									
OTHER	OTHER																									

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 53.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Poskey La  
 County: Wicomico

Period: January 1, 2006 to December 31, 2006

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

SEVERITY		Fatal	Injury	F-Damage	Total	DAY OF THE WEEK							
Accidents				2	2	SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Veh Occ							1					1	
Pedestrian													

MONTH OF THE YEAR													CONDITION:	DRIVER	FED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		2
					1				1				ALCOHOL:		
													Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:												1		1	2	3	4	5	6+	UNK	TOTAL
PM:	1														2						4

VEHICLE TYPE		SURFACE		MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	1	NET	NORTH			SOUTH			EAST			WEST		
3 Passenger Veh	Passenger Bus	1	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1 Light Truck	School Bus		SNO/ICE	1						1					2
Heavy Truck	Emergency Veh		MUD	.....											
Other Types			OTHER	OTHER MOVEMENTS											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:		1	1	
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:				
Fall Asleep/Dozed etc.	Smog, Smoke			UNRELATED:				
Fail to give full attent.	Sleet, Hail, Frz, Rain		LEFT TURN	RELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:				
Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:		1	1	
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:				
Fail to Obey Traffic Sig	Animal		PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. Bus	Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:				
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:				
1 Too Fast for Conditions	Ruts, Holes, Bumps		F BRIDGE	01				
Followed too Closely	Road Under Construction		I BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04				
Improper Backing			D GUARDRAIL/BARRIER	05				
Improper Passing			EMBANKMENT	06				
Improper Signal	1 Other or Unknown		O FENCE	07				
			B LIGHT POLE	08				
			J SIGN POST	09				
			E OTHER POLE	10				
			C TREE/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
			OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	2 DAY	
FOGGY	DANN/DUSK	2006 2
1 RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Ponkey La  
 County: Wicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
Accidents					SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Veh Occ													
Pedestrian													

MONTH OF THE YEAR												CONDITION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		
													ALCOHOL:		
													Other:		

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:														1	2	3	4	5	6+	UNK	TOTAL
PM:																					

VEHICLE TYPE		SURFACE	MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	WET	NORTH			SOUTH			EAST			WEST		
Passenger Veh	Passenger Bus	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
Light Truck	School Bus	SNO/ICE												
Heavy Truck	Emergency Veh	MUD												
Other Types		OTHER	OTHER MOVEMENTS											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally in Roadway		REAR END	RELATED:				
Inf. of Combined Substance	Bicycle Violation			UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:				
Fail to give full attent.	Smog, Smoke			UNRELATED:				
Fail to yield rightofway	Sleet, Hail, Fxz. Rain		LEFT TURN	RELATED:				
Fail to Obey Stop Sign	Blowing Sand, Soil, Dirt			UNRELATED:				
Fail to Obey Traffic Sig	severe Crosswinds		ANGLE	RELATED:				
Fail to Obey Other Contr.	Rain, Snow			UNRELATED:				
Fail to Keep Right of Ctr	Animal		PEDBTRIAN	RELATED:				
Fail to stop for Sch. Bus	Vision Obstruction			UNRELATED:				
Wrong Way on One Way	Vehicle Defect		PARKED VEH.	RELATED:				
Exceeded Speed Limit	Wat			UNRELATED:				
Too Fast for Conditions	Icy or Snow Covered		OTHER CT	RELATED:				
Followed too Closely	Debris or Obstruction			UNRELATED:				
Improper Turn	Ruts, Holes, Bumps		F BRIDGES	01				
Improper Lane Change	Road Under Construction		B BUILDING	02				
Improper Backing	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03				
Improper Passing	Shoulders Low, Soft, high		E CURB	04				
Improper Signal	Other or Unknown		D GUARDRAIL/BARRIER	05				
			EMBANKMENT	06				
			O FENCE	07				
			B LIGHT POLE	08				
			J SIGN POST	09				
			B OTHER POLE	10				
			C TREE/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
			OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
CLEAR/CLDY	DAY	
FOGGY	DAWN/DUSK	2007 0
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rcv. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Foskey Ln  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Accidents			3	3								
Veh Occ						2					1	
Pedestrian												

MONTH OF THE YEAR												CONDITION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		
				1	1				1				ALCOHOL:		3
												Other:			

TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:												1		1	2	3	4	5	6+	UNK	TOTAL
PM:	1				1										3						6

VEHICLE TYPE		SURFACE		MOVEMENTS											
M_Cycle/Moped	Trk_Trailer	1	WET	NORTH			SOUTH			EAST			WEST		
4 Passenger Veh	Passenger Bus	2	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
1 Light Truck	School Bus		SNO/ICE	1	1				1			1			2
Heavy Truck	Emergency Veh		MUD												
1 Other Types			OTHER	OTHER MOVEMENTS											

PROBABLE CAUSES		COLLISION TYPES		FAT	INU	PROP	TOTAL
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.	REAR END	RELATED:			1	1
Inf. of Medication	Illegally in Roadway		UNRELATED:				
Inf. of Combined Substance	Bicycle Violation	SIDESWIPE	RELATED:				
Physical/Mental Difficulty	Clothing not Visible		UNRELATED:				
Fell Asleep/Fainted etc.	Smog, Smoke	LEFT TURN	RELATED:				
Fail to give full attent.	Sleet, Hail, Frz. Rain		UNRELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	ANGLE	RELATED:			1	1
1 Fail to yield Rightofway	Severe Crosswinds		UNRELATED:				
Fail to Obey Stop Sign	Rain, Snow	PEDESTRIAN	RELATED:				
Fail to Obey Traffic Sig	Animal		UNRELATED:				
Fail to Obey Other Contr.	Vision obstruction	PARKED VEH.	RELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		UNRELATED:				
Fail to Stop for Sch. Bus	Wet	OTHER CT	RELATED:			1	1
Wrong Way on One Way	Icy or Snow Covered		UNRELATED:				
Exceeded Speed Limit	Debris or Obstruction	F BRIDGE	01				
1 Too Fast for Conditions	Ruts, Holes, Bumps	I BUILDING	02				
Followed too Closely	Road Under Construction	X CULVERT/DITCH	03				
Improper Turn	Traffic Cntrl Device Inop.	E CURB	04				
Improper Lane Change	Shoulders Low, Soft, High	D GUARDRAIL/BARRIER	05				
Improper Backing		I EMBANKMENT	06				
Improper Passing	1 Other or Unknown	O FENCE	07				
Improper Signal		B LIGHT POLE	08				
		J SIGN POST	09				
		B OTHER POLE	10				
		C TREE/SHRUBBERY	11				
		T CONTR. BARRIER	12				
		S CRASH ATTENUATOR	13				
		OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS	
2 CLEAR/CLDY	3 DAY		
FOGGY	DAWN/DUSK		
1 RAINING	DARK - LIGHTS ON	2005	1
SNOW/SLEET	DARK - NO LIGHTS	2006	2
OTHER	OTHER	2007	0

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MDD675B @ Connally Mill Rd  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	1			1
No. INJURED	1			1
PROP DAMAGE	2		2	4
TOTAL ACC	3		2	5
<b>OPPOSITE DIR</b>				
REAR END	1			1
SIDESWIPE				
LEFT TURN			1	1
ANGLE	2		1	3
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHR/UNK				
TRUCK REL ACC	1			1
<b>NIGHTTIME</b>				
WET SURFACE			1	1
ALCOHOL REL				
INTERSEC REL	3		2	5
TOTAL VEH	6	0	4	10
TOTAL TRUCKS	1			1
PERCENT TRKS	16.7	***.*	0.0	10.0
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 675 B @ Connelly Mill Rd  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008

MARYLAND  
675B



05/04/05-P-9A-D

05/27/07-P-3P-D

12/02/05-1I-4P-D

10/17/05-P-10A-D

10/26/07-P-4P-W

Connelly Mill Rd

MARYLAND  
675B

DATA: SEVERITY TIME SURFACE  
 NIGHT  
 ALCOHOL  
 TRUCK

SEVERITY  
 F - Fatalities  
 I - Injured  
 P - Property Damage Only  
 SURFACE  
 D - Dry Surface  
 W - Wet Surface  
 I - Icy Surface  
 S - Snowy Surface

00 - Not Applicable  
 01 - Bridge or Overpass  
 02 - Building  
 03 - Culvert or Ditch  
 04 - Curb  
 05 - Guardrail or Barrier  
 06 - Embankment  
 07 - Fence  
 08 - Light Support Pole  
 09 - Sign Support Pole  
 10 - Other Pole  
 11 - Tree Shrubbery  
 12 - Construction Barrier  
 13 - Crash Attenuator  
 14 - Other  
 RA - Unknown

B - Bicycle  
 P - Other Pedalcycle  
 C - Other Conveyance  
 T - Railway Train  
 A - Animal  
 O - Other Object  
 S - Spilled Cargo  
 J - Jackknife

U - Units Separated  
 N - Other Non collision  
 D - Off Road  
 R - Downhill Runaway  
 E - Explosion or Fire  
 Y - Unknown

U - TURN  
 BACKING  
 OVERTURN  
 Parked Vehicle  
 Pedestrian

template 08-27-08

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd

Logmile: 000.08 At 000.00 Radius: 200 ft

County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK														
Accidents		1	2	3	SUN	MON	TUE	WED	THU	FRI	SAT	UNK														
Veh Occ		1				1			1	1																
Pedestrian																										
MONTH OF THE YEAR												CONDITION: DRIVER	PED													
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2												
							1		1		1		ALCOHOL:													
													Other:	1												
TIME	12	.01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT												
AM:										1	1			1	2	3	4	5	6+	UNK	TOTAL					
PM:				1											3							6				
VEHICLE TYPE		SURFACE		MOVEMENTS																						
M_Cycle/Moped	Trk_Trailer	WET	NORTH						SOUTH						EAST						WEST					
2 Passenger Veh	Passenger Bus	3 DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
3 Light Truck	School Bus	SNO/ICE	1	1																		3	1			
1 Heavy Truck	Emergency Veh	MUD																								
Other Types		OTHER	OTHER MOVEMENTS																							
PROBABLE CAUSES												COLLISION TYPES				FAT	INJ	PROP	TOTAL							
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:																							
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																								
Inf. of Medication	Illegally in Roadway	RSAR END	RELATED:																		1		1			
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																								
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:																							
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																								
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:																							
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																								
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:																			2	2			
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																								
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																							
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																								
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																							
Fail to Stop for Sch. Bus	Wet	UNRELATED:																								
Wrong Way on One way	Icy or Snow Covered	OTHER CT	RELATED:																							
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																								
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																							
Followed too Closely	Road Under Construction	I BUILDING	02																							
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03																							
Improper Lane Change	Shoulders Low, Soft, High	E CURB	04																							
Improper Backing		D GUARDRAIL/BARRIER	05																							
Improper Passing	1 Other or Unknown	E EMBANKMENT	06																							
Improper Signal		O FENCE	07																							
		B LIGHT POLE	08																							
		J SIGN POST	09																							
		E OTHER POLE	10																							
		C TREE/SHRUBBERY	11																							
		T CONSTR. BARRIER	12																							
		B CRASH ATTENUATOR	13																							
		OTHER FIXED OBJECT																								
WEATHER	ILLUMINATION	TOTAL																								
3 CLEAR/CLDY	3 DAY	2005 3																								
FOGGY	DAWN/DUSK																									
RAINING	DARK - LIGHTS ON																									
SNOW/SLEET	DARK - NO LIGHTS																									
OTHER	OTHER																									

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd Logmils: 000.08 At 000.00 Radius: 200 ft  
 County: Wicomico Period: January 1, 2006 To December 31, 2006 Note(n):

SEVERITY				DAY OF THE WEEK																
Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT	UNK									
Accidents																				
Veh Occ																				
Pedestrian																				
MONTH OF THE YEAR													CONDITION: DRIVER PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:					
TIME													VEHICLES INVOLVED PER ACCIDENT							
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL
AM:																				
PM:																				
VEHICLE TYPE			SURFACE			MOVEMENTS														
M_Cycle/Moped	Trk_Trailer		WET			NORTH			SOUTH			EAST			WEST					
Passenger Veh	Passenger Bus		DRY			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT			
Light Truck	School Bus		SNO/ICE																	
Heavy Truck	Emergency Veh		MUD																	
Other Types			OTHER			OTHER MOVEMENTS														
PROBABLE CAUSES													COLLISION TYPES							
Inf. of Drugs	Improper Parking												FAT	INJ	PROP	TOTAL				
Inf. of Alcohol	Passenger Interfere/Obstr.												OPPOSITE DIR	RELATED:						
Inf. of Medication	Illegally In Roadway												UNRELATED:							
Inf. of Combined Substance	Bicycle Violation												REAR END	RELATED:						
Physical/Mental Difficulty	Clothing not visible												UNRELATED:							
Fell Asleep/Fainted etc.	Smog, Smoke												SIDESWIPE	RELATED:						
Fail to give full attent.	Sleet, Hail, Frz, Rain												UNRELATED:							
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt												LEFT TURN	RELATED:						
Fail to yield Rightofway	Severe Crosswinds												UNRELATED:							
Fail to Obey Stop Sign	Rain, Snow												ANGLE	RELATED:						
Fail to Obey Traffic Sig	Animal												UNRELATED:							
Fail to Obey Other Contr.	Vision Obstruction												PEDESTRIAN	RELATED:						
Fail to Keep Right of Ctr	Vehicle Defect												UNRELATED:							
Fail to Stop for Sch. Bus	Wat												PARKED VEH.	RELATED:						
Wrong Way on One Way	Icy or Snow Covered												UNRELATED:							
Exceeded Speed Limit	Debris or Obstruction												OTHER CT	RELATED:						
Too Fast for Conditions	Ruts, Holes, Bumps												UNRELATED:							
Followed too closely	Road Under Construction												F BRIDGE	01						
Improper Turn	Traffic Cntrl Device Inop.												I BUILDING	02						
Improper Lane Change	Shoulders Low, Soft, High												X CULVERT/DITCH	03						
Improper Backing	Other or Unknown												B CURB	04						
Improper Passing													D GUARDRAIL/BARRIER	05						
Improper Signal													I EMBANKMENT	06						
													O FENCE	07						
													B LIGHT POLE	08						
													J SIGN POST	09						
													E OTHER POLE	10						
													C TREE/SHRUBBERY	11						
													T CONSTR. BARRIER	12						
													S CRASH ATTENUATOR	13						
													OTHER FIXED OBJECT							
WEATHER		ILLUMINATION		TOTAL																
CLEAR/CLDY	DAY			2006	0															
FOGGY	DAWN/DUSK																			
RAINING	DARK - LIGHTS ON																			
SNOW/SLEET	DARK - NO LIGHTS																			
OTHER	OTHER																			



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd  
 County: Wicomico Period: January 1, 2007 To December 31, 2007

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

SEVERITY		Fatal	Injury	P-Damage	Total	DAY OF THE WEEK															
Accidents				2	2	SUN	MON	TUE	WED	THU	FRI	SAT	UNK								
Veh Occ						1						1									
Pedestrian																					
MONTH OF THE YEAR													CONDITION: DRIVER	PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2							
				1					1				ALCOHOL:								
													Other:								
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:														1	2	3	4	5	6+	UNK	TOTAL
PM:			1	1											2						4
VEHICLE TYPE		SURFACS			MOVEMENTS																
M_Cycle/Moped	Txk_Trailer	1	WET	NORTH			SOUTH			EAST			WEST								
2 Passenger Veh	Passenger Bus	1	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
1 Light Truck	School Bus		SNO/ICE		1		1	1		1											
Heavy Truck	Emergency Veh		MUD																		
1 Other Types			OTHER	OTHER MOVEMENTS																	
PROBABLE CAUSES				COLLISION TYPES				FAT	INJ	PROP	TOTAL										
Inf. of Drugs	Improper Parking	OPPOSITE DIR		RELATED:																	
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																			
Inf. of Medication	Illegally in Roadway	REAR END		RELATED:																	
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																			
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE		RELATED:																	
Fall Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																			
Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN		RELATED:					1		1										
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																			
Fail to Yield Rightofway	Severe Crosswinds	ANGLE		RELATED:					1		1										
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																			
Fail to Obey Traffic Sig	Animal	PEDESTRIAN		RELATED:																	
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																			
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.		RELATED:																	
Fail to Stop for Sch. Bus	Wet	UNRELATED:																			
Wrong Way on One Way	Icy or Snow Covered	OTHER CT		RELATED:																	
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																			
Too Fast for Conditions	Ruts, Holes, Bumps	F	BRIDGE	01																	
Followed too Closely	Road Under Construction	I	BUILDING	02																	
Improper Turn	Traffic Cntrl Device Inop.	X	CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High	E	CURB	04																	
Improper Backing		D	GUARDRAIL/BARRIER	05																	
Improper Passing	1 Other: or Unknown		EMBANKMENT	06																	
Improper Signal		O	FENCE	07																	
		R	LIGHT POLE	08																	
		J	SIGN POST	09																	
		E	OTHER POLE	10																	
		C	TREE/SHRUBBERY	11																	
		T	CONSTR. BARRIER	12																	
		S	CRASH ATTENUATOR	13																	
			OTHER FIXED OBJECT																		
WEATHER	ILLUMINATION	TOTAL																			
1 CLEAR/CLDY	2 DAY	2007 2																			
FOGGY	DAWN/DUSK																				
1 RAINING	DARK - LIGHTS ON																				
SNOW/SLEET	DARK - NO LIGHTS																				
OTHER	OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675R @ Connelly Mill Rd  
 County: Wicomico

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

Period: January 1, 2006 To December 31, 2007

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Accidents		1	4	5									
Veh Occ		1			1	1				1	2		
Pedestrian													

MONTH OF THE YEAR													CONDITION: DRIVER PBD		
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:
				1			1		2		1		4		1

TIME	VEHICLES INVOLVED PER ACCIDENT											UNK	TOTAL							
	12	01	02	03	04	05	06	07	08	09	10			11						
AM:									1	1			1	2	3	4	5	6+	UNK	10
PM:				1	2									5						

VEHICLE TYPE	SURFACE	MOVEMENTS														
		NORTH			SOUTH			EAST			WEST					
M_Cycle/Moped	Trk_trailer	1	WST	LP	ST	RT	LP	ST	RT	LP	ST	RT	LP	ST	RT	
4 Passenger Veh	Passenger Bus	4	DRY	1	2		1	1		1					3	1
4 Light Truck	School Bus		SWO/ICB													
1 Heavy Truck	Emergency Veh		MUD													
1 Other Types			OTHER													

PROBABLE CAUSES	COLLISION TYPES	RELATED:	FAT	INJ	PROP	TOTAL	
							OPPOSITE DIR
Inf. of Drugs	Improper Parking	UNRELATED:					
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:					
Inf. of Medication	Illegally in Roadway	RELATED:		1		1	
Inf. of Combined Substance	Bicycle Violation	UNRELATED:					
Physical/Mental Difficulty	Clothing not Visible	RELATED:					
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:					
1 Fail to give full attent.	Sleet, Hail, Frz. Rain	RELATED:			1	1	
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:					
1 Fail to Yield Rightofway	Severe Crosswinds	RELATED:			3	3	
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:					
Fail to Obey Traffic sig	Animal	RELATED:					
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:					
Fail to Keep Right of Ctr	Vehicle Defect	RELATED:					
Fail to Stop for Sch. Bus	Wet	UNRELATED:					
Wrong Way on One Way	Icy or Snow Covered	RELATED:					
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:					
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE 01					
Followed too Closely	Road Under Construction	I BUILDING 02					
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH 03					
Improper Lane Change	Shoulders Low, Soft, High	B CURB 04					
Improper Backing		D GUARDRAIL/BARRIER 05					
Improper Passing	2 Other or Unknown	E EMBANKMENT 06					
Improper Signal		O FENCE 07					
		B LIGHT POLE 08					
		J SIGN POST 09					
		E OTHER POLE 10					
		C TREE/SHRUBBERY 11					
		T CONSTR. BARRIER 12					
		S CRASH ATTENUATOR 13					
		OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTALS
4 CLEAR/CLDY	5 DAY	
FOGGY	DAWN/DUSK	
1 RAINING	DARK - LIGHTS ON	2005 3
SNOW/SLEET	DARK - NO LIGHTS	2006 0
OTHER	OTHER	2007 2



Maryland State Highway Administration  
 Office of Traffic and Safety  
 Traffic Safety Analysis Division  
 7491 Connelley Drive  
 Hanover, Maryland 21076

# Fax

<b>To:</b> Mr. Derek Joost	<b>From:</b> Al Lewis
<b>Dept:</b> The Traffic Group	<b>Pages:</b>
<b>Phone:</b>	<b>Phone:</b> 410-787-5849
<b>Fax:</b> 410-629-1815 <i>931-6601</i>	<b>Fax:</b> (410) 787-5823
<b>Date:</b> 11/07/2008	<b>CC:</b> District One
<b>Re:</b> Accident Data Request	

Urgent     For Review     Please Comment     Please Reply     Please Recycle

● **Comments:**

Enclosed are the accident data for the requested roadway sections of:

US 13 from MD 675-B to MD 54

MD 54 from US 13 to MD 675-B

MD 675-B from MD 54 to Connelly Mill Rd

Foskey Lane from US 13 to MD 675-B

Also enclosed are the accident data for the following intersections of:

US 13 at MD 675-B

US 13 at Foskey La

US 13 at MD 54

MD 54 at MD 675-B

MD 675-B at Foskey La

MD 675-B @ Connelly Mill Rd

November 7, 2008

Enclosed are accident summary worksheets, accident study worksheets and collision diagrams depicting the approximate location of accidents.

