

Brown Street Corridor Study Project

Fruitland, Wicomico County, Maryland

November 3, 2023

Prepared for:

SALISBURY/WICOMICO
Metropolitan
Planning Organization

www.swmpo.org



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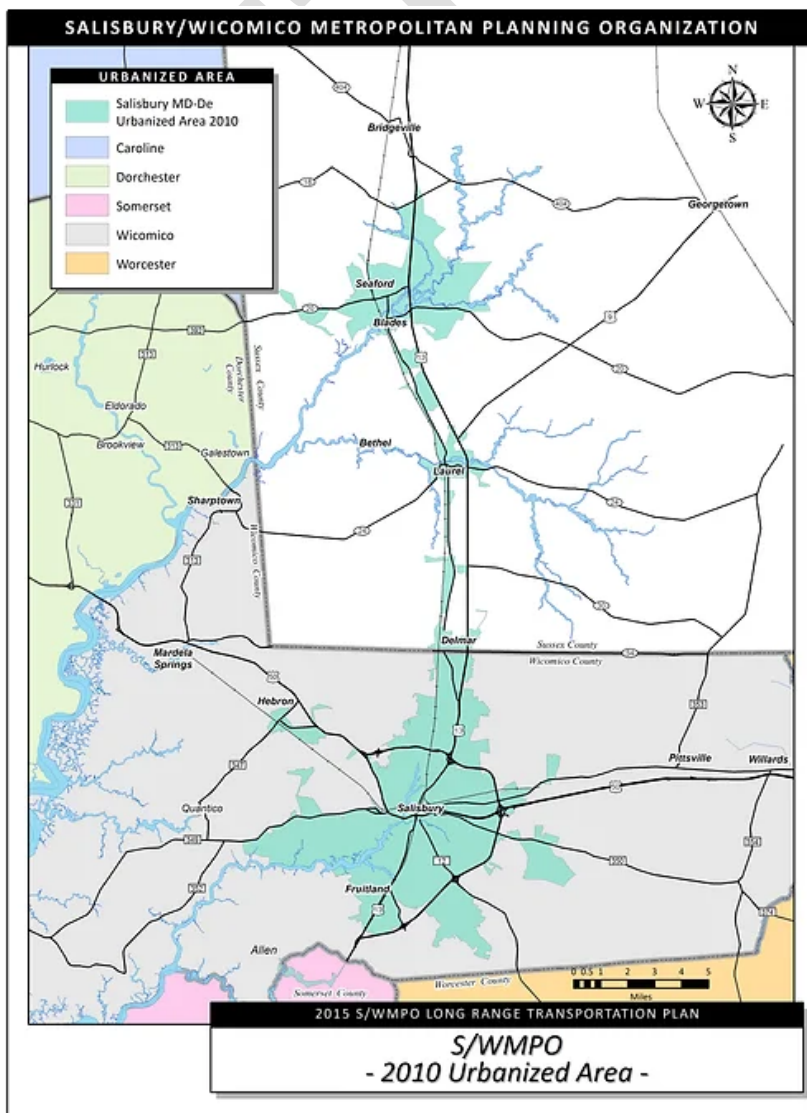
Introduction

The Traffic Group, Inc. has prepared a multi-modal corridor study of Brown Street in Fruitland, Wicomico County, Maryland for the Salisbury/Wicomico Metropolitan Planning Organization ("SWMPO"). The study area has a variety of residential, commercial, and recreational uses within close proximity. The focus of this corridor study is to assess existing and future conditions and to provide recommendations to ensure the safety of motorized and non-motorized modes of travel.

Background of the Salisbury/Wicomico Metropolitan Planning Organization

The SWMPO was officially established in the Fall of 2003, with its primary mission to perform transportation planning and coordinate those efforts within the region. Member jurisdictions included in the SWMPO include the following:

- City of Fruitland, MD
- Town of Laurel, DE
- City of Salisbury, MD
- Town of Blades, DE
- Town of Hebron, MD
- City of Seaford, DE
- Town of Delmar, MD
- Town of Delmar, DE
- Unincorporated portions of Somerset and Wicomico Counties, MD and Sussex County, DE



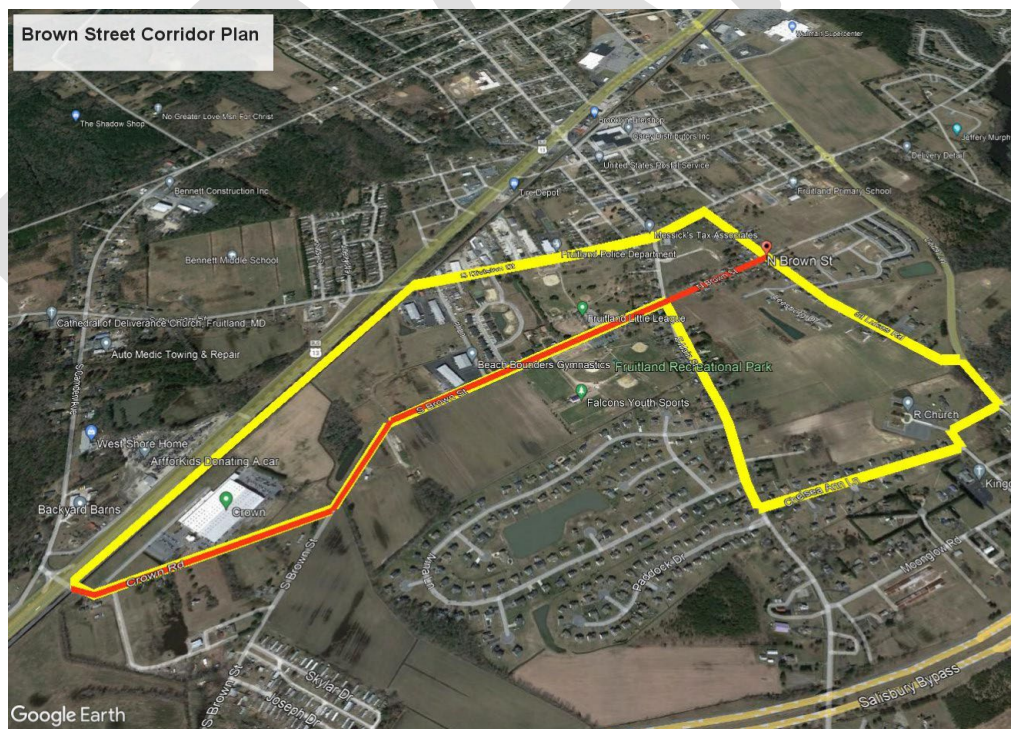
Purpose

The primary purpose of this corridor study is to analyze motorized and non-motorized traffic operations and safety and to develop and evaluate improvements to address ingress and egress, intersection performance, safety, speed, parking, and connectivity concerns within the study area. Recommended improvements were selected based on realistic assumptions pertaining to budget, existing facilities, and infrastructure, and future development.

Study Area

Brown Street¹ is a narrow two-lane roadway approximately 18 feet wide with no paved shoulders and no pavement markings. The study area consists of residential and commercial land uses, recreational facilities, and farmland and is bounded by:

- ❖ US 13 (from S. Division Street to Crown Road),
- ❖ S. Brown Street (from Crown Road to E. Main Street)
- ❖ E. Main Street (from Brown Street to Chelsea Ann Lane)
- ❖ Chelsea Ann Lane (from E. Main Street to St. Lukes Road)
- ❖ St. Lukes Road (from Chelsea Ann Lane to N. Division Street)
- ❖ N. Division Street (from E. Main Street to St. Lukes Road)
- ❖ S. Division Street (from US 13 to E. Main Street)

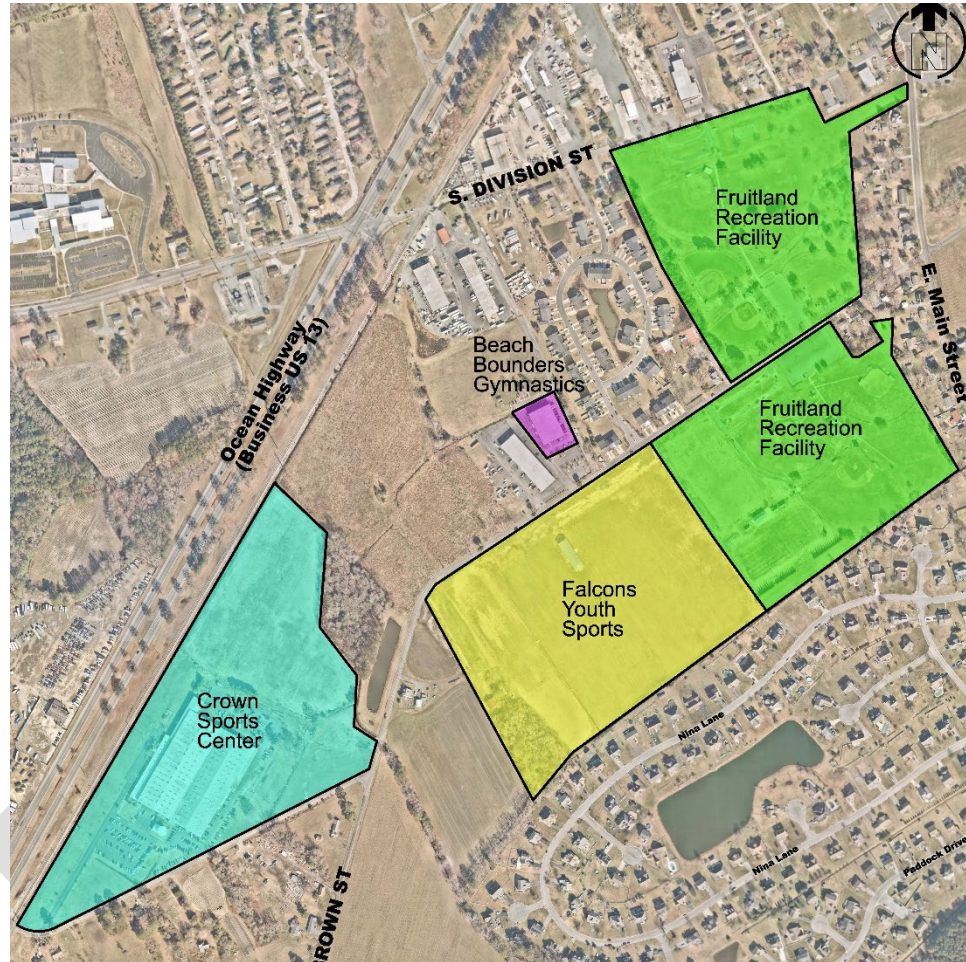


¹ Brown Street is officially named S. Brown Street from E. Main Street to Crown Road and N. Brown Street, from Cedar Lane to E. Main Street. The prefix “north” or “south” is intermittently used depending on the context.

Recreational Facilities

The Town of Fruitland maintains recreational park facilities on S. Brown Street and S. Division Street. Fields are provided for baseball, softball, soccer, basketball, football and lacrosse with a children's playground, a picnic pavilion and paved fitness trails. The Town has plans for a community building.

Falcons Youth Sports is a non-profit organization that provides youth football, lacrosse, cheerleading, and field hockey. All fields are outdoors with access on Brown Street.



Crown Sports Center is an indoor and outdoor comprehensive sports facility. Crown Sports Center is located on Crown Road with access provided via US 13 and Brown Street. According to the website,

Crown Sports Center is a one-stop-shop family-friendly destination to host, plan, and engage in sports and other fun activities.

In addition to sports such as soccer, lacrosse, field hockey, kickball, dodgeball, table tennis and flag football, Crown Sports Center offers special events such as sports tournaments, community events, family friendly fundraises and dog agility trails. Crown Care provides activities for children before and after school and on snow days and offers summer camps. The Family Entertainment Center offers laser tag, arcade games, skating, a rock wall, and birthday parties.

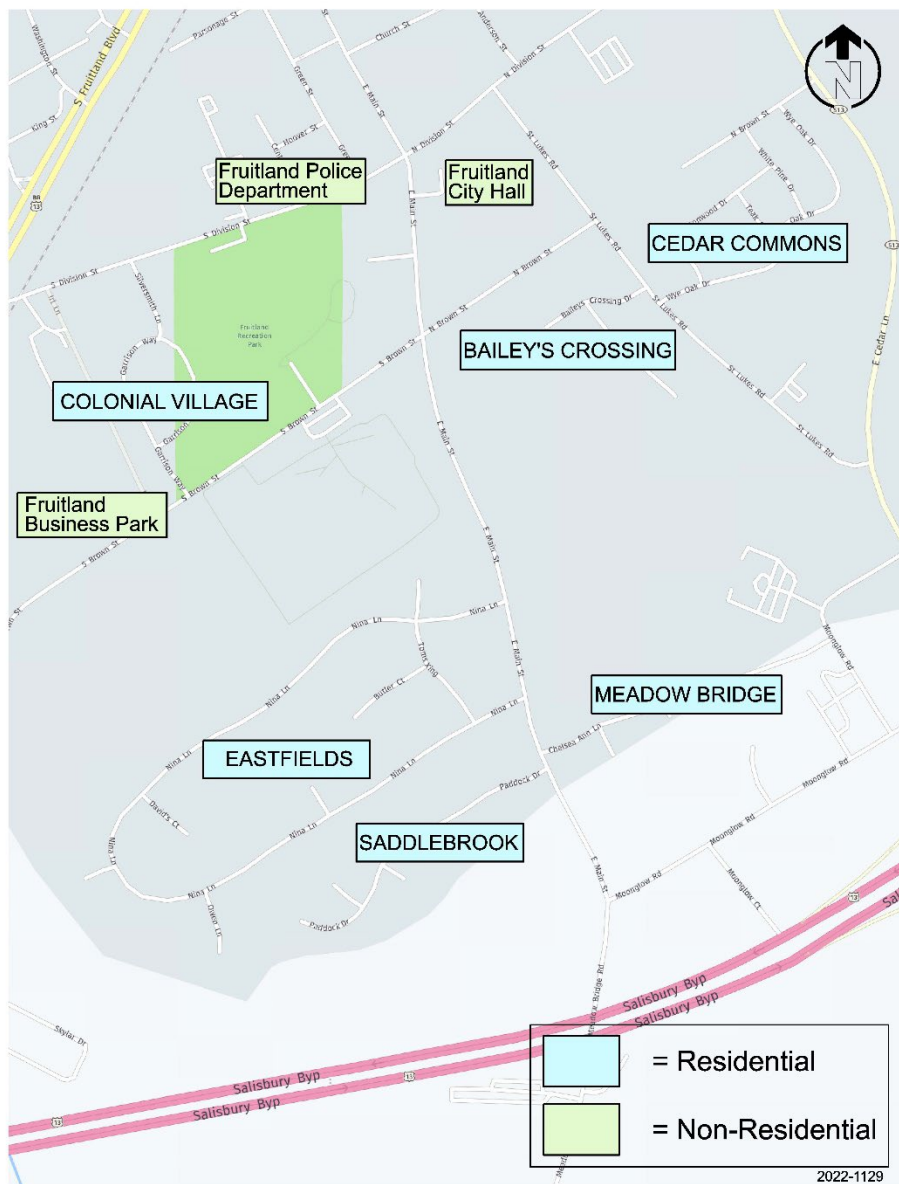
Beach Bounders Gymnastics, located on S. Brown Street, offers pre-school classes, girls' and boys' gymnastics, and tumbling. Beach Bounders hosts gymnastic meets a few times each year.

Non-Residential Land Uses

Non-residential uses in the study area include Fruitland Business Park on S. Brown Street and several industrial uses on S. Division Street. The Fruitland Police Department and Fruitland City Hall are located within the study area.

Residential Land Uses

Colonial Village, a residential townhouse development, is located between S. Brown Street and S. Division Street. Eastfields, Saddlebrook, and Meadow Bridge are residential communities located along E. Main Street within the study area. Baileys Crossing, and Cedar Commons are residential communities located on St. Lukes Road within the study area. Numerous single-family homes are also present along the main routes within the study area.



Existing Conditions

Brown Street is marked with a double yellow center line and is approximately 18 feet in width. The speed limit is posted as 25 mph, with an advisory speed of 20 mph at the curve on the western side. Existing signs are illustrated on an exhibit in [Appendix X](#).



S. Division Street is marked with a double yellow center line and is approximately 22 feet in width. The speed limit is posted as 25 mph. Existing signs are illustrated on an exhibit in [Appendix X](#).



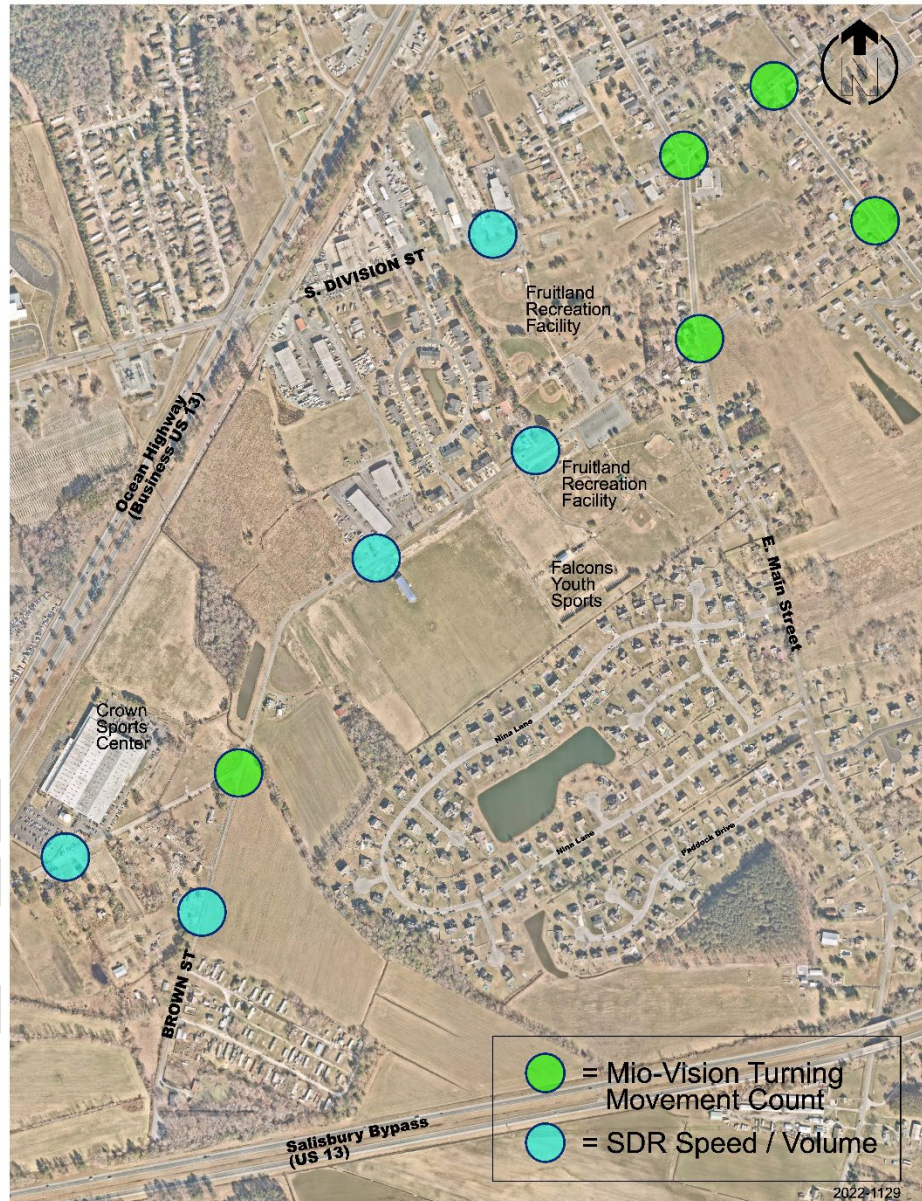
Traffic Volumes

Directional traffic volumes were collected at the following five locations in April and May 2023.

- ❖ Brown Street, south of Crown Road
- ❖ Brown Street, east of Crown Road
- ❖ Brown Street, east of Garrison Way
- ❖ Crown Road, East of US 13 Business
- ❖ S. Division Street, east of Silversmith Lane

Intersection turning movement counts were completed on 6 days in April 2023 at the following locations.

- ❖ Brown Street and Crown Road
- ❖ Brown Street and Main Street
- ❖ Main Street and Division Street
- ❖ Brown Street and St. Lukes Road
- ❖ St. Lukes Road and Division Street



Appendix B provides summaries of the traffic volume day for an average weekday, Friday, Saturday, and Sunday in April or May 2023. The directional volume count summary sheets and speed study are contained in Appendix C.

Of note is the spike in vehicular volumes at certain hours and at certain locations. This most likely represents the ingress and egress of vehicles utilizing recreational facilities. Care should be taken not to compare the Brown Street, East of Crown Road volumes with the other volumes as they were recounted in May due to equipment failure in April.

Examples of these spike in vehicular volumes are:

- ❖ Crown Road, East of US 13 Business
 Eastbound spike weekday between 5:00 PM and 6:00 PM
 Westbound spike weekday between 7:00 PM and 8:00 PM

 Eastbound spike on Saturday between 8:00 AM and 10:00 AM
 Westbound spike on Saturday between 11:00 AM and Noon
- ❖ Brown Street, East of Crown Road
 Eastbound spike on Saturday between 3:00 PM and 5:00 PM
 Westbound spikes on Saturday sporadic between 1:00 PM and 11:00 PM
- ❖ Brown Street, East of Garrison Way
 Eastbound spike on weekdays between 7:00 PM and 8:00 PM
 Westbound spike on weekdays between 5:00 PM and 6:00 PM

 Eastbound spike on Saturday between 11:00 AM and Noon
 Westbound spike on Saturday between 9:00 AM and 11:00 AM
- ❖ Division Street, East of Silversmith Lane
 Weekday peaks follow traditional morning and evening peak hours
 Saturday peaks are fairly consistent between mid-morning and early evening.

The following tables provide the total volume of traffic through each intersection for the peak hour. The highest volumes on these days occurred on Tuesday, April 18, 2023.

Date of Counts	Brown St & Crown Rd		Brown St & Main St		Main St & Division St	
	Peak Hour	Total Volumes	Peak Hour	Total Volumes	Peak Hour	Total Volumes
Monday, 4/17/2023	5:00 - 6:00	223	5:00 - 6:00	758	5:00 - 6:00	828
Tuesday, 4/18/2023	5:15 - 6:15	274	5:00 - 6:00	781	5:00 - 6:00	902
Wednesday, 4/19/2023	5:15 - 6:15	191	5:00 - 6:00	727	5:00 - 6:00	815
Thursday, 4/20/2023	5:00 - 6:00	258	5:15 - 6:15	704	5:00 - 6:00	817
Friday, 4/21/2023	4:30 - 5:30	114	5:15 - 6:15	376	3:30 - 4:30	620
Saturday, 4/22/2023	11:15 - 12:15	100	11:00 - 12:00	321	11:00 - 12:00	389

Date of Counts	Brown St & St Luke Rd		St Lukes Rd & Division St	
	Peak Hour	Total Volumes	Peak Hour	Total Volumes
Monday, 4/17/2023	5:00 - 6:00	301	5:00 - 6:00	559
Tuesday, 4/18/2023	5:00 - 6:00	341	5:00 - 6:00	631
Wednesday, 4/19/2023	5:00 - 6:00	314	5:00 - 6:00	585
Thursday, 4/20/2023	5:00 - 6:00	297	5:00 - 6:00	569
Friday, 4/21/2023	3:15 - 4:15	248	3:15 - 4:15	515
Saturday, 4/22/2023	11:00 - 12:00	166	11:00 - 12:00	265

The existing evening peak hour traffic volumes for Tuesday, April 18 and the peak hour traffic volumes for Saturday, April 22 are illustrated on Figure 1. The intersection control and lane use, along with speed limits, are provided on Figure 2.

For the weekday of April 18th, of note is the high volume of vehicles (293) turning left from N. Division Street to E. Main Street and the high volume of vehicles (176) moving through the intersection of E. Main Street and Division Street. The majority of these vehicles (374) then turn right from E. Main Street onto S. Brown Street (374 vehicles.) Also, a high volume of vehicles (118) turn left from E. Main Street onto S. Brown Street. As the number of vehicles on Brown Street at Crown Road are much less, 157, it can be presumed that the majority of vehicles were destined for the recreational facilities on Brown Street.

Capacity Analysis

Turning movement counts were collected in April at five selected intersections. Using the Highway Capacity Methodology, the intersections were analyzed for Level of Service for existing peak hour traffic conditions. As shown in the table below, all of the study intersections are operating at acceptable Levels of Service for the evening peak hour and the Saturday midday peak hour. The turning movement count summaries are contained in Appendix D. The HCM worksheets are contained in Appendix E.

2023 Existing Traffic			PM	SAT
Intersection	Type of Control	Movement	LOS / Delay (sec)	
S Brown St (N/S) & Crown Rd (E/W)	Two-Way Stop	EB LR	A / 10.0	A / 9.0
		NB L	A / 7.6	A / 7.3
Brown St (E/W) & E Main St (N/S)	Two-Way Stop	EB LTR	D / 27.0	B / 11.5
		NB L	A / 9.3	A / 7.5
		SB L	A / 7.5	A / 7.4
E Main St (N/S) & Division St (E/W)	All-Way Stop	NB LTR	A / 10.0	A / 8.2
		WB LTR	C / 20.2	A / 8.6
		NB LTR	B / 10.6	A / 8.4
N Brown St (E/W) & St Lukes Rd (N/S)	Two-Way Stop	EB LR	A / 9.5	A / 9.0
		WB L	A / 7.6	A / 7.5
St Lukes Rd (N/S) & N Division St (E/W)	Two-Way Stop	NB LR	B / 14.8	A / 10.0

Speed Data

Speed studies were conducted for 9 days at 5 locations within the study area beginning on Saturday, April 15, 2023, and ending on Sunday, April 23, 2023. The locations at which the speed studies are:

- ❖ Brown Street, south of Crown Road
- ❖ Brown Street, east of Crown Road (recounted from May 19 through May 25, 2023)
- ❖ Brown Street, east of Garrison Way
- ❖ Crown Road, East of US 13 Business
- ❖ S. Division Street, east of Silversmith Lane

Figure 1. 2023 Existing Peak Hour Traffic Volumes

NOT TO SCALE

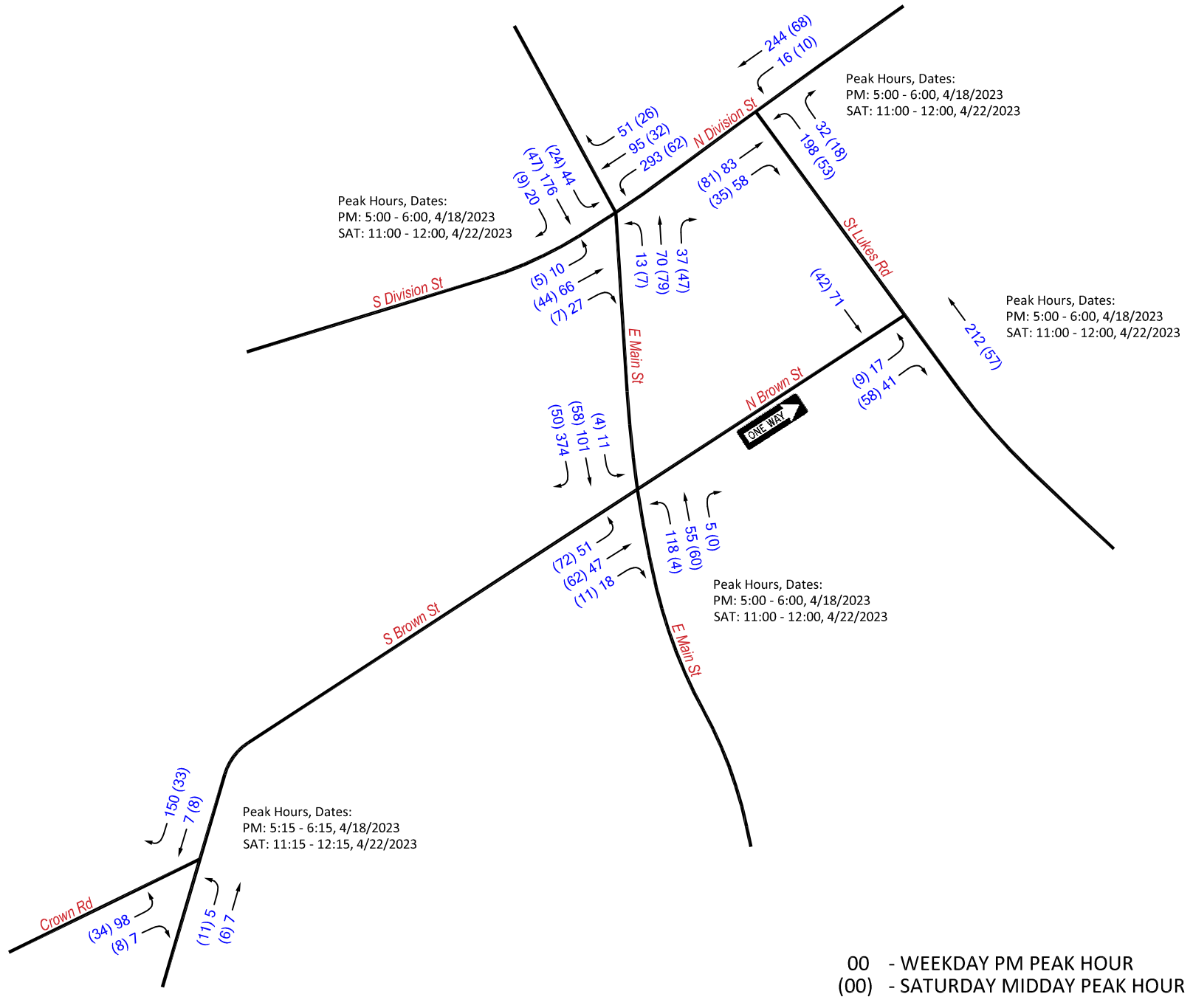
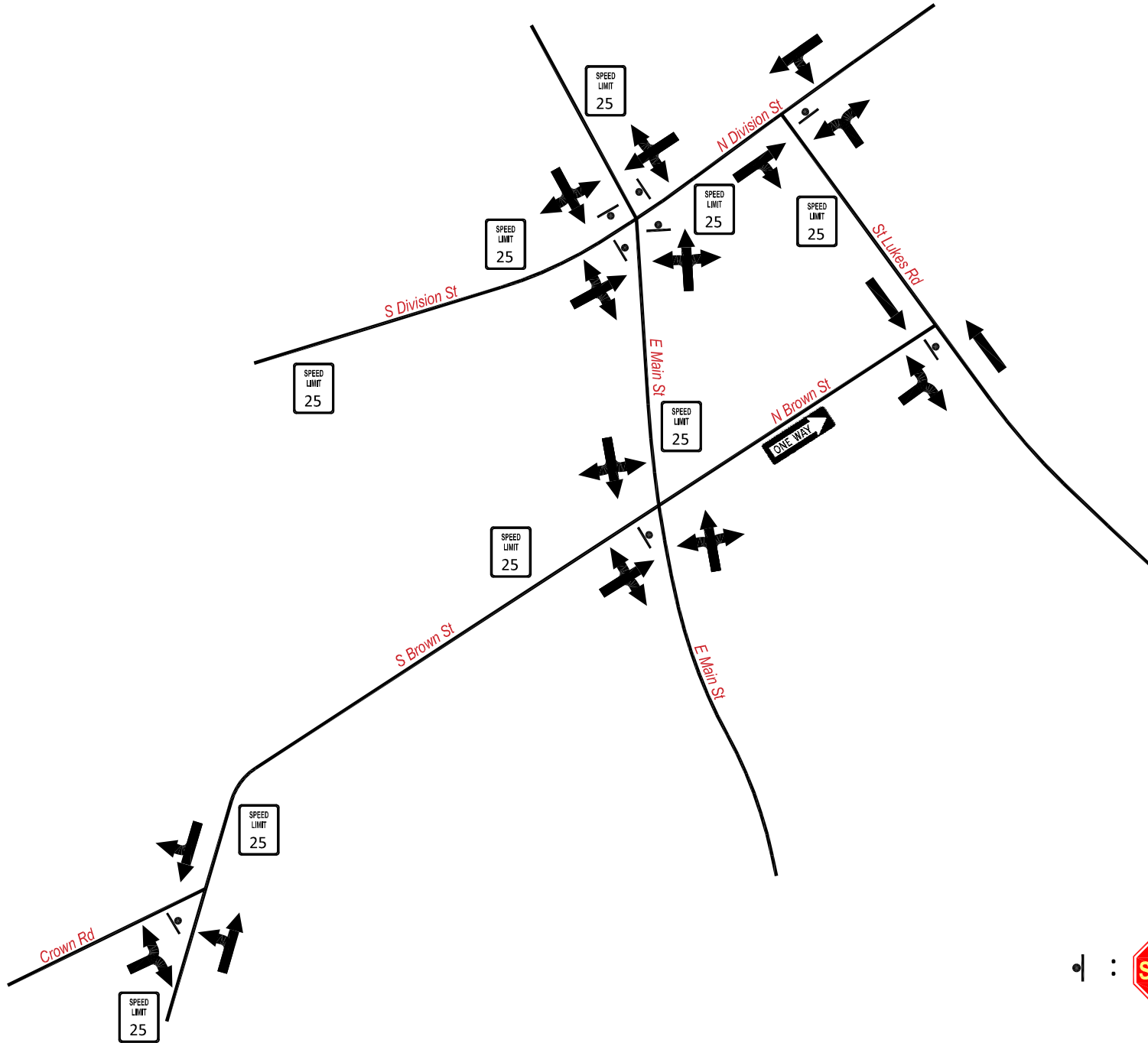


Figure 2. Existing Lane Use and Intersection Traffic Control

NOT TO SCALE



As shown in the table below, the 85th percentile speed, the highest speed at which 85% of the drivers are driving, ranges from 36 mph to 44 mph, well above the posted speed limit of 25 mph. Daily graphs providing traffic volumes by speed for each day at each location are provided in Appendix F.

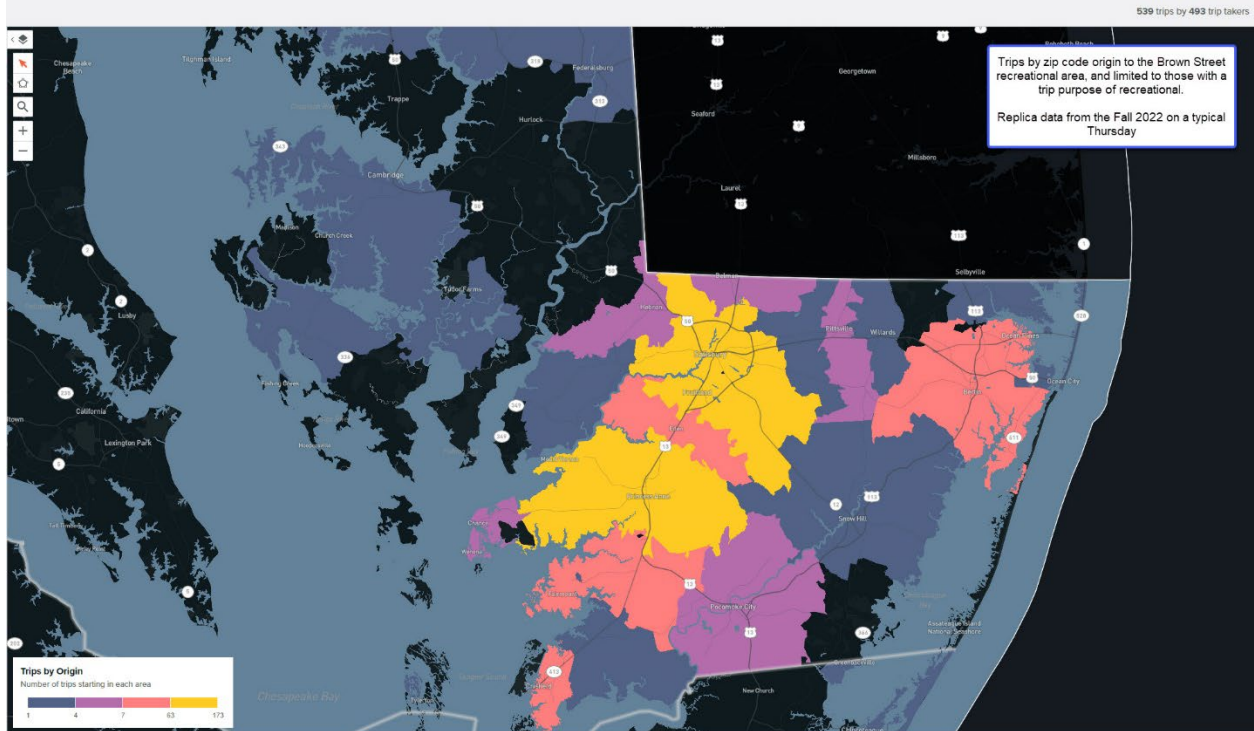
Speed (mph)	15th Percentile	50th Percentile	85th Percentile	95th Percentile	Speed Limit
Brown Street, South of Crown Road					
Northbound	20	28	36	41	NA
Southbound	20	28	36	41	25
Brown Street, East of Crown Road					
Eastbound	30	36	43	46	25
Westbound	31	38	44	48	25
Brown Street, East of Garrison Way					
Eastbound	26	34	42	46	25
Westbound	26	34	42	46	25
Crown Road, East of US 13 Business					
Eastbound	30	37	44	49	NA
Westbound	29	35	43	48	NA
Division Street, East of Silversmith Lane					
Eastbound	27	32	38	42	25
Westbound	27	33	39	43	25

Vehicular Trip Origins

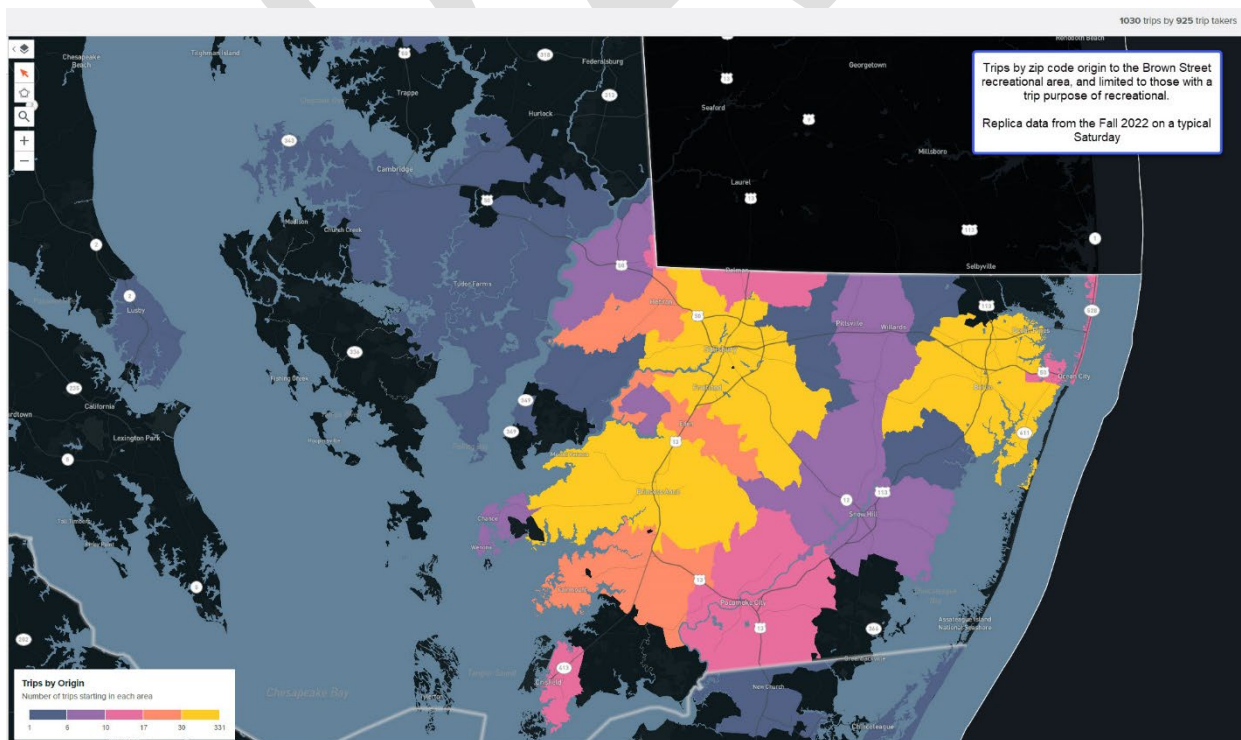
The Traffic Group, Inc. has contracted with a Replica, a big data source which provides street specific traffic volumes by time of day, day of week, etc. along with origin and destination information. This location-based service data comes from phone applications that rely on GPS (30 million unique devices per month), but also receive cellular network data from major telecom providers such as Verizon and AT&T. There is also in-vehicle-GPS data based upon 3 billion traffic trips per month and point of interest data based upon 4 million locations per month.

The study area was selected for analysis to determine the origin of trips to the recreational facilities. Data is available for a weekday and Saturday in the Fall of 2022 and for a weekday and Saturday in the Spring of 2023.

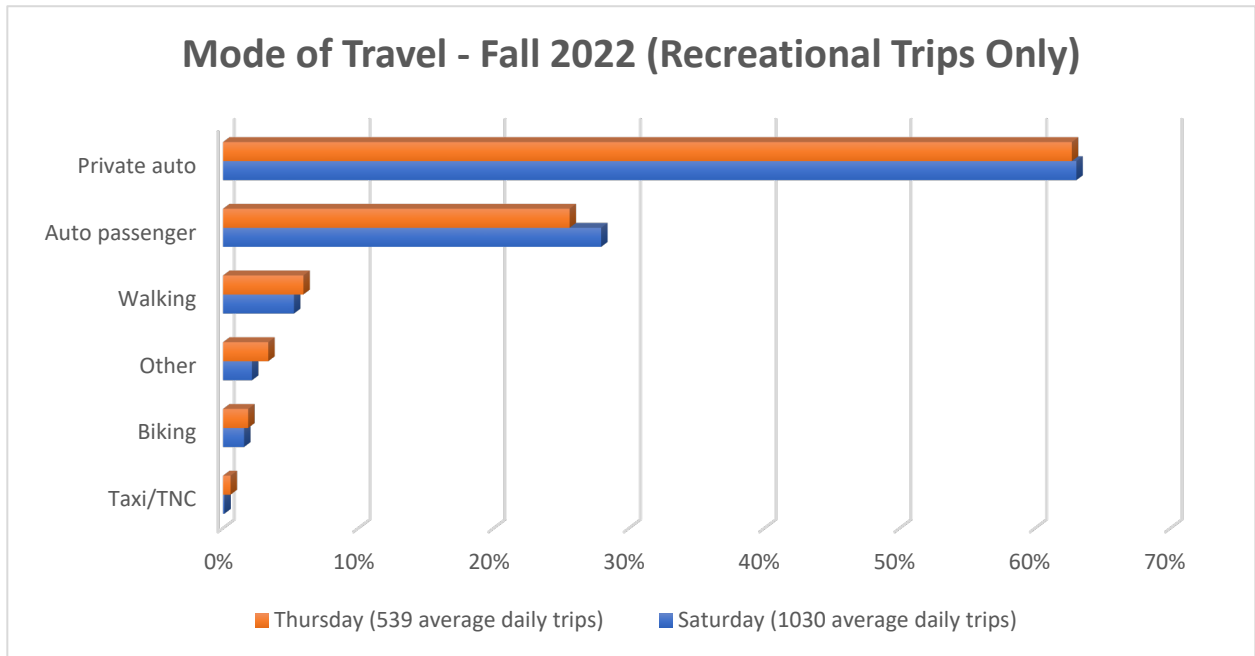
Fall of 2022: The image that follows depicts the origin of trips to the Brown Street recreational area on a typical weekday based on zip code. Most of the trips originated from the areas shaded in yellow with the least number of trips originating from the areas shaded in a blueish grey. Unfortunately, Replica has excluded Delaware from the Mid-Atlantic region and trips originating from Delaware are not easily identified.



The image below depicts the origin of trips to the Brown Street recreational area on a typical Saturday based on zip code. Most of the trips originated from the areas shaded in yellow with the least number of trips originating from the areas shaded in a blueish grey.

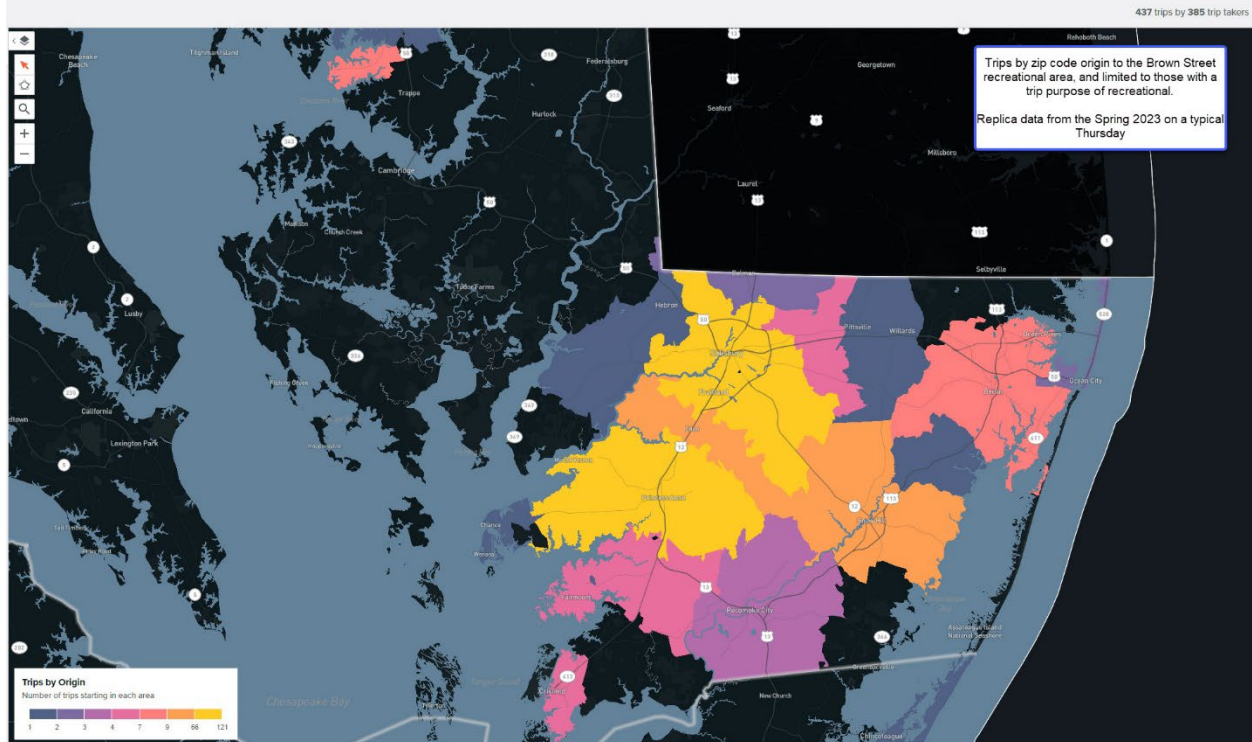


The chart below indicates that the majority of trips were made via a private auto with a minimal number of trips made by non-motorized vehicles.

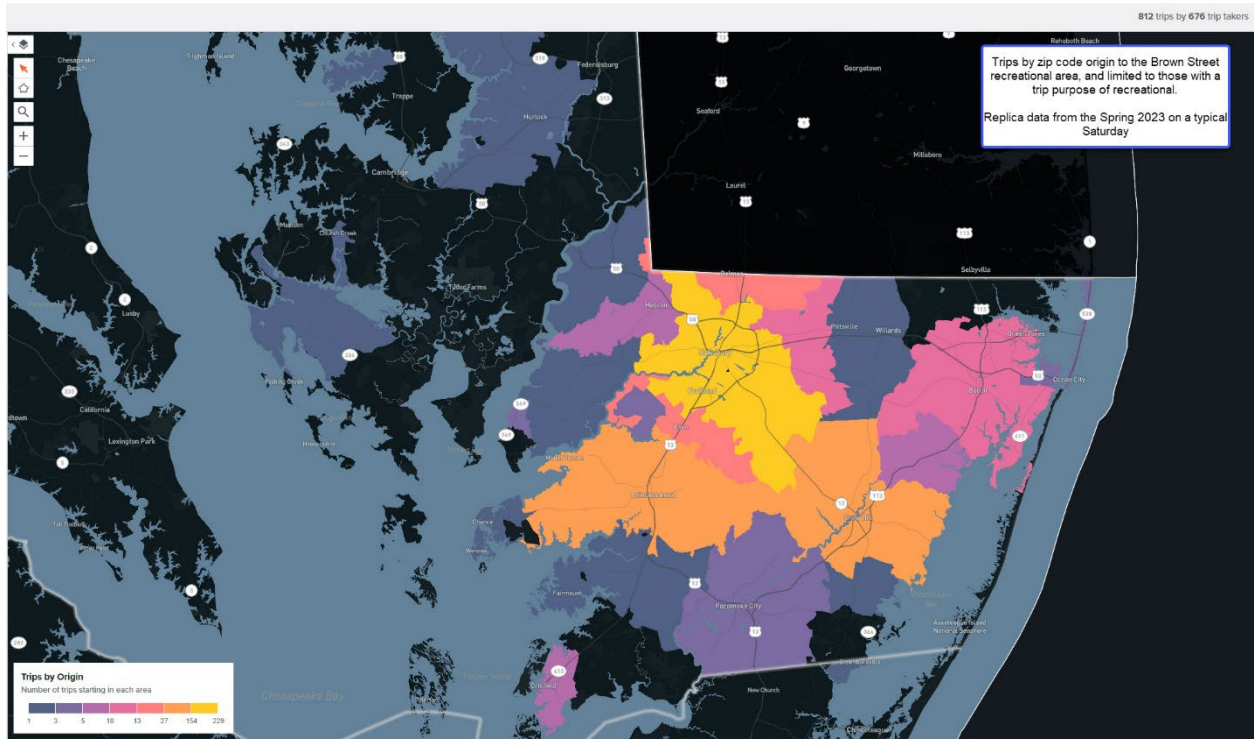


Spring of 2023

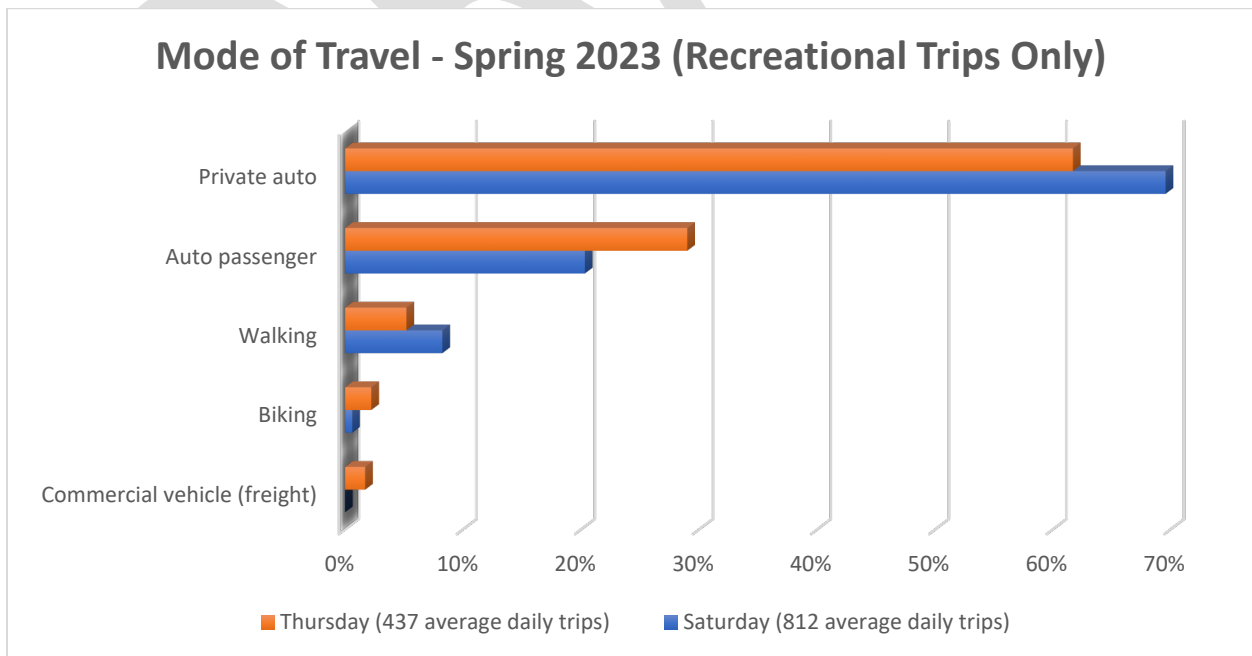
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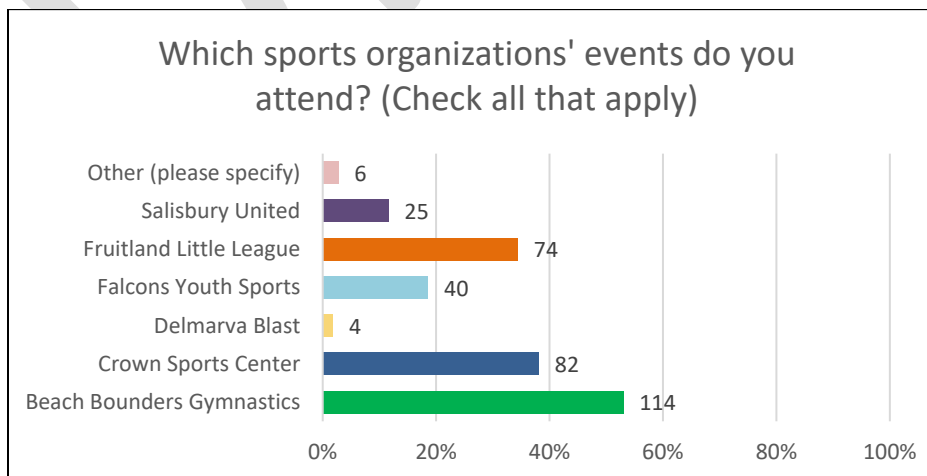
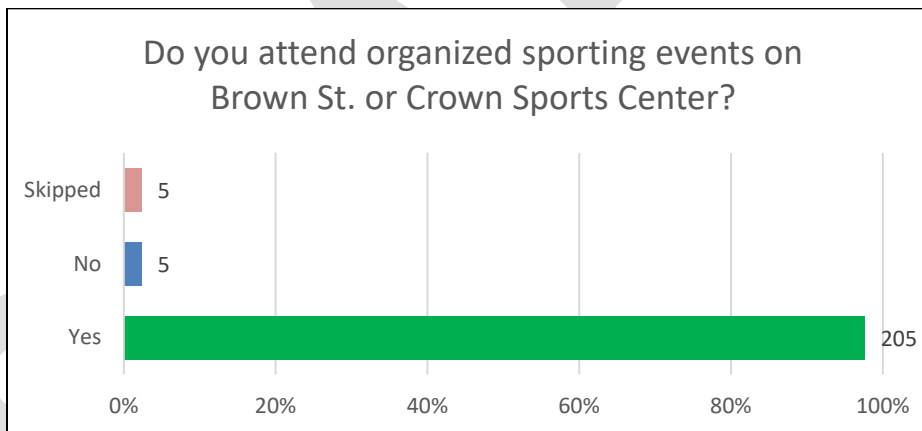
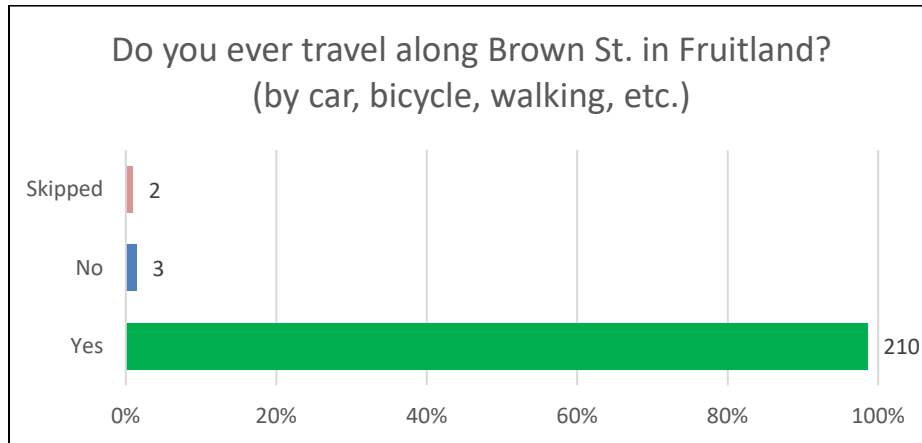


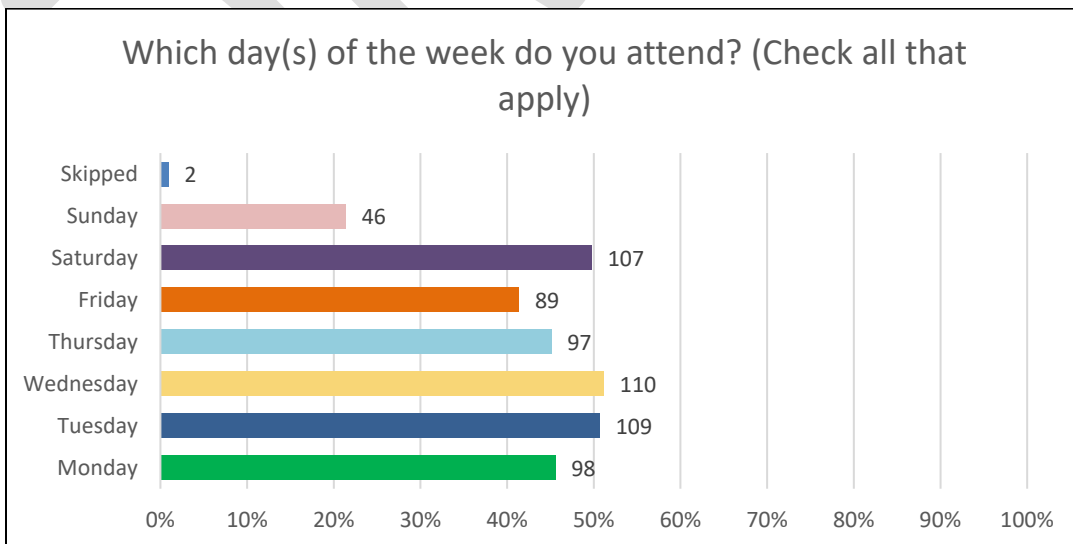
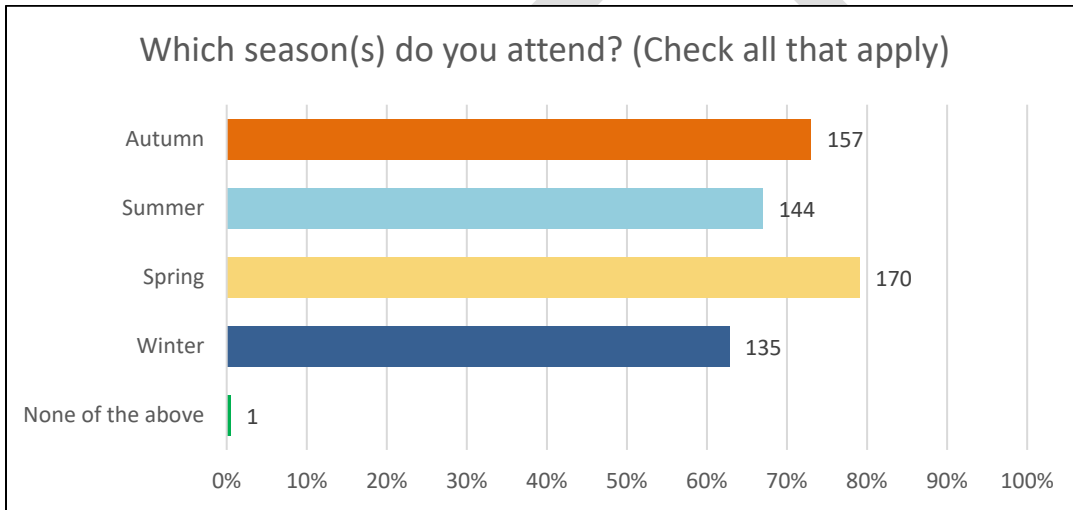
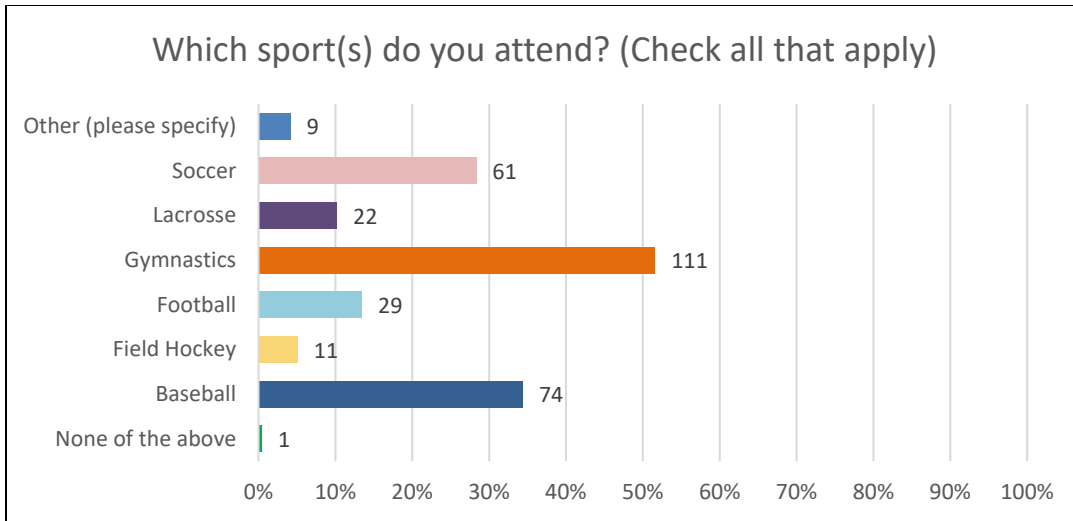
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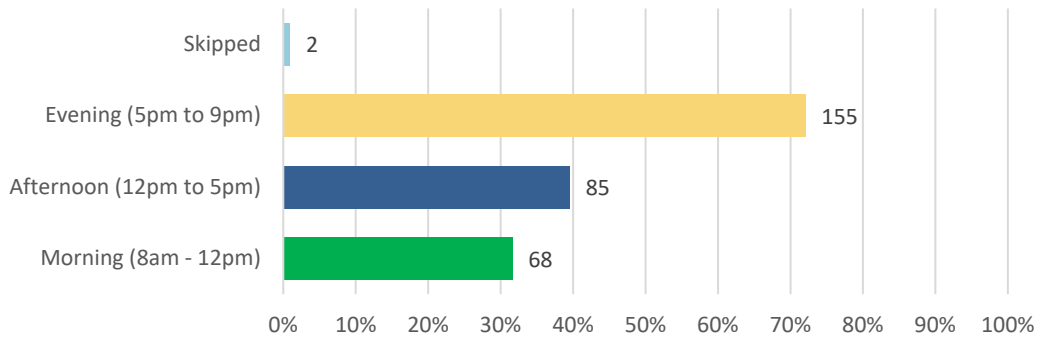
Community Survey

The Salisbury/Wicomico County Metropolitan Planning Organization invited attendees at the Little League Opening Day ceremony to complete an online survey. This survey was also distributed to email contacts for each of the various recreational organizations. The number of respondents was 215. The results of the survey are provided in the charts below.

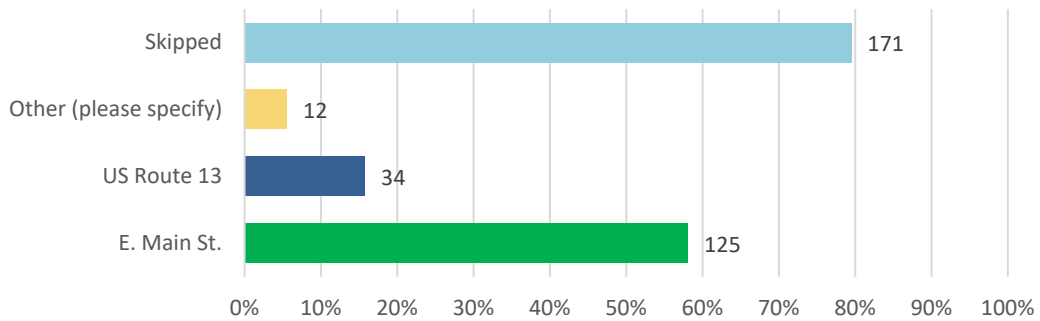




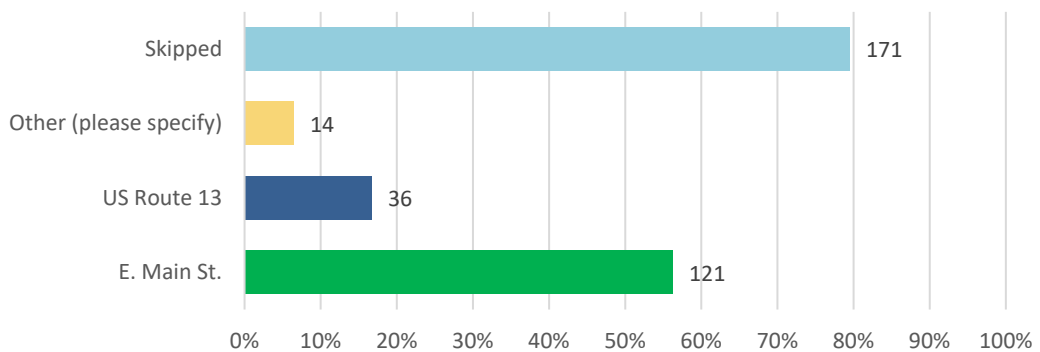
What time(s) of the day do you attend? (Check all that apply)



Which direction do you normally take when traveling to Brown St.?



Which direction do you normally take when traveling from Brown St.?

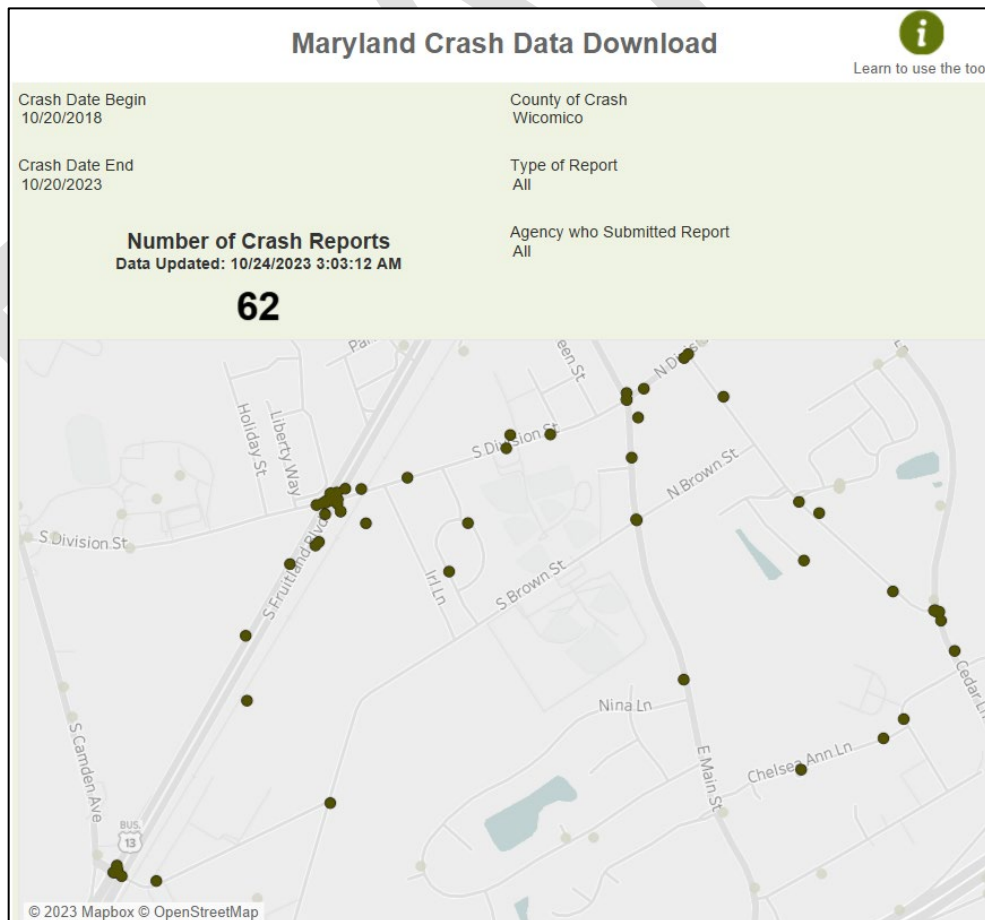


A summary of recommendations provided by the respondents follows. Appendix G contains a list of all comments received.

- ❖ Sidewalks along Brown Street to St. Lukes Road
- ❖ Remove the One Way on Brown Street between Main Street and St. Lukes Road
- ❖ Construct a roundabout at Main Street and Brown Street
- ❖ Install speed humps on Brown Street
- ❖ Install lighting along Brown Street
- ❖ Fence ball fields to enforce crossing at crosswalk
- ❖ Prohibit accessing grass parking lots/fields except at designated locations
- ❖ Pave the parking lots with designated parking spaces.
- ❖ Install lighting in the parking lots
- ❖ Add an additional parking on Little League side
- ❖ Utilize Traffic Management techniques during large events
- ❖ Pave Lrl Lane

Safety Data

A brief review of the crash data available from MDOT for the past five years indicates that 62 intersection-related, and non-intersection related crashes have occurred in the area depicted in the map below. The detailed crash data is provided in Appendix H.



Three crashes occurred on S. Division Street near the entrances of the Fruitland Recreational Park, two of which were intersection related. One of three crashes caused injury while the other two resulted in property damage only. One crash occurred on Crown Road near the entrance to Crown Sports Center and the rail track crossing and resulted in property damage only.

A summary of the crash data by location and severity is provided below.

Intersection Related	No. of Crashes
S Fruitland Blvd & Camden Ave/Crown Rd	5
S Fruitland Blvd & S Division St	17
E Main St & Division St	4
N Division St & St Lukes Rd	3
E Main St & Brown St	2
St Lukes Rd & Cedar Ln (MD 513)	4
Crown Rd & S Brown St	1
Total	36

Report Type	No. of Crashes
Fatal Crash	1
Injury Crash	21
Property Damage Crash	40
Total	62

Non-Intersection Related	No. of Crashes
S Fruitland Blvd	7
Chelsea Ann Ln	2
S Division St	4
N Division St	1
Garrison Way	2
E Main St	2
St Lukes Rd	3
Leesburg Dr	1
St Lukes Rd (MD 513)	2
Moonglow Rd	1
Crown Rd	1
Total	26

Recommendations

Three primary improvements are recommended to provide for the safety of non-motorized vehicles along Brown Street.