The study period is from January 2005 thru December 2007

Should you have any questions concerning this submission you may contact me directly at (410) 787-5849.

I hope this information is of assistance to you.

13 Does NOT cross Connelly Mill Rd,

US 13 from <sup>MD 675 B</sup> Connelly mill rd to md 54  
14.01 - 15.89

MD 54 from US 13 to MD 675<sup>B</sup> Bi-State Blvd  
10.84 - 9.97

MD 675<sup>B</sup> (bi state bly) to MD 54 to Connelly mill rd  
2.09 - 0.08

Foskey La from US 13 to Bi State blvd  
<sup>MD 675 B</sup>

mu 70 - 0.22 - 1.34

Co 506 - 0.00 - 0.69

US 13 @ <sup>MD 675 B</sup> Connelly Mill Rd ? Does not intersect, ←

<sup>13</sup> + US 13 @ Foskey La  
14.01 mu 70  
15.16 0.22

<sup>13</sup> + US 13 @ MD 54  
15.89 10.84

<sup>54</sup> + MD 54 @ MD 675 - B  
9.97 2.09

<sup>Foskey</sup> + MD 675<sup>B</sup> @ Foskey La  
1.34 <sup>Co 506</sup> 0.69

<sup>Connelly</sup> + MD 675<sup>B</sup> @ Connelly Mill Rd  
0.08 <sup>mu 15</sup> 0.06

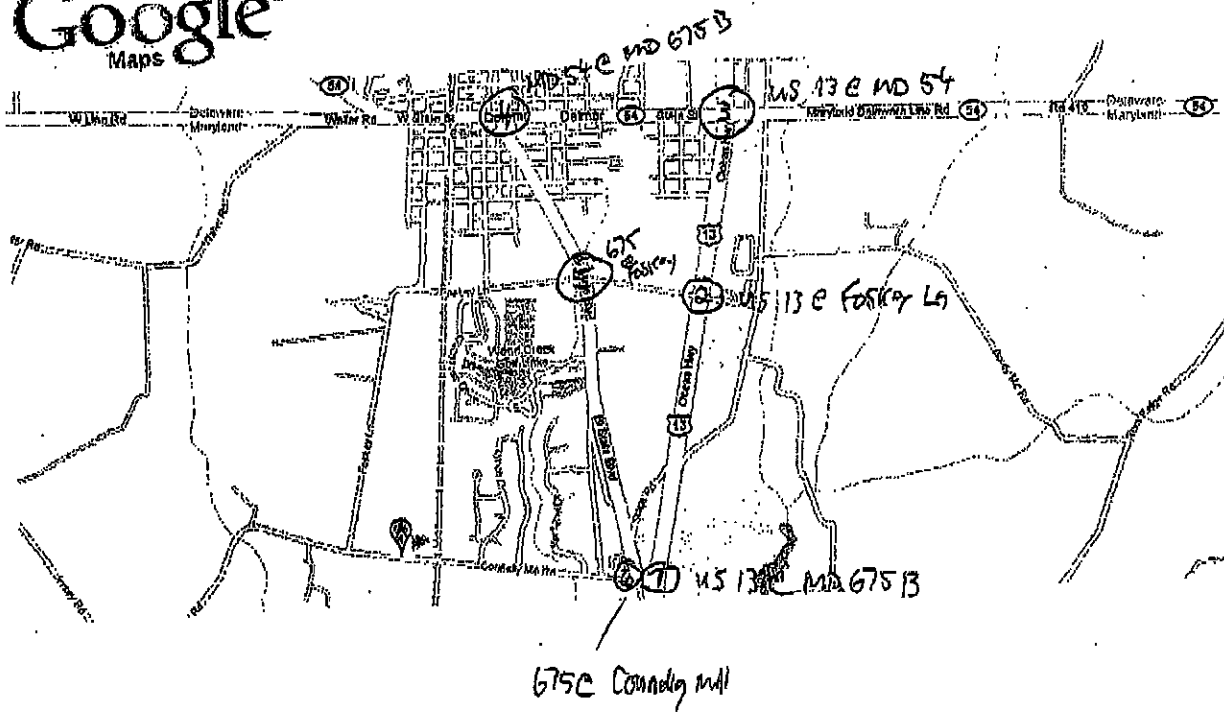




connelly mill road delmar maryland - Google Maps

Google  
Maps

Address



#16896

**Robert Cunningham**

**From:** Gary Pusey [gpusey@wicomicocounty.org]  
**Sent:** Thursday, November 06, 2008 2:07 PM  
**To:** Robert Cunningham  
**Cc:** Betty Tustin; Derek Joost; Glenn Cook  
**Subject:** Request for Accident Data

3 yrs.

Hi Bob,

I'm a Planner with Wicomico County and also serve as Staff to the Salisbury-Wicomico Metropolitan Planning Organization.

The last few years, the MPO has initiated several roadway corridor studies within our planning area. Two studies have been completed. A third one is now underway, which we've called the "U.S. Route 13 North/Foskey Lane/Bi-State Boulevard Area" and encompasses land on the north side of Salisbury and extending to Delmar and the Maryland/Delaware State Line. The study area also extends into Delaware.

In Maryland, the following roadway links are included:

- ① - U.S. Route 13 from ~~Connelly Mill Road~~ to MD 54;
- ② - MD 54 from US Route 13 to Bi-State Boulevard (MD 675);
- ③ - Bi-State Boulevard (MD 675) from MD 54 to Connelly Mill Road; and
- ④ - Foskey Lane from US 13 to Bi-State Boulevard (MD 675)

In addition, the following intersections are included:

- ① - US 13 and ~~Connelly Mill Road~~ MD 675-B
- ② - US 13 and Foskey Lane;
- ③ - US 13 and MD 54;
- ④ - MD 54 and MD 675 (Bi-State Boulevard);
- ⑤ - MD 675 (Bi-State Boulevard) and Foskey Lane; and
- ⑥ - MD 675 (Bi-State Boulevard) and Connelly Mill Road.

We'd like to request any accident data that you or your agency may have for the above-noted roadways and intersections to help us complete this study. Our consultant preparing the study is The Traffic Group, Inc., and if possible, and data that you have can be sent directly to Derek Joost at The Traffic Group. This request is not being made as the result of any civil litigation but is purely for planning purposes as we attempt to adequately plan for future road improvements resulting from the growth this area is experiencing.

Derek's mailing information is below:

Derek Joost, P.E., PTOE  
 Senior Traffic Engineer  
 The Traffic Group, Inc.  
 9900 Franklin Square Drive - Suite H  
 Baltimore, MD 21236

Thank you for any assistance you can provide. If you need to reach me by phone, my number is 410-548-4860. Thanks again.

Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
52.1 ADC Study Worksheet Output rev. 06/2006-1

Logmile: From 014.01 To 015.89 Length: 1.88  
Note(s):

Location: US0013 From MD 675-B to MD 54  
County: Wicomico Period: January 1, 2005 To December 31, 2007

YEAR	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	19	8	13	40
No. INJURED	39	41	21	71
PROP DAMAGES	45	37	34	116
TOTAL ACC	64	45	47	156
<b>OPPOSITE DIR</b>				
REAR END	25	22	17	65
SIDESWIPE	2	2	2	6
LEFT TURN	2	2	2	6
ANGLE	7	3	5	15
<b>PEDESTRIAN</b>				
PARKED VEH	2		3	5
FIXED OBJECT	9	2	5	16
OTHER	12	14	12	38
<b>U-TURN</b>				
BACKING		1		1
ANIMAL	3	4	6	13
<b>RAILROAD</b>				
EXPL./FIRE				
OVERTURN	1	1	1	3
OTHER/UNK	8	0	5	21
TRUCK REL ACC	2	4	5	11
<b>NIGHTTIME</b>				
WET SURFACE	14	6	7	27
ALCOHOL REL		1	1	2
INTERSEC REL	33	23	18	74
TOTAL VEH	124	83	80	287
TOTAL TRUCKS	2	4	5	11
PERCENT TRKS	1.6	4.8	6.3	3.8

Comments:



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 82.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 From MD 675-B to MD 54  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: From 014.01 To 015.89 Length: 1.88  
 Note(s):

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR		FX	CLSN	MOVE		PROBABLE CAUSE
						FACE	ALC			OB	TYPE	
US0013												
14.01	✓	063005	1 Inj.	2A	NIGHT	DRY			OTHER	NS	UU	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	061105	PROPERTY	3P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.01	✓	013105	PROPERTY	8P	NIGHT	DRY		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	042305	PROPERTY	9P	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	010205	1 Inj.	10P	NIGHT	DRY			RREND	NS	NL	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	022105	PROPERTY	7P	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	040105	1 Inj.	10P	NIGHT	WET			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	100805	PROPERTY	12A	NIGHT	WET		04	FXOBJ	NS	na	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	102205	PROPERTY	8P	NIGHT	WET			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	091205	PROPERTY	10P	NIGHT	DRY			RREND	NS	NS	FOLLOWED TOO CLOSELY
14.01	✓	120606	PROPERTY	9A	DAY	DRY			OTHER	NS	NU	UNKNOWN OR OTHER CAUSE
14.01		010206	PROPERTY	6P	OTHER	OTHR			OTHER	NS	UU	FAIL TO OBEY OTHER CTRL DEVICE
14.01		111507	PROPERTY	7P	NIGHT	WET			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	071407	PROPERTY	9A	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.01	✓	112407	1 Inj.	1P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.01	✓	112307	PROPERTY	8P	NIGHT	DRY			OTHER	SS	UU	UNKNOWN OR OTHER CAUSE
14.01	✓	061607	PROPERTY	2A	NIGHT	DRY		03	FXOBJ	NS	na	UNDER INFLUENCE OF ALCOHOL
14.01	✓	072307	PROPERTY	1P	DAY	DRY			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.02		091205	PROPERTY	4P	DAY	DRY			OTHER	NR	ER	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	010105	PROPERTY	12P	DAX	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.02	✓	050205	PROPERTY	5P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02	✓	072105	3 Inj.	6P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02	✓	052105	PROPERTY	9A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	120306	2 Inj.	5P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02		012806	PROPERTY	1P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02		010306	PROPERTY	4P	OTHER	OTHR			OTHER	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	092106	PROPERTY	8A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	032106	PROPERTY	10A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	070306	PROPERTY	9P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.02		062206	PROPERTY	9A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.02	✓	121007	PROPERTY	3P	DAY	DRY			OTHER	US	US	UNKNOWN OR OTHER CAUSE
14.02	✓	120707	PROPERTY	3P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.03	✓	052405	2 Inj.	9P	NIGHT	WET			RREND	NS	NS	FAIL TO GIVE FULL TIME/ATTENT
14.03	✓	061405	PROPERTY	7P	NIGHT	DRY			SDSWP	WS	WS	FAIL TO GIVE FULL TIME/ATTENT
14.03		062705	PROPERTY	9P	NIGHT	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE
14.04	✓	070805	PROPERTY	1P	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.04	✓	091007	1 Inj.	8A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.05	✓	111905	1 Inj.	11A	DAY	DRY			RREND	SS	SS	UNKNOWN OR OTHER CAUSE
14.05	✓	080206	PROPERTY	1P	DAY	WET			RREND	SS	SS	FAIL TO GIVE FULL TIME/ATTENT
14.05	✓	101506	PROPERTY	5P	DAY	DRY			RREND	SS	SS	FOLLOWED TOO CLOSELY
14.05		102107	1 Inj.	4P	DAY	DRY			RREND	NS	NS	UNKNOWN OR OTHER CAUSE

FXOB (01)-Bridge (02)-Building (03)-Culver/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
 (08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator

Continues...



ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX	CLS	MOVE	PROBABLE CAUSE
								OB	TYPE	V1 V2	
14.06	✓	041705	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.06	✓	120905	PROPERTY	7P	NIGHT	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.07		072206	PROPERTY	10A	DAY	WET			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.07	✓	080107	PROPERTY	6P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.08		090205	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.09		102605	1 Inj.	10A	DAY	DRY		09	FXOBJ	NS na	PHYSICAL/MENTAL DIFFICULTY
14.11	✓	100805	1 Inj.	2P	DAY	WET			RREND	SS SS	TOO FAST FOR CONDITIONS
14.12		122407	PROPERTY	11A	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.15	✓	040106	PROPERTY	4P	DAY	WET			RREND	SS SS	WET
14.16		012205	PROPERTY	1P	DAY	SNOW		09	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
14.16		052306	PROPERTY	7A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.16		100706	PROPERTY	6P	DAY	WET			RREND	SS SS	UNKNOWN OR OTHER CAUSE
14.16		080207	PROPERTY	2P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.43		010707	PROPERTY	12P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.45		102705	PROPERTY	7A	DAY	DRY			OTHER	NS na	ANIMAL
14.46		111306	PROPERTY	7P	NIGHT	WET			OTHER	NS na	WET
14.46		112006	PROPERTY	3A	NIGHT	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
14.47		121106	PROPERTY	10A	DAY	WET			SDSWP	NS NS	UNKNOWN OR OTHER CAUSE
14.48		052007	2 Inj.	7A	DAY	DRY			OTHER	SS na	FELL ASLEEP, FAINTED, ETC.
14.49		012205	PROPERTY	7P	NIGHT	ICE		02	FXOBJ	SS na	SLEET, HAIL, FREEZING RAIN
14.49	✓	082205	PROPERTY	6P	DAY	DRY			SDSWP	NL NL	FAIL TO GIVE FULL TIME/ATTENT
14.49		072005	1 Inj.	11P	NIGHT	DRY			ANGLE	SS SS	UNKNOWN OR OTHER CAUSE
14.49	✓	112406	PROPERTY	12P	DAY	DRY			OTHER	SS na	VEHICLE DEFECT
14.49		050507	PROPERTY	5P	DAY	WET			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
14.49	✓	110107	PROPERTY	1A	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.49		081807	1 Inj.	6A	DAY	DRY			OTHER	SS na	FELL ASLEEP, FAINTED, ETC.
14.49	✓	032407	1 Inj.	11A	DAY	DRY			RREND	SL SS	UNKNOWN OR OTHER CAUSE
14.49		090607	4 Inj.	3P	DAY	DRY			ANGLE	NS NS	UNKNOWN OR OTHER CAUSE
14.50		113007	PROPERTY	6P	DAY	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.51		111507	PROPERTY	11P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
14.52		030707	PROPERTY	12P	DAY	ICE			OTHER	SR UU	RAIN, SNOW
14.53		040105	1 Inj.	3P	DAY	DRY			OTHER	NS NS	FAIL TO GIVE FULL TIME/ATTENT
14.53		051806	PROPERTY	7P	DAY	DRY			OTHER	SS na	ANIMAL
14.55		081706	PROPERTY	11P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
14.59		111307	1 Inj.	11P	NIGHT	DRY		04	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
14.62		080305	PROPERTY	2A	NIGHT	WET			OTHER	NU na	UNKNOWN OR OTHER CAUSE
14.65		071007	PROPERTY	12P	DAY	DRY			PARKD	UU UP	UNKNOWN OR OTHER CAUSE
14.68		032707	PROPERTY	11A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
14.77		050507	PROPERTY	5P	DAY	WET			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
14.79		022606	PROPERTY	4A	NIGHT	DRY		04	FXOBJ	SS na	VISION OBSTRUCTION
14.87		102105	7 Inj.	4P	DAY	WET			OPDIR	SS NS	TOO FAST FOR CONDITIONS
14.89		021606	2 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.08		063007	1 Inj.	6A	DAY	WET		11	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.13		082905	2 Inj.	5P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.14		013005	5 Inj.	5P	DAY	ICE			OPDIR	SS NS	SLEET, HAIL, FREEZING RAIN
15.16		101905	PROPERTY	6P	DAY	DRY			OTHER	NS na	VEHICLE DEFECT
15.16	✓	011905	PROPERTY	2P	DAY	SNOW			ANGLE	SS SS	TOO FAST FOR CONDITIONS
15.16	✓	040605	PROPERTY	12P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	040705	PROPERTY	7A	DAY	WET			ANGLE	EL SS	FAIL TO GIVE FULL TIME/ATTENT

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barricade (06)=Embankment (07)=Fence  
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Concrete Barrier (13)=Crash Attenuator

ADC Combined Logmile History Output Continued...

LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OBJ	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.16	✓	120606	1 Inj.	3P	DAY	DRY			LFTRN	NL SS	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	112106	PROPERTY	2P	DAY	DRY			ANGLE	NS NS	FAIL TO YIELD RIGHT OF WAY
15.16	✓	122706	PROPERTY	5P	NIGHT	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.16	✓	011607	PROPERTY	7A	DAY	DRY		10	FXOBJ	SR na	FAIL TO GIVE FULL TIME/ATTENT
15.16	✓	012007	PROPERTY	11A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	✓	121807	PROPERTY	2P	DAY	DRY			PARKD	WL na	UNKNOWN OR OTHER CAUSE
15.16	✓	111407	PROPERTY	10A	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.16	✓	112507	1 Inj.	10A	DAY	DRY			ANGLE	WL SS	FAIL TO YIELD RIGHT OF WAY
15.16		112407	PROPERTY	9P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.17		050405	PROPERTY	8P	NIGHT	OTHR			PARKD	SS na	UNDER INFLUENCE OF MEDICATION
15.17		012205	PROPERTY	12A	NIGHT	DRY			OTHER	SS na	FAIL TO GIVE FULL TIME/ATTENT
15.17		032706	PROPERTY	1P	DAY	DRY			OTHER	SS UU	FOLLOWED TOO CLOSELY
15.17		030906	PROPERTY	12A	NIGHT	DRY			OTHER	SS na	ANIMAL
15.18	✓	111405	PROPERTY	12P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.18		012205	PROPERTY	6P	NIGHT	ICE		03	FXOBJ	SS na	TOO FAST FOR CONDITIONS
15.20		071805	1 Inj.	2P	DAY	DRY			RREND	SS SS	FOLLOWED TOO CLOSELY
15.20		122207	PROPERTY	10P	NIGHT	DRY			OTHER	NS na	UNKNOWN OR OTHER CAUSE
15.49		080405	PROPERTY	11A	DAY	DRY			RREND	SS SS	TOO FAST FOR CONDITIONS
15.56		121605	PROPERTY	3A	NIGHT	WET			OTHER	SS na	ANIMAL
15.58		031705	PROPERTY	7A	DAY	DRY			OTHER	NU na	UNKNOWN OR OTHER CAUSE
15.58		032906	1 Inj.	8A	DAY	DRY			OTHER	SS UU	UNKNOWN OR OTHER CAUSE
15.59		081707	PROPERTY	9P	NIGHT	DRY		09	FXOBJ	NS na	VEHICLE DEFECT
15.64		091007	PROPERTY	10A	DAY	DRY			PARKD	WR UP	IMPROPER TURN
15.65		071405	PROPERTY	6A	DAY	DRY		03	FXOBJ	NS na	FAIL TO GIVE FULL TIME/ATTENT
15.65		120707	PROPERTY	7A	DAY	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.67		012005	3 Inj.	1A	NIGHT	DRY			OTHER	SS UU	FAIL TO GIVE FULL TIME/ATTENT
15.69		030905	PROPERTY	8P	NIGHT	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.72		072205	PROPERTY	4P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
15.72		111305	PROPERTY	1A	NIGHT	DRY			PARKD	SS UP	FELL ASLEEP, FAINTED, ETC.
15.72	✓	070205	PROPERTY	3P	DAY	DRY			ANGLE	NR EB	UNKNOWN OR OTHER CAUSE
15.72		090405	PROPERTY	12P	DAY	DRY			ANGLE	SS SS	UNKNOWN OR OTHER CAUSE
15.72		020505	2 Inj.	11A	DAY	DRY			ANGLE	ER SS	FAIL TO YIELD RIGHT OF WAY
15.72	✓	080605	PROPERTY	2P	DAY	DRY			OTHER	SL NR	FAIL TO GIVE FULL TIME/ATTENT
15.72	✓	121805	PROPERTY	5A	NIGHT	DRY			OTHER	SR SR	FAIL TO GIVE FULL TIME/ATTENT
15.72	✓	121605	3 Inj.	4P	DAY	DRY			OTHER	SL NR	FAIL TO YIELD RIGHT OF WAY
15.72	✓	112406	PROPERTY	10P	NIGHT	DRY		✓	OTHER	SU NS	UNDER INFLUENCE OF ALCOHOL
15.72	✓	062506	1 Inj.	5P	DAY	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72	✓	111006	1 Inj.	5P	NIGHT	DRY			ANGLE	SS WS	UNKNOWN OR OTHER CAUSE
15.72		080906	PROPERTY	11P	NIGHT	DRY			OTHER	NS UU	FAIL TO GIVE FULL TIME/ATTENT
15.72		080806	PROPERTY	5P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.72	✓	120806	PROPERTY	11P	NIGHT	DRY		10	FXOBJ	NS na	FELL ASLEEP, FAINTED, ETC.
15.72	✓	120107	1 Inj.	12P	DAY	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
15.73		081707	5 Inj.	10P	NIGHT	DRY			OTHER	SS na	UNKNOWN OR OTHER CAUSE
15.74	✓	090905	PROPERTY	6P	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
15.81		062605	PROPERTY	2P	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.82	✓	010507	PROPERTY	9P	NIGHT	WET			SDSWP	NS NS	FAIL TO YIELD RIGHT OF WAY
15.83		101007	1 Inj.	8A	DAY	WET			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.85	✓	102707	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
15.87		082207	PROPERTY	5A	NIGHT	DRY			SDSWP	NS NS	UNKNOWN OR OTHER CAUSE

FXOB (01) = Bridge (02) = Building (03) = Culvert/Ditch (04) = Curb (05) = Guardrail/Barrier (06) = Embankment (07) = Fence  
 (08) = Light Pole (09) = Sign Post (10) = Other Pole (11) = Tree/Shrubbery (12) = Construc. Barrier (13) = Crash Attenuator

ADC Combined Logmile History Output Continued...