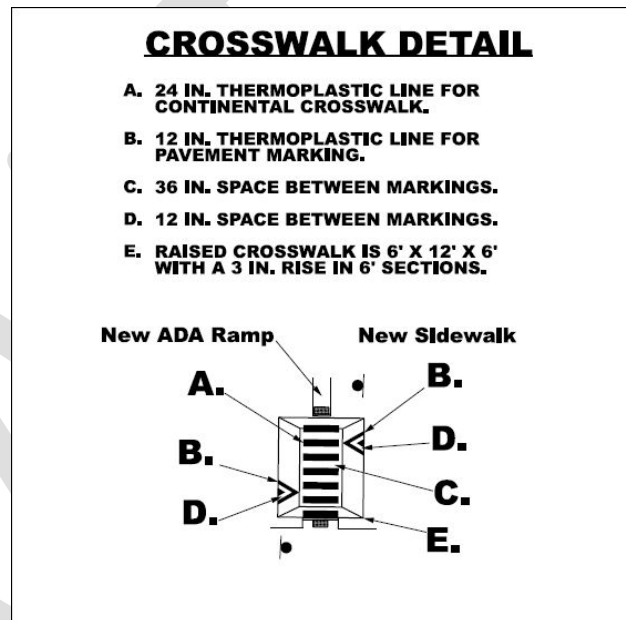
- ✓ Raised Crosswalk with Rectangular Rapid Flashing Beacons and Illumination
- ✓ Multi-Use Path
- ✓ Radar Speed Signs
- ✓ Parking Lots

Crosswalk

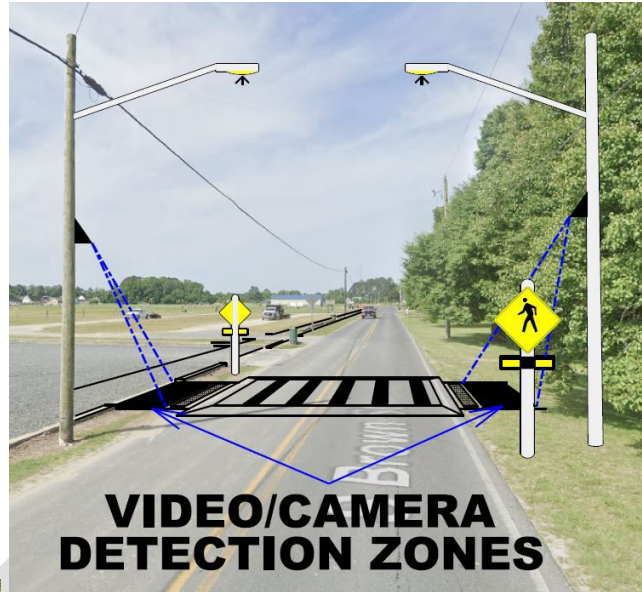
The paved parking lot on the north side of Brown Street which is adjacent to the Fruitland Recreational Park is small and fills quickly. The paved parking lot on the south side of Brown Street provides for additional parking for these athletic fields as well as for the Fruitland Recreational Park and Falcon Sports. Numerous pedestrians were observed crossing Brown Street at this location. Therefore, a **Raised Crosswalk** is recommended to connect the path from the Concession Stand to the parking lot on the south. **Overhead Street Lighting** is recommended at the crosswalk as well.

Rectangular Rapid Flashing Beacons are recommended at the crosswalk which consist of standard Pedestrian Crosswalk Signs, with rectangular beacons which flash rapidly when activated. These devices are solar powered. There are three alternative means of activation.

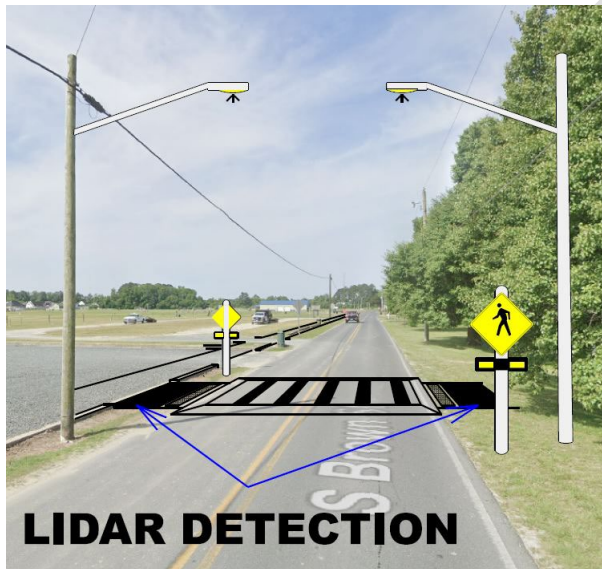
Push buttons activated by a pedestrian.



Video cameras that detect movement at the crosswalk and activate the beacons.



Lidar Detection utilizes radar to detect movement at the crosswalk and activate the beacons.

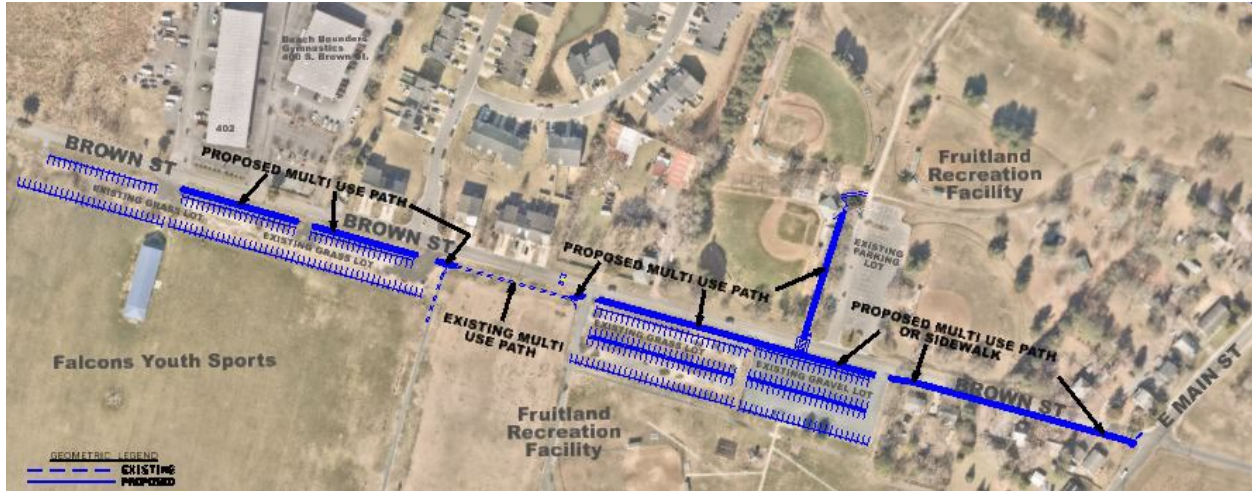


In Road Lighting can be included to provide for visibility during dusk and evening hours.

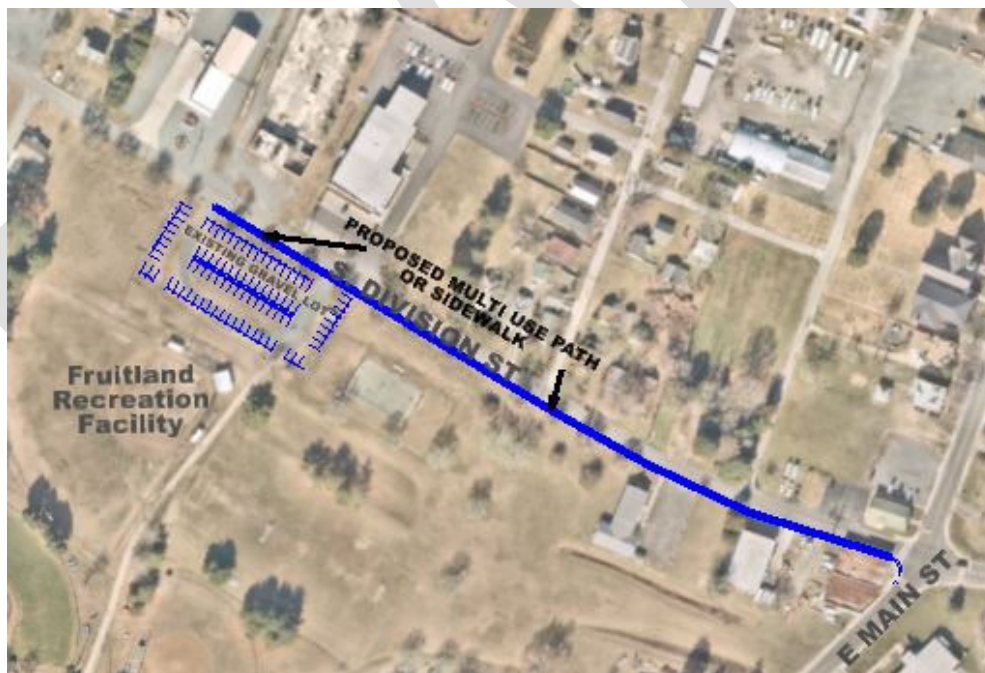


Multi-Use Path

A multi-use path is recommended to be located between the parking lots and the roadway from the gravel parking lot serving the Fruitland Recreational Park to the grass parking lots to the west serving Falcon Sports as shown in the exhibit below. The multi-use path or a sidewalk could be extended to Main Street.



Similarly, a multi-use path or sidewalk could be provided along S. Division Street.



Radar Speed Signs

The speed study results show that the 85th percentile speed is well over the posted speed limit of 25 mph. Radar Speed Signs have been proven to reduce vehicular speeds along most roadways. Therefore, it is recommended that a radar speed sign be placed on eastbound Brown Street, beyond the curve, and on westbound Brown Street, beyond the raised crosswalk.



Parking Lots

All but one of the parking areas which serve the recreational facilities along Brown Street and S. Division Street are gravel or turf. Therefore, the parking is not optimized as shown in the photos that follow.





It is recommended that consideration be given to marking the parking spots in some way, for example, with bumpers, or consideration could be given to paving the parking lots. Potential parking configurations were illustrated in the exhibits highlighting the multi-use paths. It was noted that many of the survey respondents requested paved, marked parking lots.

Financial Considerations

Cost Estimates

Planning level cost estimates for these safety improvements are provided in the table below.

Improvements	Cost
Add 2 street lights at the new crossing to provide night time illumination	\$20K
2 pedestrian flashers 1 for each approach with push buttons and signs	\$20K includes design fees for plans
Lidar alternative for turning on the flashers	\$15K
Laser detection for turning on the flashers	\$20K
In road lighting for along the front of each side of the crosswalk	\$20K to \$30K
Raised crosswalk with paint	\$5K to \$10K
2 radar speed signs	\$12K

Funding Sources

Funding sources may be available from State or local funding; however, pedestrian and bicycle improvement projects may be eligible for grants or specific state funding programs. SWMPO can assist in applying for federal and State funding opportunities listed below. Additional potential funding sources are provided in Appendix I.

Grants:

- ❖ Transportation Alternatives Program (MDOT SHA)
- ❖ Maryland Bikeways Program (MDOT)
- ❖ Recreational Trails Program (MDOT SHA)
- ❖ Safe Routes to Schools (MDOT SHA)
- ❖ Maryland Highway Safety Office Grant (MDOT MVA) Federal Funding Programs:
- ❖ Sections 5303, 5304, 5305 – Metropolitan & Statewide and Nonmetropolitan Transportation Planning: Eligible recipients include State DOTs and MPOs and can be used to fund planning activities pertaining to bicycle facilities
- ❖ Section 5339 – Bus and Bus Facilities Formula Grants: Eligible recipients include States and local governments, as well as subrecipients and can be used to fund bicycle routes to transit, bike racks, shelters, and equipment
- ❖ Section 5310 – Enhanced Mobility of Senior and Individuals with Disabilities: Eligible recipients include States (areas < 200,000 population) and designated recipients, and State DOTs and can be used to fund bicycle improvements that provide access to eligible public transportation facilities and meet the needs of the elderly and individuals with disabilities
- ❖ Section 5311 – Formula Grants for Rural Areas: eligible recipients include States, Indian tribes, and State DOTs for local rural transit providers and can be used to fund bicycle routes to transit, bike racks, shelters, and equipment

State Funding Programs:

- ❖ Sidewalk Reconstruction for Pedestrian Access (Fund 33)
- ❖ New Sidewalk Construction for Pedestrian Access (Fund 79)
- ❖ Bicycle Retrofit (Fund 88) Additional Private Grant Opportunities:
- ❖ Robert Wood Johnson Foundation
- ❖ People For Bikes
- ❖ National Center for Safe Routes to School
- ❖ Program Open Space
- ❖ Maryland Department of Housing and Community Development State Revitalization Grant Programs
- ❖ Community Legacy and Strategic Demolition Fund

Additional Private Grant Opportunities:

- ❖ Robert Wood Johnson Foundation
- ❖ People For Bikes
- ❖ National Center for Safe Routes to School

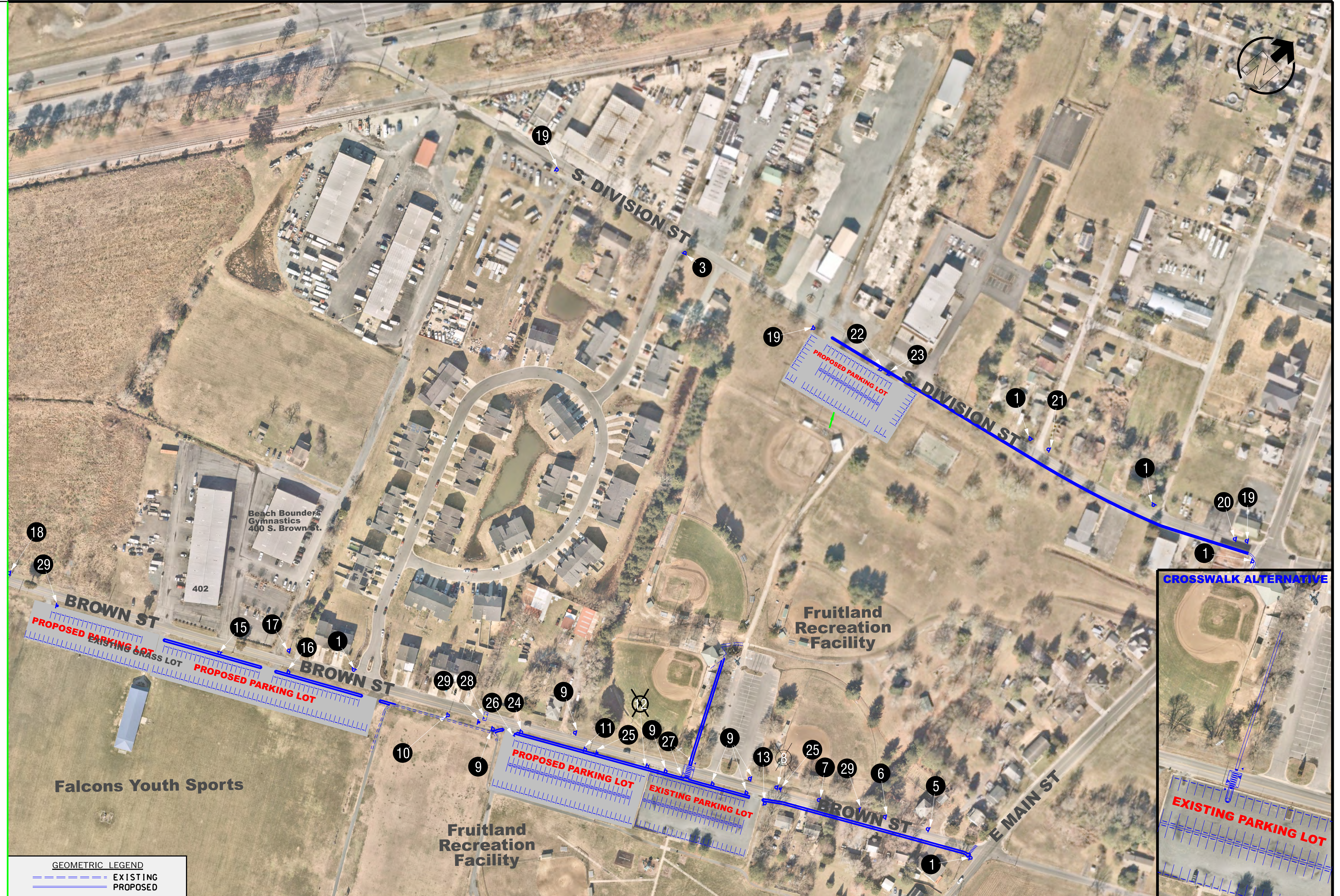
APPENDIX A

Sign Inventory



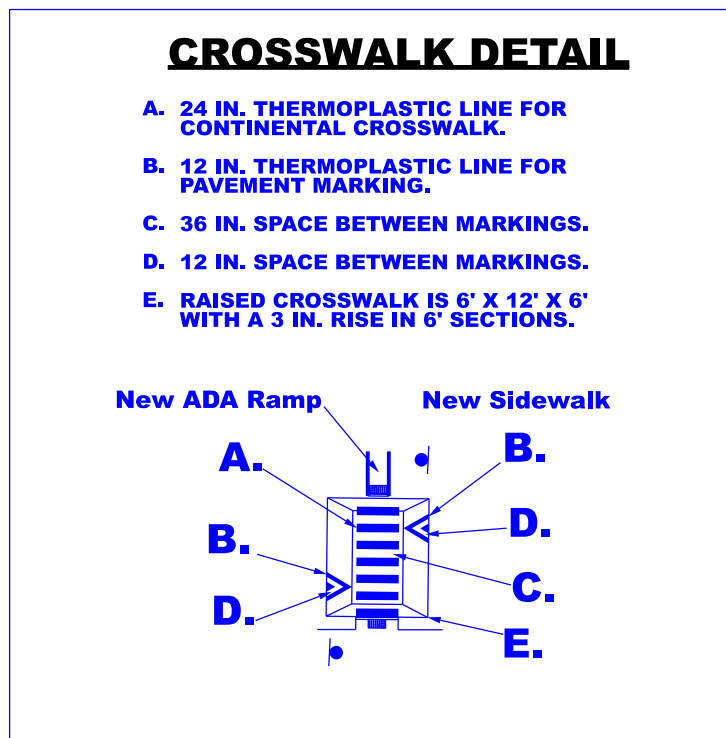
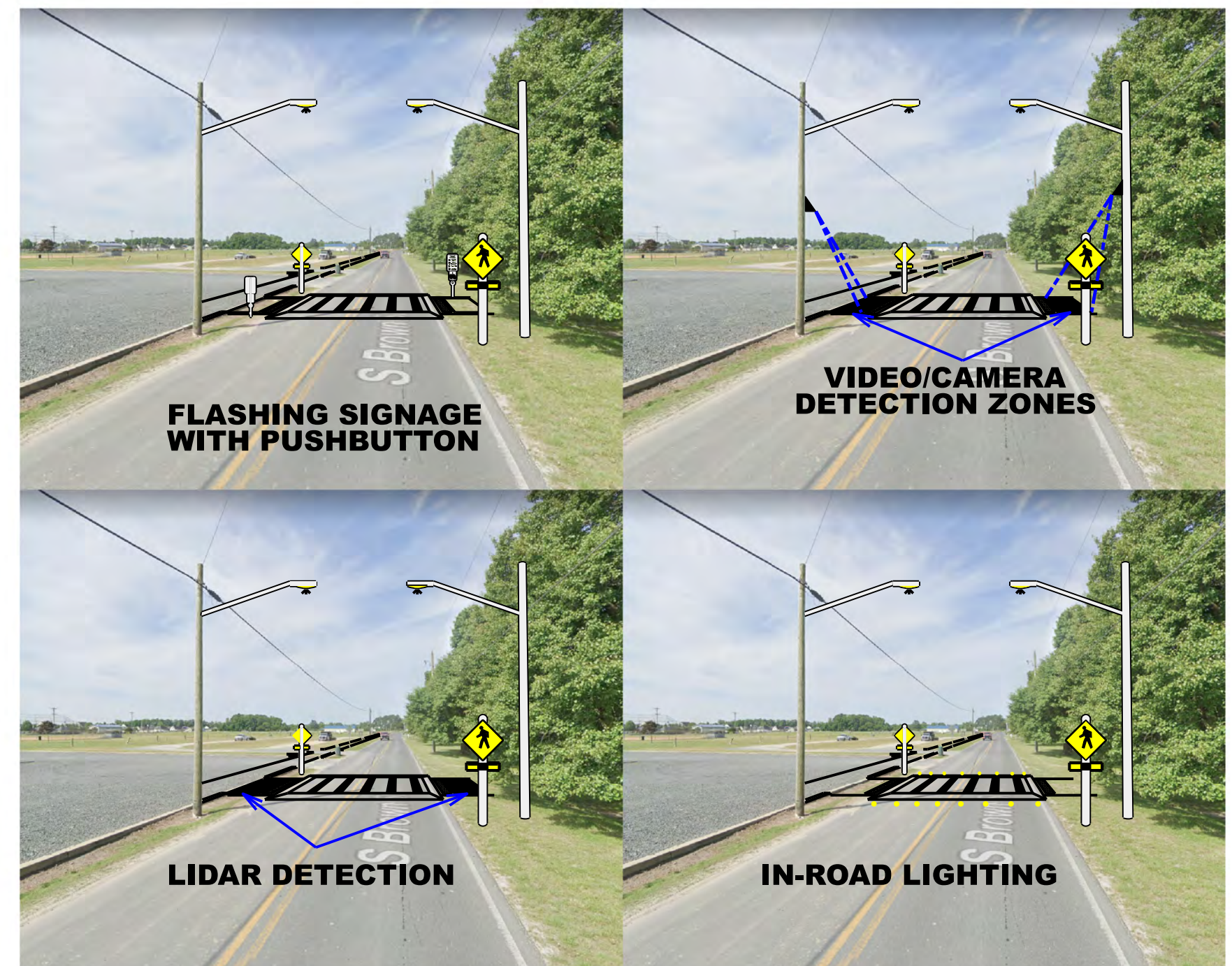


MATCH LINE
THIS SHEET

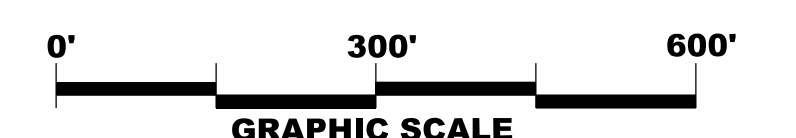


GEOMETRIC LEGEND
 --- EXISTING
 --- PROPOSED

MATCH LINE
THIS SHEET



EXISTING SIGNS											EXISTING SIGNS TO BE REMOVED		PROPOSED SIGNS		TRAFFIC CALMING	
1	2	3	4	5	6	7	9	10	11	8	12	24	25	28	29	
13	14	15	16	17	18	19	20	21	22	23	26	27				

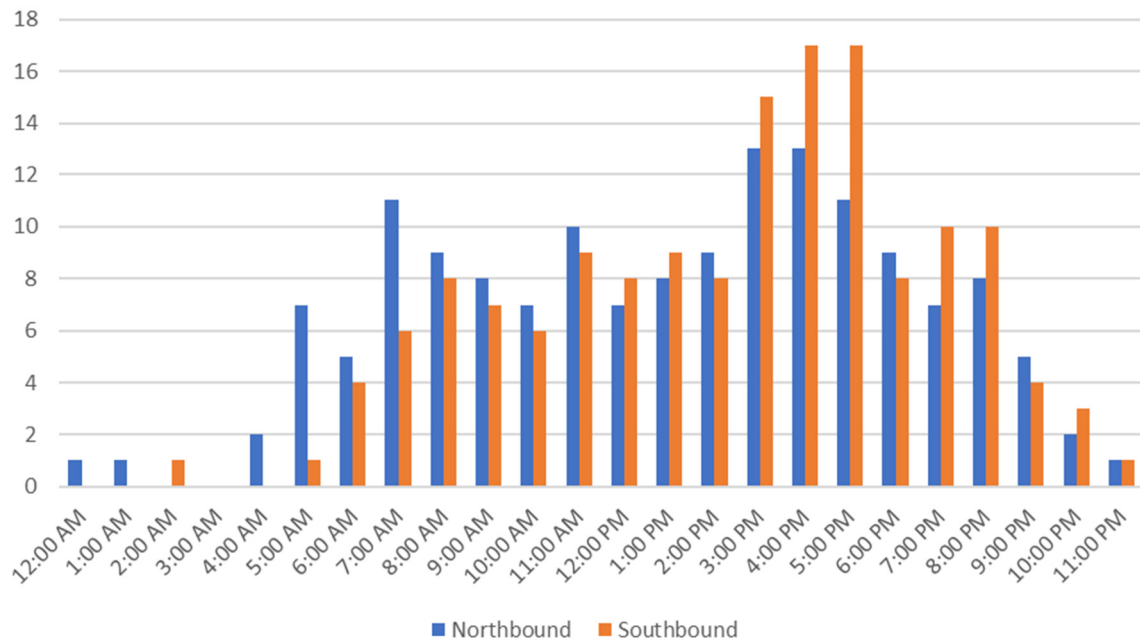


APPENDIX B

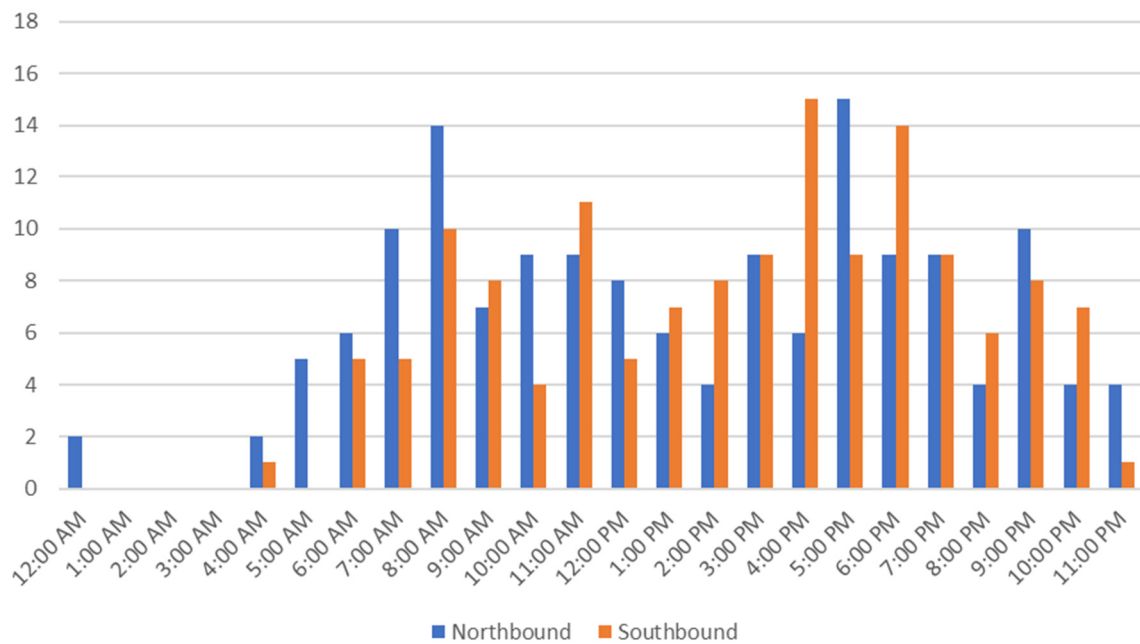
Traffic Volume Charts



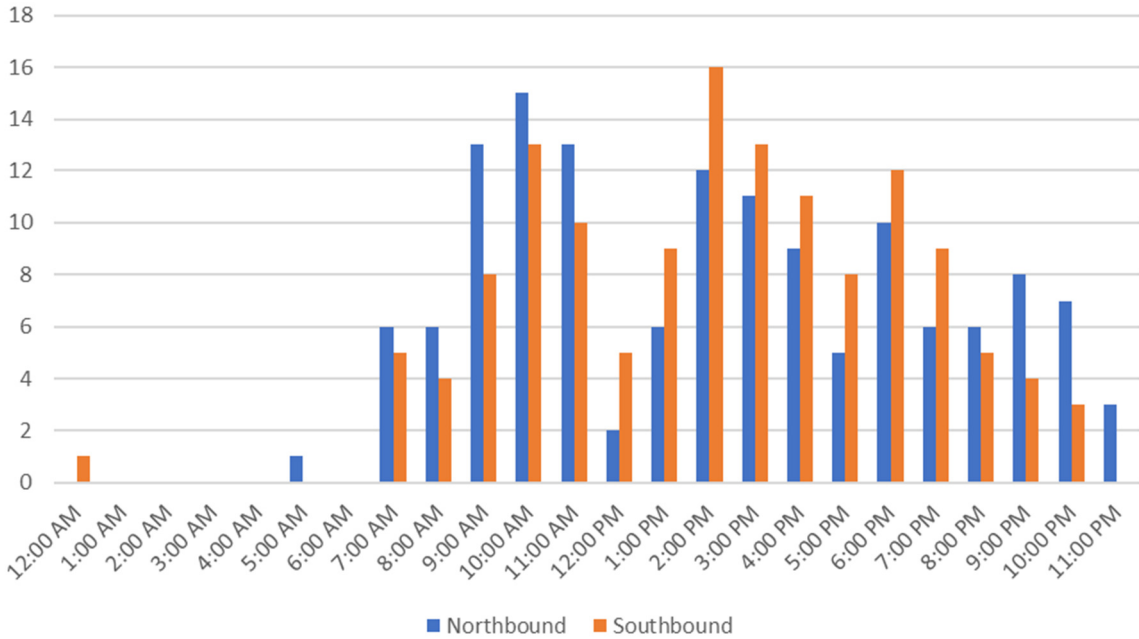
Brown Street, South of Crown Road
Hourly Traffic Volumes, Average Weekday (4/17 - 4/20, 2023)



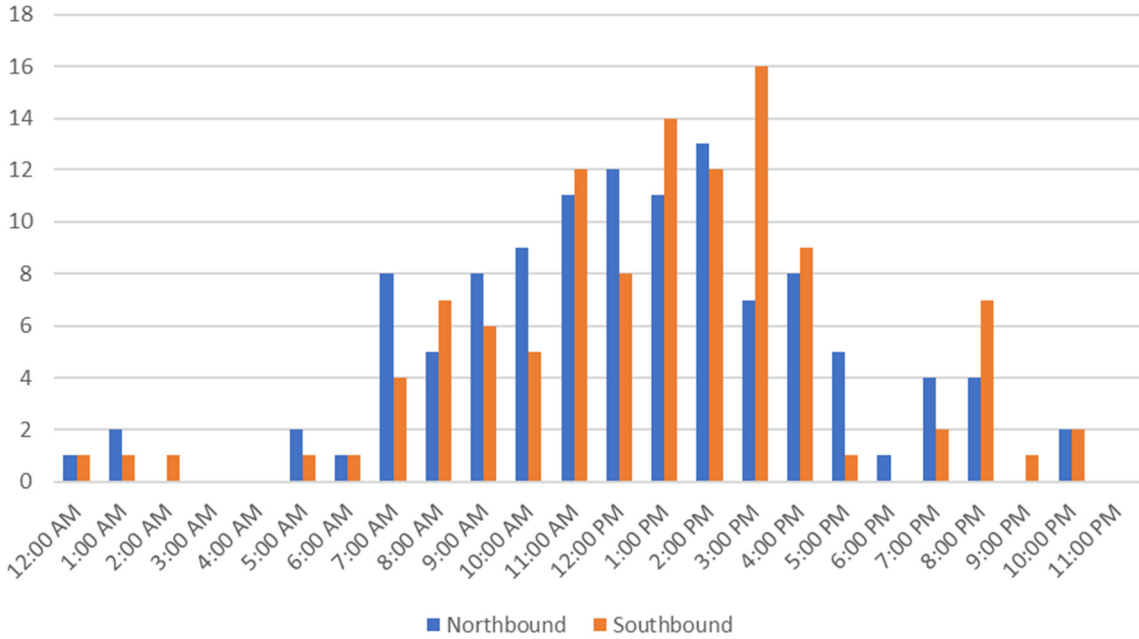
Brown Street, South of Crown Road
Hourly Traffic Volumes on Friday 4/21/2023



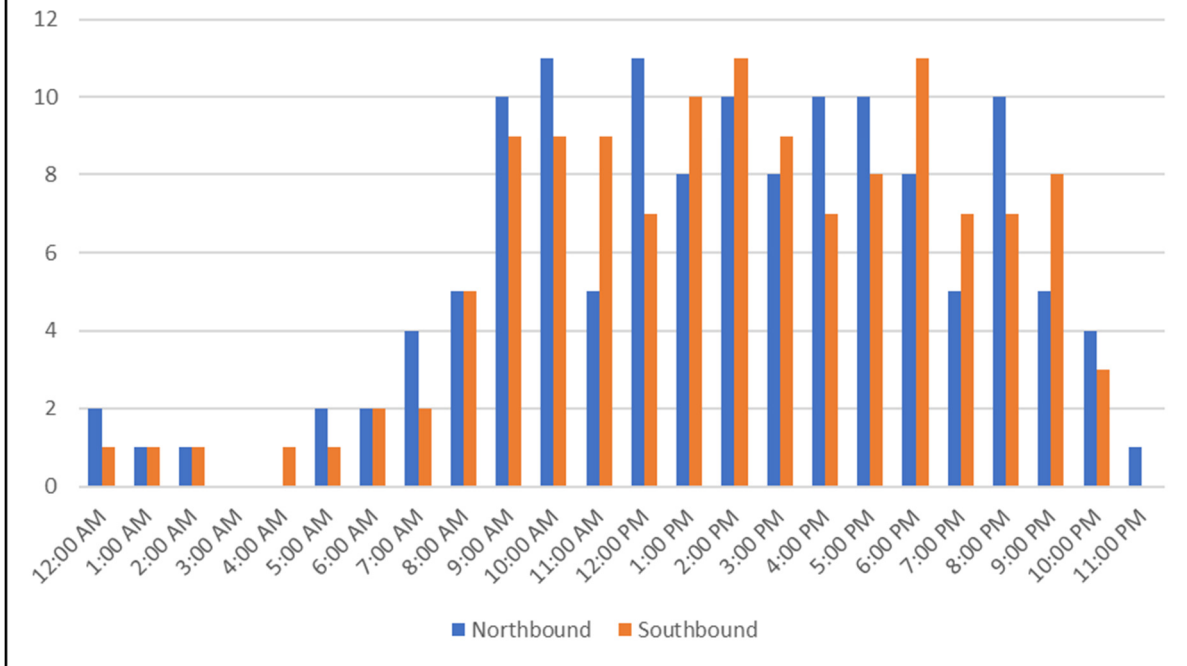
Brown Street, South of Crown Road
Hourly Traffic Volumes on Saturday 4/15/2023