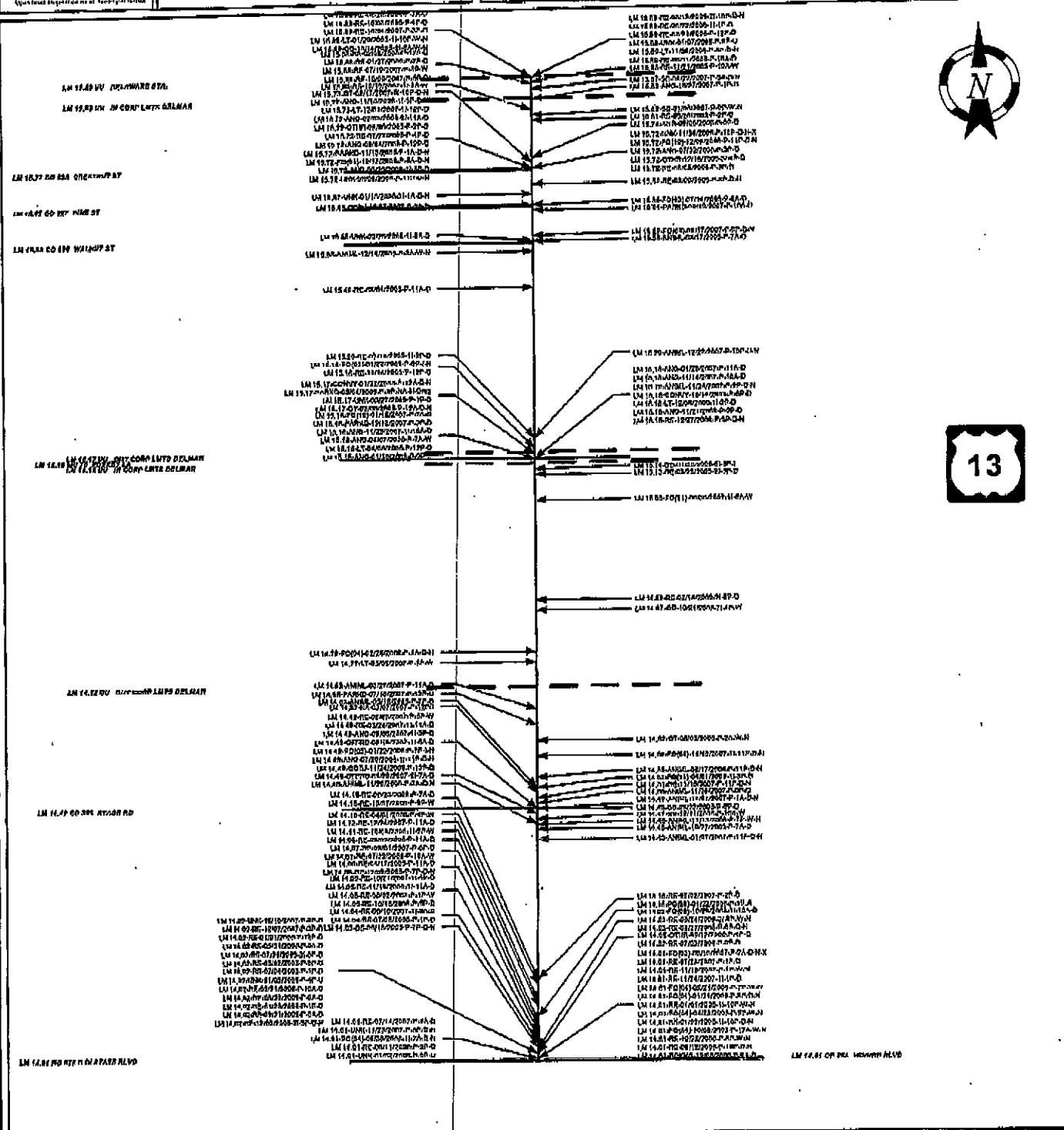
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	FX ALC	FX OB	CMEN TYPE	MOVE V1 V2	PROBABLE CAUSE
15.88	✓	112105	PROPERTY	10A	DAY	WET			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.88		012706	PROPERTY	2P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
15.88		020806	PROPERTY	12P	DAY	DRY			SDEWP	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.88		100907	PROPERTY	5P	DAY	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.88	✓	071907	PROPERTY	5P	DAY	WET			RREND	SS SS	IMPROPER LANE CHANGE
15.89	✓	101405	2 Inj.	6A	NIGHT	WET			OPDIR	NS SS	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	012905	1 Inj.	10P	NIGHT	WET			LFTRN	SS NL	FAIL TO OBEY TAFFIC SIGNAL
15.89	✓	061106	PROPERTY	10A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	112806	PROPERTY	8P	NIGHT	DRY			LFTRN	NL SS	FAIL TO YIELD RIGHT OF WAY
15.89	✓	100306	PROPERTY	4P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	082806	PROPERTY	7A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	061206	2 Inj.	10P	NIGHT	DRY			RREND	SS SS	FAIL TO GIVE FULL TIME/ATTENT
15.89	✓	062206	1 Inj.	1P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89	✓	052106	PROPERTY	12P	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
15.89		010706	PROPERTY	6P	OTHER	OTHR			OTHER	NS NS	FAIL TO GIVE FULL TIME/ATTENT
15.89		100407	PROPERTY	3P	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE

FTOB (01)-Bridge (02)-Building (03)-Culver/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
 (08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 13  
County: WICOMICO  
Study Period: 01/01/2008 to 12/31/2008  
Analyst: ALW/ML Date: 11/17/2008



KEY: Leg Mit - Collision Type (Fix and Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol							template 08-27-05
F - Fatalities	SS - Sidewalk	FO - Fixed Object	OPPRO - Off Road	DN - Not Applicable	08 - Light Support Pole	N - Night	
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWAY - Downhill Runaway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol	
P - Property Damage	PED - Pedestrian	OT - Curbside	FIRE - Explosion/Fire	02 - Bumpala	10 - Other Pole	D - Dry Surface	
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BACKG - Backing	03 - Culvert or Ditch	11 - Tree/Shrubbery	W - Wet Surface	
LT - Left Turn	PEDAL - Other Pedalcycle	JCKKNF - Jackknife	UTURN - U-Turn	04 - Curve	12 - Construction Barrier	I - Icy Surface	
RE - Rear End	QCONVY - Other Conveyance	GRPTD - Units Separated	OTHR - Other	05 - Subgrade or Barrier	13 - Crash Attenuator	S - Snowy Surface	
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	99 - Other		
				07 - Fence	99 - Unknown		

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA S2.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-B  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: From 009.97 To 010.84 Length: 0.87  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
<b>FATAL</b>				
NO. KILLED				
INJURY	1	1	1	3
NO. INJURED	1	1	1	3
PROP DAMAGE	2	5	8	15
TOTAL ACC	3	6	9	18
<b>OPPOSITE DIR</b>				
REAR END	1	2	2	5
SIDESWIPE		1	1	2
LEFT TURN			1	1
ANGLE		2	2	4
PEDESTRIAN	1	1	1	3
PARKED VEH				
FIXED OBJECT	1		1	2
OTHER			1	1
U-TURN				
BACKING				
ANIMAL			1	1
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC		1		1
NIGHTTIME			2	2
WET SURFACE		1	1	2
ALCOHOL REL				
INTERSEC REL	1	3	4	8
TOTAL VEH	4	11	19	34
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	9.1	0.0	3.3
<b>Comments:</b>				



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 IHA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 From US 13 to MD 675-B

Logmile: From 009.97 To 010.84 Length: 0.87

County: Wicomico

Period: January 1, 2005 To December 31, 2007

Note(s):

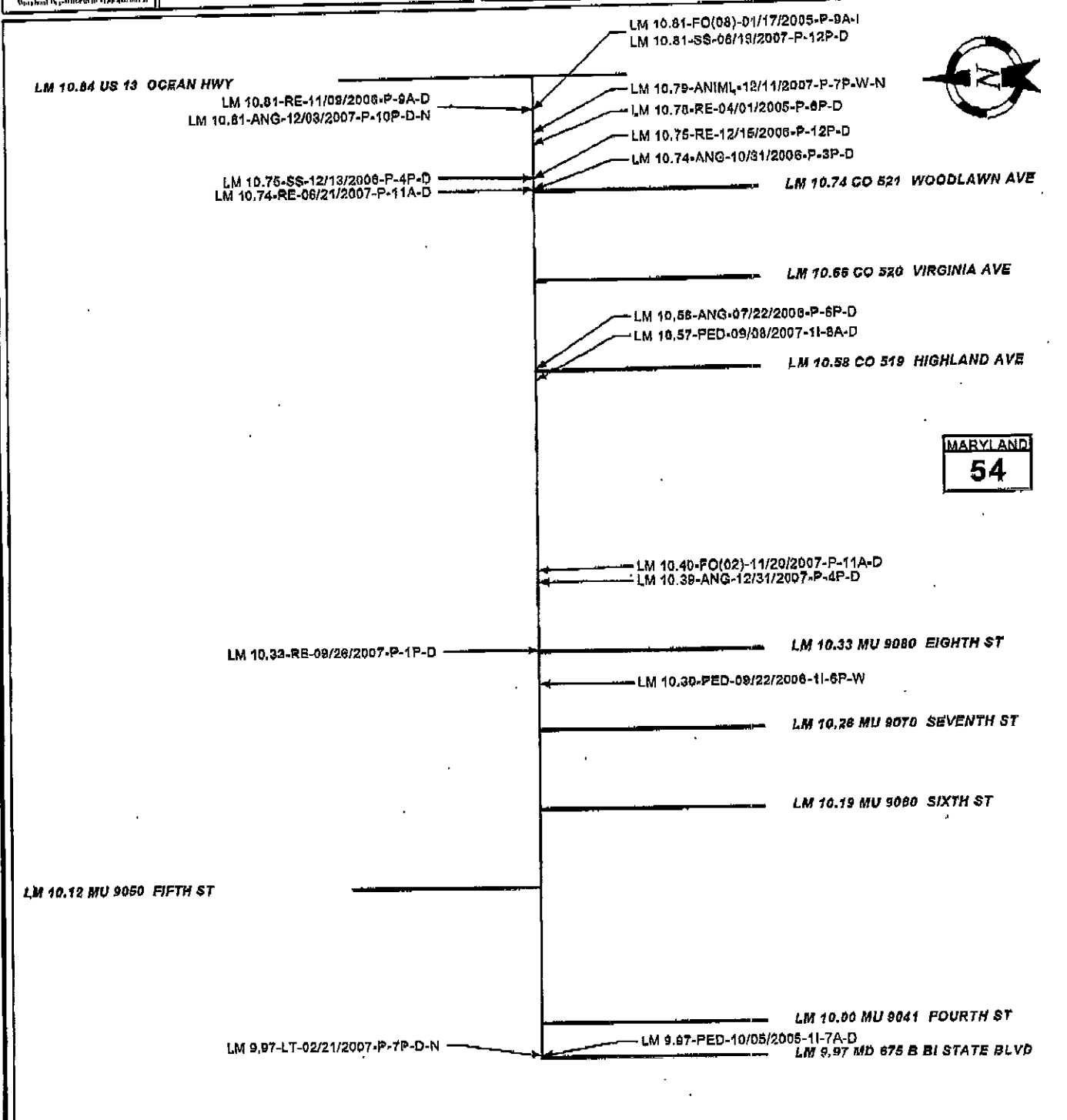
LOGMILE	TR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLSN TYPE	MOVE V1 V2	PROBABLE CAUSE
<b>MD0054</b>											
9.97		100505	1 Inj.	7A	DAY	DRY			PED	ES NA	UNKNOWN OR OTHER CAUSE
9.97	✓	022107	PROPERTY	7P	NIGHT	DRY			LFTRN	WL ES	FAIL TO GIVE FULL TIME/ATTENT
10.30		092206	1 Inj.	6P	DAY	WET			PED	ES NA	UNKNOWN OR OTHER CAUSE
10.33		092407	PROPERTY	1P	DAY	DRY			RREND	EL SS	UNKNOWN OR OTHER CAUSE
10.39		123107	PROPERTY	4P	DAY	DRY			ANGLE	SS ES	FAIL TO GIVE FULL TIME/ATTENT
10.40		112007	PROPERTY	11A	DAY	DRY		02	FXOBJ	ER NA	FAIL TO GIVE FULL TIME/ATTENT
10.57	✓	090807	1 Inj.	8A	DAY	DRY			PED	NS NA	FAIL TO GIVE FULL TIME/ATTENT
10.58	✓	072206	PROPERTY	6P	DAY	DRY			ANGLE	NR ES	FAIL TO YIELD RIGHT OF WAY
10.74	✓	103106	PROPERTY	3P	DAY	DRY			ANGLE	ES SL	UNKNOWN OR OTHER CAUSE
10.74	✓	062107	PROPERTY	11A	DAY	DRY			RREND	NR NS	IMPROPER LANE CHANGE
10.75		121306	PROPERTY	4P	DAY	DRY			SDSWP	SL SL	FAIL TO GIVE FULL TIME/ATTENT
10.75	✓	121506	PROPERTY	12P	DAY	DRY			RREND	ES ES	FAIL TO GIVE FULL TIME/ATTENT
10.78	✓	040105	PROPERTY	6P	DAY	DRY			RREND	ES ES	UNKNOWN OR OTHER CAUSE
10.79		121107	PROPERTY	7P	NIGHT	WET			OTHER	ES NA	ANIMAL
10.81		011705	PROPERTY	9A	DAY	ICE		05	FXOBJ	ER NA	FAIL TO GIVE FULL TIME/ATTENT
10.81		110906	PROPERTY	9A	DAY	DRY			RREND	SS SS	UNKNOWN OR OTHER CAUSE
10.81	✓	081907	PROPERTY	12P	DAY	DRY			SDSWP	ES ES	UNKNOWN OR OTHER CAUSE
10.81		120307	PROPERTY	10P	NIGHT	DRY			ANGLE	ES SS	UNKNOWN OR OTHER CAUSE

FXOB(01)-Bridge (02)-Building (03)-Culver/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
 (08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator



Office of Traffic & Safety  
 Traffic Development & Support Division  
 Crash Analysis Safety Team

Location: mb 54 from MD 875-B to US 13  
 County: WICOMICO  
 Study Period: 01/01/2006 to 12/31/2007  
 Analyst: ALEWIS Date: 11/07/2008



MARYLAND  
**54**

KEY: Log Mile - Collision Type (Fixed Object/Strike) - Date - Severity - Time - Surface - Illumination - Alcohol

F - Fatalities	SS - Sidewalk	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PED - Pedestrian	OT - Overtake	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedalcycle	JCKNPF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Icy Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Unif. Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLA - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	89 - Unknown	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675E From Connally Mill Rd to MD 54  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: From 000.08 To 002.09 Length: 2.01  
 Note(s):

YEAR	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	2	3	3	8
No. INJURED	3	4	9	16
PROP DAMAGE	8	9	6	23
TOTAL ACC	10	12	9	31
OPPOSITE DIR		1	1	2
REAR END	3	3	2	8
SIDESWIFE		1		1
LEFT TURN	1		2	3
ANGLE	3	2	2	7
<b>PEDESTRIAN</b>				
<b>PARKED VEH</b>				
FIXED OBJECT	1	2		3
OTHER	2	3	3	7
<b>U-TURN</b>				
<b>BACKING</b>				
ANIMAL			1	1
<b>RAILROAD</b>				
<b>EXPL./FIRE</b>				
<b>OVERTURN</b>				
OTHER/UNK	2	3	1	6
TRUCK REL ACC		1		1
NIGHTTIME	3	1	2	6
WET SURFACE	4	3	3	10
ALCOHOL REL		1		1
INTERSEC REL	7	6	3	16
TOTAL VEH	19	22	16	57
TOTAL TRUCKS		1		1
PERCENT TRKS	0.0	4.5	0.0	1.8
Comments:				

Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
IA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Location: MD0675B From Connelly Mill Rd to MD 54  
County: Wilcomico  
Period: January 1, 2005 To December 31, 2007

Logmile: From 000.08 To 002.09 Length: 2.01  
Note(s):

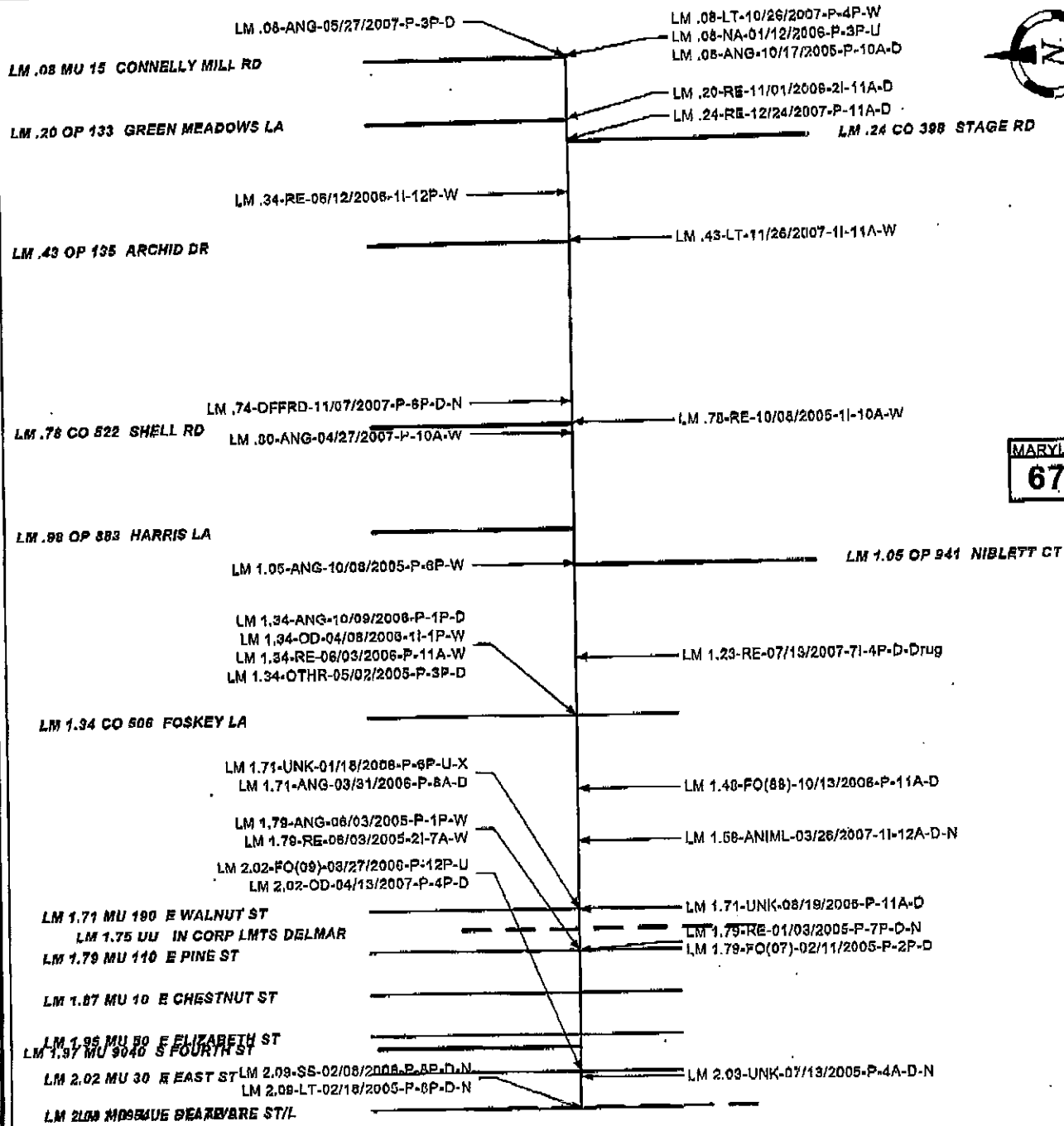
LOGMILE	IR	DATE	SEVERITY	TIME	LIGHT	SUR FACE	ALC	FX OB	CLEN TYPE	MOVE V1 V2	PROBABLE CAUSE
MD0675B											
0.08	✓	101705	PROPERTY	10A	DAY	DRY			ANGLE	WR NS	FAIL TO YIELD RIGHT OF WAY
0.08		011206	PROPERTY	3P	OTHER	OTHR			OTHER	NS NS	UNKNOWN OR OTHER CAUSE
0.08	✓	052707	PROPERTY	3P	DAY	DRY			ANGLE	SS EL	DID NOT COMPLY WITH LIC. RESTR.
0.08	✓	102607	PROPERTY	4P	DAY	WET			LFTRN	SL NS	UNKNOWN OR OTHER CAUSE
0.20	✓	110106	2 Inj.	11A	DAY	DRY			RREND	NS NS	FAIL TO GIVE FULL TIME/ATTENT
0.24		122407	PROPERTY	11A	DAY	DRY			RREND	NS NS	UNKNOWN OR OTHER CAUSE
0.34		061206	1 Inj.	12P	DAY	WET			RREND	WS WS	FOLLOWED TOO CLOSELY
0.43	✓	112607	1 Inj.	11A	DAY	WET			LFTRN	WL ES	FAIL TO YIELD RIGHT OF WAY
0.74		110707	PROPERTY	6P	NIGHT	DRY			OTHER	WS NA	UNKNOWN OR OTHER CAUSE
0.78	✓	100805	1 Inj.	10A	DAY	WET			RREND	ES ES	FOLLOWED TOO CLOSELY
0.80		042707	PROPERTY	10A	DAY	WET			ANGLE	SS WS	FAIL TO YIELD RIGHT OF WAY
1.05	✓	100805	PROPERTY	6P	DAY	WET			ANGLE	SS WS	FAIL TO GIVE FULL TIME/ATTENT
1.23		071307	7 Inj.	4P	DAY	DRY			RREND	NS NL	FAIL TO YIELD RIGHT OF WAY
1.34	✓	050205	PROPERTY	3P	DAY	DRY			OTHER	NL SR	FAIL TO YIELD RIGHT OF WAY
1.34		040806	1 Inj.	1P	DAY	WET			OPDIR	ES WS	FAIL TO YIELD RIGHT OF WAY
1.34	✓	060306	PROPERTY	11A	DAY	WET			RREND	WS WS	TOO FAST FOR CONDITIONS
1.34	✓	100906	PROPERTY	1P	DAY	DRY			ANGLE	NS ES	UNKNOWN OR OTHER CAUSE
1.48		101306	PROPERTY	11A	DAY	DRY		88	FXOBJ	ES NA	UNKNOWN OR OTHER CAUSE
1.58		032607	1 Inj.	12A	NIGHT	DRY			OTHER	NS NA	ANIMAL
1.71	✓	081906	PROPERTY	11A	DAY	DRY			OTHER	NU NR	FAIL TO GIVE FULL TIME/ATTENT
1.71	✓	033106	PROPERTY	8A	DAY	DRY			ANGLE	SS ES	UNKNOWN OR OTHER CAUSE
1.71		011806	PROPERTY	6P	OTHER	OTHR		✓	OTHER	NR WS	UNDER INFLUENCE OF ALCOHOL
1.79	✓	060305	PROPERTY	1P	DAY	WET			ANGLE	SS ES	FAIL TO KEEP RIGHT OF CENTER
1.79		060305	2 Inj.	7A	DAY	WET			RREND	SS SS	RAIN, SNOW
1.79		010305	PROPERTY	7P	NIGHT	DRY			RREND	NS NS	IMPROPER TURN
1.79		021105	PROPERTY	2P	DAY	DRY		07	FXOBJ	ES NA	FAIL TO GIVE FULL TIME/ATTENT
2.02		032706	PROPERTY	12P	DAY	OTHR		09	FXOBJ	UU NA	UNKNOWN OR OTHER CAUSE
2.02		041307	PROPERTY	4P	DAY	DRY			OPDIR	SS NS	VEHICLE DEFECT.
2.03	✓	071305	PROPERTY	4A	NIGHT	DRY			OTHER	NS UU	UNDER INFLUENCE OF ALCOHOL
2.09	✓	021805	PROPERTY	8P	NIGHT	DRY			LFTRN	SS NL	FAIL TO OBEY TRAFFIC SIGNAL
2.09	✓	020806	PROPERTY	8P	NIGHT	DRY			SBSMP	NS NS	FAIL TO YIELD RIGHT OF WAY

FXOB(01)-Bridge (02)-Building (03)-Culver/Ditch (04)-Curb (05)-Guardrail/Barrier (06)-Embankment (07)-Fence  
(08)-Light Pole (09)-Sign Post (10)-Other Pole (11)-Tree/Shrubbery (12)-Construc. Barrier (13)-Crash Attenuator



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 675 R from Connelly Mill Rd to MD 54  
County: wicomico  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALBVIS Date: 11/07/2008



KEY: Log Mile - Collision Type (Fixed Object/Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

F - Fatalities	SS - Sidewalk	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
P - Property Damage	PRO - Pedestrian	OT - Overturn	FIRES - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNG - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAL - Other Pedestrian	JCKKNF - Jackknifed	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	1 - Ice Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Dowel	13 - Graph Alternator	S - Snowy Surface
ANG - Angle	ANML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	09 - Other	
				07 - Fence	00 - Unknown	



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: Foskey Lane from US 13 to MD 675B  
 County: Wicomico

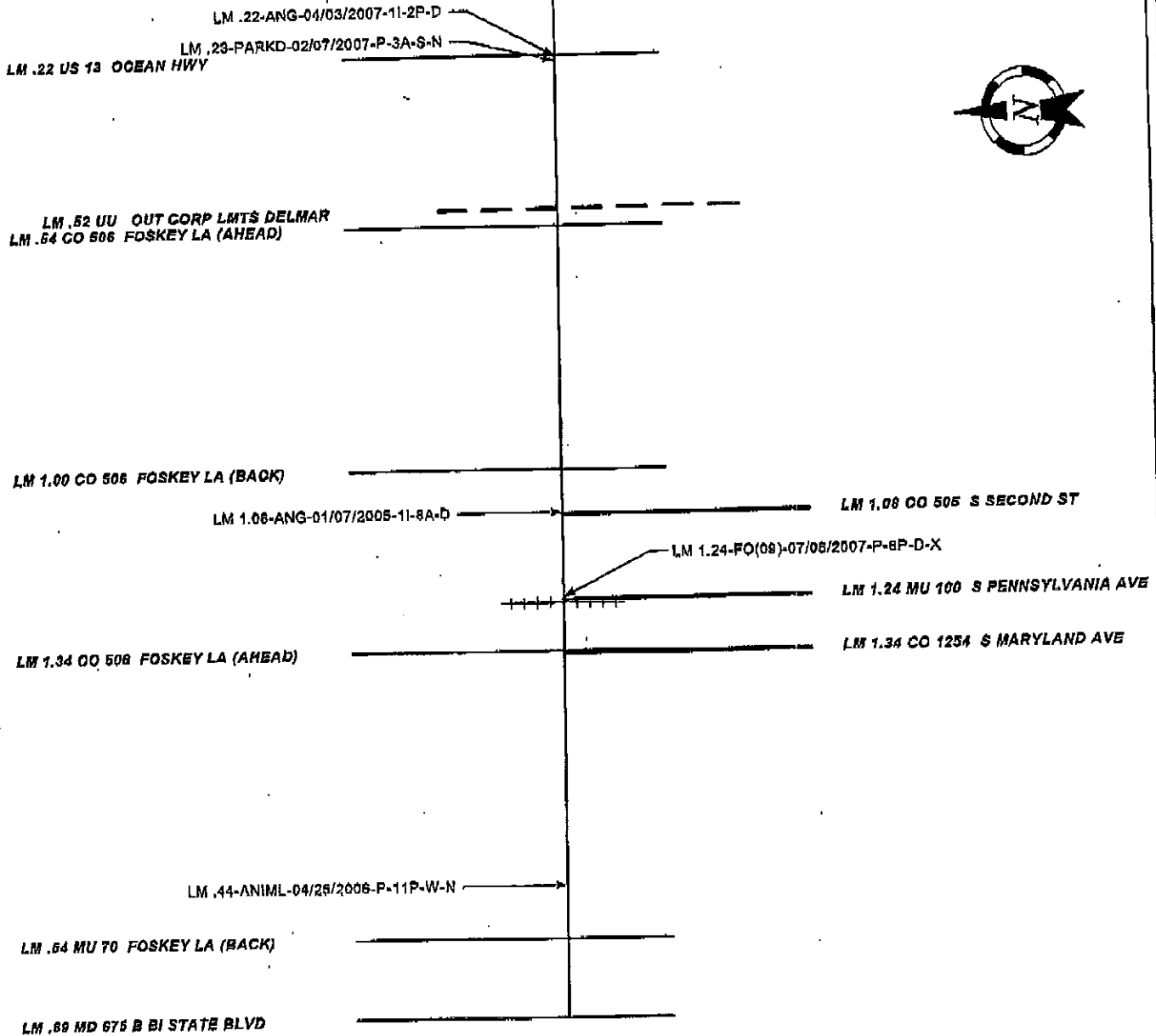
Logmile: From 000.22 To 001.34 Length: 1.12  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
<b>FATAL</b>				
NO. KILLED			1	2
INJURY	1			
NO. INJURED	1		1	2
PROP DAMAGE		1	2	3
TOTAL ACC	1	1	3	5
<b>OPPOSITE DIR</b>				
REAR END				
SIDESWIPE				
LEFT TURN			1	2
ANGLE	1			
PEDESTRIAN			1	1
PARKED VEH			1	1
FIXED OBJECT		1		1
OTHER				
U-TURN				
BACKING				
ANIMAL		1		1
RAILROAD				
EXCL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC			1	1
NIGHTTIME		1	1	2
WET SURFACE		1		1
ALCOHOL REL			1	1
INTERSRC REL			2	2
TOTAL VEH	2	1	5	8
TOTAL TRUCKS			1	1
PERCENT TRKS	0.0	0.0	20.0	12.5
<b>Comments:</b>				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: Foskey Lane from US 13 to MD 675-B  
County: WICOMICO  
Study Period: 01/01/2006 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



template 06-27-08

KEY: Log Mile - Collision Type (Fixed Object Struck) - Date - Severity - Time - Surface - Illumination - Alcohol

P - Fatal/Injury	SB - Sidewalk	FO - Fixed Object	OFFRD - Off Road	00 - Not Applicable	08 - Light Support Pole	N - Night
I - Injury	PARKD - Parked Vehicle	OOBJ - Other Object	RUNWY - Downhill Runway	01 - Bridge or Overpass	09 - Sign Support Pole	X - Alcohol
D - Property Damage	PEO - Pedestrian	OT - Overtake	FIRE - Explosion Fire	02 - Building	10 - Other Pole	D - Dry Surface
OD - Opposite Direction	BIKE - Bicycle	SPILL - Spilled Cargo	BCKNO - Backing	03 - Culvert or Ditch	11 - Tree Shrubbery	W - Wet Surface
LT - Left Turn	PEDAC - Other Pedal/Cycle	JCKNPF - Jackknife	UTURN - U-Turn	04 - Curb	12 - Construction Barrier	I - Ice Surface
RE - Rear End	CONVY - Other Conveyance	SPRTD - Units Separated	OTHR - Other	05 - Guardrail or Barrier	13 - Crash Attenuator	S - Snowy Surface
ANG - Angle	ANIML - Animal	NCOLL - Other Non Collision	UNK - Unknown	06 - Embankment	88 - Other	
				07 - Fence	89 - Unknown	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 MA 52.1 ADC Combined Logmile History Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: Foskey Lane from US 13 to MD 675B  
 County: Wicomico

Logmile: From 000.22 To 001.34 Length: 1.12  
 Note(s):

LOGMILE	TR	DATE	SEVERITY	TIME	LIGHT	SURFACE	ALC	FX OB	CLEN TYPE	MOVE V1 V2	PROBABLE CAUSE
CO0506											
0.44		042506	PROPERTY	11P	NIGHT	WET			OTHER	WS na	ANIMAL
MJ0070											
0.22	✓	040307	1 Inj.	2P	DAY	DRY			ANGLE	WS SS	FAIL TO OBEY STOP SIGN
0.23		020707	PROPERTY	3A	NIGHT	SNOW			PARKD	WS UP	UNKNOWN OR OTHER CAUSE
1.09		010705	1 Inj.	8A	DAY	DRY			ANGLE	SL WS	FAIL TO YIELD RIGHT OF WAY
1.24	✓	070807	PROPERTY	8P	DAY	DRY	✓	09	FXOBJ	NU na	UNDER INFLUENCE OF ALCOHOL

FXOB (01)=Bridge (02)=Building (03)=Culver/Ditch (04)=Curb (05)=Guardrail/Barrier (06)=Embankment (07)=Fence  
 (08)=Light Pole (09)=Sign Post (10)=Other Pole (11)=Tree/Shrubbery (12)=Construc. Barrier (13)=Crash Attenuator

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: 014.01 At 000.00 Radius: 400 ft  
 Note(s):

YEAR ▶	2005	2006	2007	TOTAL:		
<b>FATAL</b>						
No. KILLED	7	2	6	15		
INJURY	10	7	6	23		
No. INJURED	17	13	13	43		
PROP DAMAGE	24	19	19	58		
TOTAL ACC						
<b>OPPOSITE DIR</b>						
REAR END	19	13	18	50		
SIDESWIPE	1			1		
LEFT TURN						
ANGLE						
<b>PEDESTRIAN</b>						
PARKED VEH						
FIXED OBJECT	4		1	5		
OTHER		2		2		
U-TURN						
BACKING		1		1		
ANIMAL						
RAILROAD						
EXPL./FIRE						
OVERTURN						
OTHER/UNK		1		1		
TRUCK REL ACC	1		1	2		
NIGHTTIME	12	1	6	19		
WET SURFACE	6	2	2	10		
ALCOHOL REL			1	1		
INTERSEC REL	22	11	12	45		
TOTAL VEH	0	0	50	32	40	122
TOTAL TRUCKS			1	1	2	
PERCENT TRKS	***.*	***.*	2.0	0.0	2.5	1.6
Comments:						

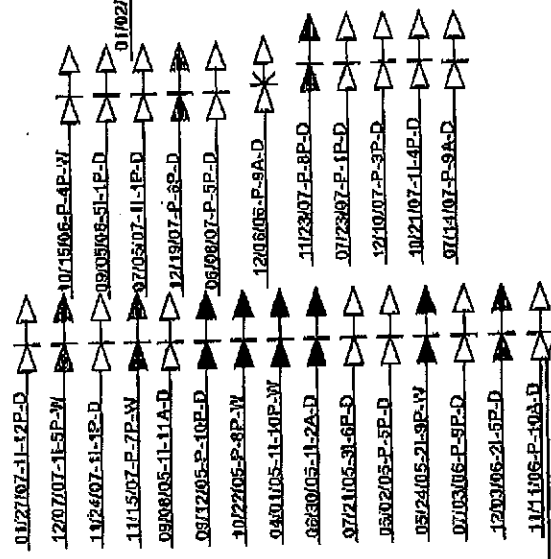
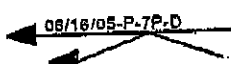
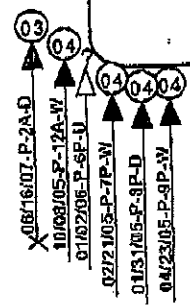
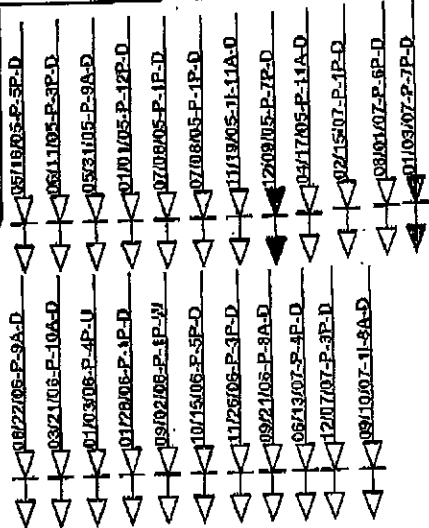


Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: US 13 @ MD 675-B / Winner Blvd  
County: WICCOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/05/2008



MARYLAND  
675B



Winner Blvd



DATE SEVERITY TIME SURFACE  
MOHT  
ALCOHOL X  
DRUGS

SEVERITY  
F - Fatality  
I - Injured  
P - Property Damage  
Only  
SURFACE  
D - Dry Surface  
W - Wet Surface  
I - Ice Surface  
S - Snow/Ice Surface

00 - Not Applicable  
01 - Bridge or Overpass  
02 - Building  
03 - Culvert or Ditch  
04 - CURB  
05 - Guardrail or Barrier  
06 - Embankment  
07 - Fence  
08 - Light Support Pole  
09 - Sign Support Pole  
10 - Street Pole  
11 - Tree/Utility Pole  
12 - Construction Barrier  
13 - Crash Attenuator  
14 - Other  
99 - Unknown

B - Bicycle  
P - Other Pedalcycle  
C - Other Conveyance  
T - Railway Train  
A - Animal  
O - Other Object  
S - Spillover Cargo  
J - Jackknifed

U - Unkn Separated  
DZ - Other Non collision  
O - Oil Road  
R - Downhill Runaway  
F - Explosion or Fire  
? - Unknown

U - TURN  
BACKING  
OVERTURN  
Parked Vehicle  
Pedestrian

template 08-27-08



Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
IA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd  
County: Wicomico

LogScale: 014.01 At 000.00 Radius: 400 ft  
Note(s):

Period: January 1, 2005 to December 31, 2005

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK	
					SUN	MON	TUE	WED	THU	FRI	SAT		
Accidents		7	17	24						4	5	6	
Veh Occ		10											
Pedestrian													

MONTH OF THE YEAR												CONDITION: DRIVER	PED		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	19
	3	1		3	4	3	3		2	2	1	2		ALCOHOL:	
														Other:	5

TIME												VEHICLES INVOLVED PER ACCIDENT						UNK	TOTAL			
	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4			5	6+	
AM:	1		1							1		3			1	2	3	4	5	6+	UNK	TOTAL
PM:	1	2		2		2	1	3	2	2	3				4	17	2					

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST		WEST				
M_Cycle/Moped	Trk_Trailer	6 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
27 Passenger Veh	Passenger Bus	18 DRY												
8 Light Truck	School Bus	SNO/ICE	1	21		18			2					2
1 Heavy Truck	Emergency Veh	MUD												
14 Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking				
Inf. of Alcohol	Passenger Interfere/Obstr.				
Inf. of Medication	Illegally in Roadway				
Inf. of Combined Substance	Bicycle Violation				
Physical/Mental Difficulty	Clothing not Visible				
Fell Asleep/Fainted etc.	Smog, Smoke				
13 Fail to give full attent.	Sleet, Hail, Frz. Rain				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt				
Fail to Yield Rightofway	Severe Crosswinds				
Fail to Obey Stop Sign	Rain, Snow				
Fail to Obey Traffic Sig	Animal				
Fail to Obey Other Contr.	Vision Obstruction				
Fail to Keep Right of Ctr	Vehicle Defect				
Fail to Stop for Sch. Bus	Wet				
Wrong Way on One Way	Icy or Snow Covered				
Exceeded Speed Limit	Debris or Obstruction				
Too Fast for Conditions	Ruts, Holes, Bumps				
1 Followed too Closely	Road Under Construction				
Improper Turn	Traffic Cntrl Device Inop.				
Improper Lane Change	Shoulders Low, Soft, High				
Improper Backing					
Improper Passing	10 other or Unknown				
Improper Signal					