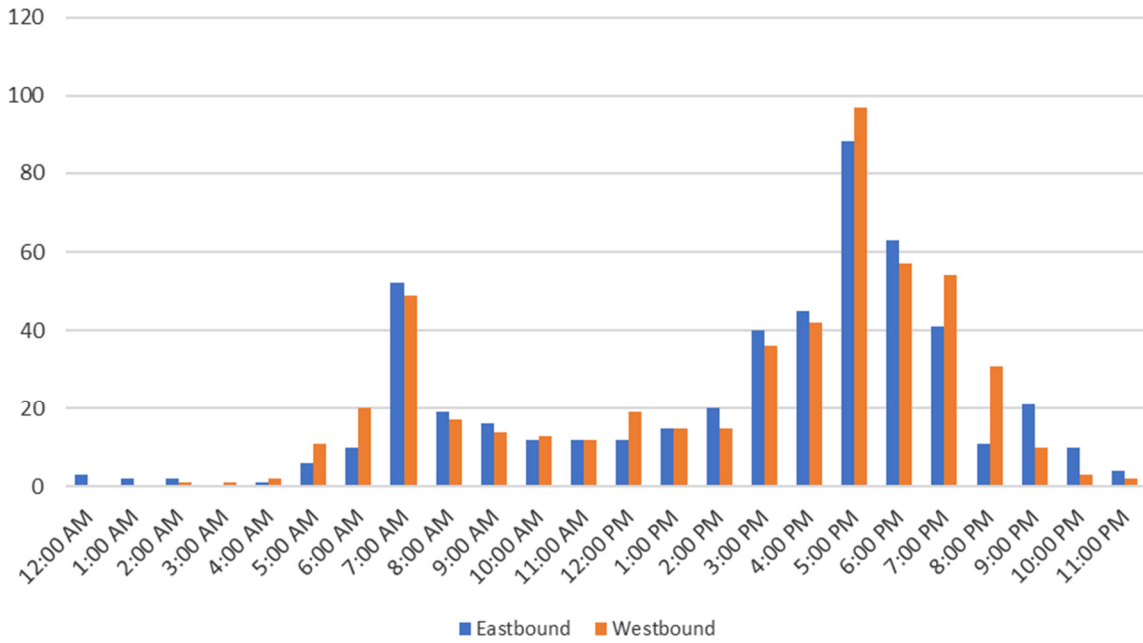
Brown Street, South of Crown Road
Hourly Traffic Volumes on Saturday 4/22/2023



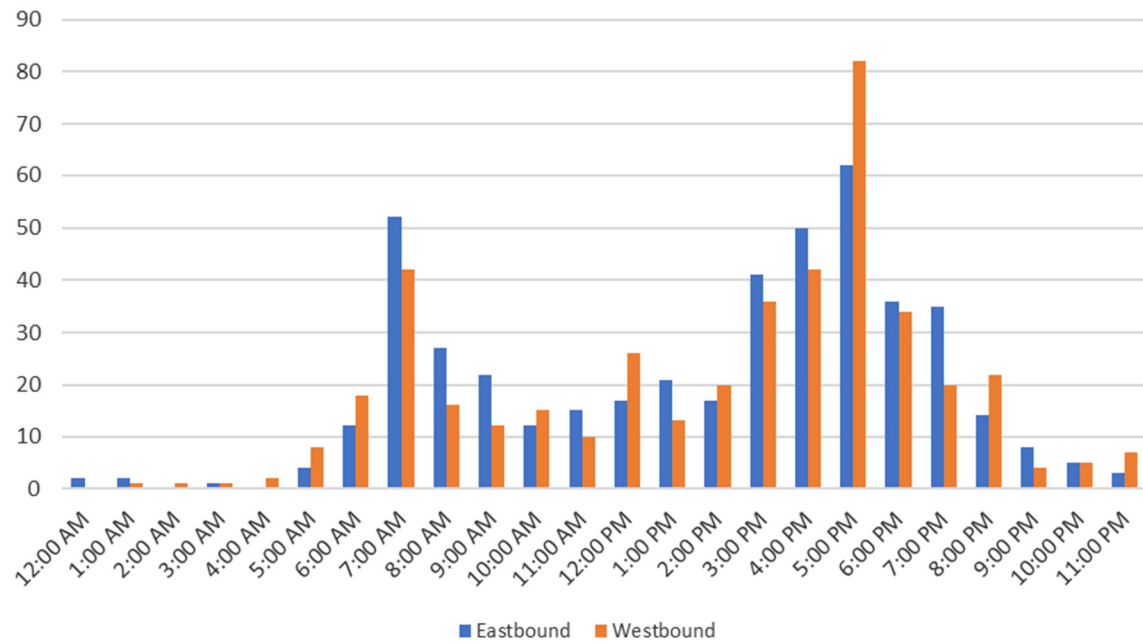
Brown Street, South of Crown Road
 Hourly Traffic Volumes, Average Sunday (4/16 & 4/23, 2023)



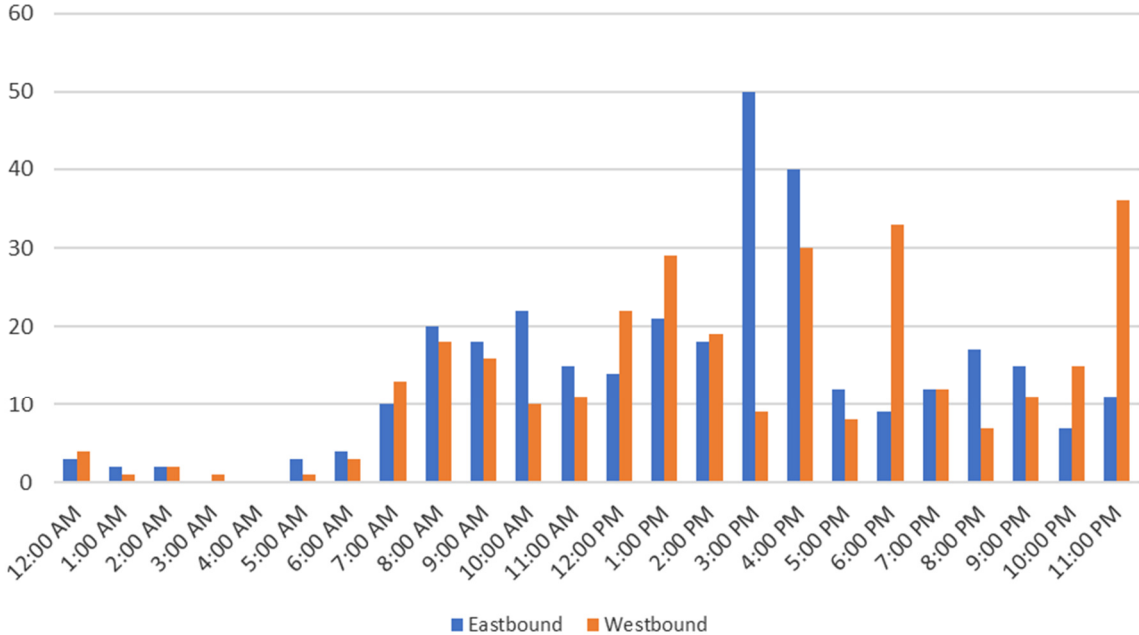
Brown Street, East of Crown Road
Hourly Traffic Volumes, Average Weekday (5/22 - 5/25, 2023)



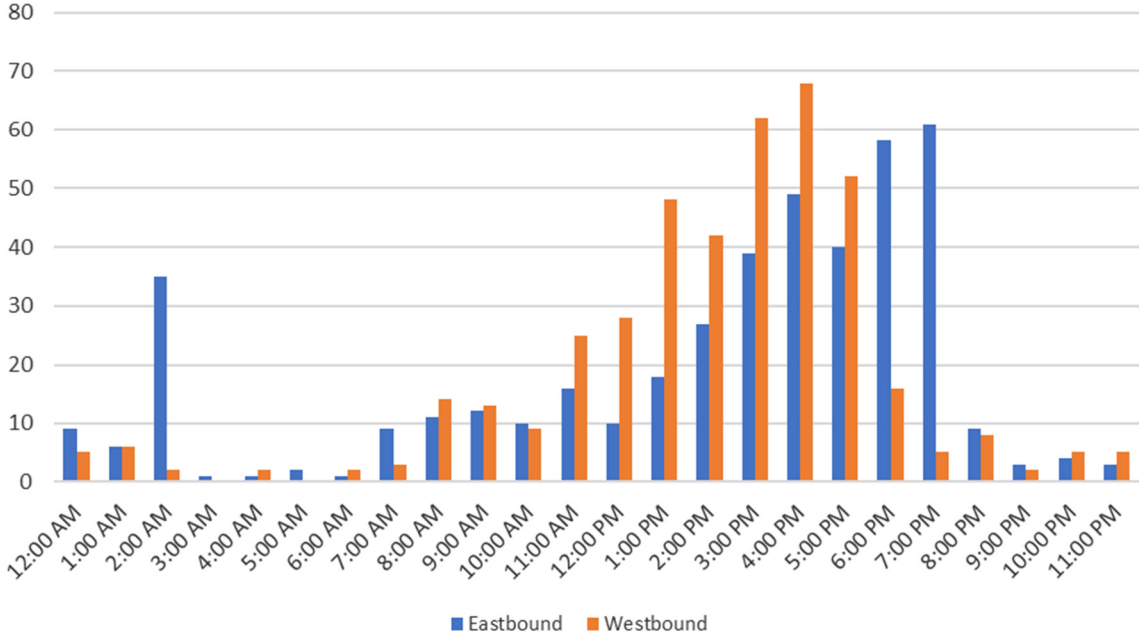
Brown Street, East of Crown Road
Hourly Traffic Volumes on Friday 5/19/2023



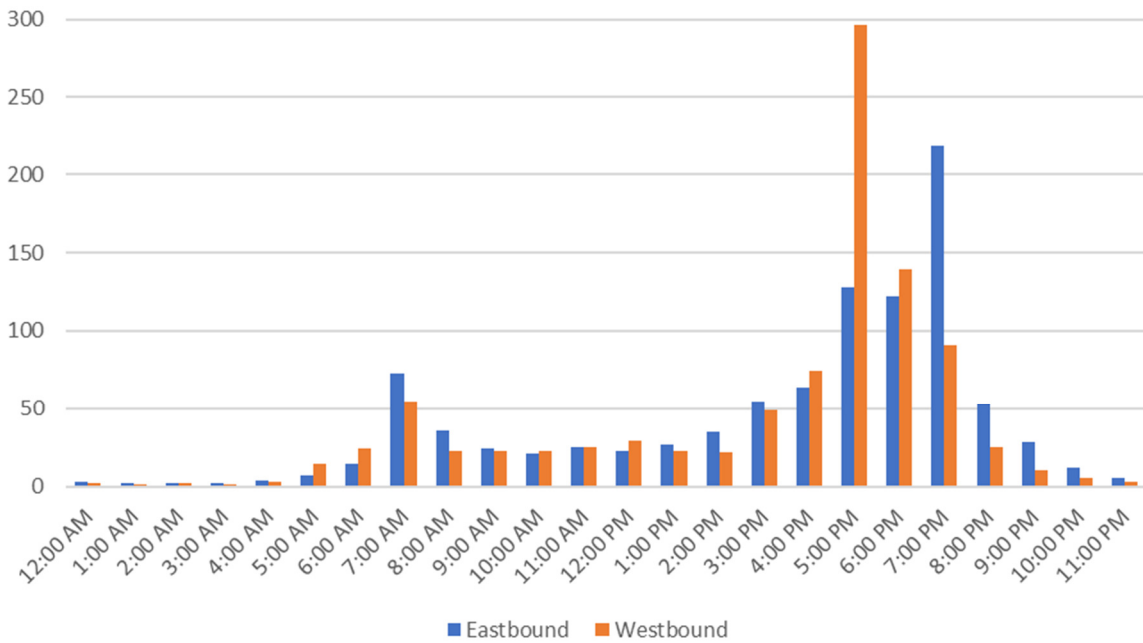
Brown Street, East of Crown Road
 Hourly Traffic Volumes on Saturday 5/20/2023



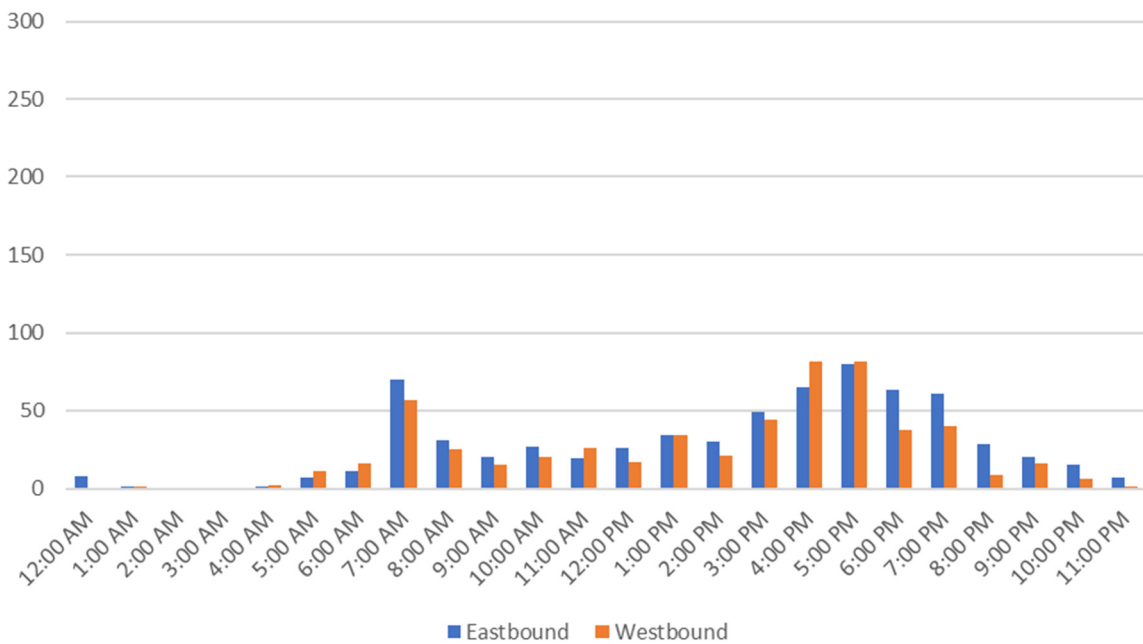
Brown Street, East of Crown Road
 Hourly Traffic Volumes on Sunday 5/21/2023



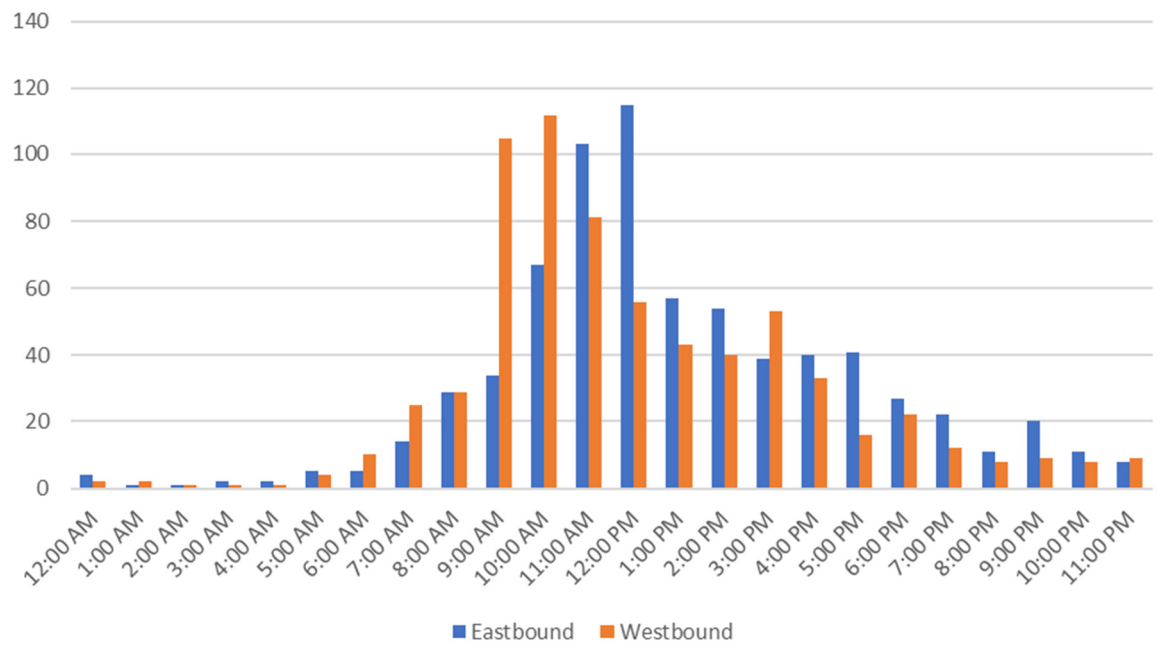
Brown Street, East of Garrison Way
Hourly Traffic Volumes, Average Weekday (4/17 - 4/20, 2023)



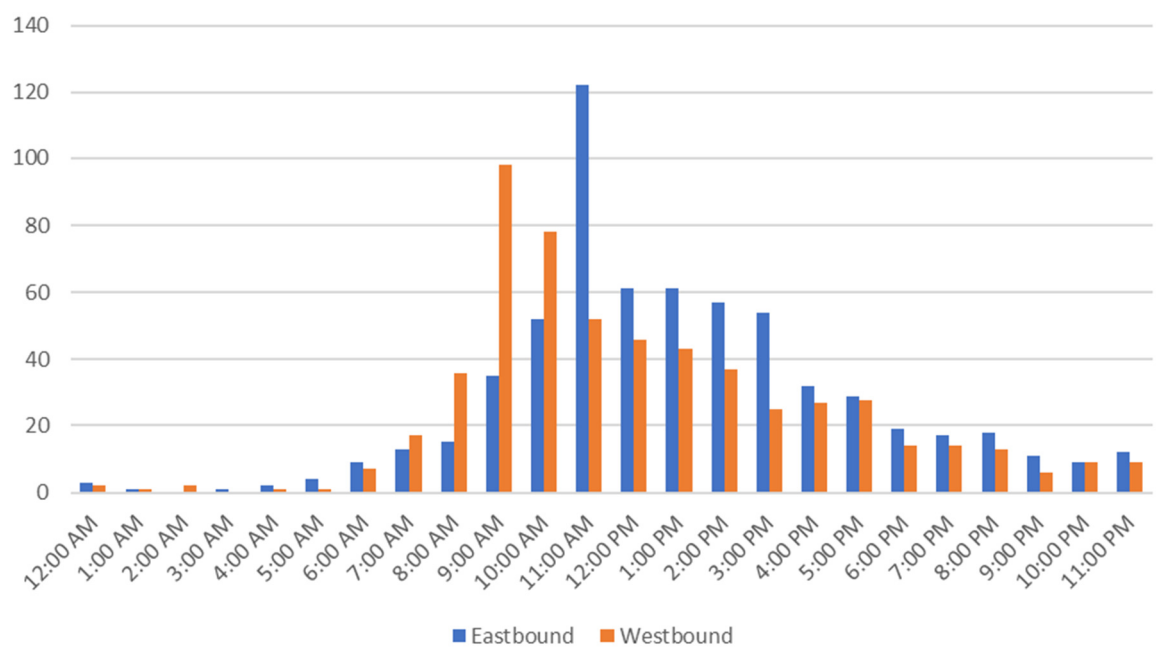
Brown Street, East of Garrison Way
Hourly Traffic Volumes on Friday 4/21/2023



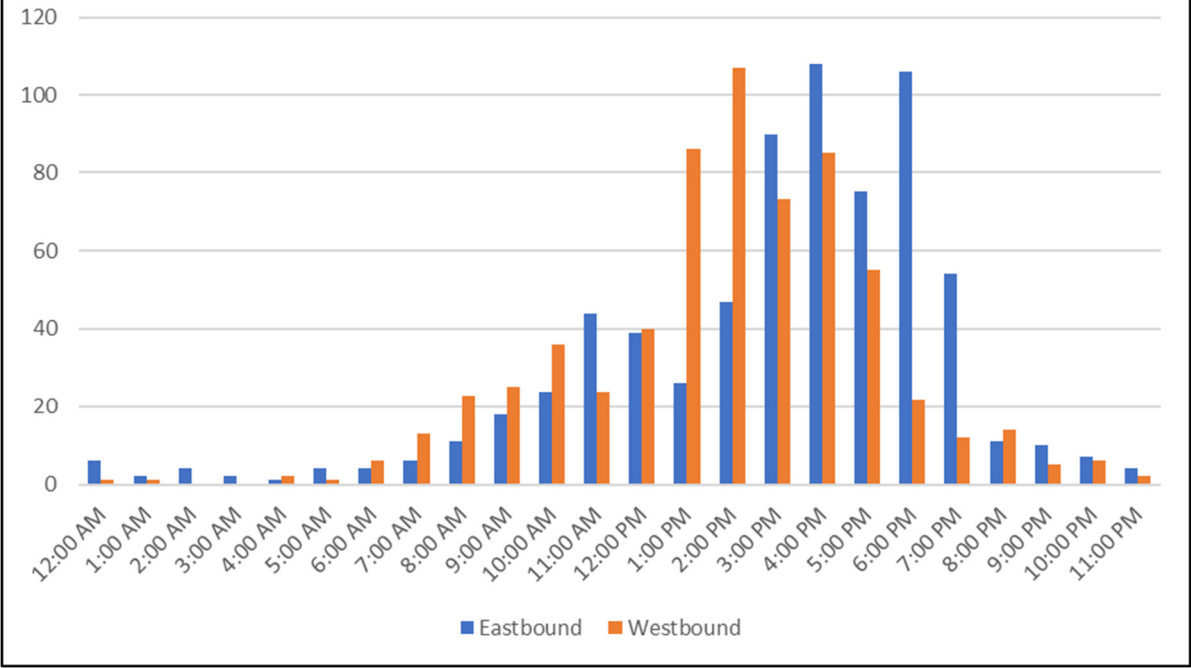
Brown Street, East of Garrison Way
Hourly Traffic Volumes on Saturday 4/15/2023



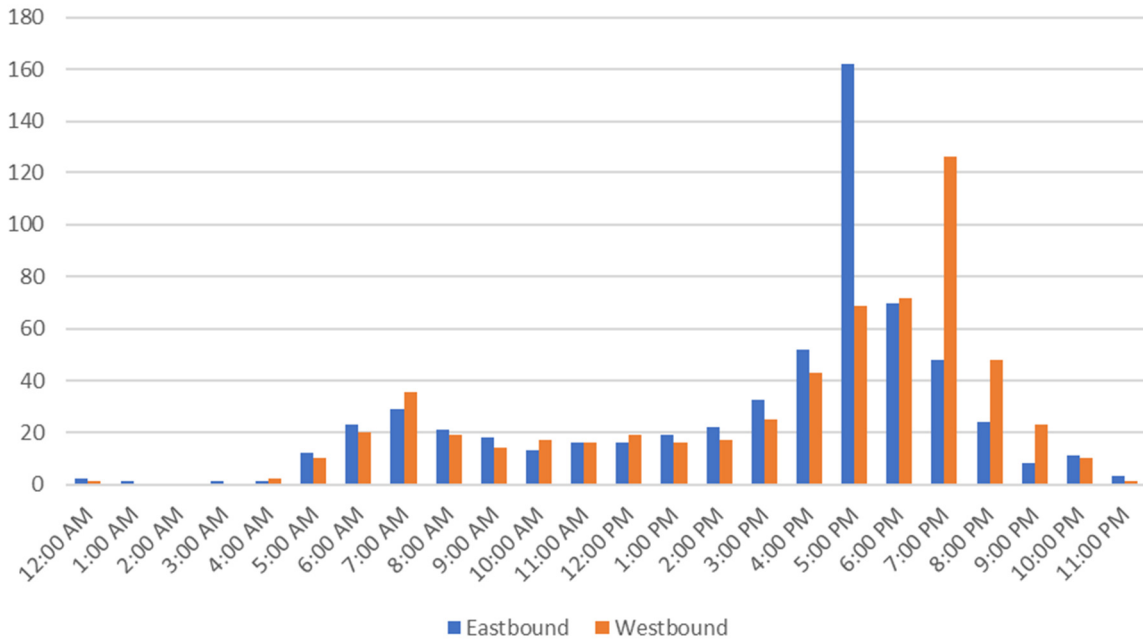
Brown Street, East of Garrison Way
Hourly Traffic Volumes on Saturday 4/22/2023



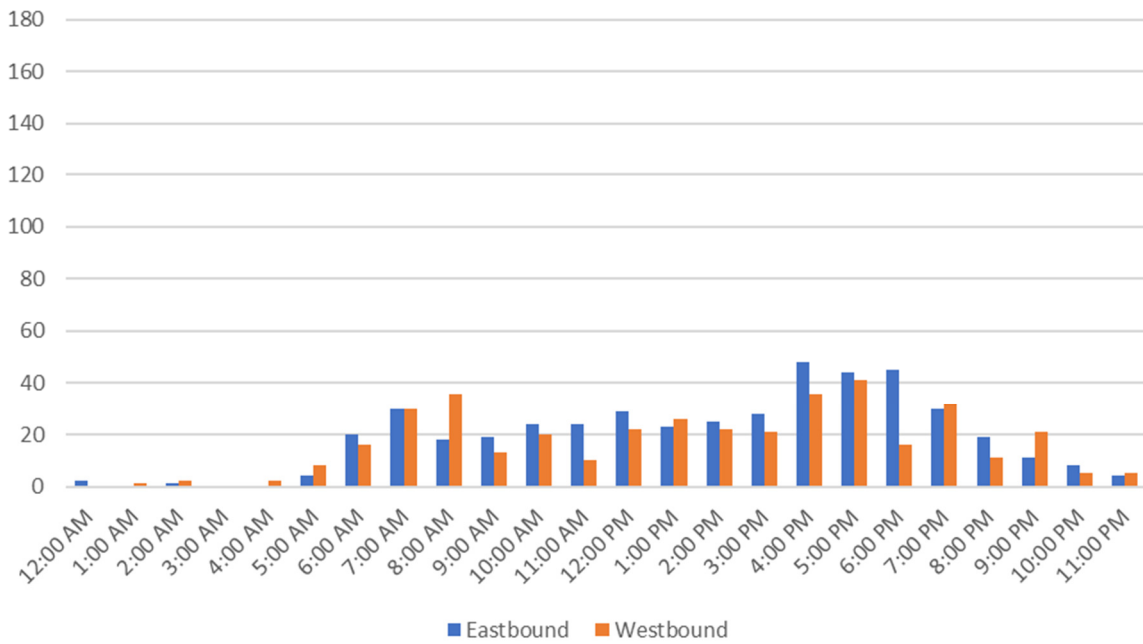
Brown Street, East of Garrison Way
 Hourly Traffic Volumes, Average Sunday (4/16 & 4/23, 2023)



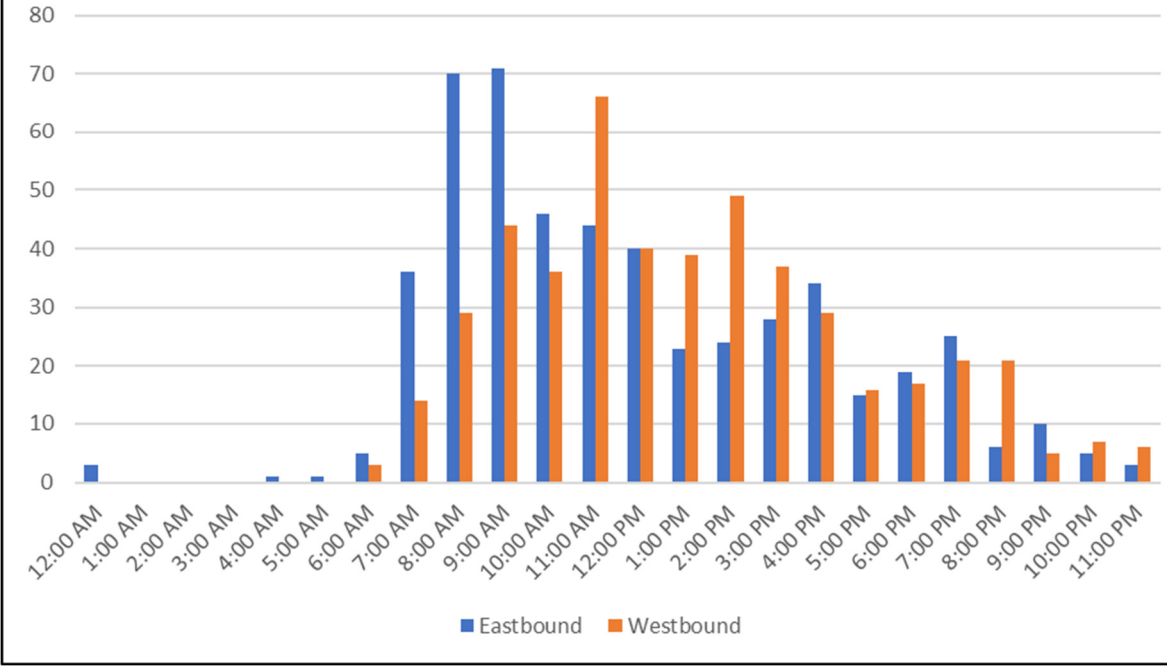
Crown Road, East of US 13 Bus.
Hourly Traffic Volumes, Average Weekday (4/17 - 4/20, 2023)



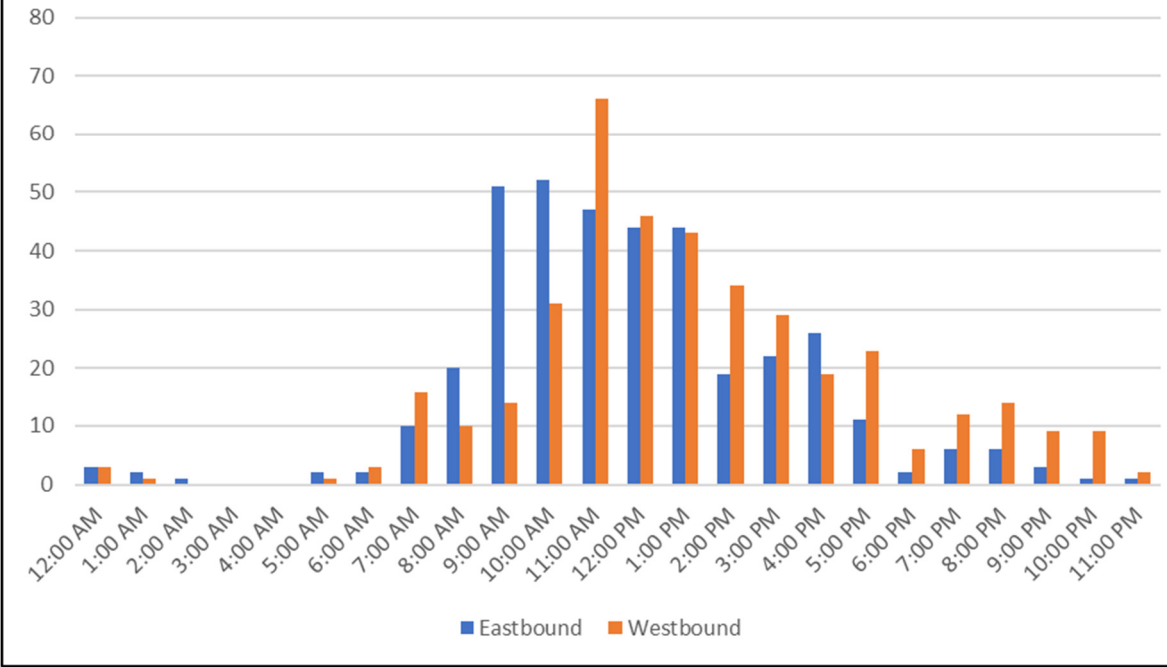
Crown Road, East of US 13 Bus.
Hourly Traffic Volumes on Friday 4/21/2023



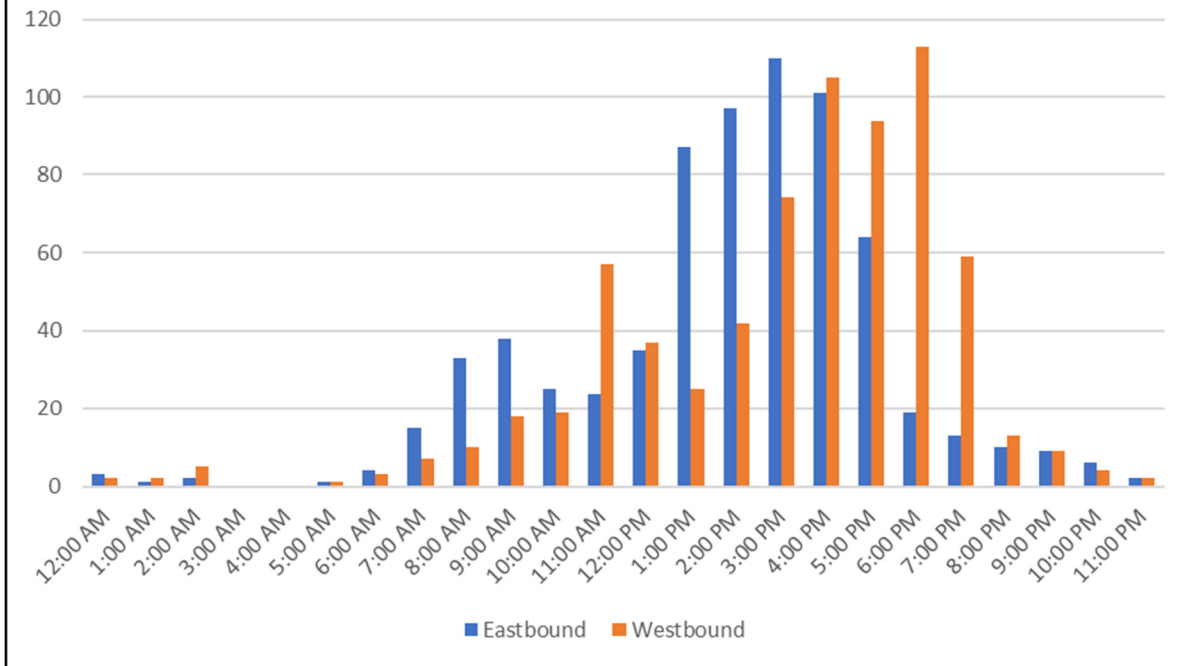
Crown Road, East of US 13 Bus.
Hourly Traffic Volumes on Saturday 4/15/2023



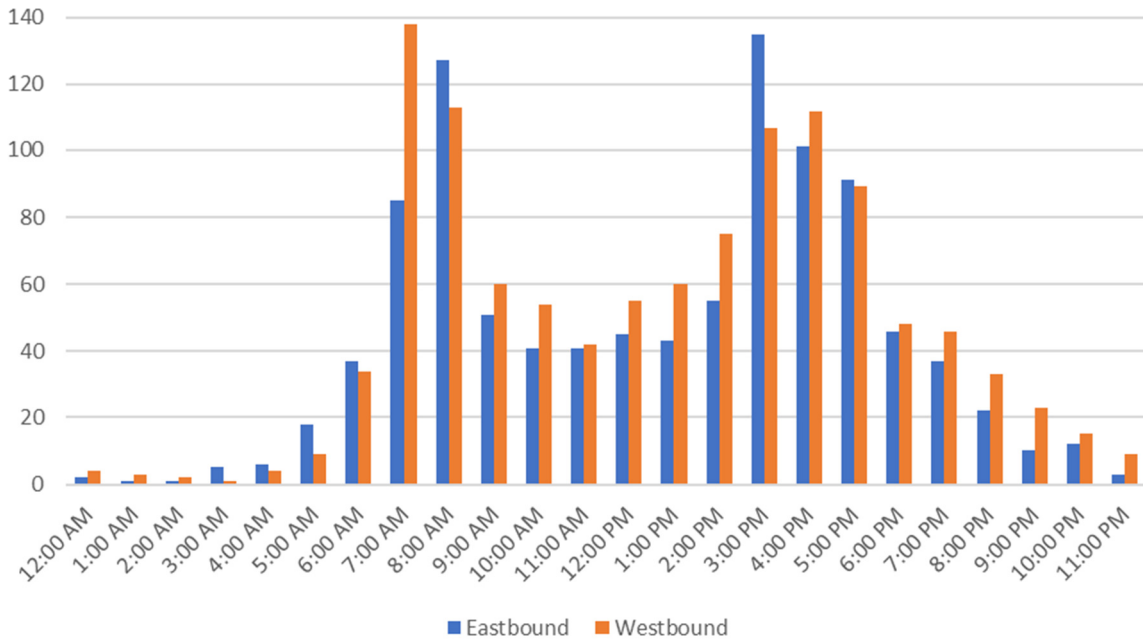
Crown Road, East of US 13 Bus.
Hourly Traffic Volumes on Saturday 4/22/2023