WEATHER	ILLUMINATION	TOTAL
19 CLEAR/CLDY	12 DAY	
FOGGY	DAWN/DUSK	2005 24
5 RAINING	8 DARK - LIGHTS ON	
SNOW/SLEET	4 DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES	RELATED:	UNRELATED:
OPPOSITE DIR		
REAR END		7 11 18
SIDESWIPE		1 1
LEFT TURN		
ANGLE		
PEDESTRIAN		
PARKED VEH.		
OTHER CT		
F BRIDGE	01	
I BUILDING	02	
X CULVERT/DITCH	03	
E CURB	04	4 4
D GUARDRAIL/BARRIER	05	
EMBANKMENT	06	
O FENCE	07	
B LIGHT POLE	08	
J SIGN POST	09	
E OTHER POLE	10	
C TREE/SHRUBBERY	11	
T CONSTR. BARRIER	12	
S CRASH ATTENUATOR	13	
OTHER FIXED OBJECT		



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0613 @ MD0675B / Wimmer Blvd  
 County: Wicomico  
 Period: January 1, 2007 To December 31, 2007

Logmile: 014.01 At 000.00 Radius: 400 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK	
					SUN	MON	TUE	WED	THU	FRI	SAT		
Accidents		6	13	19									
Veh Occ		6			1	3			4	3	4	4	
Pedestrian													

MONTH OF THE YEAR													CONDITION: DRIVER	FED	
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	16
	2	1				3	3	1	1	1	3	4		ALCONCL:	1
														Other:	2

TIME												VEHICLES INVOLVED PER ACCIDENT					TOTAL					
	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3		4	5	6+	UNK	
AM:			1						1	1					1	2	3	4	5	6+	UNK	40
PM:	1	4		2	2	2	2	2	1						1	16	1	1				

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Tnk_Trailer	2 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
23 Passenger Veh	Passenger Bus	17 DRY												
6 Light Truck	School Bus	SNO/ICE		25			12							
1 Heavy Truck	Emergency Veh	MUD												
10 Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	RELATED:	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking					
1 Inf. of Alcohol	Passenger Interfere/Obstr.					
Inf. of Medication	illegally in Roadway					
Inf. of Combined Substance	Bicycle Violation					
Physical/Mental Difficulty	Clothing not Visible					
Fall Asleep/Fainted etc.	Smog, Smoke					
5 Fail to give full attent.	Sleet, Hail, Frz. Rain					
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt					
Fail to Yield Rightofway	Severe Crosswinds					
Fail to Obey Stop Sign	Rain, Snow					
Fail to Obey Traffic Sig	Animal					
Fail to Obey Other Contr.	Vision Obstruction					
Fail to Keep Right of Ctr	Vehicle Defect					
Fail to Stop for Sch. Bus	Wet					
Wrong Way on One Way	Icy or Snow Covered					
Exceeded Speed Limit	Debris or Obstruction					
Too Fast for Conditions	Ruts, Holes, Bumps					
1 Followed too Closely	Road Under Construction					
Improper Turn	Traffic Cntrl Device Inop.					
Improper Lane Change	Shoulders Low, Soft, High					
Improper Backing						
Improper Passing	12 Other or Unknown					
Improper Signal						

WEATHER	ILLUMINATION	TOTAL
18 CLEAR/CLDY	13 DAY	
POGGY	DAWN/DUSK	2007 19
1 RAINING	5 DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

COLLISION TYPES	RELATED:	UNRELATED:
OPPOSITE DIR		
REAR END		2 10 12
SIDESWIPE		4 2 6
LEFT TURN		
ANGLE		
PEDESTRIAN		
PARKED VEH.		
OTHER CT		
F BRIDGE	01	
I BUILDING	02	
X CULVERT/DITCH	03	1 1
E CURB	04	
D GUARDRAIL/BARRIER	05	
I EMBANKMENT	06	
O FENCE	07	
B LIGHT POLE	08	
J SIGN POST	09	
E OTHER POLE	10	
C TREE/SHRUBBERY	11	
T CONCTR. BARRIER	12	
S CRASH ATTENUATOR	13	
OTHER FIXED OBJECT		

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/05/2008

Location: US0013 @ MD0675B / Winner Blvd

Logmile: 014.01 At 000.00 Radius: 400 ft

County: Wicomico

Period: January 1, 2005 to December 31, 2007

Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK
					SUN	MON	TUE	WED	THU	FRI	SAT	
Accidents		15	43	58	7	10	5	5	9	5	13	
Veh Occ		23										
Pedestrian												

MONTH OF THE YEAR													CONDITION:	DRIVER	PED
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	46	
8	2	1	3	4	7	7	1	6	5	6	8		ALCOHOL:	1	
													Other:	11	

TIME	VEHICLES INVOLVED PER ACCIDENT												TOTAL								
	12	01	02	03	04	05	06	07	08	09	10	11		UNK							
AM:	1		2						2	4	2	3		1	2	3	4	5	6+	UNK	122
PM:	2	9		5	4	6	4	5	3	3	3			6	44	6	1		1		

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Trk_Trailer	20 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
64 Passenger Veh	Passenger Bus	46 DRY	1	58		46			2					2
22 Light Truck	School Bus	SNO/ICE												
2 Heavy Truck	Emergency Veh	MUD												
34 Other Types		2 OTHER	OTHER MOVEMENTS 13											

PROBABLE CAUSES			COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking		OPPOSITE DIR	RELATED:				
1 Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:				
Inf. of Medication	Illegally In Roadway		REAR END	RELATED:	11	25	40	
Inf. of Combined Substance	Bicycle Violation			UNRELATED:	4	6	10	
Physical/Mental Difficulty	Clothing not Visible		SIDESWIPE	RELATED:		1	1	
Fall Asleep/Painted etc.	Smog, Smoke			UNRELATED:				
22 Fail to give full attent.	Sleet, Hail, Ftz. Rain		LEFT TURN	RELATED:				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:				
Fail to Yield Rightofway	Severe Crosswinds		ANGLE	RELATED:				
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:				
Fail to Obey Traffic sig	Animal		PEDESTRIAN	RELATED:				
1 Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect		PARKED VEH.	RELATED:				
Fail to Stop for Sch. BUS	Wet			UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered		OTHER CT	RELATED:		1	1	
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:		1	1	
Too Fast for Conditions	Ruts, Holes, Bumps		P BRIDGE	01				
4 Followed too Closely	Road Under Construction		I BUILDING	02				
Improper Turn	Traffic Cntrl Device Inop.		X CULVERT/DITCH	03		1	1	
Improper Lane Change	Shoulders Low, Soft, High		E CURB	04		4	4	
Improper Backing			D GUARDRAIL/BARRIER	05				
Improper Passing	30 Other or Unknown		E EMBANKMENT	06				
Improper Signal			O FENCE	07				
			B LIGHT POLE	08				
			J SIGN POST	09				
			E OTHER POLE	10				
			C TREE/SHRUBBERY	11				
			T CONSTR. BARRIER	12				
			S CRASH ATTENUATOR	13				
				OTHER FIXED OBJECT				

WEATHER	ILLUMINATION	TOTALS
50 CLEAR/CLDY	36 DAY	2003 0
FOGGY	1 DAWN/DUSK	2004 0
6 RAINING	14 DARK - LIGHTS ON	2005 24
SNOW/SLEET	5 DARK - NO LIGHTS	2006 15
2 OTHER	2 OTHER	2007 19

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 MA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ Foskey Lane  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.16 At 000.22 Radius: 200 ft  
 Note(s):

YEAR ▶	2005	2006	2007	TOTAL
<b>FATAL</b>				
NO. KILLED		1	1	2
INJURY		1	1	2
NO. INJURED		1	1	2
PROP DAMAGE	4	2	3	9
TOTAL ACC	4	3	4	11
<b>OPPOSITE DIR</b>				
REAR END	1	1		2
SIDESWIPE				
LEFT TURN	1	1		2
ANGLE	2	1	2	5
<b>PEDESTRIAN</b>				
PARKED VEH			1	1
FIXED OBJECT			1	1
<b>OTHER</b>				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC	1		1	2
<b>NIGHTTIME</b>				
WET SURFACE	1			1
ALCOHOL REL				
INTERSEC REL	4	3	4	11
TOTAL VEH	9	6	7	22
TOTAL TRUCKS	1		1	2
PERCENT TRKS	11.1	0.0	14.3	9.1
<b>Comments:</b>				





Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: US 13 @ Foskey La  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008



01/16/07-P-7A-D  
11/14/05-P-12P-D

04/06/05-P-12P-D  
11/20/05-IL-3P-D

04/07/05-P-7A-W

11/21/08-P-2P-D

04/19/05-P-2P-S

04/20/07-P-11A-D

11/25/07-IL-10A-D

12/27/06-P-5P-D

Foskey La



DATE SEVERITY TIME SURFACE  
 NIGHT  
 ALCOHOL X  
 DRUGS X

SEVERITY  
 F - Fatalities  
 I - Injured  
 P - Property Damage Only  
 SURFACE  
 D - Dry Surface  
 W - Wet Surface  
 I - Icy Surface  
 S - Snowy Surface

00 - Not Applicable  
 01 - Bridge or Overpass  
 02 - Building  
 03 - Culvert or Ditch  
 04 - Curb  
 05 - Guardrail or Barrier  
 06 - Embankment  
 07 - Fence

08 - Light Support Pole  
 09 - Sign Support Pole  
 10 - Other Pole  
 11 - Tree Shrubbery  
 12 - Construction Barrier  
 13 - Crash Attenuator  
 00 - Other  
 88 - Unknown

B - Bicycle  
 F - Other Pedalcycle  
 C - Other Conveyance  
 T - Railway Train  
 A - Animal  
 O - Other Object  
 S - Spilled Cargo  
 J - Jackknife

U - Units Separated  
 N - Other Non collision  
 D - Dirt Road  
 R - Downhill Runaway  
 F - Explosion or Fire  
 7 - Unknown

U - TURN  
 BACKING  
 OVBURN  
 Parked Vehicle  
 Pedestrian

template 05-27-08

Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
HA 52.1 ADC Summary Output rev. 06/2006-1

Location: US0013 @ Foskey Lane  
County: Wicomico

Period: January 1, 2005 To December 31, 2005

Logmiles: 019.16 At 000.22 Radius: 200 ft  
Note(s):

SEVERITY	Fatal	Injury	F-Damage	Total	DAY OF THE WEEK							UNK										
					SUN	MON	TUE	WED	THU	FRI	SAT											
Accidents			4	4																		
Veh Occ																						
Pedestrian																						
MONTH OF THE YEAR												CONDITION: DRIVER	PED									
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2								
1			2							1			ALCOHOL:									
													Other:	2								
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT								
AM:								1							1	2	3	4	5	6+	UNK	TOTAL
PM:	2		1													3	1					9
VEHICLE TYPE	SURFACE	MOVEMENTS																				
		NORTH			SOUTH			EAST			WEST											
M_Cycle/Moped	1 Trk_Trailer	1 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT								
1 Passenger Veh	Passenger Bus	2 DRY							1													
2 Light Truck	1 School Bus	1 SNO/ICE								5		1	1									
Heavy Truck	Emergency Veh	MUD																				
2 Other Types		OTHER																				
															OTHER MOVEMENTS 1							
PROBABLE CAUSES															COLLISION TYPES							
Inf. of Drugs															OPPOSITE DIR	RELATED:						
Inf. of Alcohol																UNRELATED:						
Inf. of Medication															REAR END	RELATED:		1	1			
Inf. of Combined Substance																UNRELATED:						
Physical/Mental Difficulty															SIDESWIPE	RELATED:						
Fell Asleep/Tainted etc.																UNRELATED:						
3 Fail to give full attent.															LEFT TURN	RELATED:		1	1			
Lic. Restr. Non-comply																UNRELATED:						
Fail to Yield Rightofway															ANGLE	RELATED:		2	2			
Fail to Obey Stop Sign																UNRELATED:						
Fail to Obey Traffic Sig															PEDESTRIAN	RELATED:						
Fail to Obey Other Contr.																UNRELATED:						
Fail to Keep Right of Ctr															PARKED VEH.	RELATED:						
Fail to Stop for Sch. Bus																UNRELATED:						
Wrong Way on One Way															OTHER CT	RELATED:						
Exceeded Speed Limit																UNRELATED:						
1 Too Fast for Conditions															F BRIDGE	01						
Followed too Closely															I BUILDING	02						
Improper Turn															X CULVERT/DITCH	03						
Improper Lane Change															E CURB	04						
Improper Backing															D GUARDRAIL/BARRIER	05						
Improper Passing															EMBANKMENT	06						
Improper Signal															O FENCE	07						
															B LIGHT POLE	08						
															J SIGN POST	09						
															E OTHER POLE	10						
															C TREE/SHRUBBERY	11						
															T CONSTR. BARRIER	12						
															S CRASH ATTENUATOR	13						
															OTHER FIXED OBJECT							
WEATHER	ILLUMINATION	TOTAL																				
3 CLEAR/CLDY	4 DAY																					
FOGGY	DAWN/DUSK	2005 4																				
RAINING	DARK - LIGHTS ON																					
1 SNOW/SLEET	DARK - NO LIGHTS																					
OTHER	OTHER																					

Name: Al Lewis  
Date: 11/07/2008

Wyland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
IA 52.1 ADC Summary Output rev. 06/2006-1

Logmile: 015.16 At 000.22 Radius: 200 ft  
Note(s):

Location: US0013 @ Foskey Lane  
County: Wisconsin Period: January 1, 2006 To December 31, 2006

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK								
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Accidents		1	2	3			1	2					
Veh Occ		1											
Pedestrian													

MONTH OF THE YEAR												CONDITION:	DRIVER	PED	
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2	
										1	2		ALCOHOL:		
													Other:		1

TIME	VEHICLES INVOLVED PER ACCIDENT											TOTAL									
	12	01	02	03	04	05	06	07	08	09	10		11	UNK	1	2	3	4	5	6+	UNK
AM:																3					6
PM:		1	1			1															

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Trk_Trailer	WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
5 Passenger Veh	Passenger Bus	3 DRY	1	3										1
Light Truck	School Bus	SNO/ICE												
Heavy Truck	Emergency Veh	MUD												
1 Other Types		OTHER												

PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:				
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:				
Inf. of Medication	illegally in Roadway	REAR END	RELATED:			1	1
Inf. of Combined Substance	Bicycle Violation		UNRELATED:				
Physical/Mental Difficulty	Clothing not visible	SIDESWIP	RELATED:				
Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:				
1 Fail to give full attent.	Sleet, Nail, Frz. Rain	LEFT TURN	RELATED:		1		1
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:				
1 Fail to Yield Rightofway	severe Crosswinds	ANGLE	RELATED:			1	1
Fail to Obey Stop sign	Rain, Snow		UNRELATED:				
Fail to Obey Traffic sig	Animal	PEDESTRIAN	RELATED:				
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:				
Fail to Keep Right of Ctr	vehicle Defect	PARKED VEH.	RELATED:				
Fail to Stop for sch. Bus	Wet		UNRELATED:				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:				
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:				
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE				01	
Followed too closely	Road Under Construction	I BUILDING				02	
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH				03	
Improper Lane Change	Shoulders Low, Soft, High	E CURB				04	
Improper Backing		D GUARDRAIL/BARRIER				05	
Improper Passing	1 Other or Unknown	EMBANKMENT				06	
Improper Signal		O FENCE				07	
		R LIGHT POLE				08	
		J SIGN POST				09	
		R OTHER POLE				10	
		C TREE/SHRUBBERY				11	
		T CONSTR. BARRIER				12	
		S CRASH ATTENUATOR				13	
		OTHER FIXED OBJECT					

WEATHER	ILLUMINATION	TOTAL
3 CLEAR/CLDY	2 DAY	
FOGGY	DAWN/DUSK	2006 3
RAINING	DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
NA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: US0013 @ Foskey Lane  
County: Wicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 015.16 At 000.22 Radius: 200 ft  
Note(s):

SEVERITY	FATAL				INJURY				P-DAMAGE				TOTAL				DAY OF THE WEEK												
	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK					
Accidents	1				3				4				1																
Veh Occ	1				.....				.....				.....																
Pedestrian	.....				.....				.....				.....																
MONTH OF THE YEAR																CONDITION: DRIVER		PED											
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		4														
2											ALCOHOL:																		
.....																Other:													
TIME																VEHICLES INVOLVED PER ACCIDENT													
AM:	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL									
PM:	1											1 2 3 4 5 6+ UNK TOTAL																	
.....																7													
VEHICLE TYPE				SURFACE				MOVEMENTS																					
M_Cycle/Moped				1 Trk_Trailer				WET				NORTH			SOUTH			EAST			WEST								
5 Passenger Veh				Passenger Bus				4 DRY				LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
Light Truck				School Bus				SNO/ICE				1			1 1			1			2								
Heavy Truck				Emergency Veh				MUD				.....																	
1 Other Types				.....				OTHER				OTHER MOVEMENTS 1																	
PROBABLE CAUSES																COLLISION TYPES													
Inf. of Drugs																OPPOSITE DIR				RELATED:		FAT		INJ		PROP		TOTAL	
Inf. of Alcohol																UNRELATED:													
Inf. of Medication																RRAR END				RELATED:									
Inf. of Combined Substance																UNRELATED:													
Physical/Mental Difficulty																SIDESWIPE				RELATED:									
Fall Asleep/Painted etc.																UNRELATED:													
1 Fail to give full attent.																LEFT TURN				RELATED:									
Lic. Restr. Non-comply																UNRELATED:													
1 Fail to Yield Rightofway																ANGLE				RELATED:		1		1		2			
Fail to Obey Stop Sign																UNRELATED:													
Fail to Obey Traffic Sig																PEDESTRIAN				RELATED:									
Fail to Obey Other Contr.																UNRELATED:													
Fail to Keep Right of Ctr																PARKED VEH.				RELATED:				1		1			
Fail to Stop for Sch. Bus																UNRELATED:													
Wrong Way on One Way																OTHER CT				RELATED:									
Exceeded Speed Limit																UNRELATED:													
Too Fast for Conditions																F BRIDGE				01									
Followed too closely																I BUILDING				02									
Improper Turn																X CULVERT/DITCH				03									
Improper Lane Change																E CURB				04									
Improper Backing																D GUARDRAIL/BARRIER				05									
Improper Passing																EMBANKMENT				06									
Improper Signal																O FENCE				07									
2 Other or Unknown																H LIGHT POLE				08									
.....																J SIGN POST				09									
.....																E OTHER POLE				10		1		1					
.....																C TREE/SHRUBBERY				11									
.....																T CONSTR. BARRIER				12									
.....																S CRASH ATTENUATOR				13									
.....																OTHER FIXED OBJECT													
WEATHER		ILLUMINATION				TOTAL																							
4 CLEAR/CLDY		4 DAY				2007 4																							
FOGGY		DAWN/DUSK				.....																							
RAINING		DARK - LIGHTS ON				.....																							
SNOW/SLEET		DARK - NO LIGHTS				.....																							
OTHER		OTHER				.....																							