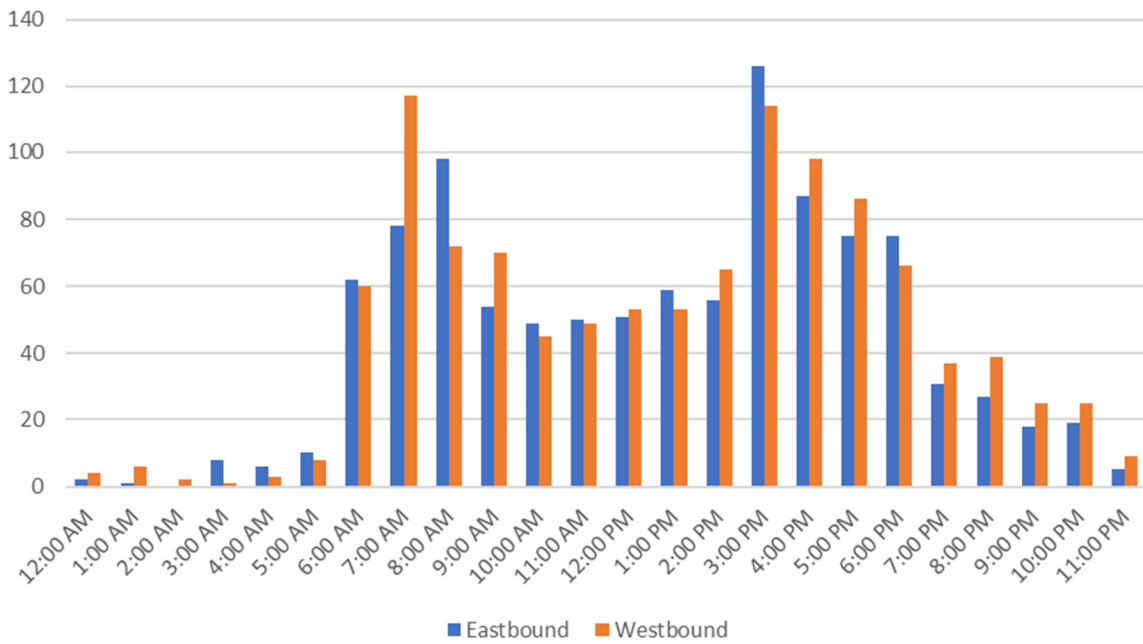
Crown Road, East of US 13 Bus.
 Hourly Traffic Volumes, Average Sunday (4/16 & 4/23, 2023)



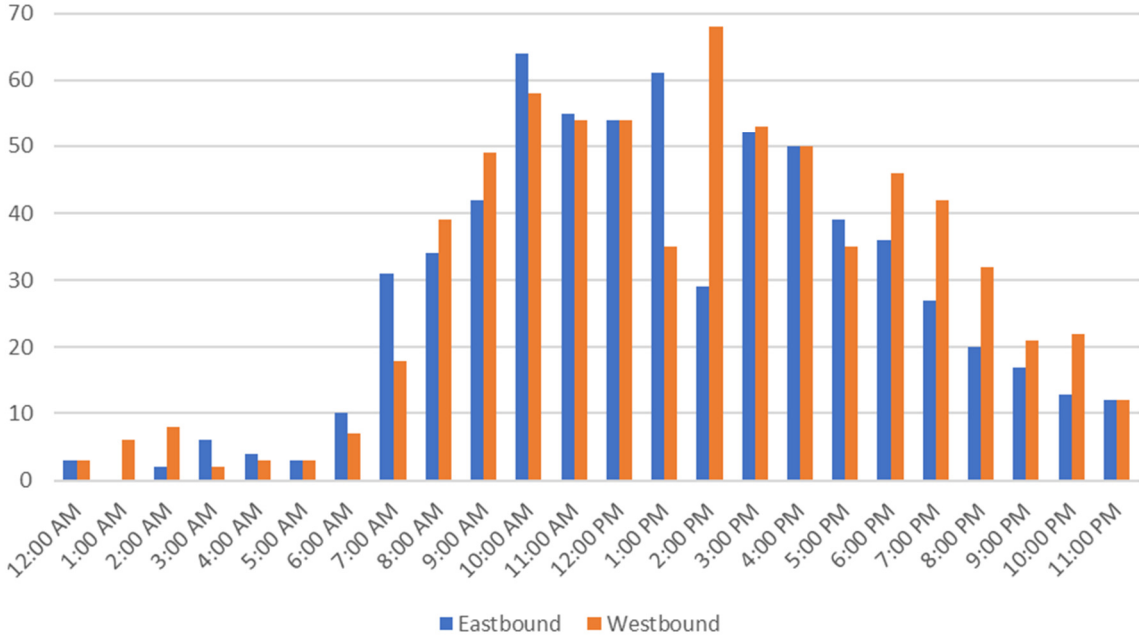
Division Street, East of Silversmith Lane
Hourly Traffic Volumes, Average Weekday (4/17 - 4/20, 2023)



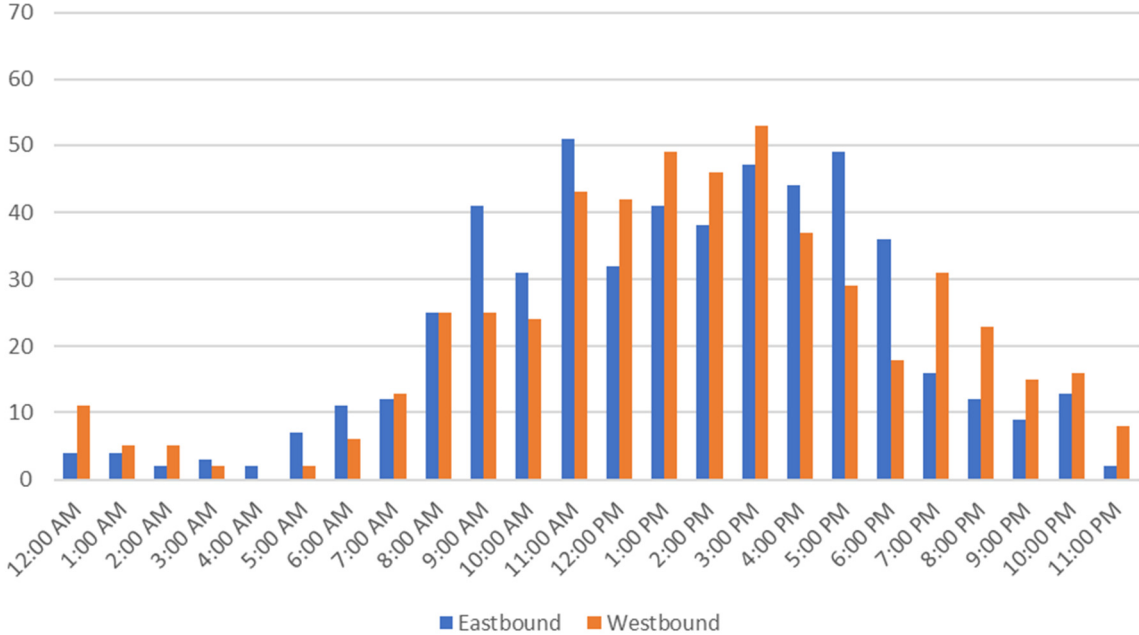
Division Street, East of Silversmith Lane
Hourly Traffic Volumes on Friday 4/21/2023



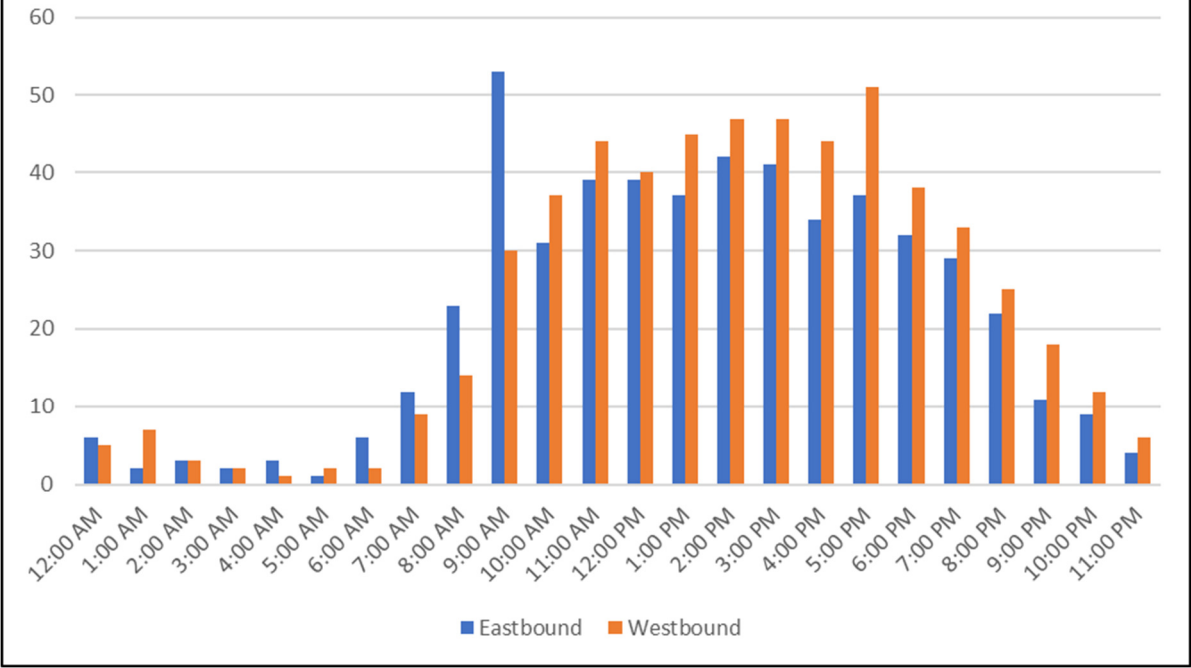
Division Street, East of Silversmith Lane
Hourly Traffic Volumes on Saturday 4/15/2023



Division Street, East of Silversmith Lane
Hourly Traffic Volumes on Saturday 4/22/2023



Division Street, East of Silversmith Lane
 Hourly Traffic Volumes, Average Sunday (4/16 & 4/23, 2023)



APPENDIX C

Traffic Volume and Speed Study Reports



The Traffic Group, Inc.

(800) 583-8411

www.trafficgroup.com

Merging Innovation and Excellence

Brown Street
 South of Crown Road
 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/15/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
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11:00	0	0	0	0	3	3	4	2	1	0	0	0	0	0	0	13
12 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
13:00	0	0	0	0	2	2	1	1	0	0	0	0	0	0	0	6
14:00	0	1	0	0	1	4	3	2	1	0	0	0	0	0	0	12
15:00	0	1	3	0	0	3	3	0	1	0	0	0	0	0	0	11
16:00	0	0	1	1	2	3	1	1	0	0	0	0	0	0	0	9
17:00	0	0	1	0	1	1	1	1	0	0	0	0	0	0	0	5
18:00	0	0	0	0	1	4	3	2	0	0	0	0	0	0	0	10
19:00	0	1	0	0	0	2	2	0	1	0	0	0	0	0	0	6
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21:00	0	1	0	0	3	3	1	0	0	0	0	0	0	0	0	8
22:00	0	3	2	1	0	1	0	0	0	0	0	0	0	0	0	7
23:00	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	10	12	6	22	38	26	18	7	0	0	0	0	0	0	139

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Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/16/23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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14:00	0	2	0	2	0	2	1	2	2	0	0	0	0	0	0	11
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23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	13	4	8	21	37	32	13	9	1	0	0	0	0	0	138

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 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
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01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
06:00	0	1	1	0	0	2	1	0	0	0	0	0	0	0	0	5
07:00	0	0	1	0	2	4	3	1	0	0	0	0	0	0	0	11
08:00	0	0	0	1	2	7	1	0	1	0	0	0	0	0	0	12
09:00	0	0	0	0	2	1	4	1	0	0	0	0	0	0	0	8
10:00	0	0	0	0	3	2	1	1	0	0	0	0	0	0	0	7
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18:00	0	0	1	0	4	2	2	0	0	0	0	0	0	0	0	9
19:00	0	1	0	0	0	4	2	1	0	0	0	0	0	0	0	8
20:00	0	0	1	0	1	4	2	2	1	0	0	0	0	0	0	11
21:00	0	1	0	0	3	2	3	0	0	0	0	0	0	0	0	9
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	4	5	6	28	52	37	17	8	1	0	0	0	0	0	158

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 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/18/23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	6
06:00	0	0	1	1	0	1	2	0	0	0	0	0	0	0	0	5
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10:00	0	0	0	1	1	1	6	0	0	0	0	0	0	0	0	9
11:00	0	0	0	0	1	4	0	3	0	0	0	0	0	0	0	8
12 PM	0	0	0	0	2	3	4	1	0	0	0	0	0	0	0	10
13:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
14:00	0	0	0	1	1	3	1	3	1	0	0	0	0	0	0	10
15:00	0	0	1	1	2	5	4	1	0	0	0	0	0	0	0	14
16:00	0	0	1	0	2	6	4	1	0	0	0	0	0	0	0	14
17:00	0	0	0	0	1	2	2	0	2	1	0	0	0	0	0	8
18:00	0	0	0	0	3	3	3	0	0	1	0	0	0	0	0	10
19:00	0	0	0	0	1	5	1	0	0	0	0	0	0	0	0	7
20:00	0	0	0	0	3	1	2	2	0	0	0	0	0	0	0	8
21:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
22:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	4	4	24	53	41	13	4	2	0	0	0	0	0	146

The Traffic Group, Inc.

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Merging Innovation and Excellence

Brown Street
 South of Crown Road
 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	6
06:00	0	0	1	0	1	0	1	1	0	0	0	0	0	0	0	4
07:00	0	0	1	3	0	1	5	1	0	0	0	0	0	0	0	11
08:00	0	1	0	0	1	3	0	0	1	0	0	0	0	0	0	6
09:00	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	6
10:00	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	6
11:00	0	0	0	2	0	4	2	2	0	1	0	0	0	0	0	11
12 PM	0	0	0	0	2	1	3	1	0	0	0	0	0	0	0	7
13:00	0	0	1	0	1	2	2	1	1	0	0	0	0	0	0	8
14:00	0	0	0	0	1	2	4	1	0	0	1	0	0	0	0	9
15:00	0	0	0	1	1	4	3	2	0	0	0	0	0	0	0	11
16:00	0	1	0	0	5	4	2	0	0	0	0	0	0	0	0	12
17:00	0	0	0	0	4	2	2	0	0	0	0	0	0	0	0	8
18:00	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	8
19:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
20:00	0	0	0	1	1	2	1	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	3	3	8	24	43	31	13	4	1	1	0	0	0	0	131

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Merging Innovation and Excellence

Brown Street
 South of Crown Road
 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/20/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	2	1	5	2	0	0	0	0	0	0	0	0	10
06:00	0	1	1	0	2	3	0	0	0	0	0	0	0	0	0	7
07:00	0	0	1	0	0	4	3	1	1	0	0	0	0	0	0	10
08:00	0	1	0	1	0	3	1	3	3	0	0	0	0	0	0	12
09:00	0	0	0	1	0	4	4	1	1	0	0	0	0	0	0	11
10:00	0	0	0	0	2	1	1	1	2	0	0	0	0	0	0	7
11:00	0	0	0	0	2	4	1	0	1	0	0	0	0	0	0	8
12 PM	0	0	0	0	1	4	1	0	0	0	0	1	0	0	0	7
13:00	0	0	0	2	3	2	3	0	0	0	0	0	0	0	0	10
14:00	0	0	0	0	1	2	3	1	1	0	0	0	0	0	0	8
15:00	0	0	1	1	0	4	5	2	1	1	0	0	0	0	0	15
16:00	0	0	0	1	3	3	5	0	1	1	1	0	0	0	0	15
17:00	0	0	1	0	1	3	5	1	1	0	0	0	0	0	0	12
18:00	0	0	0	0	1	0	4	1	0	1	1	0	0	0	0	8
19:00	0	1	3	2	1	2	1	1	0	0	0	0	0	0	0	11
20:00	0	0	0	0	1	4	1	1	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	5	0	0	1	0	0	0	0	0	0	6
22:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	3	7	10	22	56	42	13	13	3	2	1	0	0	0	172

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Merging Innovation and Excellence

Brown Street
 South of Crown Road
 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/21/23	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	1	2	2	0	0	0	0	0	0	0	0	0	5
06:00	0	1	0	0	0	2	1	2	0	0	0	0	0	0	0	6
07:00	0	0	1	0	1	4	3	0	1	0	0	0	0	0	0	10
08:00	0	0	0	2	1	2	2	5	1	0	1	0	0	0	0	14
09:00	0	0	0	1	0	5	1	0	0	0	0	0	0	0	0	7
10:00	0	0	0	0	1	1	4	2	0	1	0	0	0	0	0	9
11:00	0	0	0	0	1	5	0	3	0	0	0	0	0	0	0	9
12 PM	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	8
13:00	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	6
14:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
15:00	0	0	1	0	0	3	3	2	0	0	0	0	0	0	0	9
16:00	0	0	0	1	1	1	1	2	0	0	0	0	0	0	0	6
17:00	0	0	2	2	1	2	4	3	0	0	0	1	0	0	0	15
18:00	0	0	1	0	0	2	3	2	1	0	0	0	0	0	0	9
19:00	0	0	0	1	2	4	0	1	1	0	0	0	0	0	0	9
20:00	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	4
21:00	0	0	2	1	2	2	0	3	0	0	0	0	0	0	0	10
22:00	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	4
23:00	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	4
Total	0	3	7	9	16	50	32	26	5	2	1	1	0	0	0	152

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Brown Street
 South of Crown Road
 Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/22/23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	1	0	0	1	1	2	2	1	0	0	0	0	0	0	8
08:00	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	5
09:00	0	0	1	0	3	0	3	1	0	0	0	0	0	0	0	8
10:00	0	0	0	0	1	1	5	2	0	0	0	0	0	0	0	9
11:00	0	0	1	0	2	2	2	2	1	0	1	0	0	0	0	11
12 PM	0	1	0	0	2	1	2	2	3	0	1	0	0	0	0	12
13:00	0	1	0	0	1	3	5	0	1	0	0	0	0	0	0	11
14:00	0	0	1	0	2	3	3	3	1	0	0	0	0	0	0	13
15:00	0	1	0	1	0	1	2	2	0	0	0	0	0	0	0	7
16:00	0	0	1	0	1	3	1	0	1	0	0	1	0	0	0	8
17:00	0	1	0	1	1	0	1	1	0	0	0	0	0	0	0	5
18:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
20:00	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	4	4	21	19	30	19	8	0	2	1	0	0	0	114

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
07:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
08:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
09:00	0	0	0	0	3	0	2	1	1	0	1	1	0	0	0	9
10:00	0	0	0	1	1	1	3	0	0	0	0	0	0	0	0	6
11:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
12 PM	0	0	0	1	3	3	4	1	0	0	0	0	0	0	0	12
13:00	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	7
14:00	0	0	0	1	1	2	2	2	0	0	0	0	0	0	0	8
15:00	0	0	0	0	1	3	1	2	0	0	0	0	0	0	0	7
16:00	0	0	0	1	2	3	1	2	0	0	0	0	0	0	0	9
17:00	0	1	0	1	1	2	3	1	0	0	0	0	0	0	0	9
18:00	0	0	2	1	1	2	1	0	0	0	0	0	0	0	0	7
19:00	0	1	0	0	1	2	1	0	0	0	0	0	0	0	0	5
20:00	0	0	0	0	1	3	2	1	1	0	0	0	0	0	0	8
21:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	3	4	7	25	32	29	12	3	0	1	1	0	0	0	117
Grand Total	0	46	50	62	203	380	300	144	61	10	7	4	0	0	0	1267

Stats

- 15th Percentile : 20 MPH
- 50th Percentile : 28 MPH
- 85th Percentile : 36 MPH
- 95th Percentile : 41 MPH
- Mean Speed(Average) : 29 MPH
- 10 MPH Pace Speed : 26-35 MPH
- Number in Pace : 680
- Percent in Pace : 53.7%
- Number of Vehicles > 25 MPH : 906
- Percent of Vehicles > 25 MPH : 71.5%

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Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/15/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	1	1	1	2	0	0	0	0	0	0	0	5
08:00	0	0	2	0	0	0	0	1	1	0	0	0	0	0	0	4
09:00	0	1	0	0	1	4	1	0	1	0	0	0	0	0	0	8
10:00	0	1	1	1	0	3	3	3	1	0	0	0	0	0	0	13
11:00	0	0	1	0	3	3	2	1	0	0	0	0	0	0	0	10
12 PM	0	1	0	0	2	1	1	0	0	0	0	0	0	0	0	5
13:00	0	2	1	0	0	3	1	0	1	1	0	0	0	0	0	9
14:00	0	0	2	1	1	4	3	4	0	1	0	0	0	0	0	16
15:00	0	1	3	1	3	0	3	2	0	0	0	0	0	0	0	13
16:00	0	0	2	0	2	2	4	1	0	0	0	0	0	0	0	11
17:00	0	0	2	1	0	4	1	0	0	0	0	0	0	0	0	8
18:00	0	4	0	2	1	1	2	0	1	0	1	0	0	0	0	12
19:00	0	1	2	0	0	1	4	0	1	0	0	0	0	0	0	9
20:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
21:00	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	11	16	6	17	32	31	14	6	2	1	0	0	0	0	136

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Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/16/23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	5
09:00	0	0	1	1	2	2	2	1	0	0	0	0	0	0	0	9
10:00	0	3	1	0	1	3	2	0	3	0	0	0	0	0	0	13
11:00	0	1	1	2	1	0	4	2	0	0	0	0	0	0	0	11
12 PM	0	1	0	0	1	4	1	0	1	0	0	0	0	0	0	8
13:00	0	1	1	0	2	0	3	2	1	0	0	0	0	0	0	10
14:00	0	0	0	2	1	3	3	2	0	0	0	0	0	0	0	11
15:00	0	1	0	0	1	2	1	2	1	0	0	0	0	0	0	8
16:00	0	0	1	1	1	1	0	1	1	0	0	0	0	0	0	6
17:00	0	0	0	0	3	2	2	1	0	1	0	0	0	0	0	9
18:00	0	0	0	0	1	6	4	2	0	0	0	0	0	0	0	13
19:00	0	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
20:00	0	0	1	0	0	5	2	0	0	0	0	0	0	0	0	8
21:00	0	0	1	1	1	3	2	0	0	0	0	0	0	0	0	8
22:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	7	8	18	42	28	14	7	1	0	0	0	0	0	132

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Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/17/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	4
07:00	0	0	0	0	2	0	3	0	0	0	0	0	0	0	0	5
08:00	0	0	0	0	1	4	1	1	1	0	0	0	0	0	0	8
09:00	0	0	0	1	2	3	2	1	0	0	0	0	0	0	0	9
10:00	0	0	0	0	1	3	2	0	2	0	0	0	0	0	0	8
11:00	0	0	0	2	2	1	3	1	0	0	0	0	0	0	0	9
12 PM	0	0	0	0	1	2	2	1	0	0	0	0	0	0	0	6
13:00	0	0	0	0	3	1	2	1	1	0	0	0	0	0	0	8
14:00	0	0	0	0	1	3	1	2	0	1	0	0	0	0	0	8
15:00	0	2	0	0	0	4	2	4	1	1	0	0	0	0	0	14
16:00	0	1	0	0	1	4	5	1	1	1	0	0	0	0	0	14
17:00	0	0	0	2	3	3	6	3	3	0	0	0	0	0	0	20
18:00	0	1	0	0	1	5	1	0	0	0	0	0	0	0	0	8
19:00	0	1	1	0	1	3	5	4	0	0	0	0	0	0	0	15
20:00	0	0	0	1	2	3	3	0	0	1	0	0	0	0	0	10
21:00	0	1	1	0	1	1	2	0	1	0	0	0	0	0	0	7
22:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
Total	0	6	3	6	26	41	41	20	11	4	0	0	0	0	0	158

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/18/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
07:00	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	4
08:00	0	0	0	0	1	4	3	1	0	0	0	0	0	0	0	9
09:00	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
10:00	0	0	0	0	0	3	1	1	0	0	0	0	0	0	0	5
11:00	0	0	0	2	0	4	0	1	0	0	0	0	0	0	0	7
12 PM	0	0	0	0	2	2	4	3	0	0	0	0	0	0	0	11
13:00	0	0	0	0	1	1	3	2	0	1	0	0	0	0	0	8
14:00	0	0	0	0	1	1	4	0	0	0	0	0	0	0	0	6
15:00	0	1	2	2	3	5	7	2	0	0	0	0	0	0	0	22
16:00	0	0	0	1	3	3	2	3	1	0	0	0	0	0	0	13
17:00	0	0	0	1	4	6	4	3	0	1	0	0	0	0	0	19
18:00	0	0	0	0	0	2	0	0	1	0	0	0	0	0	0	3
19:00	0	0	0	0	0	4	4	0	1	0	0	0	0	0	0	9
20:00	0	0	0	1	0	5	3	1	0	0	0	0	0	0	0	10
21:00	0	0	0	1	2	1	0	1	0	0	0	0	0	0	0	5
22:00	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	3
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	1	3	8	22	47	38	19	4	2	0	0	0	0	0	144

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Merging Innovation and Excellence

Brown Street
 South of Crown Road
 Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
07:00	0	0	1	0	0	2	2	2	0	0	0	0	0	0	0	7
08:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
09:00	0	0	0	0	2	0	0	2	2	0	0	0	0	0	0	6
10:00	0	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
11:00	0	0	0	1	0	5	4	0	2	0	0	0	0	0	0	12
12 PM	0	0	0	0	1	2	2	1	1	0	0	0	0	0	0	7
13:00	0	0	0	0	5	3	1	2	0	0	0	0	0	0	0	11
14:00	0	1	0	0	1	3	3	1	0	0	0	0	0	0	0	9
15:00	0	1	0	0	0	1	7	1	0	0	0	0	0	0	0	10
16:00	0	0	1	2	4	12	1	2	0	0	0	0	0	0	0	22
17:00	0	1	0	0	1	5	3	1	0	0	0	0	0	0	0	11
18:00	0	0	0	0	2	2	1	0	1	0	0	0	0	0	0	6
19:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	0	5
20:00	0	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
21:00	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
22:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	3	3	4	23	45	30	15	7	0	0	0	0	0	0	130

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/20/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
06:00	0	0	1	0	2	0	1	0	0	0	0	0	0	0	0	4
07:00	0	0	0	0	0	3	3	0	1	0	0	0	0	0	0	7
08:00	0	0	1	0	0	3	4	2	2	0	0	0	0	0	0	12
09:00	0	0	0	1	1	2	1	1	1	0	0	0	0	0	0	7
10:00	0	0	0	0	0	2	1	2	2	0	0	0	0	0	0	7
11:00	0	0	0	0	2	1	1	1	2	0	0	0	0	0	0	7
12 PM	0	0	0	1	3	2	2	1	0	0	0	0	0	0	0	9
13:00	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	9
14:00	0	0	0	0	1	4	3	1	0	1	0	0	0	0	0	10
15:00	0	1	0	0	1	4	5	1	0	0	0	0	0	0	0	12
16:00	0	0	1	3	1	4	6	3	0	0	0	0	0	0	0	18
17:00	0	0	2	0	4	2	6	3	0	0	0	0	0	0	0	17
18:00	0	0	0	1	2	2	7	1	2	0	0	0	0	0	0	15
19:00	0	0	2	1	3	1	4	0	1	0	0	0	0	0	0	12
20:00	0	0	0	0	3	6	2	0	0	0	0	0	0	0	0	11
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	7	8	25	41	52	22	12	1	0	0	0	0	0	169

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/21/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	2	0	2	1	0	0	0	0	0	0	0	5
07:00	0	0	0	0	1	0	3	0	1	0	0	0	0	0	0	5
08:00	0	0	0	0	1	3	3	2	0	1	0	0	0	0	0	10
09:00	0	0	0	0	4	1	2	0	1	0	0	0	0	0	0	8
10:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
11:00	0	0	0	0	1	3	5	1	1	0	0	0	0	0	0	11
12 PM	0	0	0	0	0	2	1	2	0	0	0	0	0	0	0	5
13:00	0	0	0	1	1	2	3	0	0	0	0	0	0	0	0	7
14:00	0	0	0	0	0	3	3	1	1	0	0	0	0	0	0	8
15:00	0	0	1	0	3	3	1	0	1	0	0	0	0	0	0	9
16:00	0	3	0	0	1	5	6	0	0	0	0	0	0	0	0	15
17:00	0	0	0	1	2	3	0	2	1	0	0	0	0	0	0	9
18:00	0	2	0	0	2	4	3	3	0	0	0	0	0	0	0	14
19:00	0	0	2	0	1	4	1	0	1	0	0	0	0	0	0	9
20:00	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	2	3	2	0	1	0	0	0	0	0	0	8
22:00	0	0	0	0	0	3	2	0	1	0	1	0	0	0	0	7
23:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	5	4	4	22	44	38	13	10	1	1	0	0	0	0	142

The Traffic Group, Inc.

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/22/23	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	1	0	0	0	0	2	1	0	0	0	0	0	4
08:00	0	1	0	0	2	3	1	0	0	0	0	0	0	0	0	7
09:00	0	1	0	0	0	1	3	1	0	0	0	0	0	0	0	6
10:00	0	1	1	1	0	1	1	0	0	0	0	0	0	0	0	5
11:00	0	0	2	0	1	3	5	1	0	0	0	0	0	0	0	12
12 PM	0	0	2	0	1	2	1	2	0	0	0	0	0	0	0	8
13:00	0	0	0	0	1	8	1	3	1	0	0	0	0	0	0	14
14:00	0	1	2	0	1	5	2	1	0	0	0	0	0	0	0	12
15:00	0	3	4	1	2	1	1	2	1	1	0	0	0	0	0	16
16:00	0	1	0	0	0	3	1	2	2	0	0	0	0	0	0	9
17:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
20:00	0	0	0	0	0	4	3	0	0	0	0	0	0	0	0	7
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
22:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	8	11	4	12	33	21	14	6	2	0	0	0	0	0	111

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Merging Innovation and Excellence

Brown Street
South of Crown Road
Wicomico County, Maryland

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
07:00	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
08:00	0	0	0	0	0	3	0	2	0	0	0	0	0	0	0	5
09:00	0	0	0	1	1	0	3	2	1	0	0	0	0	0	0	8
10:00	0	0	0	1	1	1	2	0	0	0	0	0	0	0	0	5
11:00	0	0	0	0	0	2	3	1	0	0	0	0	0	0	0	6
12 PM	0	0	0	1	1	1	2	1	0	0	0	0	0	0	0	6
13:00	0	0	1	1	1	1	2	2	1	0	0	0	0	0	0	9
14:00	0	0	0	1	2	2	3	2	0	0	0	0	0	0	0	10
15:00	0	1	0	1	2	1	2	1	1	0	0	0	0	0	0	9
16:00	0	0	1	0	2	1	2	0	1	0	0	0	0	0	0	7
17:00	0	0	0	0	1	3	1	1	0	0	0	0	0	0	0	6
18:00	0	0	0	0	1	3	2	3	0	0	0	0	0	0	0	9
19:00	0	0	1	0	1	2	3	0	0	0	0	0	0	0	0	7
20:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	0	6
21:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	0	7
22:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	3	8	17	27	33	17	4	0	0	0	0	0	0	110
Grand Total	0	43	57	56	182	352	312	148	67	13	2	0	0	0	0	1232

Stats	15th Percentile :	20 MPH
	50th Percentile :	28 MPH
	85th Percentile :	36 MPH
	95th Percentile :	41 MPH
	Mean Speed(Average) :	29 MPH
	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	664
	Percent in Pace :	53.9%
	Number of Vehicles > 25 MPH :	894
	Percent of Vehicles > 25 MPH :	72.6%

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Merging Innovation and Excellence

Brown Street
 East of Crown Road
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/19/23	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	4
06:00	0	0	0	0	0	1	3	4	2	2	0	0	0	0	0	12
07:00	0	0	0	0	0	2	15	18	14	3	0	0	0	0	0	52
08:00	0	0	0	0	1	2	4	11	7	2	0	0	0	0	0	27
09:00	0	0	0	0	1	2	4	5	8	2	0	0	0	0	0	22
10:00	0	0	0	0	1	2	3	4	1	1	0	0	0	0	0	12
11:00	0	0	0	0	0	2	3	3	5	2	0	0	0	0	0	15
12 PM	0	0	0	0	0	2	3	6	4	2	0	0	0	0	0	17
13:00	0	0	0	0	1	3	3	9	4	1	0	0	0	0	0	21
14:00	0	0	0	0	0	0	6	9	1	0	0	1	0	0	0	17
15:00	0	0	0	0	0	1	9	16	11	4	0	0	0	0	0	41
16:00	0	0	0	0	1	6	15	15	9	3	0	1	0	0	0	50
17:00	0	0	0	0	2	5	19	18	13	5	0	0	0	0	0	62
18:00	0	0	0	0	1	5	7	15	5	3	0	0	0	0	0	36
19:00	0	1	0	0	1	5	9	12	6	1	0	0	0	0	0	35
20:00	0	0	0	0	1	4	6	2	1	0	0	0	0	0	0	14
21:00	0	0	0	0	0	1	5	1	1	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	2	2	0	1	0	0	0	0	5
23:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
Total	0	1	0	0	10	45	118	155	95	31	1	2	0	0	0	458

The Traffic Group, Inc.

(800) 583-8411

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/20/23	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
06:00	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
07:00	0	0	0	0	0	0	5	4	1	0	0	0	0	0	0	10
08:00	0	0	0	0	0	0	4	10	1	5	0	0	0	0	0	20
09:00	0	0	0	0	2	3	5	4	2	2	0	0	0	0	0	18
10:00	0	0	0	0	1	3	5	4	7	1	1	0	0	0	0	22
11:00	0	0	0	1	0	2	5	3	4	0	0	0	0	0	0	15
12 PM	0	0	0	0	2	1	5	3	2	1	0	0	0	0	0	14
13:00	0	0	0	0	1	3	6	5	6	0	0	0	0	0	0	21
14:00	0	0	0	0	2	1	3	7	4	1	0	0	0	0	0	18
15:00	0	0	0	2	4	5	12	14	8	5	0	0	0	0	0	50
16:00	0	0	0	0	0	1	10	15	11	2	1	0	0	0	0	40
17:00	0	0	0	0	1	1	0	8	2	0	0	0	0	0	0	12
18:00	0	0	0	0	0	0	3	5	1	0	0	0	0	0	0	9
19:00	0	0	0	0	0	1	4	4	2	1	0	0	0	0	0	12
20:00	0	0	0	0	0	2	2	6	4	3	0	0	0	0	0	17
21:00	0	0	0	0	0	2	2	7	3	0	1	0	0	0	0	15
22:00	0	0	0	0	0	1	2	3	1	0	0	0	0	0	0	7
23:00	0	0	0	0	0	1	1	4	2	3	0	0	0	0	0	11
Total	0	0	0	3	13	29	79	111	63	24	3	0	0	0	0	325

The Traffic Group, Inc.