Name: Al Lewis  
Date: 11/07/2008

ryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
A 52.1 ADC Combined Summary Output rev. 06/2006-1

Logmile: 015.16 At 000.22 Radius: 200 ft  
Note(s):

Location: US0013 @ Foskey Lane  
County: Wilcomico Period: January 1, 2005 to December 31, 2007

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							
					SUN	MON	TUE	WED	THU	FRI	SAT	UNK
Accidents		2	9	11	1	1	3	4	1		1	
Veh Occ		2										
Pedestrian												

MONTH OF THE YEAR												CONDITION:	DRIVER	PED		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		
	3			2						3	3			0		
														Other:		3

TIME												VEHICLES INVOLVED PER ACCIDENT						TOTAL			
	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4		5	6+	UNK
AM:								2			1	1		1	2	1					22
PM:	2		3	1		1								1	9	1					

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	2 Trk_Trailer	1 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
13 Passenger Veh	Passenger Bus	9 DRY	2	4			7	1	1	2		2	1	
2 Light Truck	1 School Bus	1 SMO/ICE												
Heavy Truck	Emergency Veh	MUD												
4 Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	RELATED:	FAT	INJ	PROP	TOTAL
			Inf. of Drugs	Improper Parking	UNRELATED:	
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:			2	2
Inf. of Medication	illegally in Roadway	UNRELATED:				
Inf. of Combined Substance	Bicycle Violation	UNRELATED:				
Physical/Mental Difficulty	Clothing not Visible	UNRELATED:				
Fall Asleep/Fainted etc.	Smog, Smoke	UNRELATED:				
5 Fail to give full attent.	Sleet, Hail, Frz. Rain	UNRELATED:		1	1	2
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:				
2 Fail to Yield Rightofway	Severe Crosswinds	UNRELATED:		1	4	5
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:				
Fail to Obey Traffic Sig	Animal	UNRELATED:				
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:				
Fail to Keep Right of Ctr	Vehicle Defect	UNRELATED:			1	1
Fail to Stop for Sch. Bus	Wet	UNRELATED:				
wrong Way on One Way	Icy or Snow Covered	UNRELATED:				
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:				
1 Too Fast for Conditions	Ruts, Holes, Bumps	UNRELATED:				
Followed too Closely	Road Under Construction	UNRELATED:				
Improper Turn	Traffic Ctrl Device Inop.	UNRELATED:				
Improper Lane Change	Shoulders Low, Soft, High	UNRELATED:				
Improper Backing	3 Other or Unknown	UNRELATED:				
Improper Passing		UNRELATED:				
Improper Signal		UNRELATED:				

WEATHER	ILLUMINATION	TOTALS
10 CLEAR/CLOY	10 DAY	
FOGGY	DAWN/DUSK	
RAINING	DARK - LIGHTS ON	2005 4
1 SNOW/SLEET	1 DARK - NO LIGHTS	2006 3
OTHER	OTHER	2007 4

COLLISION TYPES	RELATED:	FAT	INJ	PROP	TOTAL
OPPOSITE DIR	UNRELATED:				
REAR END	UNRELATED:				
SIDESWIPE	UNRELATED:				
LEFT TURN	UNRELATED:				
ANGLE	UNRELATED:				
PEDESTRIAN	UNRELATED:				
PARKED VEH.	UNRELATED:				
OTHER CT	UNRELATED:				
F BRIDGE	01				
I BUILDING	02				
X CULVERT/DITCH	03				
E CURB	04				
D GUARDRAIL/BARRIER	05				
EMBANKMENT	06				
O FENCE	07				
B LIGHT POLE	08				
J SIGN POST	09				
E OTHER POLE	10				
C TREE/SHRUBBERY	11				
T CONSTR. BARRIER	12				
S CRASH ATTENUATOR	13				
OTHER FIXED OBJECT					



Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
HA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Location: US0013 @ MD0054  
County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft  
Note(s):

YEAR ▶	2005	2006	2007	TOTAL
FATAL				
NO. KILLED				
INJURY	2	2		4
NO. INJURED	3	3		6
PROP DAMAGE	1	5	3	9
TOTAL ACC	3	7	1	13
OPPOSITE DIR	1			1
REAR END	1	6	1	8
SIDESWIPE			1	1
LEFT TURN	1	1		2
ANGLE			1	1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC		3		3
NIGHTTIME	2	2		4
WET SURFACE	3		1	4
ALCOHOL REL				
INTSRSEC REL	3	7	3	13
TOTAL VEH	6	15	6	27
TOTAL TRUCKS		3		3
PERCENT TRKS	0.0	20.0	0.0	11.1
Comments:				

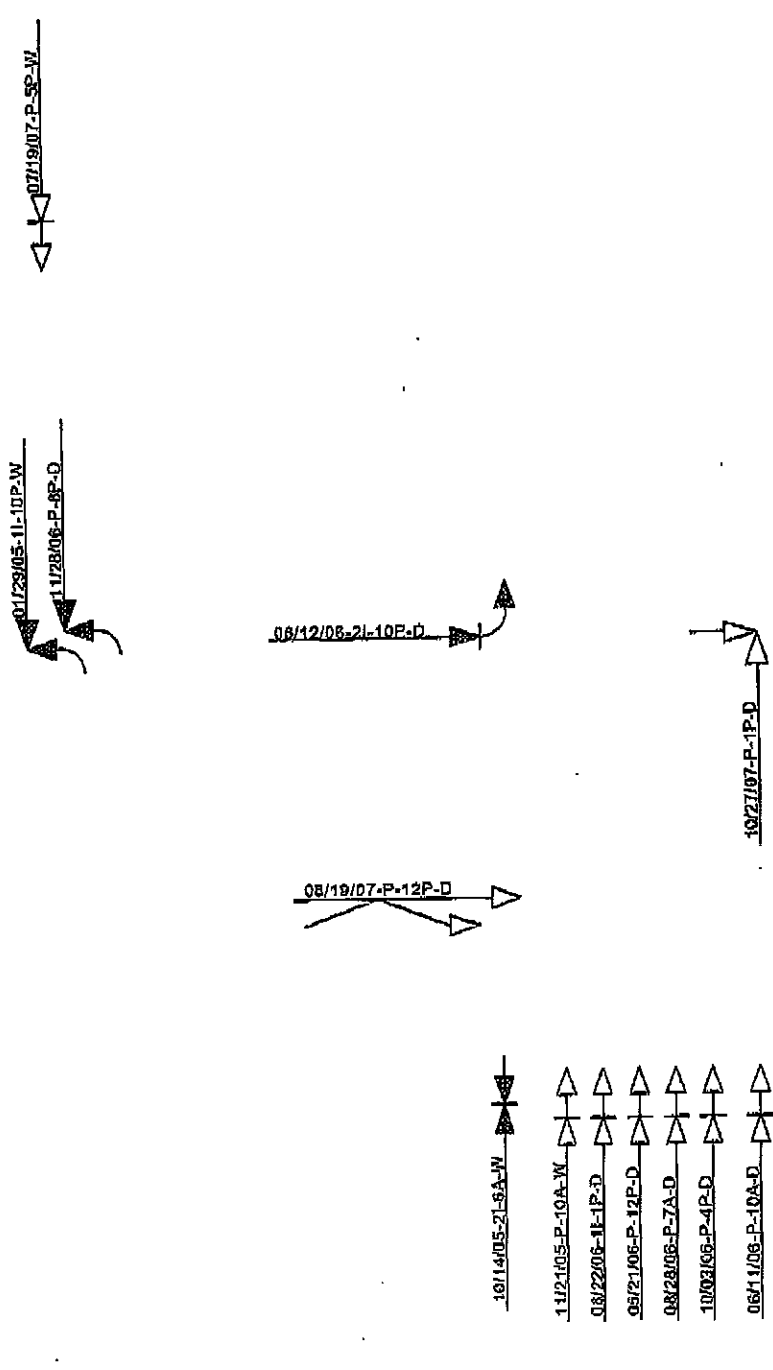


Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: US 13 @ MD 54  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALBVIS Date: 11/07/2008



MARYLAND  
54



MARYLAND  
54



<p>← DATE-SUBJECT-TIME-CURVE</p> <p>← NIGHT</p> <p>← ALCOHOL</p> <p>← DRUGS</p>	<p><b>SEVERITY</b></p> <p>F - Fatalities</p> <p>I - Injured</p> <p>P - Property Damage Only</p> <p><b>SURFACE</b></p> <p>D - Dry Surface</p> <p>W - Wet Surface</p> <p>I - Icy Surface</p> <p>S - Snowy Surface</p>	<p>00 - Not Applicable</p> <p>01 - Springs or Overpass</p> <p>02 - Roadway</p> <p>03 - Culvert or Ditch</p> <p>04 - Curb</p> <p>05 - Guardrail or Barrier</p> <p>08 - Embankment</p> <p>09 - Pave</p> <p>09 - Light Support Pole</p> <p>09 - Sign Support Pole</p> <p>10 - Other Pole</p> <p>11 - Tree Shrubbery</p> <p>12 - Construction Barrier</p> <p>13 - CMH Attenuator</p> <p>98 - Other</p> <p>99 - Unknown</p>	<p>B - Bicycle</p> <p>P - Other Motorcycle</p> <p>C - Other Conveyance</p> <p>T - Railway Train</p> <p>A - Animal</p> <p>O - Other Object</p> <p>S - Spilled Cargo</p> <p>J - Jackknife</p>	<p>U - Underside</p> <p>N - Other Non collision</p> <p>R - Off Road</p> <p>3 - Downhill Runaway</p> <p>F - Explosion or Fire</p> <p>7 - Unknown</p>	<p>U - TURN</p> <p>← BACKING</p> <p>← OVERTURN</p> <p>○ Parked Vehicle</p> <p>□ Pedestrian</p>
---	---	--	---	---	--

template 00-27-06

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SA 52.1 ADC Summary Output rev. 06/2005-1

Name: Al Lewis  
Date: 11/07/2008

Location: US0013 @ MD0054  
County: Wicomico

Period: January 1, 2005 To December 31, 2005

Logmile: 015.89 At 010.84 Radius: 200 ft  
Note(s):

SEVERITY	FATAL				INJURY				P-DAMAGE				TOTAL				DAY OF THE WEEK																				
	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	SUN	MON	TUE	WED	THU	FRI	SAT	UNK													
Accidents																																					
Veh Occ																																					
Pedestrian																																					
MONTH OF THE YEAR																CONDITION: DRIVER							PED														
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC UNK																Normal:							2														
1																ALCOHOL:							1														
																Other:																					
TIME																VEHICLES INVOLVED PER ACCIDENT											TOTAL										
AM:																1 2 3 4 5 6+											5										
PM:																1 3											6										
VEHICLE TYPE																SURFACE											MOVEMENTS										
M_Cycle/Moped																3 WET											NORTH SOUTH EAST WEST										
3 Passenger Veh																DRY											LP ST RT   LP ST RT   LP ST RT   LP ST RT										
3 Light Truck																SNO/ICE											1 3   2										
Heavy Truck																MUD																					
Other Types																OTHER											OTHER MOVEMENTS										
PROBABLE CAUSES																COLLISION TYPES											FAT	INJ	PROP	TOTAL							
Inf. of Drugs																Improper Parking												1		1							
Inf. of Alcohol																Passenger Interfere/Obstr.													1	1							
Inf. of Medication																Illegally in Roadway																					
Inf. of Combined Substance																Bicycle Violation																					
Physical/Mental Difficulty																Clothing not Visible																					
Fell Asleep/Fainted etc.																Smog, Smoke																					
2 Fail to give full attent.																Sleet, Hail, Frz. Rain													1	1							
Lic. Restr. Non-comply																Blowing Sand, Soil, Dirt																					
Fail to Yield Rightofway																Severe Crosswinds																					
Fail to Obey Stop Sign																Rain, Snow																					
1 Fail to Obey Traffic Sig																Animal																					
Fail to Obey Other Contr.																Vision Obstruction																					
Fail to Keep Right of Ctr																Vehicle Defect																					
Fail to Stop for Sch. Bus																Wet																					
Wrong Way on One Way																Icy or Snow Covered																					
Exceeded Speed Limit																Debris or Obstruction																					
Too Fast for Conditions																Ruts, Moles, Bumps											F	BRIDGE	01								
Followed too Closely																Road Under Construction											I	BUILDING	02								
Improper Turn																Traffic Cntrl Device Inop.											X	CULVERT/DITCH	03								
Improper Lane Change																Shoulders Low, Soft, High											E	CURB	04								
Improper Backing																Other or Unknown											D	GUARDRAIL/BARRIER	05								
Improper Passing																												EMBANKMENT	06								
Improper Signal																											O	FENCE	07								
																											B	LIGHT POLE	08								
																											J	SIGN POST	09								
																											E	OTHER POLE	10								
																											C	TREE/SHRUBBERY	11								
																											T	CONSTR. BARRIER	12								
																											S	CRASH ATTENUATOR	13								
																												OTHER FIXED OBJECT									
WEATHER																ILLUMINATION											TOTAL										
CLEAR/CLDY																1 DAY											2005	3									
FOGGY																DAWN/DUSK																					
2 RAINING																2 DARK - LIGHTS ON																					
1 SNOW/SLEET																DARK - NO LIGHTS																					
OTHER																OTHER																					

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MD0054  
 County: Wicomico

Period: January 1, 2006 To December 31, 2006

Logmile: 015.89 At 010.84 Radius: 200 ft  
 Note(s):

SEVERITY	DAY OF THE WEEK											UNK
	Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT	
Accidents		2	5	7								
Veh Occ		3			2	2	2		1			
Pedestrian												

MONTH OF THE YEAR	CONDITION: DRIVER PED															
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:
					1	3		1		1						7

TIME	VEHICLES INVOLVED PER ACCIDENT											TOTAL									
	12	01	02	03	04	05	06	07	08	09	10		11	UNK							
AM:								1					1	1	2	3	4	5	6+	UNK	15
PM:	1	1			1				1						6	1					

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
1 M_Cycle/Moped	1 Trk_Trailer	WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
5 Passenger Veh	Passenger Bus	7 DRY												
3 Light Truck	School Bus	SNO/ICE	1	10			1					2		
2 Heavy Truck	Emergency Veh	MUD												
3 Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking				
Inf. of Alcohol	Passenger Inteffers/Obstr.				
Inf. of Medication	Illegally in Roadway				
Inf. of Combined Substance	Bicycle Violation				
Physical/Mental Difficulty	clothing not visible				
Fell Asleep/Fainted etc.	smog, Smoke				
1 Fail to give full attent.	sleet, Hail, Frz. Rain				
Lic. Restr. Non-comply	Blowing Sand, soil, Dirt				
1 Fail to yield Rightofway	Severe Crosswinds				
Fail to Obey stop Sign	Rain, Snow				
Fail to Obey Traffic Sig	Animal				
Fail to Obey Other Contr.	vision Obstruction				
Fail to Keep Right of Ctr	vehicle Defect				
Fail to stop for Sch. Bus	Wet				
Wrong Way on One Way	Icy or Snow Covered				
Exceeded Speed Limit	Debris or Obstruction				
Too Fast for Conditions	Ruts, Holes, Bumps				
Followed too Closely	Road Under Construction				
Improper Turn	Traffic Cntrl Device Inop.				
Improper Lane Change	Shoulders Low, Soft, High				
Improper Backing	5 Other or Unknown				
Improper Passing					
Improper Signal					

WEATHER	ILLUMINATION	TOTAL
7 CLEAR/CLDY	5 DAY	
FOGGY	DAWN/DUSK	2006 7
RAINING	1 DARK - LIGHTS ON	
SNOW/SLEET	1 DARK - NO LIGHTS	
OTHER	OTHER	

OTHER FIXED OBJECT	TOTAL
F BRIDGE	01
I BUILDING	02
X CULVERT/DITCH	03
E CURB	04
D GUARDRAIL/BARRIER	05
EMBANKMENT	06
O FENCE	07
B LIGHT POLE	08
J SIGN POST	09
E OTHER POLE	10
C TREE/SHRUBBERY	11
T CONSTR. BARRIER	12
S CRASH ATTENUATOR	13

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MD0054  
 County: Wicomico

Period: January 1, 2007 To December 31, 2007

Logmile: 015.89 At 010.84 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK										
					SUN	MON	TUE	WED	THU	FRI	SAT											
Accidents			3	2						1												
Veh Occ										1												
Pedestrian																						
MONTH OF THE YEAR														CONDITION: DRIVER	PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:		3							
						1	1		1					ALCOHOL:								
														Other:								
														VEHICLES INVOLVED PER ACCIDENT					TOTAL			
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
AM:																						6
PM:	1	1				1									3							
VEHICLE TYPE		SURFACE		MOVEMENTS																		
M_Cycle/Moped	Trk_Trailer	1	WET	NORTH			SOUTH			EAST			WEST									
4 Passenger Veh	Passenger Bus	2	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT							
1 Light Truck	School Bus		SNO/ICE			1			2					3								
Heavy Truck	Emergency Veh		MUD																			
1 Other Types			OTHER	OTHER MOVEMENTS																		
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL															
Inf. of Drugs	Improper Parking	OPPOSITE DIR		RELATED:																		
Inf. of Alcohol	Passenger Interefare/Obatr.	UNRELATED:																				
Inf. of Medication	Illegally in Roadway	REAR END		RELATED:		1	1															
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																				
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE		RELATED:		1	1															
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																				
Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN		RELATED:																		
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																				
Fail to Yield Rightofway	Severe Crosswinds	ANGLE		RELATED:		1	1															
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																				
Fail to Obey Traffic Sig	Animal	PEDESTRIAN		RELATED:																		
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																				
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.		RELATED:																		
Fail to Stop for Sch. Bus	Wet	UNRELATED:																				
Wrong Way on One Way	Icy or Snow Covered	OTHER CT		RELATED:																		
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																				
Too Fast for Conditions	Ruts, Holes, Bumps	F	BRIDGE	01																		
Followed too Closely	Road Under Construction	I	BUILDING	02																		
Improper Turn	Traffic Cntrl Device Inop.	X	CULVERT/DITCH	03																		
1 Improper Lane Change	Shoulders Low, Soft, High	S	CURB	04																		
Improper Backing		D	GUARDRAIL/BARRIER	05																		
Improper Passing		I	EMBANKMENT	06																		
Improper signal	2 Other or Unknown	O	FENCE	07																		
		B	LIGHT POLE	08																		
		J	SIGN POST	09																		
		E	OTHER POLE	10																		
		C	TREE/SHRUBBERY	11																		
		T	CONSTR. BARRIER	12																		
		S	CRASH ATTENUATOR	13																		
		I	OTHER FIXED OBJECT																			
WEATHER	ILLUMINATION	TOTAL																				
2 CLEAR/CLDY	3 DAY																					
FOGGY	DAWN/DUSK	2007 1																				
1 RAINING	DARK - LIGHTS ON																					
SNOW/SLEET	DARK - NO LIGHTS																					
OTHER	OTHER																					



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 HA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: US0013 @ MDD054  
 County: wicomico

Period: January 1, 2005 To December 31, 2007

Legmile: 015.89 At 010.84 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK									
					SUN	MON	TUE	WED	THU	FRI	SAT										
Accidents		4	9	13	3	3	2		2	1	2										
Veh Occ		6																			
Pedestrian																					
MONTH OF THE YEAR												CONDITION: DRIVER	PED								
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	13							
1				1	3	1	2		3	2			ALCOHOL:								
													Other:	1							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT							
AM:							1	1			2			1	2	3	4	5	6+	UNK	TOTAL
PM:	2	2			1	1			1		2				12	1					27
VEHICLE TYPE		SURFACE		MOVEMENTS																	
1 M_Cycle/Moped	1 Trk_Trailer	4 WET		NORTH			SOUTH			EAST			WEST								
12 Passenger Veh	Passenger Bus	9 DRY		LF	ST	RT	LF	ST	RT	LP	ST	RT	LF	ST	RT						
7 Light Truck	School Bus	SNO/ICB		2	14		5			5											
2 Heavy Truck	Emergency Veh	MUD		OTHER MOVEMENTS 1																	
4 Other Types		OTHER																			
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL														
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:		1		1														
Inf. of Alcohol	Passenger Interfere/Obstr.		UNRELATED:																		
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:	2	6		8														
Inf. of Combined Substance	Bicycle Violation		UNRELATED:																		
Physiocal/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:		1		1														
Fall Asleep/Painted etc.	Smog, Smoke		UNRELATED:																		
3 Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:	1	1		2														
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:																		
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:		1		1														
Fail to obey Stop Sign	Rain, Snow		UNRELATED:																		
1 Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																		
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:																		
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																		
Fail to Stop for Sch. Bus	wet		UNRELATED:																		
Wrong Way on One Way	Icy or snow Covered	OTHER CT	RELATED:																		
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:																		
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																		
Followed too Closely	Road Under construction	I BUILDING	02																		
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03																		
1 Improper Lane Change	Shoulders Low, Soft, High	E CURE	04																		
Improper Backing		D GUARDRAIL/BARRIER	05																		
Improper Passing		E EMBANKMENT	06																		
Improper Signal	7 Other or Unknown	O FENCE	07																		
		B LIGHT POLE	08																		
		J SIGN POST	09																		
		E OTHER POLE	10																		
		C TREE/SHRUBBERY	11																		
		T CONSTR. BARRIER	12																		
		S CRASH ATTENUATOR	13																		
		OTHER FIXED OBJECT																			
WEATHER	ILLUMINATION	TOTALS																			
9 CLEAR/GLDY	9 DAY	2005	3																		
FOGGY	DAWN/DUSK	2006	7																		
3 RAINING	3 DARK - LIGHTS ON	2007	3																		
1 SNOW/SLEET	1 DARK - NO LIGHTS																				
OTHER	OTHER																				



Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
Date: 11/07/2008

Location: MD0054 @ MD0675B  
County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 009.97 At 002.09 Radius: 200 ft  
Note(s):

YEAR ▶	2005	2006	2007	TOTAL
FATAL				
NO. KILLED				
INJURY				
NO. INJURED				
PROP DAMAGE	1	1	1	3
TOTAL ACC	1	1	1	3
OPPOSITE DIR				
REAR END				
SIDESWIPE		1		1
LEFT TURN	1		1	2
ANGLE				
PEDSTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC				
NIGHTTIME	1	1	1	3
WET SURFACE				
ALCOHOL REL				
INTERSEC REL	1	1	1	3
TOTAL VEH	2	2	2	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	0.0	0.0
Comments:				

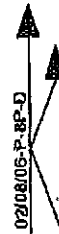


Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

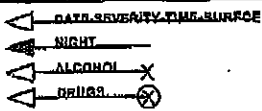
Location: MD 54 @ MD 875-B  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008

MARYLAND  
675B

MARYLAND  
54



MARYLAND  
54



SEVERITY  
P - Fatalities  
I - Injured  
P - Property Damage  
Only  
SURFACE  
D - Dry Surface  
W - Wet Surface  
I - Icy Surface  
S - Snowy Surface

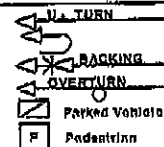
00 - Not Applicable  
01 - Bridge or Overpass  
02 - Building  
03 - Culvert or Ditch  
04 - Curve  
05 - Guardrail or Barrier  
06 - Embankment  
07 - Fence

08 - Light Support Pole  
09 - Sign Support Pole  
10 - Other Pole  
11 - Tree Structure  
12 - Construction Barrier  
13 - Crash Attenuator  
99 - Other  
98 - Unknown

B - Bicycle  
F - Other Pedalcycle  
C - Other Conveyance  
T - Railway Train  
A - Animal  
O - Other Object  
E - Spilled Cargo  
J - Jackknife

U - Unfile Reported  
N - Other Non-crash  
b - Off Road  
R - Downhill Runaway  
F - Explosion or Fire  
? - Unknown

template 08-27-08



Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Summary Output rev. 06/2005-1

Logmile: 009.97 At 002.09 Radius: 200 ft

Location: MD0054 @ MD0675B  
County: Wicomico

Period: January 1, 2005 To December 31, 2005

Note(s):

SEVERITY	DAY OF THE WEEK				SUN	MON	TUE	WED	THU	FRI	SAT	UNK													
	Fatal	Injury	P-Damage	Total																					
Accidents			1	1						1															
Veh Occ																									
Pedestrian																									
MONTH OF THE YEAR												CONDITION: DRIVER	PED												
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:										
	1														1										
TIME													VEHICLES INVOLVED PER ACCIDENT				TOTAL								
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL					
AM:								1													2				
PM:																									
VEHICLE TYPE		SURFACE		MOVEMENTS																					
				NORTH			SOUTH			EAST			WEST												
				WET	DRY	SNOW/ICE	MUD	OTHER	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT					
M_Cycle/Moped	Trk_Trailer																								
2 Passenger Veh	Passenger Bus		1																						
Light Truck	School Bus				1																				
Heavy Truck	Emergency Veh																								
Other Types																									
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL																		
Inf. of Drugs	Improper Parking	OPPOSITE DIR RELATED:						UNRELATED:																	
Inf. of Alcohol	Passenger Interfere/Obstr.	REAR END RELATED:						UNRELATED:																	
Inf. of Medication	Illegally in Roadway	SIDESWIPE RELATED:						UNRELATED:																	
Inf. of Combined Substance	Bicycle Violation	LEFT TURN RELATED:					1																		
Physical/Mental Difficulty	Clothing not Visible	ANGLE RELATED:						UNRELATED:																	
Fell Asleep/Fainted etc.	Smog, Smoke	PEDESTRIAN RELATED:						UNRELATED:																	
Fail to give full attent.	Sleet, Hail, Frz. Rain	PARKED VEH. RELATED:						UNRELATED:																	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	OTHER CT RELATED:						UNRELATED:																	
Fail to Yield RightofWay	Severe Crosswinds	F BRIDGE					01																		
Fail to Obey Stop Sign	Rain, Snow	I BUILDING					02																		
1 Fail to Obey Traffic Sig	Animal	X CULVERT/DITCH					03																		
Fail to Obey Other Contr.	Vision Obstruction	E CURB					04																		
Fail to Keep Right of Chr	Vehicle Defect	D GUARDRAIL/BARRIER					05																		
Fail to Stop for Sch. Bus	Wet	EMBRANKMENT					06																		
Wrong Way on One Way	Icy or Snow Covered	O FENCE					07																		
Exceeded Speed Limit	Debris or Obstruction	B LIGHT POLE					08																		
Too Fast for Conditions	Ruts, Holes, Bumps	J SIGN POST					09																		
Followed too Closely	Road Under Construction	K OTHER POLE					10																		
Improper Turn	Traffic Cntrl Device Inop.	C TREE/SHRUBBERY					11																		
Improper Lane Change	Shoulders Low, Soft, High	T CONSTR. BARRIER					12																		
Improper Backing	Other or Unknown	S CRASH ATTENUATOR					13																		
Improper Passing		OTHER FIXED OBJECT																							
Improper Signal																									
WEATHER		ILLUMINATION		TOTAL																					
1 CLEAR/CLDY	DAY			2005	1																				
FOGGY	DAWN/DUSK																								
RAINING	1 DARK - LIGHTS ON																								
SNOW/SLEET	DARK - NO LIGHTS																								
OTHER	OTHER																								



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SMA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MD0675B  
 County: Niocomico

Logmile: 009.97 At 002.09 Radius: 200 ft  
 Note(s):

Period: January 1, 2006 To December 31, 2006

SEVERITY	DAY OF THE WEEK				SUN	MON	TUE	WED	THU	FRI	SAT	UNK											
	Fatal	Injury	P-Damage	Total																			
Accidents			1	1				1															
Veh Occ																							
Pedestrian																							
MONTH OF THE YEAR												CONDITION: DRIVER	PED										
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:										
1													ALCOHOL:										
													Other:	1									
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT									
AM:														1	2	3	4	5	6+	UNK	TOTAL		
PM:								1							1						2		
VEHICLE TYPE		SURFACE		MOVEMENTS																			
M_Cycle/Moped	Trk_Trailer	WET		NORTH				SOUTH				EAST				WEST							
2 Passenger Veh	Passenger Bus	1 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT					
Light Truck	School Bus	SNO/ICE		2																			
Heavy Truck	Emergency Veh	MUD																					
Other Types		OTHER		OTHER MOVEMENTS																			
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL																
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:																				
Inf. of Alcohol	Passenger Interefero/Obstr.		UNRELATED:																				
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:																				
Inf. of Combined Substance	Bicycle Violation		UNRELATED:																				
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:			1	1																
Fell Asleep/Fainted etc.	Smog, Smoke		UNRELATED:																				
Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN	RELATED:																				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt		UNRELATED:																				
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:																				
Fail to Obey Stop Sign	Rain, Snow		UNRELATED:																				
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																				
Fail to Obey Other Contr.	Vision Obstruction		UNRELATED:																				
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																				
Fail to Stop for Sch. Bus	Wet		UNRELATED:																				
Wrong way on One Way	Icy or Snow Covered	OTHER CT	RELATED:																				
Exceeded Speed Limit	Debris or Obstruction		UNRELATED:																				
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																				
Followed too Closely	Road Under Construction	I BUILDING	02																				
Improper Turn	Traffic Cntrl Device Inop.	X CULVERT/DITCH	03																				
Improper Lane Change	Shoulders Low, Soft, High	E CURB	04																				
Improper Backing		D GUARDRAIL/BARRIER	05																				
Improper Passing	Other or Unknown	EMBANKMENT	06																				
Improper Signal		O FENCE	07																				
		B LIGHT POLE	08																				
		J SIGN POST	09																				
		E OTHER POLE	10																				
		C TREE/SHRUBBERY	11																				
		T CONSTR. BARRIER	12																				
		S CRASH ATTENUATOR	13																				
		OTHER FIXED OBJECT																					
WEATHER	ILLUMINATION	TOTAL																					
1 CLEAR/CLDY	DAY	2006	1																				
FOGGY	DAWN/DUST																						
RAINING	1 DARK - LIGHTS ON																						
SNOW/SLEET	DARK - NO LIGHTS																						
OTHER	OTHER																						

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MD0675B  
 County: Wicomico

Period: January 1, 2007 To December 31, 2007

Legmile: 009.97 At 002.09 Radius: 200 ft  
 Note(s):

SEVERITY											DAY OF THE WEEK															
Fatal	Injury	P-Damage	Total								SUN	MON	TUE	WED	THU	FRI	SAT	UNK								
		1	1											1												
Accidents																										
Veh Occ																										
Pedestrian																										
MONTH OF THE YEAR											CONDITION: DRIVER							RED								
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:					1								
1											ALCOHOL:															
											Other:															
TIME											VEHICLES INVOLVED PER ACCIDENT															
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6*	UNK	TOTAL						
AM:																									2	
PM:											1															
VEHICLE TYPE			SURFACE			MOVEMENTS																				
M_Cycle/Moped	Trk_Trailer		WET	NORTH			SOUTH			EAST			WEST													
2 Passenger Veh	Passenger Bus	1	DRY	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT											
Light Truck	School Bus		SNO/ICE							1			1													
Heavy Truck	Emergency Veh		MUD	OTHER MOVEMENTS																						
Other Types			OTHER																							
PROBABLE CAUSES											COLLISION TYPES							FAT	INT	PROP	TOTAL					
Inf. of Drugs											OPPOSITE DIR							RELATED:								
Inf. of Alcohol											UNRELATED:															
Inf. of Medication											REAR END							RELATED:								
Inf. of Combined Substance											UNRELATED:															
Physical/Mental Difficulty											SIDESWIPE							RELATED:								
fell Asleep/Fainted etc.											UNRELATED:															
1 Fail to give full attent.											LEFT TURN							RELATED:			1	1				
Lic. Restr. Non-comply											UNRELATED:															
Fail to Yield Rightofway											ANGLE							RELATED:								
Fail to Obey Stop Sign											UNRELATED:															
Fail to Obey Traffic Sig											PEDESTRIAN							RELATED:								
Fail to Obey Other Contr.											UNRELATED:															
Fail to Keep Right of Ctr											PARKED VEH.							RELATED:								
Fail to Stop for Sch. Bus											UNRELATED:															
Wrong way on One Way											OTHER CT							RELATED:								
Exceeded Speed Limit											UNRELATED:															
Too Fast for Conditions											F BRIDGE							01								
Followed too Closely											I BUILDING							02								
Improper Turn											X CULVERT/DITCH							03								
Improper Lane Change											E CURB							04								
Improper Backing											D GUARDRAIL/BARRIER							05								
Improper Passing											EMBANKMENT							06								
Improper Signal											O FENCE							07								
											B LIGHT POLE							08								
											J SIGN POST							09								
											S OTHER POLE							10								
											C TREE/SHRUBBERY							11								
											T CONSTR. BARRIER							12								
											S CRASH ATTENUATOR							13								
											OTHER FIXED OBJECT															
WEATHER		ILLUMINATION		TOTAL																						
1 CLEAR/CLDY	DAY																									
FOGGY	DAWN/DUSK	2007 1																								
RAINING	1 DARK - LIGHTS ON																									
SNOW/SLEET	DARK - NO LIGHTS																									
OTHER	OTHER																									

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0054 @ MDD675B  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 009.97 At 002.09 Radius: 200 ft  
 Note(s):

SEVERITY	DAY OF THE WEEK											UNK	FAT	INU	PROP	TOTAL					
	Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT										
Accidents			3	3				2			1										
Veh Occ																					
Pedestrian																					
MONTH OF THE YEAR													CONDITION:	DRIVER	PED						
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	1							
3													ALCOHOL:								
													Other:	2							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	UNK	VEHICLES INVOLVED PER ACCIDENT				TOTAL			
AM:														1	2	3	4	5	6+	UNK	6
PM:							1	2							3						
VEHICLE TYPE		SURFACE		MOVEMENTS																	
M_Cycle/Moped	Trk_Trailer	WET		NORTH			SOUTH			EAST			WEST								
6 Passenger Veh	Passenger Bus	3 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT						
Light Truck	School Bus	SNO/ICB		1	2		1						1							1	
Heavy Truck	Emergency Veh	MUD																			
Other Types		OTHER		OTHER MOVEMENTS																	
PROBABLE CAUSES				COLLISION TYPES												FAT	INU	PROP	TOTAL		
Inf. of Drugs	Improper Parking			OPPOSITE DIR	RELATED:																
Inf. of Alcohol	Passenger Interfere/Obstr.			UNRELATED:																	
Inf. of Medication	Illegally in Roadway			REAR END	RELATED:																
Inf. of Combined Substance	Bicycle Violation			UNRELATED:																	
Physical/Mental Difficulty	Clothing not Visible			SIDESWIPB	RELATED:															1	1
Fell Asleep/Fainted etc.	Smog, Smoke			UNRELATED:																	
1 Fail to give full attent.	Sleet, Hail, Frz. Rain			LEFT TURN	RELATED:															2	2
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt			UNRELATED:																	
1 Fail to Yield Rightofway	Severe Crosswinds			ANGLE	RELATED:																
Fail to Obey Stop Sign	Rain, Snow			UNRELATED:																	
1 Fail to Obey Traffic sig	Animal			PEDESTRIAN	RELATED:																
Fail to Obey Other Contr.	Vision Obstruction			UNRELATED:																	
Fail to Keep Right of Ctr	Vehicle Defect			PARKED VEH.	RELATED:																
Fail to Stop for Sch. Bus	Wet			UNRELATED:																	
Wrong Way on one Way	Icy or Snow Covered			OTHER CT	RELATED:																
Exceeded Speed Limit	Debris or Obstruction			UNRELATED:																	
Too Fast for Conditions	Ruts, Holes, Bumps			F BRIDGE	01																
Followed too Closely	Road Under Construction			I BUILDING	02																
Improper Turn	Traffic Cntrl Device Imop.			X CULVERT/DITCH	03																
Improper Lane Change	Shoulders Low, Soft, High			E CURB	04																
Improper Backing	Other or Unknown			D GUARDRAIL/BARRIER	05																
Improper Passing				I EMBANKMENT	06																
Improper Signal				O FENCE	07																
				F LIGHT POLE	08																
				J SIGN POST	09																
				R OTHER POLE	10																
				C TREE/SHRUBBERY	11																
				T CONSTR. BARRIER	12																
				S CRASH ATTENUATOR	13																
				OTHER FIXED OBJECT																	
WEATHER	ILLUMINATION	TOTALS																			
3 CLEAR/CLDY	DAY																				
FOGGY	DAWN/DUSK																				
RAINING	1 DARK - LIGHTS ON	2005	1																		
SNOW/SLEET	DARK - NO LIGHTS	2006	1																		
OTHER	OTHER	2007	1																		

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SMA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Foskey Ln  
 County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

YEAR >	2005	2006	2007	TOTAL
FATAL				
NO. KILLED				
INJURY				
NO. INTURED				
PROP DAMAGE	1	2		3
TOTAL ACC	1	2		3
OPPOSITE DIR				
REAR END		1		1
SIDESWIPE				
LEFT TURN				
ANGLE		1		1
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
OTHER	1			1
U-TURN				
RACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK	1			1
TRCK REL ACC				
NIGHTTIME				
WET SURFACE		1		1
ALCOHOL REL				
INTERSEC REL	1	2		3
TOTAL VEH	2	4	0	6
TOTAL TRUCKS				
PERCENT TRKS	0.0	0.0	***	0.0
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 875 R @ Foskey La  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALBWIS Date: 11/07/2008

MARYLAND  
675B



05/02/05-P-3P-D

06/03/06-P-11A-W

10/09/06-P-1P-D

Foskey La

MARYLAND  
675B

DATE-SMIRTY-TIME-SURFACE  
NIGHT  
ALCOHOL  
DRUGS

SEVERITY  
F - Fatalities  
I - Injured  
P - Property Damage Only  
SURFACE  
D - Dry Surface  
W - Wet Surface  
I - icy Surface  
S - Snowy Surface

00 - Not Applicable  
01 - Bridge or Overpass  
02 - Building  
03 - Culvert or Ditch  
04 - Curb  
05 - Guardrail or Barrier  
06 - Embankment  
07 - Fence

08 - Light Support Pole  
09 - Sign Support Pole  
10 - Other Pole  
11 - Tree Shrubbery  
12 - Construction Barrier  
13 - Crash Attenuator  
88 - Other  
89 - Unknown

D - Bicycle  
P - Other Pedestrian  
C - Other Conveyance  
T - Railway Train  
A - Animal  
O - Other Object  
8 - Spilled Cargo  
J - Jackknife

U - Units Separated  
N - Other Non collision  
D - Off Road  
R - Downhill Runaway  
E - Explosion or Fire  
? - Unknown

template 05-27-06

U - TURN  
BACKING  
OVERTURN  
Preced Vehicle  
P Pedestrian



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675E @ Foskey La  
 County: Wicomico

Period: January 1, 2005 To December 31, 2005

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

SEVERITY		Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK								
				1	1	SUN	MON	TUE	WED	THU	FRI	SAT	UNK								
Accidents							1														
Veh Occ																					
Pedestrian																					
MONTH OF THE YEAR													CONDITION: DRIVER	PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	1							
				1									ALCOHOL:								
													Other:								
TIME													VEHICLES INVOLVED PER ACCIDENT				TOTAL				
AM:	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	2
PM:					1										1						
VEHICLE TYPE		SURFACE			MOVEMENTS																
M_Cycle/Moped	Trk_Trailer	WET			NORTH			SOUTH			EAST			WEST							
1 Passenger Veh	Passenger Bus	1 DRY			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT					
Light Truck	School Bus	SNO/ICE			1			1													
Heavy Truck	Emergency Veh	MUD																			
1 Other Types		OTHER			OTHER MOVEMENTS																
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL														
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:																		
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																			
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:																		
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																			
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:																		
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																			
Fail to give full attent.	Sleet, Hail, Fxz. Rain	LEFT TURN	RELATED:																		
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																			
1 Fail to Yield Rightofway	Severe Crosswinds	ANGLE	RELATED:																		
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																			
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																		
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																			
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																		
Fail to Stop for Sch. Bus	Wet	UNRELATED:																			
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:			1	1														
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																			
Too Fast for Conditions	Ruts, Holes, Bumps	F BRIDGE	01																		
Followed too Closely	Road Under Construction	I BUILDING	02																		
Improper Turn	Traffic Contr. Device Inop.	X CULVERT/DITCH	03																		
Improper Lane Change	Shoulders Low, Soft, High	E CURB	04																		
Improper Backing		D GUARDRAIL/BARRIER	05																		
Improper Passing	Other or Unknown	EMBANKMENT	06																		
Improper Signal		O FENCE	07																		
		R LIGHT POLE	08																		
		J SIGN POST	09																		
		E OTHER POLE	10																		
		C TREE/SHRUBBERY	11																		
		T CONSTR. BARRIER	12																		
		S CRASH ATTENUATOR	13																		
		OTHER FIXED OBJECT																			
WEATHER	ILLUMINATION	TOTAL																			
1 CLEAR/CLDY	1 DAY	2005 1																			
FOGGY	DAWN/DUSK																				
RAINING	DARK - LIGHTS ON																				
SNOW/SLEET	DARK - NO LIGHTS																				
OTHER	OTHER																				

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: AJ Lewis  
 Date: 11/07/2008

Location: MD0675B @ Poskey La  
 County: Wicomico

Logmile: 001.34 At 000.69 Radius: 200 ft  
 Note(s):

Period: January 1, 2006 To December 31, 2006

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK	
					SUN	MON	TUE	WED	THU	FRI	SAT		
Accidents			2	2									1
Veh Occ						1							
Pedestrian													

MONTH OF THE YEAR												CONDITION: DRIVER	PED		
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2
						1				1				ALCOHOL:	
														Other:	

TIME												VEHICLES INVOLVED PER ACCIDENT							TOTAL		
	12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5		6+	UNK
AM:												1		1	2	3	4	5	6+	UNK	4
PM:		1													2						

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Trk_Trailor	1 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
3 Passenger Veh	Passenger Bus	1 DRY												
1 Light Truck	School Bus	SNO/ICE		1						1				2
Heavy Truck	Emergency Veh	MUD												
Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking				
Inf. of Alcohol	Passenger Interefe/Obstr.				
Inf. of Medication	illegally in Roadway			1	1
Inf. of Combined Substance	Bicycle Violation				
Physical/Mental Difficulty	Clothing not Visible				
Fall Asleep/Fainted etc.	Smog, Smoke				
Fail to give full attent.	Sleet, Hail, Frz. Rain				
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt				
Fail to Yield Rightofway	severe Crosswinds			1	1
Fail to Obey Stop Sign	Rain, Snow				
Fail to Obey Traffic Sig	Animal				
Fail to Obey Other Contr.	Vision Obstruction				
Fail to Keep Right of Ctr	Vehicle Defect				
Fail to Stop for Sch. Bus	Wet				
Wrong Way on One Way	Icy or Snow Covered				
Exceeded speed limit	Debris or Obstruction				
1 Too Fast for Conditions	Ruts, Holes, Bumps				
Followed too Closely	Road Under Construction				
Improper Turn	Traffic Cntrl Device Inop.				
Improper Lane Change	Shoulders Low, Soft, High				
Improper Backing					
Improper Passing					
Improper signal	1 Other or Unknown				

WEATHER	ILLUMINATION	TOTAL
1 CLEAR/CLDY	2 DAY	
FOGGY	DAWN/DUSK	2006 2
1 RAINING	DARK - LIGHTS ON	
SNOW/SLEET	DARK - NO LIGHTS	
OTHER	OTHER	