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/21/23	0	0	0	0	0	0	1	1	4	1	2	0	0	0	0	9
01:00	0	0	0	0	0	0	1	4	0	1	0	0	0	0	0	6
02:00	0	0	0	0	0	2	6	8	15	4	0	0	0	0	0	35
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	1	6	1	1	0	0	0	0	0	9
08:00	0	0	0	0	0	1	2	3	5	0	0	0	0	0	0	11
09:00	0	0	0	0	0	1	4	3	4	0	0	0	0	0	0	12
10:00	0	0	0	0	0	1	3	2	3	1	0	0	0	0	0	10
11:00	0	0	0	0	0	0	4	5	6	0	1	0	0	0	0	16
12 PM	0	0	0	0	0	1	2	2	5	0	0	0	0	0	0	10
13:00	0	0	0	0	0	1	3	9	4	0	1	0	0	0	0	18
14:00	0	0	0	0	0	4	6	7	7	3	0	0	0	0	0	27
15:00	0	0	0	0	1	5	9	16	7	1	0	0	0	0	0	39
16:00	0	0	0	0	1	1	13	20	10	4	0	0	0	0	0	49
17:00	0	0	0	0	0	2	11	15	9	2	1	0	0	0	0	40
18:00	0	0	0	0	1	7	22	17	11	0	0	0	0	0	0	58
19:00	0	0	0	0	0	3	16	25	13	4	0	0	0	0	0	61
20:00	0	0	0	0	0	1	3	3	2	0	0	0	0	0	0	9
21:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
22:00	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	4
23:00	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	3
Total	0	1	0	0	3	32	112	148	109	23	6	0	0	0	0	434

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Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/22/23	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	6
06:00	0	0	0	0	0	1	1	4	3	0	0	0	0	0	0	9
07:00	0	0	0	0	0	3	13	16	15	3	0	1	0	0	0	51
08:00	0	0	1	0	0	1	3	9	0	0	1	0	0	0	0	15
09:00	0	0	0	0	0	2	3	2	5	2	0	0	0	0	0	14
10:00	0	0	0	0	0	2	1	6	2	0	0	0	0	0	0	11
11:00	0	0	0	0	0	2	3	4	0	0	0	0	0	0	0	9
12 PM	0	0	0	0	0	0	3	4	2	0	1	0	0	0	0	10
13:00	0	0	0	1	0	1	4	9	0	0	0	0	0	0	0	15
14:00	0	0	0	0	1	2	6	9	5	0	0	0	0	0	0	23
15:00	0	0	0	0	0	1	12	16	11	3	0	0	0	0	0	43
16:00	0	0	0	0	0	6	14	14	9	1	0	0	0	0	0	44
17:00	0	0	0	1	6	11	29	22	19	4	0	0	0	0	0	92
18:00	0	0	0	0	3	8	15	10	8	2	0	0	0	0	0	46
19:00	0	0	0	0	3	5	10	10	1	0	0	0	0	0	0	29
20:00	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	1	1	7	11	7	0	0	0	0	0	0	27
22:00	0	0	0	0	0	1	2	4	0	1	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	1	2	14	50	137	151	90	16	2	1	0	0	0	464

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Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/23/23	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
06:00	0	0	0	0	0	0	4	5	2	1	0	0	0	0	0	12
07:00	0	0	0	0	0	1	14	13	12	6	0	0	0	0	0	46
08:00	0	0	0	0	0	1	5	1	7	1	0	0	0	0	0	15
09:00	0	0	0	0	1	1	0	4	4	0	0	0	0	0	0	10
10:00	0	0	0	0	0	0	1	6	2	0	0	0	0	0	0	9
11:00	0	0	0	0	0	1	5	4	3	0	0	0	0	0	0	13
12 PM	0	0	0	0	0	0	3	4	6	0	0	0	0	0	0	13
13:00	0	0	0	0	0	1	2	7	4	0	0	0	0	0	0	14
14:00	0	0	0	0	0	1	12	3	6	0	0	0	0	0	0	22
15:00	0	0	0	0	0	0	8	15	10	0	0	0	0	0	0	33
16:00	0	0	0	0	1	3	11	11	11	2	1	0	0	0	0	40
17:00	0	0	0	0	10	5	22	15	11	2	1	0	0	0	0	66
18:00	0	0	0	0	1	3	20	19	9	4	0	0	0	0	0	56
19:00	0	0	0	2	3	6	12	6	3	2	0	0	0	0	0	34
20:00	0	0	0	2	0	1	3	1	5	0	0	0	0	0	0	12
21:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
23:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	4	16	29	128	119	98	19	2	0	0	0	0	415

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Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
05/24/23	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	4	0	0	0	0	0	0	0	5
06:00	0	0	0	0	0	0	3	3	2	0	0	0	0	0	0	8
07:00	0	0	0	0	0	3	13	18	16	4	1	0	0	0	0	55
08:00	0	0	0	0	0	0	5	9	8	1	0	0	0	0	0	23
09:00	0	0	0	0	1	1	4	5	6	2	0	0	0	0	0	19
10:00	0	0	0	0	0	2	4	6	0	3	1	0	0	0	0	16
11:00	0	0	0	0	1	0	2	1	5	2	0	0	0	0	0	11
12 PM	0	0	0	0	0	1	0	2	2	3	1	0	0	0	0	9
13:00	0	0	0	0	0	1	2	7	1	1	0	0	0	0	0	12
14:00	0	0	0	0	0	0	0	8	9	2	1	0	0	0	0	20
15:00	0	0	0	0	1	2	11	14	12	3	0	0	0	0	0	43
16:00	0	0	0	0	0	2	17	16	10	3	0	0	0	0	0	48
17:00	0	0	0	0	5	13	22	29	24	6	2	0	0	0	0	101
18:00	0	0	0	1	2	11	13	27	17	1	0	0	0	0	0	72
19:00	0	0	0	0	2	13	29	10	6	1	0	0	0	0	0	61
20:00	0	0	0	0	0	0	3	3	6	1	0	1	0	0	0	14
21:00	0	0	0	0	0	4	6	12	6	3	0	0	0	0	0	31
22:00	0	0	0	0	0	1	3	6	1	0	0	1	0	0	0	12
23:00	0	0	0	1	0	0	2	1	1	0	0	0	0	0	0	5
Total	0	0	0	2	13	60	143	182	132	36	6	2	0	0	0	576

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Eastbound																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/25/23	0	0	0	0	1	1	0	0	1	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	2	0	1	0	1	0	0	0	0	0	4
06:00	0	0	0	0	0	2	2	3	2	1	0	0	0	0	0	10
07:00	0	0	0	0	0	1	17	16	17	4	1	0	0	0	0	56
08:00	0	0	0	0	1	1	3	10	6	2	0	0	0	0	0	23
09:00	0	0	0	0	1	1	3	4	7	3	0	0	0	0	0	19
10:00	0	0	0	0	1	1	4	3	0	1	0	0	0	0	0	10
11:00	0	0	0	0	0	1	4	2	4	3	1	0	0	0	0	15
12 PM	0	0	0	0	0	1	2	7	5	1	0	0	0	0	0	16
13:00	0	0	0	0	2	1	7	5	3	0	0	0	0	0	0	18
14:00	0	0	1	1	0	1	3	4	3	1	0	0	0	0	0	14
15:00	0	0	0	0	0	0	9	17	15	0	0	0	0	0	0	41
16:00	0	0	0	0	0	5	13	15	11	4	0	0	0	0	0	48
17:00	0	0	0	1	0	11	21	35	22	3	0	0	0	0	0	93
18:00	0	0	1	0	0	14	14	26	17	3	1	0	0	0	0	76
19:00	0	0	0	1	4	4	14	10	5	2	0	0	0	0	0	40
20:00	0	0	0	0	0	1	2	4	3	0	0	0	0	0	0	10
21:00	0	0	0	0	0	2	4	8	7	2	0	0	0	0	0	23
22:00	0	0	0	0	0	2	4	5	2	0	0	1	0	0	0	14
23:00	0	0	0	1	0	1	1	2	1	0	0	0	0	0	0	6
Total	0	0	2	4	10	53	128	180	131	31	3	1	0	0	0	543
Grand Total	0	2	3	15	79	298	845	1046	718	180	23	6	0	0	0	3215

Stats	15th Percentile :	30 MPH
	50th Percentile :	36 MPH
	85th Percentile :	43 MPH
	95th Percentile :	46 MPH
	Mean Speed(Average) :	37 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	1891
	Percent in Pace :	58.8%
	Number of Vehicles > 25 MPH :	3116
	Percent of Vehicles > 25 MPH :	96.9%

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/19/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	2	3	2	0	0	0	0	0	0	8
06:00	0	0	0	0	0	2	3	5	7	1	0	0	0	0	0	18
07:00	0	0	0	0	0	3	2	12	18	7	0	0	0	0	0	42
08:00	0	0	0	0	0	1	3	5	4	3	0	0	0	0	0	16
09:00	0	0	0	0	0	2	1	4	3	2	0	0	0	0	0	12
10:00	0	0	0	0	0	1	3	5	6	0	0	0	0	0	0	15
11:00	0	0	0	0	0	1	2	6	1	0	0	0	0	0	0	10
12 PM	0	0	0	0	1	1	4	7	11	2	0	0	0	0	0	26
13:00	0	0	0	0	0	1	4	4	3	0	1	0	0	0	0	13
14:00	0	0	0	0	1	2	2	11	4	0	0	0	0	0	0	20
15:00	0	0	0	0	1	2	9	13	7	3	1	0	0	0	0	36
16:00	0	0	0	1	0	1	12	14	10	3	1	0	0	0	0	42
17:00	0	0	0	1	2	0	7	33	30	9	0	0	0	0	0	82
18:00	0	0	0	0	0	2	11	14	7	0	0	0	0	0	0	34
19:00	0	0	0	0	1	2	6	7	3	0	1	0	0	0	0	20
20:00	0	0	0	0	0	1	7	9	4	1	0	0	0	0	0	22
21:00	0	0	0	0	0	0	1	2	1	0	0	0	0	0	0	4
22:00	0	0	0	0	0	0	0	3	1	1	0	0	0	0	0	5
23:00	0	0	0	0	0	0	1	4	2	0	0	0	0	0	0	7
Total	0	0	0	2	6	23	82	163	125	32	4	0	0	0	0	437

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Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/20/23	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	1	0	2	0	0	0	0	0	0	3
07:00	0	0	0	0	0	1	2	4	4	1	1	0	0	0	0	13
08:00	0	0	0	0	0	4	1	5	5	1	2	0	0	0	0	18
09:00	0	0	0	0	0	0	2	6	8	0	0	0	0	0	0	16
10:00	0	0	0	0	0	0	1	3	5	0	1	0	0	0	0	10
11:00	0	0	0	0	0	2	3	2	4	0	0	0	0	0	0	11
12 PM	0	0	0	0	1	1	6	7	5	1	1	0	0	0	0	22
13:00	0	0	0	1	3	3	6	5	9	2	0	0	0	0	0	29
14:00	0	0	0	0	0	1	3	8	6	0	1	0	0	0	0	19
15:00	0	0	0	1	0	1	3	1	1	2	0	0	0	0	0	9
16:00	0	0	0	0	1	2	4	12	6	3	2	0	0	0	0	30
17:00	0	0	0	0	0	1	1	1	4	0	1	0	0	0	0	8
18:00	0	0	1	0	0	3	7	10	11	1	0	0	0	0	0	33
19:00	0	0	0	0	0	0	4	5	3	0	0	0	0	0	0	12
20:00	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	7
21:00	0	0	0	0	0	1	4	4	1	1	0	0	0	0	0	11
22:00	0	0	0	0	0	0	0	7	6	1	1	0	0	0	0	15
23:00	0	0	0	0	0	0	7	10	12	4	3	0	0	0	0	36
Total	0	0	1	2	6	22	59	97	94	17	13	0	0	0	0	311

The Traffic Group, Inc.

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/21/23	0	0	0	0	0	0	1	0	1	2	0	1	0	0	0	5
01:00	0	0	0	0	0	0	1	4	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	0	3	7	2	1	1	0	0	0	0	14
09:00	0	0	0	0	0	0	1	5	4	1	2	0	0	0	0	13
10:00	0	0	0	0	1	2	0	3	3	0	0	0	0	0	0	9
11:00	0	0	0	0	0	1	5	12	4	3	0	0	0	0	0	25
12 PM	0	0	0	0	1	0	8	9	9	1	0	0	0	0	0	28
13:00	0	0	0	0	0	1	4	18	20	5	0	0	0	0	0	48
14:00	0	0	0	0	1	0	11	12	10	5	2	1	0	0	0	42
15:00	0	0	0	0	0	2	14	17	18	9	2	0	0	0	0	62
16:00	0	0	0	2	0	4	7	21	26	7	0	1	0	0	0	68
17:00	0	0	0	0	0	3	4	18	23	2	2	0	0	0	0	52
18:00	0	0	0	0	0	0	4	6	6	0	0	0	0	0	0	16
19:00	0	0	0	0	0	1	2	0	2	0	0	0	0	0	0	5
20:00	0	0	0	0	0	1	3	1	2	0	1	0	0	0	0	8
21:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
22:00	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	5
Total	0	0	0	2	4	17	74	140	134	38	10	3	0	0	0	422

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/22/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	1	6	3	3	0	0	0	0	0	0	13
06:00	0	0	0	0	0	2	1	10	4	2	0	1	0	0	0	20
07:00	0	0	0	0	0	0	5	14	23	6	0	1	0	0	0	49
08:00	0	0	0	0	0	2	1	3	3	2	1	0	0	0	0	12
09:00	0	0	0	0	0	1	1	6	2	1	0	0	0	0	0	11
10:00	0	0	0	0	0	3	3	3	2	0	0	0	0	0	0	11
11:00	0	0	0	1	1	0	4	2	6	1	1	0	0	0	0	16
12 PM	0	0	0	0	0	1	3	5	3	3	0	0	0	0	0	15
13:00	0	0	0	0	0	1	0	7	4	3	2	0	0	0	0	17
14:00	0	0	0	0	0	1	5	5	3	2	0	0	0	0	0	16
15:00	0	0	0	0	0	0	2	13	11	3	1	0	0	0	0	30
16:00	0	0	0	0	0	1	11	11	17	5	1	1	0	0	0	47
17:00	0	0	0	0	0	4	8	24	16	3	1	0	0	0	0	56
18:00	0	0	0	0	0	7	19	22	7	2	1	0	0	0	0	58
19:00	0	0	0	0	5	10	10	9	10	7	0	0	0	0	0	51
20:00	0	0	0	0	0	1	7	12	5	4	0	0	0	0	0	29
21:00	0	0	0	0	0	0	4	3	1	0	1	0	0	0	0	9
22:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	6	35	95	154	120	45	9	3	0	0	0	468

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/23/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	3	3	2	0	0	0	0	0	0	9
06:00	0	0	0	0	0	3	2	6	5	1	0	0	0	0	0	17
07:00	0	0	0	0	0	0	9	13	14	5	3	1	0	0	0	45
08:00	0	0	0	0	0	2	5	7	2	1	1	0	0	0	0	18
09:00	0	0	0	0	0	1	3	3	7	2	1	0	0	0	0	17
10:00	0	0	0	0	0	1	1	3	4	0	0	0	0	0	0	9
11:00	0	0	0	0	0	1	2	3	1	2	0	0	0	0	0	9
12 PM	0	0	0	0	1	2	4	6	7	0	0	0	0	0	0	20
13:00	0	0	0	0	1	3	6	11	0	1	0	0	0	0	0	22
14:00	0	0	0	1	0	1	7	6	8	0	0	0	0	0	0	23
15:00	0	0	0	0	0	1	6	18	11	6	0	0	0	0	0	42
16:00	0	0	0	0	0	1	9	15	13	1	2	0	0	0	0	41
17:00	0	0	0	0	1	8	20	21	19	3	2	0	0	0	0	74
18:00	0	0	0	0	3	10	12	8	3	2	0	0	0	0	0	38
19:00	0	0	0	0	2	4	5	12	3	1	0	0	0	0	0	27
20:00	0	0	0	0	3	4	7	8	10	0	0	0	0	0	0	32
21:00	0	0	0	0	0	0	1	0	2	1	1	0	0	0	0	5
22:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5
23:00	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	4
Total	0	0	0	1	13	42	106	145	113	26	11	1	0	0	0	458

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Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/24/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	5	6	2	0	1	0	0	0	0	15
06:00	0	0	0	0	0	1	5	11	3	1	2	0	0	0	0	23
07:00	0	0	0	0	0	2	3	18	14	7	6	0	0	0	0	50
08:00	0	0	0	0	0	0	5	5	10	2	0	1	0	0	0	23
09:00	0	0	0	0	2	1	6	2	3	2	2	0	0	0	0	18
10:00	0	0	0	0	1	0	5	4	4	2	0	2	0	0	0	18
11:00	0	0	0	0	0	0	2	1	3	3	2	0	0	0	0	11
12 PM	0	0	0	0	0	0	5	3	3	5	0	0	0	0	0	16
13:00	0	0	0	0	0	0	4	2	4	4	1	0	0	0	0	15
14:00	0	0	0	0	0	0	2	6	3	1	0	0	0	0	0	12
15:00	0	1	0	0	0	1	7	9	11	1	0	0	0	0	0	30
16:00	0	0	0	0	0	1	12	15	12	2	2	0	0	0	0	44
17:00	0	0	0	0	0	5	13	32	33	13	3	2	0	0	0	101
18:00	0	0	0	0	2	4	18	26	12	4	1	0	0	0	0	67
19:00	0	0	0	0	3	12	16	25	24	4	2	0	0	0	0	86
20:00	0	0	0	0	0	1	4	8	13	3	1	1	0	0	0	31
21:00	0	0	0	0	0	2	3	5	2	1	0	0	0	0	0	13
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
Total	0	1	0	0	8	31	117	180	157	55	23	6	0	0	0	578

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Merging Innovation and Excellence

Brown Street
East of Crown Road
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/25/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
05:00	0	0	0	0	0	0	4	2	1	0	0	0	0	0	0	7
06:00	0	0	0	0	0	2	2	6	6	2	1	1	0	0	0	20
07:00	0	0	0	0	0	0	4	13	23	6	4	0	0	0	0	50
08:00	0	0	0	0	0	0	4	4	3	2	2	1	0	0	0	16
09:00	0	0	0	0	0	2	2	3	3	1	0	0	0	0	0	11
10:00	0	0	0	0	0	2	4	5	3	1	0	0	0	0	0	15
11:00	0	0	0	0	0	0	4	4	2	2	0	0	0	0	0	12
12 PM	0	0	0	0	1	0	4	6	8	4	1	0	0	0	0	24
13:00	0	0	0	0	0	0	4	2	0	0	1	0	0	0	0	7
14:00	0	0	0	0	1	0	1	3	3	0	0	0	0	0	0	8
15:00	0	0	0	0	0	4	7	12	12	5	0	0	0	0	0	40
16:00	0	0	0	0	0	2	11	9	9	3	1	0	0	0	0	35
17:00	0	0	0	0	0	4	28	72	40	11	0	1	0	0	0	156
18:00	0	0	0	0	1	3	9	22	18	6	3	2	0	0	0	64
19:00	0	0	0	0	1	1	9	28	10	3	0	0	0	0	0	52
20:00	0	0	0	0	0	1	3	7	14	2	2	1	0	0	0	30
21:00	0	0	0	0	0	1	2	6	3	0	0	0	0	0	0	12
22:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
Total	0	0	0	0	4	23	105	207	159	49	15	6	0	0	0	568
Grand Total	0	1	1	8	47	193	638	1086	902	262	85	19	0	0	0	3242

Stats	15th Percentile :	31 MPH
	50th Percentile :	38 MPH
	85th Percentile :	44 MPH
	95th Percentile :	48 MPH
	Mean Speed(Average) :	39 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	1988
	Percent in Pace :	61.3%
	Number of Vehicles > 25 MPH :	3185
	Percent of Vehicles > 25 MPH :	98.2%

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/15/23	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	0	0	0	0	2	1	2	0	0	0	0	0	0	0	0	5
06:00	0	0	1	1	1	0	2	0	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	0	4	2	7	1	0	0	0	0	0	14
08:00	0	0	1	0	7	13	3	3	2	0	0	0	0	0	0	29
09:00	0	0	2	6	5	10	9	1	1	0	0	0	0	0	0	34
10:00	0	1	1	11	17	17	15	3	2	0	0	0	0	0	0	67
11:00	0	0	1	11	35	32	18	4	1	0	1	0	0	0	0	103
12 PM	0	2	8	18	33	37	5	10	1	1	0	0	0	0	0	115
13:00	0	0	0	7	10	21	13	4	2	0	0	0	0	0	0	57
14:00	0	0	0	4	9	14	13	13	1	0	0	0	0	0	0	54
15:00	0	0	1	1	2	9	11	8	3	2	0	2	0	0	0	39
16:00	0	0	0	1	2	5	7	11	9	3	1	1	0	0	0	40
17:00	0	0	0	1	0	4	13	16	6	1	0	0	0	0	0	41
18:00	0	0	0	1	2	2	8	8	5	1	0	0	0	0	0	27
19:00	0	0	0	2	1	4	1	7	2	3	2	0	0	0	0	22
20:00	0	0	0	1	1	2	2	3	2	0	0	0	0	0	0	11
21:00	0	0	1	1	2	4	5	1	6	0	0	0	0	0	0	20
22:00	0	0	1	0	1	1	3	3	2	0	0	0	0	0	0	11
23:00	0	0	0	0	1	1	1	1	3	1	0	0	0	0	0	8
Total	0	3	18	66	131	177	136	101	60	13	4	3	0	0	0	712

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/16/23	0	0	0	0	0	1	2	2	0	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	2	0	0	1	0	0	0	0	0	4
06:00	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	4
07:00	0	0	0	0	0	1	0	2	2	1	0	0	0	0	0	6
08:00	0	0	0	0	0	2	3	4	1	1	0	0	0	0	0	11
09:00	0	0	0	0	0	0	1	6	3	3	1	0	0	0	0	14
10:00	0	0	0	0	0	4	1	9	7	4	0	0	1	0	0	26
11:00	0	0	0	1	1	4	6	12	12	2	0	0	0	0	0	38
12 PM	0	0	0	1	0	5	9	7	6	4	1	0	0	0	0	33
13:00	0	0	0	0	1	2	8	7	4	2	0	0	0	0	0	24
14:00	0	0	0	0	0	6	11	12	8	7	1	0	0	0	0	45
15:00	0	0	1	1	0	8	16	29	27	8	1	0	0	0	0	91
16:00	0	0	0	0	3	13	40	42	21	8	0	0	0	0	0	127
17:00	0	0	1	1	2	5	17	17	17	7	0	0	0	0	0	67
18:00	0	0	0	0	2	2	28	47	24	7	0	0	0	0	0	110
19:00	0	0	0	0	0	9	13	19	11	4	3	0	0	0	0	59
20:00	0	0	0	0	0	0	5	3	0	1	0	0	0	0	0	9
21:00	0	0	0	0	1	3	3	1	1	0	0	0	0	0	0	9
22:00	0	0	0	0	2	0	3	1	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	4	4	13	67	172	222	144	61	7	0	1	0	0	695

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Brown Street
 East of Garrison Way
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/17/23	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
05:00	0	1	0	0	1	0	4	1	0	0	0	0	0	0	0	7
06:00	0	0	0	0	1	2	2	4	1	1	1	0	0	0	0	12
07:00	0	0	0	0	0	7	11	22	23	10	2	1	0	0	0	76
08:00	0	0	1	0	2	2	4	12	10	1	0	1	1	0	0	34
09:00	0	0	0	0	0	3	5	7	4	1	1	1	0	0	0	22
10:00	0	0	0	1	1	2	6	3	4	1	0	0	0	0	0	18
11:00	0	0	0	0	2	3	6	5	2	4	1	1	0	0	0	24
12 PM	0	0	0	0	0	5	2	4	7	4	3	0	0	0	0	25
13:00	0	0	0	0	1	2	10	9	6	2	0	0	0	0	0	30
14:00	0	0	0	0	2	5	6	9	8	3	0	0	0	0	0	33
15:00	0	0	0	0	1	3	22	18	11	2	1	1	0	0	0	59
16:00	0	0	0	1	0	6	22	21	12	4	1	0	0	0	0	67
17:00	0	0	0	2	7	26	43	32	14	7	1	0	0	0	0	132
18:00	0	0	1	1	10	37	47	27	7	1	0	0	0	0	0	131
19:00	0	0	0	10	29	72	65	22	10	1	1	0	0	0	0	210
20:00	0	0	0	1	3	3	13	7	6	1	1	0	0	0	0	35
21:00	0	0	0	0	0	7	13	14	5	1	0	0	0	0	0	40
22:00	0	0	0	0	1	2	4	5	1	0	1	0	0	0	0	14
23:00	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	5
Total	0	1	2	16	62	188	290	226	132	44	14	5	1	0	0	981

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/18/23	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	1	3	1	1	1	0	0	0	0	0	8
06:00	0	0	0	0	1	0	4	6	4	0	0	0	0	0	0	15
07:00	0	0	1	0	1	3	21	25	17	5	2	1	0	0	0	76
08:00	0	0	0	0	3	4	10	13	13	5	0	1	0	0	0	49
09:00	0	0	0	0	0	1	4	5	12	4	3	0	0	0	0	29
10:00	0	0	0	1	1	2	2	7	3	1	0	1	0	0	0	18
11:00	0	0	0	0	1	5	4	9	6	2	2	0	0	0	0	29
12 PM	0	0	1	0	1	0	7	9	1	2	0	0	0	0	0	21
13:00	0	0	0	1	2	4	6	6	5	1	0	0	0	0	0	25
14:00	0	0	1	1	1	4	8	8	5	2	1	0	0	0	1	32
15:00	0	0	0	0	1	2	12	23	13	4	0	0	0	0	0	55
16:00	0	0	0	0	1	5	19	24	10	1	2	1	0	0	0	63
17:00	0	0	1	2	7	23	47	21	14	1	0	0	0	0	0	116
18:00	0	0	1	4	11	35	33	24	7	2	0	0	0	0	0	117
19:00	0	0	0	5	37	78	71	23	13	4	0	0	0	0	0	231
20:00	0	0	0	0	1	6	17	20	8	1	0	0	0	0	0	53
21:00	0	0	0	0	2	3	7	15	4	0	0	0	0	0	0	31
22:00	0	0	0	0	0	0	3	7	1	0	0	0	0	0	0	11
23:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Total	0	1	5	14	72	181	284	249	137	36	10	4	0	0	1	994

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/19/23	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	5
05:00	0	0	0	0	1	2	3	1	0	1	0	0	0	0	0	8
06:00	0	0	1	0	1	3	3	7	1	2	2	0	0	0	0	20
07:00	0	0	0	0	0	0	16	28	15	6	4	0	1	0	0	70
08:00	0	0	0	0	0	3	5	10	8	4	1	1	0	0	0	32
09:00	0	0	0	0	0	1	6	8	8	0	0	0	0	0	0	23
10:00	0	0	0	0	0	4	6	9	5	1	2	0	0	0	0	27
11:00	0	0	0	0	0	3	9	9	6	1	1	0	0	0	0	29
12 PM	0	0	0	1	0	1	6	11	4	0	1	0	0	0	0	24
13:00	0	0	0	0	2	3	8	5	8	1	2	0	0	0	0	29
14:00	0	0	1	0	0	5	8	13	13	4	0	0	0	0	0	44
15:00	0	0	0	0	0	1	12	19	8	3	0	0	1	0	0	44
16:00	0	0	0	0	2	3	21	31	10	9	0	0	0	0	0	76
17:00	0	0	1	1	4	19	49	35	16	2	1	0	0	0	0	128
18:00	0	0	1	0	4	20	44	27	17	1	1	0	0	0	0	115
19:00	0	0	2	3	19	64	78	36	14	2	0	0	0	0	0	218
20:00	0	0	2	3	11	15	22	15	7	4	0	0	0	0	0	79
21:00	0	0	1	1	3	0	7	2	2	1	0	0	0	0	0	17
22:00	0	0	0	0	0	2	2	5	1	1	2	0	0	0	0	13
23:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
Total	0	0	9	9	47	154	311	275	143	43	17	2	2	0	0	1012

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/20/23	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
02:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4
04:00	0	1	0	0	0	0	2	0	1	0	0	1	0	0	0	5
05:00	0	0	0	0	0	1	5	0	0	0	0	0	0	0	0	6
06:00	0	0	1	0	0	0	2	3	3	1	0	0	0	0	0	10
07:00	0	0	0	1	0	3	11	24	15	12	2	3	0	0	0	71
08:00	1	0	1	1	0	2	5	9	4	4	2	0	0	0	0	29
09:00	0	0	0	1	1	1	3	7	9	1	0	0	0	0	0	23
10:00	0	0	0	0	0	5	6	4	2	1	0	1	0	0	0	19
11:00	0	0	0	1	0	0	3	7	6	2	0	0	0	0	0	19
12 PM	0	0	0	1	0	4	6	8	2	1	0	0	0	0	0	22
13:00	0	0	0	0	1	6	7	4	6	0	0	1	0	0	0	25
14:00	0	0	0	1	0	2	5	11	8	2	1	0	0	0	0	30
15:00	0	1	0	0	2	1	18	22	14	3	1	0	0	0	0	62
16:00	0	0	0	0	2	3	14	17	10	5	0	0	0	0	0	51
17:00	0	0	0	3	15	33	44	28	12	0	0	0	0	0	0	135
18:00	0	0	2	8	23	41	32	16	4	0	0	0	0	0	0	126
19:00	0	3	6	19	43	62	56	16	8	1	0	0	0	0	0	214
20:00	0	0	0	2	5	14	11	11	2	1	0	0	0	0	0	46
21:00	0	0	0	0	0	0	7	6	5	3	1	0	0	0	0	22
22:00	0	0	0	0	1	0	1	4	2	0	1	0	0	0	0	9
23:00	0	0	0	0	0	0	3	1	2	1	0	0	0	0	0	7
Total	1	5	10	38	93	180	245	199	118	39	8	6	0	0	0	942

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/21/23	0	0	0	0	3	2	0	1	1	1	0	0	0	0	0	8
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	3	2	0	0	1	0	0	0	0	0	7
06:00	0	0	0	0	0	0	1	5	5	0	0	0	0	0	0	11
07:00	0	0	0	0	2	1	11	22	15	14	3	2	0	0	0	70
08:00	0	0	0	0	1	3	4	12	6	3	2	0	0	0	0	31
09:00	0	0	0	0	1	1	2	8	5	1	2	0	0	0	0	20
10:00	0	0	0	0	0	1	5	12	5	3	1	0	0	0	0	27
11:00	0	0	0	0	0	1	4	6	2	3	2	1	0	0	0	19
12 PM	0	0	0	0	0	3	5	14	3	1	0	0	0	0	0	26
13:00	0	0	1	1	1	3	9	10	6	2	1	0	0	0	0	34
14:00	0	0	0	0	1	1	9	7	9	2	0	1	0	0	0	30
15:00	0	0	0	0	0	3	11	18	11	5	1	0	0	0	0	49
16:00	0	0	0	0	0	3	17	27	12	4	1	0	1	0	0	65
17:00	0	0	0	0	7	11	25	26	8	3	0	0	0	0	0	80
18:00	0	0	0	0	2	11	20	17	13	1	0	0	0	0	0	64
19:00	0	0	0	0	2	15	14	17	11	2	0	0	0	0	0	61
20:00	0	0	2	0	2	4	12	7	1	0	0	0	0	0	0	28
21:00	0	0	0	0	0	4	4	6	4	2	0	0	0	0	0	20
22:00	0	0	0	0	1	5	0	2	5	1	1	0	0	0	0	15
23:00	0	0	0	0	0	1	2	2	0	1	1	0	0	0	0	7
Total	0	0	4	1	23	76	159	219	122	50	15	4	1	0	0	674

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/22/23	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
06:00	0	0	0	0	1	1	3	1	3	0	0	0	0	0	0	9
07:00	0	0	0	0	0	2	3	6	2	0	0	0	0	0	0	13
08:00	0	0	0	0	0	0	5	3	5	2	0	0	0	0	0	15
09:00	0	0	0	0	0	8	15	7	5	0	0	0	0	0	0	35
10:00	0	0	0	1	2	9	13	19	4	3	1	0	0	0	0	52
11:00	0	0	1	4	5	18	44	24	15	10	1	0	0	0	0	122
12 PM	0	0	1	1	4	5	20	15	11	3	0	1	0	0	0	61
13:00	0	1	0	2	7	13	18	7	8	4	1	0	0	0	0	61
14:00	0	0	0	1	5	12	13	15	6	5	0	0	0	0	0	57
15:00	0	0	0	1	0	3	16	21	8	5	0	0	0	0	0	54
16:00	0	0	2	0	2	7	8	5	8	0	0	0	0	0	0	32
17:00	0	0	8	1	1	4	5	8	0	2	0	0	0	0	0	29
18:00	0	1	0	2	0	4	4	6	1	0	0	1	0	0	0	19
19:00	0	0	0	2	1	1	3	6	1	3	0	0	0	0	0	17
20:00	0	0	1	2	0	3	3	5	2	2	0	0	0	0	0	18
21:00	0	0	0	2	1	2	3	1	1	1	0	0	0	0	0	11
22:00	0	0	0	1	0	2	2	3	1	0	0	0	0	0	0	9
23:00	0	0	0	0	1	2	4	2	2	1	0	0	0	0	0	12
Total	0	2	13	21	30	96	187	157	85	41	3	2	0	0	0	637

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Eastbound																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	2	0	2	1	1	0	0	0	0	0	0	6
01:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	2	2	0	0	1	0	0	0	5
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
06:00	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	4
07:00	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	5
08:00	0	0	0	0	0	2	2	2	3	1	1	0	0	0	0	11
09:00	0	0	0	0	0	1	7	7	5	1	1	0	0	0	0	22
10:00	0	0	0	2	3	3	3	4	6	1	0	0	0	0	0	22
11:00	0	0	0	0	0	1	7	25	11	5	0	0	0	0	0	49
12 PM	0	0	1	1	1	2	12	16	7	4	0	0	0	0	0	44
13:00	0	0	0	0	1	5	8	8	5	1	0	0	0	0	0	28
14:00	0	0	0	0	1	4	11	17	11	4	0	0	0	0	0	48
15:00	0	0	0	0	1	3	25	25	20	12	3	0	0	0	0	89
16:00	0	0	0	0	1	1	31	32	19	3	1	0	0	0	0	88
17:00	0	1	1	0	1	9	28	22	15	3	0	1	1	0	0	82
18:00	0	0	1	1	3	5	19	40	25	5	1	1	0	0	0	101
19:00	0	0	0	1	0	5	23	14	3	2	0	0	0	0	0	48
20:00	0	0	0	1	0	1	5	5	0	0	0	0	0	0	0	12
21:00	0	0	0	0	0	2	4	2	3	0	0	0	0	0	0	11
22:00	0	0	0	0	0	1	4	1	1	0	0	0	0	0	0	7
23:00	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	5
Total	0	1	3	7	15	49	196	229	140	42	7	4	1	0	0	694
Grand Total	1	13	68	176	486	1168	1980	1877	1081	369	85	30	6	0	1	7341

Stats	15th Percentile :	26 MPH
	50th Percentile :	34 MPH
	85th Percentile :	42 MPH
	95th Percentile :	46 MPH
	Mean Speed(Average) :	35 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	3857
	Percent in Pace :	52.5%
	Number of Vehicles > 25 MPH :	6597
	Percent of Vehicles > 25 MPH :	89.9%

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/15/23	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	4
06:00	0	0	0	0	0	1	5	3	0	1	0	0	0	0	0	10
07:00	0	0	1	0	0	2	9	7	3	2	1	0	0	0	0	25
08:00	0	1	1	1	3	7	10	4	2	0	0	0	0	0	0	29
09:00	0	0	0	7	52	25	15	6	0	0	0	0	0	0	0	105
10:00	0	1	3	11	32	45	13	6	1	0	0	0	0	0	0	112
11:00	0	0	5	6	18	27	18	6	1	0	0	0	0	0	0	81
12 PM	0	0	0	3	3	15	17	13	4	0	1	0	0	0	0	56
13:00	0	1	0	4	10	12	10	6	0	0	0	0	0	0	0	43
14:00	0	0	0	1	5	15	13	3	3	0	0	0	0	0	0	40
15:00	0	0	2	2	2	3	21	18	4	1	0	0	0	0	0	53
16:00	0	0	0	4	1	3	9	9	4	3	0	0	0	0	0	33
17:00	0	0	0	0	0	4	3	4	5	0	0	0	0	0	0	16
18:00	0	0	3	1	2	1	9	2	3	1	0	0	0	0	0	22
19:00	0	0	0	2	0	1	3	3	1	0	0	1	1	0	0	12
20:00	0	0	0	0	0	1	5	2	0	0	0	0	0	0	0	8
21:00	0	1	2	0	0	1	3	1	1	0	0	0	0	0	0	9
22:00	0	0	1	0	1	2	1	2	1	0	0	0	0	0	0	8
23:00	0	0	1	2	0	1	1	2	1	1	0	0	0	0	0	9
Total	0	5	19	45	131	168	167	99	34	10	2	1	1	0	0	682

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Merging Innovation and Excellence

Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/16/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
06:00	0	0	0	0	0	0	2	3	3	0	0	0	0	0	0	8
07:00	0	0	0	0	0	1	6	7	6	2	0	0	0	0	0	22
08:00	0	0	0	0	0	1	5	10	4	3	1	1	0	0	0	25
09:00	0	0	0	0	0	4	3	8	6	1	1	0	0	0	0	23
10:00	0	0	0	1	0	1	12	3	11	2	1	0	0	0	0	31
11:00	0	0	0	1	0	1	7	8	4	1	1	0	0	0	0	23
12 PM	0	0	0	1	0	0	6	16	8	8	0	0	0	0	0	39
13:00	0	0	0	0	1	7	20	23	15	10	1	0	0	0	0	77
14:00	0	0	1	2	1	3	25	47	22	11	2	0	0	0	0	114
15:00	0	0	1	1	2	4	15	24	15	8	5	0	0	0	0	75
16:00	0	0	1	1	2	2	24	28	26	4	1	3	0	0	0	92
17:00	0	0	0	0	0	3	9	22	14	6	1	0	0	0	0	55
18:00	0	0	2	0	0	3	6	5	4	2	0	0	0	0	0	22
19:00	0	0	0	0	0	1	3	4	2	0	0	0	1	0	0	11
20:00	0	0	1	0	0	0	5	1	2	0	0	0	0	0	0	9
21:00	0	0	1	0	0	1	2	0	2	0	0	0	0	0	0	6
22:00	0	0	1	0	0	3	3	1	0	0	0	0	0	0	0	8
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	9	7	6	35	154	210	144	58	15	4	1	0	0	643

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/17/23	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	1	0	0	0	7	7	1	0	1	0	0	0	0	17
06:00	0	0	1	1	1	1	8	7	3	0	2	0	0	0	0	24
07:00	0	0	0	1	1	1	5	17	18	9	2	2	0	0	0	56
08:00	0	0	1	0	1	3	7	6	8	1	0	1	0	0	0	28
09:00	0	0	0	0	1	3	8	6	3	2	3	0	0	0	0	26
10:00	0	0	0	0	1	2	5	6	3	0	1	0	0	0	0	18
11:00	0	0	0	0	1	3	7	7	3	4	1	1	0	0	0	27
12 PM	0	0	0	1	1	4	4	6	4	5	0	0	0	0	0	25
13:00	0	0	0	0	2	3	4	14	3	5	0	0	0	0	0	31
14:00	0	0	1	2	0	2	4	4	10	2	0	0	0	0	0	25
15:00	0	0	0	3	2	2	15	19	11	4	0	0	0	0	0	56
16:00	0	0	4	1	3	6	11	34	16	9	0	0	0	0	0	84
17:00	0	0	3	6	31	62	94	61	18	6	1	0	0	0	0	282
18:00	0	0	2	4	3	29	42	45	12	0	0	0	0	0	0	137
19:00	0	0	0	2	7	20	31	13	10	4	1	0	0	0	0	88
20:00	0	0	2	0	1	5	7	9	3	1	0	1	0	0	0	29
21:00	0	0	1	0	1	4	3	2	0	1	0	0	0	0	0	12
22:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
Total	0	0	16	21	57	151	269	266	126	53	12	5	0	0	0	976

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/18/23	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0	5
05:00	0	0	1	1	0	3	4	1	0	0	0	0	0	0	0	10
06:00	0	0	0	0	0	1	5	11	6	1	0	0	0	0	0	24
07:00	0	0	1	1	3	2	6	16	20	7	3	0	0	0	0	59
08:00	0	0	0	0	2	1	3	3	5	1	1	0	0	0	0	16
09:00	0	0	0	0	1	0	3	6	3	2	1	0	0	0	0	16
10:00	0	0	0	0	0	3	5	5	5	1	0	0	0	0	0	19
11:00	0	0	0	0	1	5	8	4	4	3	0	0	0	0	0	25
12 PM	0	0	2	0	2	6	6	4	2	2	2	0	0	0	0	26
13:00	0	0	0	1	1	0	2	3	2	2	0	0	0	0	0	11
14:00	0	0	1	1	0	2	3	5	2	0	0	0	0	0	0	14
15:00	0	0	2	0	2	4	15	11	8	2	0	0	0	0	0	44
16:00	0	0	1	1	1	5	20	26	12	5	0	0	0	0	0	71
17:00	0	1	4	10	40	80	116	45	16	6	0	0	0	0	0	318
18:00	0	0	3	0	6	29	36	19	6	3	0	0	0	0	0	102
19:00	0	0	1	3	4	31	36	22	5	0	0	0	0	0	0	102
20:00	0	0	0	1	1	4	8	1	2	1	1	0	0	0	0	19
21:00	0	0	1	0	0	1	1	3	2	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	18	20	64	177	278	190	101	39	8	0	0	0	0	896

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	2	0	0	1	0	1	0	0	0	0	0	0	5
05:00	0	0	0	0	0	1	5	7	2	0	0	0	0	0	0	15
06:00	0	0	1	1	0	1	3	17	1	1	0	2	0	0	0	27
07:00	0	0	0	0	0	1	7	15	20	8	3	0	0	1	0	55
08:00	0	0	0	0	1	2	3	7	6	2	1	1	0	0	0	23
09:00	0	0	0	0	0	2	11	11	4	2	1	2	0	0	0	33
10:00	0	0	0	0	1	1	6	9	5	2	2	0	0	0	0	26
11:00	0	0	0	1	0	4	13	4	5	1	0	0	0	0	0	28
12 PM	0	0	0	0	1	3	8	10	9	3	0	0	0	0	0	34
13:00	0	0	0	1	0	3	2	7	2	1	1	1	0	0	0	18
14:00	0	0	0	0	1	1	5	6	7	1	1	0	0	0	1	23
15:00	0	0	1	0	0	6	10	26	8	3	0	0	0	0	0	54
16:00	0	0	3	1	3	3	14	21	12	4	0	0	0	0	0	61
17:00	0	0	3	1	36	81	110	53	19	4	0	0	0	0	0	307
18:00	0	0	1	2	17	42	49	33	13	3	0	0	0	0	0	160
19:00	0	0	0	0	5	24	24	17	6	1	0	0	0	0	0	77
20:00	0	0	0	0	0	3	7	2	3	0	0	0	0	0	0	15
21:00	0	0	1	0	0	3	6	1	1	0	0	0	0	0	0	12
22:00	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	5
23:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
Total	0	0	11	9	65	183	288	250	125	36	9	6	0	1	1	984

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/20/23	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	2	0	1	2	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	1	1	1	2	4	3	0	0	0	0	0	0	0	12
06:00	0	0	0	1	0	1	4	7	4	1	0	0	1	0	0	19
07:00	0	0	0	0	0	2	6	14	14	8	4	0	0	0	0	48
08:00	0	0	0	4	0	1	7	5	5	2	1	0	0	0	0	25
09:00	0	0	0	0	1	2	3	3	5	2	1	0	0	0	0	17
10:00	0	0	0	1	2	3	9	9	3	0	0	0	0	0	0	27
11:00	0	0	0	0	0	4	3	8	5	0	1	0	0	0	0	21
12 PM	0	0	0	0	0	3	11	4	8	2	0	1	0	0	0	29
13:00	0	0	0	0	1	4	11	6	6	2	1	1	0	0	0	32
14:00	0	0	0	0	0	1	5	9	9	0	1	0	0	0	0	25
15:00	0	0	1	0	0	2	6	17	10	5	1	0	0	0	0	42
16:00	0	0	1	0	4	8	24	20	17	3	1	1	0	0	0	79
17:00	0	1	8	11	47	74	87	36	6	6	1	0	0	0	0	277
18:00	0	0	2	11	28	49	35	23	4	4	0	0	0	0	0	156
19:00	0	0	0	5	16	20	32	13	7	1	0	1	0	0	0	95
20:00	0	0	1	0	2	12	11	9	1	0	1	0	0	0	0	37
21:00	0	0	0	0	0	2	4	2	1	0	0	0	0	0	0	9
22:00	0	0	0	0	0	0	4	3	1	2	0	0	0	0	0	10
23:00	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	3
Total	0	1	14	34	102	193	269	194	109	38	14	4	1	0	0	973

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/21/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	2	0	0	4	4	1	0	0	0	0	0	0	11
06:00	0	0	0	0	0	0	5	6	4	0	1	0	0	0	0	16
07:00	0	0	0	0	0	1	6	18	17	9	4	2	0	0	0	57
08:00	0	0	0	1	2	1	4	8	6	3	0	0	0	0	0	25
09:00	0	0	0	0	0	1	4	5	4	1	0	0	0	0	0	15
10:00	0	0	0	0	0	2	5	6	2	3	2	0	0	0	0	20
11:00	0	0	0	1	1	3	7	5	6	3	0	0	0	0	0	26
12 PM	0	0	0	0	0	0	4	10	2	1	0	0	0	0	0	17
13:00	0	0	0	0	0	4	13	10	5	2	0	0	0	0	0	34
14:00	0	0	0	0	0	2	7	6	3	2	1	0	0	0	0	21
15:00	0	0	1	0	2	5	15	11	7	2	1	0	0	0	0	44
16:00	0	0	0	1	2	5	27	29	13	4	0	1	0	0	0	82
17:00	0	0	0	1	2	9	30	23	11	5	1	0	0	0	0	82
18:00	0	0	2	0	2	9	16	4	2	2	0	0	0	0	0	37
19:00	0	0	0	2	0	6	14	9	6	2	1	0	0	0	0	40
20:00	0	0	1	0	0	1	2	4	1	0	0	0	0	0	0	9
21:00	0	0	0	0	1	2	8	3	2	0	0	0	0	0	0	16
22:00	0	0	0	0	1	2	0	2	1	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	5	8	13	53	173	163	93	40	11	3	0	0	0	562

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East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/22/23	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	1	0	2	2	2	0	0	0	0	0	0	0	7
07:00	0	0	0	0	1	0	5	6	3	1	0	0	1	0	0	17
08:00	0	0	0	0	0	3	8	11	6	8	0	0	0	0	0	36
09:00	0	0	0	2	8	16	33	25	10	4	0	0	0	0	0	98
10:00	0	0	0	0	7	17	27	13	12	2	0	0	0	0	0	78
11:00	0	0	0	0	3	8	15	13	5	4	2	2	0	0	0	52
12 PM	0	1	1	3	2	3	14	14	7	1	0	0	0	0	0	46
13:00	0	0	0	1	3	5	13	11	6	3	0	1	0	0	0	43
14:00	0	0	0	2	0	4	11	9	10	1	0	0	0	0	0	37
15:00	0	0	0	0	3	7	7	5	3	0	0	0	0	0	0	25
16:00	0	0	0	1	3	8	9	5	0	0	1	0	0	0	0	27
17:00	0	0	2	1	3	12	7	0	2	1	0	0	0	0	0	28
18:00	0	0	1	4	1	2	3	2	1	0	0	0	0	0	0	14
19:00	0	0	0	0	0	2	2	6	3	0	0	1	0	0	0	14
20:00	0	0	1	3	0	4	1	1	2	1	0	0	0	0	0	13
21:00	0	0	0	1	0	0	2	0	2	0	1	0	0	0	0	6
22:00	0	0	1	1	0	2	2	2	1	0	0	0	0	0	0	9
23:00	0	0	0	1	0	1	2	2	1	2	0	0	0	0	0	9
Total	0	1	7	22	34	97	165	129	74	28	4	4	1	0	0	566

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Brown Street
East of Garrison Way
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	4
07:00	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	4
08:00	0	0	0	0	0	1	4	6	5	3	1	0	0	0	0	20
09:00	0	0	0	0	0	2	3	13	5	3	1	0	0	0	0	27
10:00	0	0	1	1	0	3	11	13	8	2	0	1	0	0	0	40
11:00	0	0	0	1	1	2	2	9	6	3	0	0	0	0	0	24
12 PM	0	0	0	1	1	0	5	17	8	5	3	1	0	0	0	41
13:00	0	0	0	1	3	4	26	35	15	7	2	2	0	0	0	95
14:00	0	0	0	0	0	1	10	37	38	11	2	0	0	0	0	99
15:00	0	0	0	1	0	3	24	26	10	5	2	0	0	0	0	71
16:00	0	0	1	1	0	3	13	26	21	11	0	1	0	0	0	77
17:00	0	0	0	0	1	4	16	13	16	2	1	1	1	0	0	55
18:00	0	0	2	1	0	1	7	6	4	1	0	0	0	0	0	22
19:00	0	0	0	0	0	2	6	1	2	0	0	0	0	1	1	13
20:00	0	0	0	1	1	6	2	6	2	0	0	0	0	0	0	18
21:00	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
22:00	0	0	0	0	0	1	1	1	0	1	0	0	0	0	0	4
23:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	4	8	7	34	139	212	146	54	12	6	1	1	1	625
Grand Total	0	8	103	174	479	1091	1902	1713	952	356	87	33	5	2	2	6907

Stats	15th Percentile :	26 MPH
	50th Percentile :	34 MPH
	85th Percentile :	42 MPH
	95th Percentile :	46 MPH
	Mean Speed(Average) :	35 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	3615
	Percent in Pace :	52.3%
	Number of Vehicles > 25 MPH :	6143
	Percent of Vehicles > 25 MPH :	88.9%

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/15/23	0	0	0	0	0	0	2	0	0	1	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	1	2	1	0	1	0	0	0	0	0	0	5
07:00	0	0	0	1	4	6	12	5	3	3	2	0	0	0	0	36
08:00	0	0	1	0	2	10	22	18	10	5	1	0	1	0	0	70
09:00	0	0	0	6	5	8	14	17	17	3	0	1	0	0	0	71
10:00	0	0	0	0	7	4	8	10	12	3	1	1	0	0	0	46
11:00	0	0	0	1	4	4	13	8	8	3	3	0	0	0	0	44
12 PM	0	0	0	1	5	6	8	5	9	3	2	1	0	0	0	40
13:00	0	0	0	0	0	2	7	6	5	3	0	0	0	0	0	23
14:00	0	0	0	0	2	0	3	6	8	3	2	0	0	0	0	24
15:00	0	0	1	0	2	3	6	8	3	4	0	1	0	0	0	28
16:00	0	0	0	0	3	5	9	10	6	1	0	0	0	0	0	34
17:00	0	0	0	0	0	3	3	4	2	3	0	0	0	0	0	15
18:00	0	0	0	1	2	5	4	4	0	2	1	0	0	0	0	19
19:00	0	0	0	0	0	4	8	4	5	1	2	1	0	0	0	25
20:00	0	0	0	0	0	0	2	3	0	1	0	0	0	0	0	6
21:00	0	0	0	0	0	1	1	5	3	0	0	0	0	0	0	10
22:00	0	0	0	0	0	0	0	2	2	1	0	0	0	0	0	5
23:00	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
Total	0	0	2	10	37	64	124	115	97	40	14	5	1	0	0	509

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/16/23	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
06:00	0	0	0	0	1	0	3	0	0	0	0	0	0	0	0	4
07:00	0	0	0	2	2	10	4	6	2	0	0	0	0	0	0	26
08:00	0	0	0	2	1	7	8	7	6	1	1	0	0	0	0	33
09:00	0	0	0	0	0	3	4	3	5	3	0	0	0	0	0	18
10:00	0	0	0	0	1	2	2	5	2	2	0	0	0	0	0	14
11:00	0	0	0	1	0	4	4	6	5	3	0	0	0	0	0	23
12 PM	0	0	1	0	1	7	8	9	6	0	0	0	0	0	0	32
13:00	0	0	0	0	3	12	24	27	6	6	2	1	0	0	0	81
14:00	0	0	0	1	0	14	31	19	13	1	0	0	0	0	0	79
15:00	0	0	0	0	4	17	55	25	14	5	0	0	0	0	0	120
16:00	0	0	0	0	2	18	33	35	20	4	2	0	0	0	0	114
17:00	0	0	0	0	1	12	15	18	13	3	0	0	1	0	0	63
18:00	0	0	0	0	0	2	3	9	6	1	2	0	0	0	0	23
19:00	0	0	0	0	1	0	2	3	2	3	1	0	0	0	0	12
20:00	0	0	0	0	0	0	2	2	3	1	1	0	0	0	0	9
21:00	0	0	0	0	0	2	3	1	2	0	0	0	0	0	0	8
22:00	0	0	0	0	0	0	3	1	0	2	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	6	17	110	207	179	109	35	9	1	1	0	0	675

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/17/23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	5	5	0	0	0	0	0	0	0	11
06:00	0	0	0	0	0	0	4	11	3	2	2	0	0	0	0	22
07:00	0	0	0	0	0	2	4	6	9	4	1	1	0	0	0	27
08:00	0	0	0	0	1	1	3	3	2	1	2	1	0	0	0	14
09:00	0	0	0	1	0	3	2	7	5	3	0	0	0	0	0	21
10:00	0	0	0	0	1	0	2	5	3	2	0	0	0	0	0	13
11:00	0	0	0	0	1	0	0	4	4	3	0	0	0	0	0	12
12 PM	0	0	0	0	0	1	1	2	2	4	1	0	0	0	0	11
13:00	0	0	0	0	0	0	3	4	6	1	0	0	0	0	0	14
14:00	0	0	0	1	0	0	3	9	7	2	0	2	0	0	0	24
15:00	0	0	0	0	0	2	8	9	10	3	2	2	0	0	0	36
16:00	0	0	0	0	3	4	6	11	10	6	2	0	0	0	0	42
17:00	0	0	0	0	1	1	18	44	53	23	6	3	0	0	0	149
18:00	0	0	0	0	3	6	12	17	21	5	3	0	0	0	0	67
19:00	0	0	0	0	1	6	16	13	8	6	0	0	0	0	0	50
20:00	0	0	0	0	1	4	3	7	2	1	0	0	0	0	0	18
21:00	0	0	0	0	0	5	5	1	1	0	0	0	0	0	0	12
22:00	0	0	0	0	0	0	4	4	3	0	0	0	0	0	0	11
23:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Total	0	0	0	2	13	36	100	164	150	66	19	9	0	0	0	559

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/18/23	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	1	3	5	2	2	0	0	0	0	1	15
06:00	0	0	0	0	0	1	3	8	5	2	0	0	0	0	0	19
07:00	0	0	0	0	0	2	7	7	11	5	0	1	0	0	0	33
08:00	0	0	0	1	2	2	3	4	10	4	1	1	0	0	0	28
09:00	0	1	0	0	0	0	4	7	4	2	1	1	0	0	0	20
10:00	0	0	0	0	1	1	1	6	1	2	0	0	0	0	0	12
11:00	0	0	0	0	1	0	1	8	6	1	1	0	0	0	0	18
12 PM	0	0	0	0	0	0	4	6	5	4	2	1	0	0	0	22
13:00	0	0	0	0	0	3	6	6	7	3	1	0	0	0	0	26
14:00	0	0	0	0	0	0	3	6	6	2	0	0	0	0	0	17
15:00	0	0	0	0	2	1	7	8	13	3	1	0	0	0	0	35
16:00	0	0	0	0	0	1	8	14	15	9	4	0	0	0	0	51
17:00	0	0	0	1	0	11	39	46	44	14	4	1	0	0	0	160
18:00	0	0	0	0	1	9	18	20	11	7	2	0	0	0	0	68
19:00	0	0	0	0	6	11	12	16	14	2	1	0	0	0	0	62
20:00	0	0	0	2	4	9	9	7	3	2	0	0	0	0	0	36
21:00	0	0	0	0	3	1	4	0	3	0	0	0	0	0	0	11
22:00	0	0	0	0	0	1	3	4	1	1	1	0	0	0	0	11
23:00	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
Total	0	1	0	5	21	57	138	179	162	66	19	5	0	0	1	654

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	5	2	0	1	0	0	0	0	0	9
06:00	0	0	0	0	0	4	8	5	10	3	1	0	0	0	0	31
07:00	0	0	0	0	0	3	1	7	10	1	1	2	0	0	0	25
08:00	0	0	0	2	0	1	5	7	6	2	0	0	0	0	0	23
09:00	0	0	0	0	0	0	1	4	3	4	3	0	0	0	0	15
10:00	0	0	0	0	0	0	1	1	4	1	2	0	0	0	0	9
11:00	0	0	0	0	0	1	4	9	4	1	3	0	0	0	0	22
12 PM	0	0	0	0	0	2	2	5	4	0	0	0	0	0	0	13
13:00	0	1	0	0	1	3	5	5	0	3	1	0	0	0	0	19
14:00	0	0	0	0	0	2	3	8	3	5	1	0	0	0	0	22
15:00	0	0	0	0	2	4	1	5	10	5	3	1	0	0	0	31
16:00	0	0	0	1	5	1	9	16	18	5	6	1	0	0	0	62
17:00	0	0	0	0	0	9	32	57	47	17	8	1	0	0	0	171
18:00	0	0	0	0	0	6	22	24	19	3	3	1	0	0	0	78
19:00	0	0	1	3	4	4	15	7	5	1	2	0	0	0	0	42
20:00	0	0	0	0	1	5	10	6	4	2	1	0	0	1	0	30
21:00	0	0	0	0	0	1	1	1	0	2	0	0	0	0	0	5
22:00	0	0	0	0	0	1	7	1	3	1	0	0	0	0	0	13
23:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	1	6	14	47	135	171	151	58	35	6	0	1	0	626

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Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/20/23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
05:00	0	0	0	0	0	2	3	5	1	0	0	0	0	0	0	11
06:00	0	0	0	0	0	2	4	4	7	2	0	0	0	0	0	19
07:00	0	0	0	0	0	3	5	5	10	4	2	2	0	0	0	31
08:00	0	0	0	0	4	0	4	3	4	3	2	0	0	0	0	20
09:00	0	0	0	0	0	2	1	3	5	3	0	0	0	0	0	14
10:00	0	0	0	0	0	1	3	6	1	3	2	0	0	0	0	16
11:00	0	0	0	0	0	1	3	3	2	2	2	0	0	0	0	13
12 PM	0	0	0	0	1	2	6	4	2	3	0	0	0	0	0	18
13:00	0	0	0	0	0	1	2	3	8	4	0	0	0	0	0	18
14:00	0	0	0	0	0	2	5	3	6	6	1	1	0	0	0	24
15:00	0	0	0	0	0	2	2	12	9	4	0	0	0	0	0	29
16:00	0	0	0	0	2	3	8	13	18	8	1	0	0	0	0	53
17:00	0	0	0	0	2	11	31	56	38	20	7	1	0	0	0	166
18:00	0	0	0	0	0	2	18	12	19	8	3	2	1	1	0	66
19:00	0	0	0	0	0	2	13	11	8	4	0	0	0	0	0	38
20:00	0	0	0	0	1	0	3	4	2	2	1	0	0	0	0	13
21:00	0	0	0	0	0	0	1	1	0	0	1	0	0	0	0	3
22:00	0	0	0	0	0	1	2	2	2	1	0	0	0	0	0	8
23:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	0	0	10	38	115	153	143	78	23	6	1	1	0	568

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Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/21/23	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	1	0	0	2	0	0	1	0	0	0	0	0	4
06:00	0	0	0	0	0	1	2	6	7	3	1	0	0	0	0	20
07:00	0	0	0	0	0	1	5	10	7	6	1	0	0	0	0	30
08:00	0	0	0	0	0	1	3	5	3	3	1	2	0	0	0	18
09:00	0	0	0	0	0	3	4	3	5	4	0	0	0	0	0	19
10:00	0	0	0	0	1	0	4	5	7	3	2	1	0	1	0	24
11:00	0	0	0	0	1	2	4	8	4	5	0	0	0	0	0	24
12 PM	0	0	1	0	0	4	4	7	8	3	2	0	0	0	0	29
13:00	0	0	0	0	0	2	4	12	3	2	0	0	0	0	0	23
14:00	0	0	0	0	0	0	6	8	7	4	0	0	0	0	0	25
15:00	0	0	0	0	0	0	4	7	10	5	2	0	0	0	0	28
16:00	0	0	0	0	0	0	12	10	17	6	1	2	0	0	0	48
17:00	0	0	0	0	3	3	2	16	13	4	0	2	0	1	0	44
18:00	0	0	0	0	0	2	5	17	12	6	2	1	0	0	0	45
19:00	0	0	0	0	0	3	8	12	4	3	0	0	0	0	0	30
20:00	0	0	0	0	1	2	3	9	2	2	0	0	0	0	0	19
21:00	0	0	0	0	0	1	2	1	5	1	1	0	0	0	0	11
22:00	0	0	0	0	1	0	1	3	2	1	0	0	0	0	0	8
23:00	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	4
Total	0	0	1	1	7	25	77	141	118	63	13	8	0	2	0	456

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/22/23	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
07:00	0	0	0	0	0	1	2	1	3	1	0	2	0	0	0	10
08:00	0	0	0	2	0	0	5	8	1	3	0	1	0	0	0	20
09:00	0	0	0	1	1	4	10	16	10	6	2	1	0	0	0	51
10:00	0	0	0	0	5	5	8	14	15	5	0	0	0	0	0	52
11:00	0	0	0	0	0	0	11	11	21	3	1	0	0	0	0	47
12 PM	0	0	0	1	0	4	6	11	13	8	0	1	0	0	0	44
13:00	0	0	0	1	4	1	8	7	11	7	3	1	1	0	0	44
14:00	0	0	0	0	0	1	2	8	2	5	0	1	0	0	0	19
15:00	0	0	0	0	0	0	3	4	6	6	3	0	0	0	0	22
16:00	0	0	0	0	0	0	4	9	7	3	2	1	0	0	0	26
17:00	0	0	1	0	0	0	2	3	4	1	0	0	0	0	0	11
18:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
19:00	0	0	0	0	0	0	0	2	1	2	0	1	0	0	0	6
20:00	0	0	0	0	0	1	1	2	1	0	1	0	0	0	0	6
21:00	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	3
22:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
23:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	1	5	11	21	67	101	96	51	12	9	1	0	0	375

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Eastbound																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	3
07:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	3
08:00	0	0	0	0	1	6	7	8	6	3	0	1	0	0	0	32
09:00	0	0	0	0	0	2	16	21	12	4	1	1	0	0	0	57
10:00	0	0	0	1	1	3	4	12	12	2	0	0	0	0	0	35
11:00	0	0	0	1	1	2	2	4	10	3	1	0	0	0	0	24
12 PM	0	0	0	0	0	1	10	12	11	1	1	1	0	0	0	37
13:00	0	0	0	0	3	5	29	25	26	3	2	0	0	0	0	93
14:00	0	0	0	0	0	8	27	42	29	6	3	0	0	0	0	115
15:00	0	0	0	0	3	7	17	44	22	5	2	0	0	0	0	100
16:00	0	0	0	0	1	7	22	31	20	7	0	0	0	0	0	88
17:00	0	0	0	0	1	2	13	26	20	2	1	0	0	0	0	65
18:00	0	0	0	0	0	2	0	3	4	4	1	0	0	0	0	14
19:00	0	0	0	0	1	2	2	6	1	0	1	0	0	0	0	13
20:00	0	0	0	0	0	0	6	2	2	0	0	0	0	0	0	10
21:00	0	0	0	0	0	1	3	2	2	1	0	0	0	0	0	9
22:00	0	0	0	0	0	0	0	4	0	0	0	0	0	1	0	5
23:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
Total	0	0	0	3	12	48	159	245	181	41	13	4	1	1	0	708
Grand Total	0	2	6	38	142	446	1122	1448	1207	498	157	53	5	5	1	5130

Stats	15th Percentile :	30 MPH
	50th Percentile :	37 MPH
	85th Percentile :	44 MPH
	95th Percentile :	49 MPH
	Mean Speed(Average) :	38 MPH
	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	2655
	Percent in Pace :	51.8%
	Number of Vehicles > 35 MPH :	3374
	Percent of Vehicles > 35 MPH :	65.8%

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/15/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	3
07:00	0	0	0	0	0	2	3	5	1	2	1	0	0	0	0	14
08:00	0	0	0	1	0	2	11	5	8	2	0	0	0	0	0	29
09:00	0	0	1	1	4	8	14	8	4	3	1	0	0	0	0	44
10:00	0	0	0	0	6	4	13	8	5	0	0	0	0	0	0	36
11:00	0	0	0	1	9	17	15	16	6	2	0	0	0	0	0	66
12 PM	0	0	0	3	0	5	9	14	6	2	0	0	1	0	0	40
13:00	0	0	1	0	2	7	12	11	3	3	0	0	0	0	0	39
14:00	0	0	0	0	3	9	15	11	6	2	2	0	0	1	0	49
15:00	0	0	1	3	5	6	10	4	6	2	0	0	0	0	0	37
16:00	0	0	0	2	3	3	8	8	2	3	0	0	0	0	0	29
17:00	0	0	0	0	2	2	4	3	5	0	0	0	0	0	0	16
18:00	0	0	0	0	0	4	5	3	3	2	0	0	0	0	0	17
19:00	0	0	1	0	4	4	1	3	5	2	1	0	0	0	0	21
20:00	0	0	0	0	2	1	5	6	4	3	0	0	0	0	0	21
21:00	0	0	0	0	0	0	2	2	0	1	0	0	0	0	0	5
22:00	0	0	0	0	0	0	1	3	3	0	0	0	0	0	0	7
23:00	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	6
Total	0	0	4	11	40	75	130	113	70	29	5	0	1	1	0	479

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/16/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
07:00	0	0	0	0	0	1	3	3	1	0	0	0	0	0	0	8
08:00	0	0	0	1	1	1	1	3	1	1	1	0	0	0	0	10
09:00	0	0	0	0	0	3	3	4	3	4	1	0	0	0	0	18
10:00	0	0	0	0	0	2	3	5	6	2	1	0	0	0	0	19
11:00	0	0	0	1	5	11	9	8	3	0	0	0	0	0	0	37
12 PM	0	0	0	0	2	3	7	5	2	2	0	0	0	0	0	21
13:00	0	0	1	1	1	4	6	9	3	1	0	0	0	0	0	26
14:00	0	0	0	1	4	4	8	7	7	2	1	1	0	0	0	35
15:00	0	0	0	1	6	26	24	21	4	2	0	0	0	0	0	84
16:00	0	0	1	2	6	23	25	25	9	0	0	0	0	0	0	91
17:00	0	0	0	2	5	25	31	23	2	1	0	0	0	0	0	89
18:00	0	0	0	0	5	24	40	34	16	4	0	0	0	0	0	123
19:00	0	0	0	0	1	8	29	21	4	1	1	0	0	0	0	65
20:00	0	0	0	0	0	1	4	2	5	2	0	0	0	0	0	14
21:00	0	0	0	0	0	0	2	3	6	1	0	0	0	0	0	12
22:00	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	3
23:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	0	0	2	9	36	137	196	175	76	25	5	1	0	0	0	662

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/17/23	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	2	2	2	1	0	0	0	0	0	7
06:00	0	0	0	0	0	3	7	4	4	2	1	0	0	0	0	21
07:00	0	0	0	0	0	2	8	8	9	3	1	0	0	0	0	31
08:00	0	0	0	0	0	1	2	7	7	1	3	0	0	0	0	21
09:00	0	0	0	0	1	0	4	2	2	3	3	0	0	0	0	15
10:00	0	0	1	0	0	3	4	5	4	0	0	0	0	0	0	17
11:00	0	0	0	0	0	0	4	4	2	2	0	0	0	0	0	12
12 PM	0	0	0	0	0	1	3	0	1	2	1	0	0	0	0	8
13:00	0	0	0	0	1	1	4	7	3	3	0	0	0	0	0	19
14:00	0	0	0	0	0	1	1	6	1	0	0	0	0	0	0	9
15:00	0	0	0	0	1	1	6	8	4	3	1	0	0	0	0	24
16:00	0	0	0	2	1	5	7	4	11	2	0	1	0	0	0	33
17:00	0	0	0	0	1	4	10	18	16	5	2	0	0	0	0	56
18:00	0	0	0	0	1	8	19	28	14	1	1	0	0	0	0	72
19:00	0	0	0	0	2	10	34	30	19	6	1	0	0	0	0	102
20:00	0	0	0	4	4	5	11	13	14	2	0	0	0	0	0	53
21:00	0	0	0	0	3	5	8	5	5	1	0	0	0	0	0	27
22:00	0	0	0	0	1	0	4	1	0	0	0	0	0	0	0	6
23:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total	0	0	1	6	16	50	138	155	120	37	14	1	0	0	0	538

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Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/18/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	2	4	3	1	0	0	0	0	0	10
06:00	0	0	0	0	0	0	5	8	3	1	1	1	0	1	0	20
07:00	0	0	0	0	0	2	10	14	8	4	1	1	0	0	0	40
08:00	0	0	0	0	0	1	3	5	1	0	1	1	0	0	0	12
09:00	0	1	0	1	1	1	4	1	3	3	0	0	0	0	0	15
10:00	0	0	0	0	0	2	4	9	2	1	1	0	0	0	0	19
11:00	0	0	0	0	0	4	4	3	3	0	0	1	0	0	0	15
12 PM	0	0	0	0	0	2	10	6	6	3	0	0	0	0	0	27
13:00	0	0	0	0	1	0	6	4	3	1	0	0	0	0	0	15
14:00	0	0	0	0	0	2	3	3	6	1	1	0	0	0	0	16
15:00	0	0	0	0	0	4	6	8	5	4	0	0	0	0	0	27
16:00	0	0	0	1	0	3	15	22	8	3	0	0	0	0	0	52
17:00	0	0	0	0	0	4	15	36	17	4	1	0	0	0	0	77
18:00	0	0	0	0	2	6	28	23	12	4	1	1	0	0	0	77
19:00	0	0	0	2	1	21	35	45	21	1	0	0	0	0	0	126
20:00	0	0	0	2	1	8	12	13	4	2	1	0	0	0	0	43
21:00	0	0	0	1	5	5	8	4	1	0	0	0	0	0	0	24
22:00	0	0	0	0	2	4	6	5	2	0	1	0	0	0	0	20
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	7	13	69	176	214	108	33	9	5	0	1	0	636