	RELATED:	UNRELATED:
# BRIDGE	01	
I BUILDING	02	
X CULVERT/DITCH	03	
B CURB	04	
D GUARDRAIL/BARRIER	05	
E EMBANKMENT	06	
O FENCE	07	
R LIGHT POLE	08	
J SIGN POST	09	
E OTHER POLE	10	
C TREE/SHRUBBERY	11	
T CONSTR. MARKER	12	
S CRASH ATTENUATOR	13	
	OTHER FIXED OBJECT	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675R @ Foskey La Logmils: D01.34 At 000.69 Radius: 200 ft  
 County: Wicomico Period: January 1, 2007 To December 31, 2007 Note(s):

SEVERITY	Fatal				Injury				P-Damage				Total				DAY OF THE WEEK															
	SUN		MON		TUE		WED		THU		FRI		SAT		UNK		SUN		MON		TUE		WED		THU		FRI		SAT		UNK	
Accidents																																
Veh Occ																																
Pedestrian																																
MONTH OF THE YEAR																CONDITION: DRIVER		PED														
JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC UNK																Normal:																
																ALCOHOL:																
																Other:																
TIME 12 01 02 03 04 05 06 07 08 09 10 11 UNK																VEHICLES INVOLVED PER ACCIDENT																
AM:																1		2		3		4		5		6+		UNK		TOTAL		
PM:																																
VEHICLE TYPE				SURFACE				MOVEMENTS																								
M_Cycle/Moped				Trk_Trailer				WET				NORTH				SOUTH				EAST				WEST								
Passenger Veh				Passenger Bus				DRY				LF		ST		RT		LF		ST		RT		LF		ST		RT				
Light Truck				School Bus				SNO/ICE																								
Heavy Truck				Emergency Veh				MUD																								
Other Types				OTHER				OTHER MOVEMENTS																								
PROBABLE CAUSES																COLLISION TYPES		FAT		INJ		PROP		TOTAL								
Inf. of Drugs				Improper Parking				OPPOSITE DIR		RELATED:																						
Inf. of Alcohol				Passenger Interfere/Obstr.				UNRELATED:																								
Inf. of Medication				Illegally in Roadway				REAR END		RELATED:																						
Inf. of Combined Substance				Bicycle Violation				UNRELATED:																								
Physical/Mental Difficulty				Clothing not Visible				SIDESWIPE		RELATED:																						
Fall Asleep/Fainted etc.				Smog, Smoke				UNRELATED:																								
Fail to give full attent.				Sleet, Hail, Ftz, Rain				LEFT TURN		RELATED:																						
Lic. Restr. Non-comply				Blowing Sand, Soil, Dirt				UNRELATED:																								
Fail to Yield Rightofway				Severe Crosswinds				ANGLE		RELATED:																						
Fail to Obey Stop Sign				Rain, Snow				UNRELATED:																								
Fail to Obey Traffic Sig				Animal				PEDESTRIAN		RELATED:																						
Fail to Obey Other Contr.				Vision Obstruction				UNRELATED:																								
Fail to Keep Right of Ctr				Vehicle Defect				PARKED VEH.		RELATED:																						
Fail to Stop for Sch. Bus				Wet				UNRELATED:																								
Wrong Way on One Way				Icy or Snow Covered				OTHER CT		RELATED:																						
Exceeded Speed Limit				Debris or Obstruction				UNRELATED:																								
Too Fast for Conditions				Ruts, Holes, Rumps				F BRIDGE		01																						
Followed too Closely				Road Under Construction				I BUILDING		02																						
Improper Turn				Traffic Cntrl Device Inop.				X CULVERT/DITCH		03																						
Improper Lane Change				Shoulders Low, Soft, High				E CURB		04																						
Improper Backing				Other or Unknown				D GUARDRAIL/BARRIER		05																						
Improper Passing								EMBANKMENT		06																						
Improper Signal								O FENCE		07																						
								W LIGHT POLE		08																						
								J SIGN POST		09																						
								E OTHER POLE		10																						
								C TREE/SHRUBBERY		11																						
								T CONSTR. BARRIER		12																						
								S CRASH ATTENUATOR		13																						
								OTHER FIXED OBJECT																								
WEATHER				ILLUMINATION				TOTAL																								
CLEAR/CLOY				DAY				2007 0																								
FOGGY				DAWN/DUSK																												
RAINING				DARK - LIGHTS ON																												
SNOW/SLEET				DARK - NO LIGHTS																												
OTHER				OTHER																												

Name: Al Lewis  
Date: 11/07/2008

Maryland State Highway Administration  
Office of Traffic and Safety - Traffic Development and Support Division  
SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Location: MD0675B @ Foskey La  
County: Wicomico

Period: January 1, 2005 To December 31, 2007

Logmile: 001.34 At 000.69 Radius: 200 ft  
Note(s):

SEVERITY		DAY OF THE WEEK										CONDITION: DRIVER PED								
Fatal	Injury	P-Damage	Total	SUN	MON	TUE	WED	THU	FRI	SAT	UNK	Normal:	ALCOHOL:	Other:						
Accidents		3	3			2					1									
Veh Occ																				
Pedestrian																				
MONTH OF THE YEAR													CONDITION: DRIVER PED							
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:					
				1	1				1						3					
TIME													VEHICLES INVOLVED PER ACCIDENT					TOTAL		
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL
AM:												1								6
PM:	1			1										3						
VEHICLE TYPE		SURFACE		MOVEMENTS																
M_Cycle/Moped	Trk_Trailer	1 WET		NORTH			SOUTH			EAST			WEST							
4 Passenger Veh	Passenger Bus	2 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT		
1 Light Truck	School Bus	SNO/ICE		1	1				1				1						2	
Heavy Truck	Emergency Veh	MUD																		
1 Other Types		OTHER		OTHER MOVEMENTS																
PROBABLE CAUSES		COLLISION TYPES		PAT	INJ	PROP	TOTAL													
Inf. of Drugs	Improper Parking	OPPOSITE DIR	RELATED:																	
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																		
Inf. of Medication	Illegally in Roadway	REAR END	RELATED:			1	1													
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																		
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE	RELATED:																	
Fell Asleep/Fainted etc.	Smog, Smoke	UNRELATED:																		
Fail to give full attent.	Sleet, Hail, Fxz. Rain	LEFT TURN	RELATED:																	
Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																		
1 Fail to yield Rightofway	Severe Crosswinds	ANGLE	RELATED:			1	1													
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																		
Fail to Obey Traffic Sig	Animal	PEDESTRIAN	RELATED:																	
Fail to Obey Other Contr.	Vision obstruction	UNRELATED:																		
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEH.	RELATED:																	
Fail to Stop for Sch. Bus	Wet	UNRELATED:																		
Wrong Way on One Way	Icy or Snow Covered	OTHER CT	RELATED:			1	1													
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																		
1 Too Fast for Conditions	Ruts, Holes, Bumps	F   BRIDGE	01																	
Followed too Closely	Road Under Construction	I   BUILDING	02																	
Improper Turn	Traffic Cntrl Device Inop.	X   CULVERT/DITCH	03																	
Improper Lane Change	Shoulders Low, Soft, High	B   CURB	04																	
Improper Backing		D   GUARDRAIL/BARRIER	05																	
Improper Passing		EMBANKMENT	06																	
Improper Signal	1 Other or Unknown	O   FENCE	07																	
		B   LIGHT POLE	08																	
		V   SIGN POST	09																	
		E   OTHER POLE	10																	
		C   TREE/SHRUBBERY	11																	
		T   CONSTR. BARRIER	12																	
		S   CRASH ATTENUATOR	13																	
		OTHER FIXED OBJECT																		
WEATHER		ILLUMINATION		TOTALS																
2 CLEAR/CLDY	3 DAY																			
FOGGY	DAWN/DUSK																			
1 RAINING	DARK - LIGHTS ON	2005	1																	
SNOW/SLEET	DARK - NO LIGHTS	2006	2																	
OTHER	OTHER	2007	0																	

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Study Worksheet Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd  
 County: Wicomico Period: January 1, 2005 To December 31, 2007

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

YEAR	2005	2006	2007	TOTAL
<b>FATAL</b>				
No. KILLED				
INJURY	1			1
No. INJURED	1			1
PROP DAMAGE	2		2	4
TOTAL ACC	3		2	5
<b>OPPOSITE DIR</b>				
REAR END	1			1
SIDESWIPE				
LEFT TURN			1	1
ANGLE	2		1	3
PEDESTRIAN				
PARKED VEH				
FIXED OBJECT				
<b>OTHER</b>				
U-TURN				
BACKING				
ANIMAL				
RAILROAD				
EXPL./FIRE				
OVERTURN				
OTHER/UNK				
TRUCK REL ACC	1			1
<b>NIGHTTIME</b>				
WET SURFACE			1	1
ALCOHOL REL				
INTERSEC REL	3		2	5
TOTAL VEH	6	0	4	10
TOTAL TRUCKS	1			1
PERCENT TRKS	16.7	***.*	0.0	10.0
Comments:				



Office of Traffic & Safety  
Traffic Development & Support Division  
Crash Analysis Safety Team

Location: MD 675 B @ Connelly Mill Rd  
County: WICOMICO  
Study Period: 01/01/2005 to 12/31/2007  
Analyst: ALEWIS Date: 11/07/2008

MARYLAND  
675B



08/04/05-P-9A-D

05/27/07-P-3P-D

12/02/05-11-4P-D

10/17/05-P-10A-D

10/28/07-P-4P-W

Connelly Mill Rd

MARYLAND  
675B

DATE SEVERITY TIME SURFACE  
NIGHT  
ALCOHOL X  
DRUGS X

SEVERITY  
F - Fatalities  
I - Injured  
P - Property Damage Only  
SURFACE  
D - Dry Surface  
W - Wet Surface  
I - icy Surface  
S - Snowy Surface

00 - Not Applicable  
01 - Bridge or Overpass  
02 - Building  
03 - Culvert or Ditch  
04 - Curb  
05 - Guardrail or Barrier  
06 - Embankment  
07 - Fence

08 - Light Support Pole  
09 - Sign Support Pole  
10 - Other Pole  
11 - Trap Structure  
12 - Construction Barrier  
13 - Crash Attenuator  
14 - Other  
15 - Unknown

A - Bicycle  
P - Other Pedalcycle  
C - Other Conveyance  
T - Railway Train  
A - Animal  
O - Other Object  
S - Spilled Cargo  
J - Jackknife

U - Unit Separated  
N - Other Non collision  
O - Off Road  
R - Downhill Runway  
E - Explosion or Fire  
? - Unknown

template 06-27-08

U - TURN  
BACKING  
OVERTURN  
Parked Vehicle  
P Pedestrian



Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Summary Output rev. 06/2005-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd  
 County: Wicomico Period: January 1, 2005 To December 31, 2005

Logmile: 000.02 At 000.00 Radius: 200 ft  
 Note(s):

SEVERITY													DAY OF THE WEEK								
Fatal	Injury	P-Damage	Total										SUN	MON	TUE	WED	THU	FRI	SAT	UNK	
Accidents	1	2	3											1			1	1			
Veh Occ	1	.....																			
Pedestrian	.....																				
MONTH OF THE YEAR													CONDITION: DRIVER			PED					
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:						
								1	2		1			2							
.....																1					
TIME													VEHICLES INVOLVED PER ACCIDENT								
12	01	02	03	04	05	06	07	08	09	10	11	UNK	1	2	3	4	5	6+	UNK	TOTAL	
										1	1			1	2	3	4	5	6+	UNK	6
AM:																					
PM:																					
VEHICLE TYPE			SURFACE			MOVEMENTS															
						NORTH			SOUTH			EAST			WEST						
M_Cycle/Moped	Trk_Trailer		WET			LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT				
2 Passenger Veh	Passenger Bus		3 DRY														3	1			
3 Light Truck	School Bus		SNO/ICE			1	1														
1 Heavy Truck	Emergency Veh		MUD			.....															
Other Types			OTHER			OTHER MOVEMENTS															
PROBABLE CAUSES													COLLISION TYPES								
Inf. of Drugs													OPPOSITE DIR	RELATED:							
Inf. of Alcohol													UNRELATED:								
Inf. of Medication													REAR END	RELATED:		1	1				
Inf. of Combined Substance													UNRELATED:								
Physical/Mental Difficulty													SIDESWIPE	RELATED:							
Fell Asleep/Fainted etc.													UNRELATED:								
1 Fail to give full attent.													LEFT TURN	RELATED:							
Lic. Restr. Non-comply													UNRELATED:								
1 Fail to Yield Rightofway													ANGLE	RELATED:		2	2				
Fail to Obey Stop Sign													UNRELATED:								
Fail to Obey Traffic Sig													PEDESTRIAN	RELATED:							
Fail to Obey Other Contr.													UNRELATED:								
Fail to Keep Right of Ctr													PARKED VEH.	RELATED:							
Fail to Stop for Sch. Bus													UNRELATED:								
Wrong Way on One Way													OTHER CT	RELATED:							
Exceeded Speed Limit													UNRELATED:								
Too Fast for Conditions													F BRIDGE	01							
Followed too closely													I BUILDING	02							
Improper Turn													X CULVERT/DITCH	03							
Improper Lane Change													E CURB	04							
Improper Backing													D GUARDRAIL/BARRIER	05							
Improper Passing													EMBANKMENT	06							
Improper Signal													O FENCE	07							
													B LIGHT POLE	08							
													J SIGN POST	09							
													E OTHER POLE	10							
													C TREE/SHRUBBERY	11							
													T CONSTR. BARRIER	12							
													S CRASH ATTENUATOR	13							
													OTHER FIXED OBJECT								
WEATHER			ILLUMINATION			TOTAL															
3 CLEAR/CLDY			3 DAY																		
FOGGY			DAWN/DUSK			2005 3															
RAINING			DARK - LIGHTS ON			.....															
ENON/SLEET			DARK - NO LIGHTS			.....															
OTHER			OTHER			.....															

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 82.1 ADC Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD0675B @ Connelly Mill Rd  
 County: Wicomico Period: January 1, 2007 To December 31, 2007

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK								
					SUN	MON	TUE	WED	THU	FRI	SAT									
Accidents			2	2																
Veh Occ					1															
Pedestrian																				
MONTH OF THE YEAR											CONDITION: DRIVER	PED								
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	2						
				1					1				ALCOHOL:							
													Other:							
TIME	12	01	02	03	04	05	06	07	08	09	10	11	VEHICLES INVOLVED PER ACCIDENT							
AM:													1	2	3	4	5	6+	UNK	TOTAL
PM:				1	1									2						4
VEHICLE TYPE		SURFACE		MOVEMENTS																
M_Cycle/Moped	Trk_Trailer	1 WET		NORTH				SOUTH				EAST				WEST				
2 Passenger Veh	Passenger Bus	1 DRY		LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT		
1 Light Truck	School Bus	SNOW/ICE				1	1	1												
Heavy Truck	Emergency Veh	MUD																		
1 Other Types		OTHER		OTHER MOVEMENTS																
PROBABLE CAUSES		COLLISION TYPES		FAT	INJ	PROP	TOTAL													
Inf. of Drugs	Improper Parking	OPPOSITE DIR		RELATED:																
Inf. of Alcohol	Passenger Interfere/Obstr.	UNRELATED:																		
Inf. of Medication	Illegally in roadway	REAR END		RELATED:																
Inf. of Combined Substance	Bicycle Violation	UNRELATED:																		
Physical/Mental Difficulty	Clothing not Visible	SIDESWIPE		RELATED:																
Fell Asleep/Painted etc.	Smog, smoke	UNRELATED:																		
Fail to give full attent.	Sleet, Hail, Frz. Rain	LEFT TURN		RELATED:															1	1
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt	UNRELATED:																		
Fail to Yield Rightofway	Severe Crosswinds	ANGLE		RELATED:															1	1
Fail to Obey Stop Sign	Rain, Snow	UNRELATED:																		
Fail to Obey Traffic Sig	Animal	PEDESTRIAN		RELATED:																
Fail to Obey Other Contr.	Vision Obstruction	UNRELATED:																		
Fail to Keep Right of Ctr	Vehicle Defect	PARKED VEN.		RELATED:																
Fail to Stop for Sch. Bus	Wet	UNRELATED:																		
Wrong Way on One Way	Icy or Snow Covered	OTHER CT		RELATED:																
Exceeded Speed Limit	Debris or Obstruction	UNRELATED:																		
Too Fast for Conditions	Ruts, Holes, Bumps	F	BRIDGE	01																
Followed too Closely	Road Under Construction	I	BUILDING	02																
Improper Turn	Traffic Cntrl Device Inop.	X	CULVERT/DITCH	03																
Improper Lane Change	Shoulders.Low, Soft, High	E	CURB	04																
Improper Backing		D	GUARDRAIL/BARRIER	05																
Improper Passing			EMBRANKMENT	06																
Improper Signal	1 Other or Unknown	O	FENCE	07																
		B	LIGHT POLE	08																
		J	SIGN POST	09																
		E	OTHER POLE	10																
		C	TREE/SHRUBBERY	11																
		T	CONSTR. BARRIER	12																
		S	CRASH ATTENUATOR	13																
			OTHER FIXED OBJECT																	
WEATHER	ILLUMINATION	TOTAL																		
1 CLEAR/CLDY	2 DAY																			
FOGGY	DAWN/DUSK	2007 2																		
1 RAINING	DARK - LIGHTS ON																			
SNOW/SLEET	DARK - NO LIGHTS																			
OTHER	OTHER																			

Maryland State Highway Administration  
 Office of Traffic and Safety - Traffic Development and Support Division  
 SHA 52.1 ADC Combined Summary Output rev. 06/2006-1

Name: Al Lewis  
 Date: 11/07/2008

Location: MD067EB @ Connally Mill Rd  
 County: Wicomico

Logmile: 000.08 At 000.00 Radius: 200 ft  
 Note(s):

Period: January 1, 2005 To December 31, 2007

SEVERITY	Fatal	Injury	P-Damage	Total	DAY OF THE WEEK							UNK
					SUN	MON	TUE	WED	THU	FRI	SAT	
Accidents		1	4	5						1	2	
Veh Occ		1										
Pedestrian												

MONTH OF THE YEAR											CONDITION: DRIVER		FED			
JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	UNK	Normal:	ALCOHOL:	Other:	
				1			1		2		1					4
																1

TIME	VEHICLES INVOLVED PER ACCIDENT											TOTAL									
	12 AM	01	02	03	04	05	06	07	08	09	10		11	UNK							
AM:									1	1				1	2	3	4	5	6+	UNK	10
PM:			1	2											5						

VEHICLE TYPE	SURFACE	MOVEMENTS												
		NORTH			SOUTH			EAST			WEST			
M_Cycle/Moped	Trk_Trailer	1 WET	LF	ST	RT	LF	ST	RT	LF	ST	RT	LF	ST	RT
4 Passenger Veh	Passenger Bus	4 DRY												
4 Light Truck	School Bus	SNO/ICE	1	2		1	1		1					1
1 Heavy Truck	Emergency Veh	MUD												
1 Other Types		OTHER												

PROBABLE CAUSES	COLLISION TYPES	FAT	INJ	PROP	TOTAL
Inf. of Drugs	Improper Parking				
Inf. of Alcohol	Passenger Interfere/Obstr.				
Inf. of Medication	Illegally in Roadway				
Inf. of Combined Substance	Bicycle Violation				
Physical/Mental Difficulty	Clothing not Visible				
Fell Asleep/Fainted etc.	Smog, Smoke				
1 Fail to give full attent.	Sleet, Hail, Frz. Rain				
1 Lic. Restr. Non-comply	Blowing Sand, Soil, Dirt				
1 Fail to Yield Rightofway	Severe Crosswinds				
Fail to Obey Stop Sign	Rain, Snow				
Fail to Obey Traffic Sig	Animal				
Fail to Obey Other Contr.	Vision Obstruction				
Fail to Keep Right of Ckr	Vehicle Defect				
Fail to Stop for sch. Bus	Net				
Wrong Way on One Way	Icy or Snow Covered				
Exceeded Speed Limit	Debris or Obstruction				
Too Fast for Conditions	Ruts, Holes, Bump				
Followed too Closely	Road Under Construction				
Improper Turn	Traffic Cntrl Device Inop.				
Improper Lane Change	Shoulders Low, soft, High				
Improper Backing					
Improper Passing	2 other or Unknown				
Improper Signal					

WEATHER	ILLUMINATION	TOTALS
4 CLEAR/CLDY	5 DAY	
FOGGY	DAWN/DUSK	
1 RAINING	DARK - LIGHTS ON	2005 3
SNOW/SLEET	DARK - NO LIGHTS	2006 0
OTHER	OTHER	2007 2

OTHER FIXED OBJECT	TOTALS
F BRIDGE	01
I BUILDING	02
X CULVERT/DITCH	03
E CURB	04
D GUARDRAIL/BARRIER	05
EMBANKMENT	06
O FENCE	07
B LIGHT POLE	08
J SIGN POST	09
E OTHER POLE	10
C TREE/SHRUBBERY	11
T CONSTR. BARRIER	12
S CRASH ATTENUATOR	13
OTHER FIXED OBJECT	