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Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:00	0	0	0	0	0	1	3	6	0	1	0	0	0	0	0	11
06:00	0	0	0	0	0	1	4	10	3	1	2	0	0	0	0	21
07:00	0	0	0	0	0	2	12	10	8	1	3	1	0	0	0	37
08:00	0	0	0	0	0	3	8	5	3	1	3	0	0	0	0	23
09:00	0	0	0	0	0	0	2	6	3	3	2	0	0	0	0	16
10:00	0	0	0	0	0	0	5	3	3	2	2	0	0	0	0	15
11:00	0	0	0	0	1	1	3	6	4	2	2	0	0	0	0	19
12 PM	0	0	0	0	0	3	2	9	4	0	1	0	0	0	0	19
13:00	0	1	0	1	0	1	5	3	0	0	1	0	0	0	0	12
14:00	0	0	0	0	0	2	2	4	4	4	2	0	0	0	0	18
15:00	0	0	0	0	0	2	10	8	2	2	1	0	0	0	0	25
16:00	0	0	0	1	0	8	10	7	5	1	0	0	0	0	0	32
17:00	0	0	0	0	1	11	21	19	12	4	2	0	0	0	0	70
18:00	0	0	0	0	3	9	23	30	13	6	0	0	0	0	0	84
19:00	0	0	0	1	2	10	38	56	27	5	2	0	0	0	0	141
20:00	0	0	0	0	6	8	11	5	5	1	0	0	0	0	0	36
21:00	0	0	1	0	3	5	7	5	2	2	0	0	0	0	0	25
22:00	0	0	0	0	0	2	2	4	0	0	0	0	0	0	0	8
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	1	3	16	69	171	197	98	37	24	1	0	0	0	618

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Crown Road
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Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/20/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
05:00	0	0	0	1	0	0	1	5	4	1	0	0	0	0	0	12
06:00	0	0	0	0	0	1	3	8	4	1	2	0	0	0	0	19
07:00	0	0	0	0	0	4	10	9	6	4	2	0	0	0	0	35
08:00	0	0	0	0	0	0	4	7	4	1	2	0	0	0	0	18
09:00	0	0	0	0	0	0	2	3	4	1	0	0	0	0	0	10
10:00	0	0	0	0	0	1	4	4	5	1	1	0	0	0	0	16
11:00	0	0	0	0	0	3	5	1	5	2	2	0	0	0	0	18
12 PM	0	0	0	0	0	3	2	11	2	0	2	2	0	0	0	22
13:00	0	0	0	0	2	0	2	4	5	6	0	0	0	0	0	19
14:00	0	0	0	0	0	1	4	7	6	3	3	2	0	0	0	26
15:00	0	0	0	0	0	3	8	5	4	3	1	0	0	0	0	24
16:00	0	0	0	1	0	5	14	10	15	6	1	1	0	0	0	53
17:00	0	0	0	0	0	2	20	22	20	5	2	0	0	0	0	71
18:00	0	0	0	0	0	1	12	22	14	5	1	1	0	0	0	56
19:00	0	0	0	0	0	14	44	49	22	3	1	0	0	0	0	133
20:00	0	0	0	0	2	10	16	22	7	0	1	0	0	0	0	58
21:00	0	0	0	0	1	2	4	6	0	1	1	0	0	0	0	15
22:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	5	50	158	196	128	43	22	6	0	0	0	610

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/21/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	3	1	2	0	1	0	0	0	0	8
06:00	0	0	0	0	1	0	4	4	5	1	1	0	0	0	0	16
07:00	0	0	0	0	0	0	6	11	7	4	1	1	0	0	0	30
08:00	0	0	0	0	0	1	6	6	11	7	4	0	0	1	0	36
09:00	0	0	0	0	0	1	2	1	3	4	1	1	0	0	0	13
10:00	0	0	0	0	0	0	3	6	5	6	0	0	0	0	0	20
11:00	0	0	0	0	0	1	1	4	3	1	0	0	0	0	0	10
12 PM	0	0	0	0	3	0	3	7	7	1	1	0	0	0	0	22
13:00	0	0	0	0	1	2	8	8	3	3	1	0	0	0	0	26
14:00	0	0	0	0	0	4	4	9	3	1	1	0	0	0	0	22
15:00	0	0	0	0	1	1	8	5	5	0	1	0	0	0	0	21
16:00	0	0	0	0	1	4	10	9	6	3	1	2	0	0	0	36
17:00	0	0	0	0	0	3	11	13	11	3	0	0	0	0	0	41
18:00	0	0	0	0	1	0	2	6	6	1	0	0	0	0	0	16
19:00	0	0	0	0	0	0	5	15	8	1	2	1	0	0	0	32
20:00	0	0	0	0	0	0	5	1	3	1	1	0	0	0	0	11
21:00	0	0	0	1	1	8	3	3	2	3	0	0	0	0	0	21
22:00	0	0	0	0	0	1	2	1	1	0	0	0	0	0	0	5
23:00	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	5
Total	0	0	0	1	9	27	88	113	95	41	16	5	0	1	0	396

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/22/23	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	3
07:00	0	0	0	0	0	1	3	6	3	1	1	1	0	0	0	16
08:00	0	1	0	0	0	2	1	3	2	1	0	0	0	0	0	10
09:00	0	0	0	0	1	1	3	2	3	1	1	2	0	0	0	14
10:00	0	0	0	2	1	4	5	11	7	0	1	0	0	0	0	31
11:00	0	0	0	1	0	11	27	15	7	3	2	0	0	0	0	66
12 PM	0	0	0	0	3	7	10	16	6	3	1	0	0	0	0	46
13:00	0	0	0	0	3	5	16	8	8	1	2	0	0	0	0	43
14:00	0	0	0	3	2	5	4	11	5	2	2	0	0	0	0	34
15:00	0	0	0	0	0	3	3	5	14	3	1	0	0	0	0	29
16:00	0	0	0	0	0	1	2	9	4	2	1	0	0	0	0	19
17:00	0	0	0	0	0	2	5	9	5	1	0	0	1	0	0	23
18:00	0	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
19:00	0	0	0	0	1	0	4	3	3	1	0	0	0	0	0	12
20:00	0	0	0	0	4	4	4	1	0	1	0	0	0	0	0	14
21:00	0	0	0	0	1	2	3	1	0	1	1	0	0	0	0	9
22:00	0	0	0	0	0	1	3	1	3	0	1	0	0	0	0	9
23:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
Total	0	1	0	6	17	52	98	105	72	22	14	3	1	0	0	391

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Merging Innovation and Excellence

Crown Road
East of US 13 Business
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	2	0	5	1	1	0	0	0	0	0	0	9
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
07:00	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	6
08:00	0	0	0	0	0	0	1	2	4	3	0	0	0	0	0	10
09:00	0	0	0	0	0	0	4	3	4	5	1	0	0	0	0	17
10:00	0	0	0	0	0	3	4	6	4	0	1	0	0	0	0	18
11:00	0	0	1	1	4	14	28	17	9	1	2	0	0	0	0	77
12 PM	0	0	0	0	1	11	10	19	6	3	2	0	0	0	0	52
13:00	0	0	0	2	0	2	5	7	3	2	3	0	0	0	0	24
14:00	0	0	0	0	0	9	16	13	8	1	0	1	0	0	0	48
15:00	0	0	0	0	1	6	24	23	8	2	0	0	0	0	0	64
16:00	0	0	0	0	3	26	37	32	15	4	1	0	0	0	0	118
17:00	0	0	1	1	2	12	29	31	18	5	0	0	0	0	0	99
18:00	0	0	0	0	2	17	38	30	9	5	1	0	0	0	0	102
19:00	0	0	0	0	1	10	17	14	7	2	0	0	0	0	2	53
20:00	0	0	0	0	0	2	3	3	2	1	0	0	0	0	0	11
21:00	0	0	0	0	0	0	2	1	2	0	0	0	0	0	0	5
22:00	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	4
23:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
Total	0	0	2	4	16	113	226	207	108	35	13	1	0	0	2	727
Grand Total	0	3	10	49	168	642	1381	1475	875	302	122	23	2	3	2	5057

Stats	15th Percentile :	29 MPH
	50th Percentile :	35 MPH
	85th Percentile :	43 MPH
	95th Percentile :	48 MPH
Mean Speed(Average) :		37 MPH
10 MPH Pace Speed :		31-40 MPH
Number in Pace :		2856
Percent in Pace :		56.5%
Number of Vehicles > 35 MPH :		2804
Percent of Vehicles > 35 MPH :		55.4%

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Merging Innovation and Excellence

Division Street
East of Silversmith Lane
Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/15/23	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	3	1	2	0	0	0	0	0	0	0	6
04:00	0	0	0	0	1	1	1	0	1	0	0	0	0	0	0	4
05:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
06:00	0	0	0	0	0	5	4	1	0	0	0	0	0	0	0	10
07:00	0	0	1	0	4	11	10	4	1	0	0	0	0	0	0	31
08:00	0	5	3	1	5	7	7	3	3	0	0	0	0	0	0	34
09:00	0	0	1	1	2	14	13	6	5	0	0	0	0	0	0	42
10:00	0	0	1	3	4	16	26	13	1	0	0	0	0	0	0	64
11:00	0	0	2	4	6	10	19	11	2	1	0	0	0	0	0	55
12 PM	0	0	0	1	7	13	25	4	3	1	0	0	0	0	0	54
13:00	0	0	1	2	2	17	21	10	7	1	0	0	0	0	0	61
14:00	0	0	0	1	3	8	5	6	3	3	0	0	0	0	0	29
15:00	0	0	0	0	2	12	11	23	3	1	0	0	0	0	0	52
16:00	0	0	0	0	1	10	21	14	3	1	0	0	0	0	0	50
17:00	0	0	0	0	2	11	16	9	1	0	0	0	0	0	0	39
18:00	0	0	0	0	2	10	13	7	3	0	0	1	0	0	0	36
19:00	0	0	0	0	0	6	11	6	4	0	0	0	0	0	0	27
20:00	0	0	0	0	1	7	9	2	1	0	0	0	0	0	0	20
21:00	0	0	0	0	2	3	9	2	1	0	0	0	0	0	0	17
22:00	0	0	0	0	0	7	4	1	1	0	0	0	0	0	0	13
23:00	0	0	0	0	0	5	7	0	0	0	0	0	0	0	0	12
Total	0	5	9	13	44	178	237	126	43	8	0	1	0	0	0	664

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/16/23	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	3
01:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	5
07:00	0	0	0	0	0	3	4	4	1	0	0	0	0	0	0	12
08:00	0	0	0	0	1	3	8	11	2	0	0	0	0	0	0	25
09:00	0	0	0	0	1	10	24	20	4	1	1	0	0	0	0	61
10:00	0	0	0	0	0	3	14	11	5	2	0	0	0	0	0	35
11:00	0	0	0	0	0	5	17	4	2	0	0	0	0	0	0	28
12 PM	0	0	0	0	2	7	22	11	8	1	0	0	0	0	0	51
13:00	0	0	0	0	0	9	19	6	2	0	0	0	0	0	0	36
14:00	0	0	0	0	0	8	17	12	2	0	0	0	0	0	0	39
15:00	0	0	0	0	2	8	19	8	6	0	0	0	0	0	0	43
16:00	0	0	1	0	1	8	11	7	2	0	0	0	0	0	0	30
17:00	0	0	0	0	1	9	20	12	2	1	0	0	0	0	0	45
18:00	0	0	0	0	1	9	15	7	1	0	0	1	0	0	0	34
19:00	0	0	0	0	2	3	14	8	2	1	0	0	0	0	0	30
20:00	0	0	0	1	1	5	4	4	1	0	0	0	0	0	0	16
21:00	0	0	0	0	1	4	5	2	0	0	0	0	0	0	0	12
22:00	0	0	0	0	1	4	4	1	1	0	0	0	0	0	0	11
23:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
Total	0	0	1	1	15	103	229	130	41	6	2	1	0	0	0	529

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Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/17/23	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	2	1	2	0	1	0	0	0	0	0	6
04:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	6	5	2	3	0	0	0	0	0	0	16
06:00	0	0	0	0	2	10	20	6	0	0	0	0	0	0	0	38
07:00	0	0	0	0	3	14	37	27	8	1	0	0	0	0	0	90
08:00	0	0	0	0	4	24	59	41	7	1	0	0	0	0	0	136
09:00	0	0	0	0	1	17	21	9	2	0	0	0	0	0	0	50
10:00	0	0	0	0	3	10	14	9	3	0	0	0	0	0	0	39
11:00	0	0	0	1	1	7	19	11	2	1	0	0	0	0	0	42
12 PM	0	0	0	0	1	15	18	13	0	0	0	0	0	0	0	47
13:00	0	0	0	1	1	12	23	10	1	2	0	0	0	0	0	50
14:00	0	0	0	3	2	19	23	6	2	1	0	0	0	0	0	56
15:00	0	0	2	0	0	25	69	35	13	2	0	0	0	0	0	146
16:00	0	0	0	0	3	21	48	17	14	2	0	0	0	0	0	105
17:00	0	0	0	0	4	28	41	18	8	1	0	0	0	0	0	100
18:00	0	0	1	2	2	7	16	6	2	0	0	0	0	0	0	36
19:00	0	0	0	0	1	4	17	3	1	1	0	0	0	0	0	27
20:00	0	0	0	0	2	10	8	0	0	0	0	0	0	0	0	20
21:00	0	0	0	0	0	2	4	2	2	0	0	0	0	0	0	10
22:00	0	0	0	0	1	4	4	0	1	0	0	0	0	0	0	10
23:00	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Total	0	0	3	7	32	239	450	218	69	13	0	0	0	0	0	1031

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Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/18/23	0	0	0	0	0	3	0	1	0	0	0	0	0	0	1	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	3	3	1	0	1	0	0	0	0	0	8
04:00	0	0	0	0	0	3	4	1	0	0	0	0	0	0	0	8
05:00	0	0	0	0	0	8	7	2	0	0	0	0	0	0	0	17
06:00	0	0	0	1	2	8	12	7	2	1	0	0	0	0	0	33
07:00	0	0	2	3	5	5	39	27	9	0	0	0	0	0	0	90
08:00	0	0	0	4	4	24	61	22	11	1	0	0	0	0	0	127
09:00	0	0	0	0	2	17	18	12	1	0	1	0	0	0	0	51
10:00	0	0	0	2	0	10	17	8	4	1	0	0	0	0	1	43
11:00	0	0	0	2	2	10	26	8	1	1	0	0	0	0	0	50
12 PM	0	0	0	0	1	10	20	8	0	0	1	0	0	0	0	40
13:00	0	0	0	0	1	9	14	19	2	1	0	0	0	0	0	46
14:00	0	0	1	0	3	5	24	8	4	0	2	0	0	0	0	47
15:00	0	0	1	0	1	15	49	39	12	2	0	0	0	0	0	119
16:00	0	1	0	1	3	17	48	20	9	0	1	0	0	0	0	100
17:00	0	1	2	1	6	21	28	25	10	0	0	0	0	0	0	94
18:00	0	0	2	1	2	7	13	13	4	0	0	0	0	0	0	42
19:00	0	0	1	0	4	9	13	2	4	0	0	0	0	0	0	33
20:00	0	0	1	3	1	10	6	0	1	0	0	0	0	0	0	22
21:00	0	0	0	1	0	4	8	3	1	0	0	0	0	0	0	17
22:00	0	0	0	0	0	7	3	1	1	0	0	0	0	0	0	12
23:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	2	10	19	38	205	414	227	76	8	5	0	0	0	2	1006

The Traffic Group, Inc.

(800) 583-8411

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/19/23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	6
05:00	0	0	0	0	0	5	9	4	0	0	0	0	0	0	0	18
06:00	0	0	0	0	2	13	13	6	4	0	0	0	0	0	0	38
07:00	0	0	1	0	2	10	39	21	7	5	0	0	0	0	0	85
08:00	0	0	0	0	5	32	45	28	9	1	0	0	0	0	0	120
09:00	0	0	0	1	4	14	15	13	4	0	0	0	0	0	0	51
10:00	0	0	0	4	5	14	13	7	0	0	0	0	0	0	0	43
11:00	0	0	0	0	1	9	18	9	2	1	0	0	0	0	0	40
12 PM	0	0	0	1	5	7	18	15	4	1	0	0	0	0	0	51
13:00	0	0	0	0	2	9	25	2	1	1	1	0	0	0	0	41
14:00	0	0	0	0	1	8	29	16	2	0	0	0	0	0	0	56
15:00	0	0	1	1	1	24	55	31	12	0	0	0	0	0	0	125
16:00	0	0	0	0	5	15	49	28	11	1	0	0	0	0	0	109
17:00	0	0	0	1	0	16	43	16	2	1	0	0	0	0	0	79
18:00	0	0	0	0	1	13	19	12	2	2	0	0	0	0	0	49
19:00	0	0	1	1	0	16	21	7	1	1	0	0	0	0	0	48
20:00	0	0	0	0	0	5	7	4	0	0	0	0	0	0	0	16
21:00	0	0	0	0	1	5	0	1	0	0	0	0	0	0	0	7
22:00	0	0	0	0	1	0	4	4	2	0	0	0	0	0	0	11
23:00	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	3
Total	0	0	3	9	37	217	427	227	64	14	1	0	0	0	0	999

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/20/23	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	2	0	0	1	0	0	0	0	4
04:00	0	0	0	0	0	1	3	3	0	0	0	0	0	0	0	7
05:00	0	0	0	0	0	1	10	8	0	0	0	0	0	0	0	19
06:00	0	0	0	0	0	3	23	10	3	0	0	0	0	0	0	39
07:00	0	0	0	1	2	10	35	22	6	0	0	0	0	0	0	76
08:00	0	0	0	0	4	17	61	34	7	2	0	0	0	0	0	125
09:00	0	0	0	0	3	15	20	9	4	1	0	1	0	0	0	53
10:00	0	0	0	0	2	10	16	7	3	1	0	0	0	0	0	39
11:00	0	0	0	0	1	12	11	7	2	0	0	0	0	0	0	33
12 PM	0	0	0	0	3	9	16	12	2	1	0	0	0	0	0	43
13:00	0	0	0	1	1	12	15	3	1	1	0	0	0	0	0	34
14:00	0	0	0	0	0	14	19	19	5	3	0	1	0	0	0	61
15:00	0	0	1	0	0	30	66	42	10	1	0	0	0	0	0	150
16:00	0	0	0	1	6	19	36	14	10	3	0	0	0	0	0	89
17:00	0	0	2	1	2	14	44	18	8	0	0	0	0	0	0	89
18:00	0	0	0	1	3	17	25	9	2	0	0	0	0	0	0	57
19:00	0	0	1	2	1	12	12	8	3	0	0	0	0	0	0	39
20:00	0	0	0	1	2	7	17	4	0	0	0	0	0	0	0	31
21:00	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	6
22:00	0	0	0	0	0	4	6	2	3	0	0	0	0	0	0	15
23:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4
Total	0	0	4	8	31	213	439	236	69	13	1	2	0	0	0	1016

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/21/23	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	2	1	3	0	1	0	1	0	0	0	0	8
04:00	0	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
05:00	0	0	0	0	0	3	7	0	0	0	0	0	0	0	0	10
06:00	0	0	0	0	0	12	31	17	2	0	0	0	0	0	0	62
07:00	0	0	0	0	0	14	34	23	6	1	0	0	0	0	0	78
08:00	0	0	0	0	1	18	47	24	7	1	0	0	0	0	0	98
09:00	0	0	0	0	4	4	31	13	0	2	0	0	0	0	0	54
10:00	0	0	0	1	0	5	22	19	1	0	1	0	0	0	0	49
11:00	0	0	0	3	3	9	19	14	2	0	0	0	0	0	0	50
12 PM	0	0	1	0	2	21	12	7	5	2	1	0	0	0	0	51
13:00	0	0	0	0	1	15	20	18	4	1	0	0	0	0	0	59
14:00	0	0	0	0	3	8	26	17	1	1	0	0	0	0	0	56
15:00	0	0	1	1	0	26	56	34	6	1	0	1	0	0	0	126
16:00	0	0	0	0	2	17	35	24	8	1	0	0	0	0	0	87
17:00	0	0	0	0	1	17	23	26	6	2	0	0	0	0	0	75
18:00	0	0	0	0	3	18	28	23	3	0	0	0	0	0	0	75
19:00	0	0	0	0	1	6	12	8	4	0	0	0	0	0	0	31
20:00	0	0	0	0	2	11	8	5	0	1	0	0	0	0	0	27
21:00	0	0	0	0	0	7	10	1	0	0	0	0	0	0	0	18
22:00	0	0	0	0	1	3	12	2	1	0	0	0	0	0	0	19
23:00	0	0	0	0	0	0	3	1	1	0	0	0	0	0	0	5
Total	0	0	2	5	26	220	441	278	58	13	3	1	0	0	0	1047

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	Total
04/22/23	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
04:00	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	1	3	3	0	0	0	0	0	0	0	0	7
06:00	0	0	0	0	0	4	5	2	0	0	0	0	0	0	0	11
07:00	0	0	0	0	0	4	5	2	1	0	0	0	0	0	0	12
08:00	0	0	0	0	1	4	10	7	1	2	0	0	0	0	0	25
09:00	0	0	0	1	2	9	20	8	1	0	0	0	0	0	0	41
10:00	0	0	0	0	0	7	13	7	4	0	0	0	0	0	0	31
11:00	0	0	0	1	1	9	27	10	3	0	0	0	0	0	0	51
12 PM	0	0	0	0	0	11	13	7	1	0	0	0	0	0	0	32
13:00	0	0	3	0	3	10	14	6	5	0	0	0	0	0	0	41
14:00	0	0	0	0	1	10	16	9	2	0	0	0	0	0	0	38
15:00	0	0	1	0	0	6	22	13	3	2	0	0	0	0	0	47
16:00	0	0	0	0	0	5	24	12	3	0	0	0	0	0	0	44
17:00	0	1	13	7	0	8	12	5	2	1	0	0	0	0	0	49
18:00	0	2	7	1	2	11	9	4	0	0	0	0	0	0	0	36
19:00	0	0	2	0	2	6	2	2	2	0	0	0	0	0	0	16
20:00	0	0	0	0	0	6	4	2	0	0	0	0	0	0	0	12
21:00	0	0	0	0	1	3	3	2	0	0	0	0	0	0	0	9
22:00	0	0	0	0	1	7	3	2	0	0	0	0	0	0	0	13
23:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Total	0	3	26	10	17	125	213	104	29	5	0	0	0	0	0	532

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Eastbound																
Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	0	1	4	3	0	0	0	0	0	0	0	8
01:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	2	4	1	0	0	0	0	0	0	0	7
07:00	0	0	0	0	0	3	5	4	0	0	0	0	0	0	0	12
08:00	0	0	0	1	0	3	7	7	1	0	0	1	0	0	0	20
09:00	0	0	0	0	0	5	22	14	3	0	0	0	0	0	0	44
10:00	0	0	0	0	2	3	14	7	1	0	0	0	0	0	0	27
11:00	0	0	0	0	2	11	20	10	5	1	0	0	0	0	0	49
12 PM	0	0	0	0	1	3	15	4	3	1	0	0	0	0	0	27
13:00	0	0	0	0	1	5	16	12	4	0	0	0	0	0	0	38
14:00	0	0	0	1	3	11	14	10	4	1	0	0	0	0	0	44
15:00	0	0	0	0	1	7	15	14	1	0	0	0	0	0	0	38
16:00	0	0	0	0	0	10	16	6	5	1	0	0	0	0	0	38
17:00	0	0	0	0	0	6	11	7	4	0	0	0	0	0	0	28
18:00	0	0	0	0	0	7	12	4	6	0	0	0	1	0	0	30
19:00	0	0	0	0	0	7	16	5	0	0	0	0	0	0	0	28
20:00	0	0	0	0	1	6	12	6	2	0	0	0	0	0	0	27
21:00	0	0	0	0	0	4	4	1	1	0	0	0	0	0	0	10
22:00	0	0	0	0	1	0	2	1	2	0	0	0	0	0	0	6
23:00	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	4
Total	0	0	0	2	13	101	213	119	42	4	0	1	1	0	0	496
Grand Total	0	10	58	74	253	1601	3063	1665	491	84	12	6	1	0	2	7320

Stats	15th Percentile :	27 MPH
	50th Percentile :	32 MPH
	85th Percentile :	38 MPH
	95th Percentile :	42 MPH
	Mean Speed(Average) :	33 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	4728
	Percent in Pace :	64.6%
	Number of Vehicles > 25 MPH :	6925
	Percent of Vehicles > 25 MPH :	94.6%

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/15/23	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
01:00	0	0	0	0	0	3	1	1	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	2	3	2	1	0	0	0	0	0	0	8
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
06:00	0	0	0	1	1	1	2	2	0	0	0	0	0	0	0	7
07:00	0	0	0	0	1	2	6	6	2	1	0	0	0	0	0	18
08:00	0	0	0	1	7	18	7	5	1	0	0	0	0	0	0	39
09:00	0	0	0	3	7	10	18	7	3	1	0	0	0	0	0	49
10:00	0	0	0	1	7	10	26	10	4	0	0	0	0	0	0	58
11:00	0	0	1	1	2	19	19	10	2	0	0	0	0	0	0	54
12 PM	0	0	2	0	4	15	19	7	7	0	0	0	0	0	0	54
13:00	0	0	0	1	5	3	14	7	3	2	0	0	0	0	0	35
14:00	0	1	0	0	6	7	29	19	4	2	0	0	0	0	0	68
15:00	0	0	0	1	2	9	21	16	3	0	1	0	0	0	0	53
16:00	0	0	0	0	1	13	19	15	1	1	0	0	0	0	0	50
17:00	0	0	0	0	0	10	13	9	2	0	1	0	0	0	0	35
18:00	0	0	0	0	2	11	20	8	2	1	2	0	0	0	0	46
19:00	0	0	0	0	2	12	19	9	0	0	0	0	0	0	0	42
20:00	0	0	0	1	0	11	16	3	1	0	0	0	0	0	0	32
21:00	0	0	0	0	1	5	12	2	1	0	0	0	0	0	0	21
22:00	0	0	0	0	1	9	6	5	1	0	0	0	0	0	0	22
23:00	0	0	0	0	0	4	3	5	0	0	0	0	0	0	0	12
Total	0	1	3	11	50	182	273	149	39	8	4	0	0	0	0	720

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Merging Innovation and Excellence

Division Street
 East of Silversmith Lane
 Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/16/23	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	1	2	1	2	0	0	0	0	0	0	6
02:00	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3
03:00	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	4
04:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
07:00	0	0	0	0	0	0	3	5	4	1	1	0	0	0	0	14
08:00	0	0	0	1	0	2	6	4	3	1	0	0	0	0	0	17
09:00	0	0	0	1	1	8	10	9	0	1	0	0	0	0	0	30
10:00	0	0	0	0	0	9	14	8	4	1	0	0	0	0	0	36
11:00	0	0	0	0	3	7	13	9	4	0	0	0	0	0	0	36
12 PM	0	0	0	0	0	6	19	8	2	0	1	0	0	0	0	36
13:00	0	0	0	0	5	8	21	11	5	0	0	0	0	0	0	50
14:00	0	0	0	0	0	7	15	14	6	3	0	0	0	0	0	45
15:00	0	0	0	0	3	6	19	15	4	0	0	0	0	0	0	47
16:00	0	0	0	0	1	6	25	13	3	0	0	0	0	0	0	48
17:00	0	0	0	0	0	7	25	11	4	0	0	0	0	0	0	47
18:00	0	0	0	0	1	6	22	8	1	0	0	0	0	0	0	38
19:00	0	0	0	0	2	5	16	9	2	0	0	0	0	0	0	34
20:00	0	0	0	0	2	5	9	2	1	0	0	0	0	0	0	19
21:00	0	0	0	0	1	3	6	4	0	0	0	0	0	0	0	14
22:00	0	0	0	0	0	2	3	5	0	0	0	0	0	0	0	10
23:00	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
Total	0	0	0	2	21	94	233	140	46	7	2	0	0	0	0	545

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Division Street
East of Silversmith Lane
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/17/23	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	1	6	2	1	0	0	0	0	0	0	10
06:00	0	0	0	0	0	7	12	3	4	0	0	0	0	0	0	26
07:00	0	0	0	0	3	16	50	55	18	1	0	0	0	0	0	143
08:00	0	0	0	0	4	13	42	36	16	1	0	0	0	0	0	112
09:00	0	0	0	1	0	10	23	18	5	1	1	0	0	0	0	59
10:00	0	0	0	0	2	10	17	15	2	0	1	0	0	0	0	47
11:00	0	0	0	0	2	7	16	12	6	0	0	0	0	0	0	43
12 PM	0	0	0	0	1	8	18	10	3	1	0	0	0	0	0	41
13:00	0	0	1	0	1	9	28	15	8	1	0	0	0	0	0	63
14:00	0	0	1	0	5	15	29	14	8	0	0	0	0	0	0	72
15:00	0	0	0	0	4	21	39	40	5	3	0	0	0	0	0	112
16:00	0	0	0	1	6	22	37	32	8	0	1	0	0	0	0	107
17:00	0	0	0	0	0	11	29	32	9	1	0	0	0	0	0	82
18:00	0	0	0	0	1	10	22	11	5	1	0	0	0	0	0	50
19:00	0	0	0	0	2	11	18	8	2	0	0	0	0	0	0	41
20:00	0	0	0	0	3	8	21	4	2	0	0	0	0	0	0	38
21:00	0	0	0	0	2	1	6	5	0	0	0	0	0	0	0	14
22:00	0	0	0	0	2	3	9	7	1	0	0	0	0	0	0	22
23:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
Total	0	0	2	3	41	189	428	320	103	10	3	0	0	0	0	1099

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Division Street
East of Silversmith Lane
Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/18/23	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	3	2	1	1	0	0	0	0	0	0	7
06:00	0	0	0	0	0	7	16	12	1	1	0	0	0	0	0	37
07:00	0	0	0	0	0	10	52	58	12	2	0	0	0	0	0	134
08:00	0	0	0	0	6	18	49	26	13	3	1	0	0	0	0	116
09:00	0	0	0	0	4	8	21	26	6	4	0	0	1	0	0	70
10:00	0	0	0	2	4	16	18	15	4	3	0	0	0	0	0	62
11:00	0	0	0	0	3	6	20	14	0	1	0	0	0	0	0	44
12 PM	0	0	0	0	5	15	27	18	2	0	0	0	0	0	0	67
13:00	0	0	0	1	4	12	25	23	6	0	0	0	0	0	0	71
14:00	0	0	0	0	0	15	33	18	5	2	0	0	0	0	0	73
15:00	0	0	1	0	4	23	45	29	11	0	1	0	0	0	0	114
16:00	0	0	0	0	1	22	51	35	12	1	0	0	0	0	0	122
17:00	0	1	0	0	6	17	39	23	9	3	1	0	0	0	0	99
18:00	0	0	1	2	4	9	15	8	2	0	0	0	0	0	0	41
19:00	0	0	1	2	8	15	23	8	1	0	0	0	0	0	0	58
20:00	0	0	0	0	4	12	7	8	0	0	0	0	0	0	0	31
21:00	0	0	0	0	4	5	8	2	3	0	0	0	0	0	0	22
22:00	0	0	0	0	2	2	5	0	0	0	0	0	0	0	0	9
23:00	0	0	0	0	0	4	8	1	0	0	0	0	0	0	0	13
Total	0	1	3	7	60	223	468	328	88	21	3	0	1	0	0	1203

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Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/19/23	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	5
01:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	2	1	0	0	0	0	0	0	0	4
05:00	0	0	0	0	0	0	3	3	1	0	0	0	0	0	0	7
06:00	0	0	0	0	0	8	14	8	3	1	0	0	0	0	0	34
07:00	0	0	1	1	2	12	63	39	16	1	0	0	0	0	0	135
08:00	0	0	0	0	4	16	40	33	12	3	1	0	0	0	0	109
09:00	0	0	0	0	1	16	29	11	6	2	0	0	0	0	0	65
10:00	0	0	0	0	2	7	17	16	3	0	0	0	0	0	0	45
11:00	0	0	0	0	1	14	20	8	2	0	0	0	0	0	0	45
12 PM	0	0	0	1	5	14	20	10	3	1	0	0	0	0	0	54
13:00	0	0	0	1	2	12	19	12	4	1	0	0	0	0	0	51
14:00	0	0	0	0	1	20	33	14	4	0	0	0	0	0	0	72
15:00	0	0	0	1	1	12	40	36	14	0	1	0	0	0	0	105
16:00	0	0	0	0	2	21	52	35	9	3	1	0	0	0	0	123
17:00	0	0	0	0	0	12	28	35	9	3	1	0	0	0	0	88
18:00	0	0	0	2	3	7	23	12	3	0	0	0	0	0	0	50
19:00	0	0	0	0	3	8	24	8	1	2	0	0	0	0	0	46
20:00	0	0	0	0	1	9	12	3	2	1	0	0	0	0	0	28
21:00	0	0	0	0	2	9	9	2	2	0	0	0	0	0	0	24
22:00	0	0	0	1	0	6	5	0	0	0	0	0	0	0	0	12
23:00	0	0	0	0	2	4	1	2	0	0	1	0	0	0	0	10
Total	0	0	1	7	32	211	456	289	94	19	5	0	0	0	0	1114

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Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/20/23	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	4
01:00	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	4
05:00	0	0	0	0	0	1	6	2	0	1	0	0	0	0	0	10
06:00	0	0	0	0	2	8	17	11	2	0	0	0	0	0	0	40
07:00	0	0	0	0	1	12	57	51	17	3	0	0	0	0	0	141
08:00	0	0	0	0	4	15	39	36	15	5	0	0	0	0	0	114
09:00	0	0	0	0	0	11	17	12	5	1	0	0	0	0	0	46
10:00	0	0	0	0	1	19	23	15	3	0	0	0	0	0	0	61
11:00	0	0	1	0	0	10	10	12	3	0	0	0	0	0	0	36
12 PM	0	0	1	1	0	8	31	13	4	0	0	0	0	0	0	58
13:00	0	0	0	0	3	11	16	16	5	4	0	0	0	0	0	55
14:00	0	0	0	2	4	15	31	24	4	1	0	0	0	0	0	81
15:00	0	0	0	0	4	16	32	37	7	1	0	0	0	0	0	97
16:00	0	0	0	0	2	16	37	32	7	0	1	1	0	0	0	96
17:00	0	0	0	1	3	9	32	29	8	5	0	0	0	0	0	87
18:00	0	0	0	2	2	13	16	17	2	0	0	0	0	0	0	52
19:00	0	0	0	1	5	6	20	7	0	0	1	0	0	0	0	40
20:00	0	0	0	0	4	13	10	6	1	0	0	0	0	0	0	34
21:00	0	0	0	0	2	14	10	5	0	1	0	0	0	0	0	32
22:00	0	0	0	0	2	5	8	2	0	0	0	0	0	0	0	17
23:00	0	0	0	0	0	3	4	0	1	0	0	0	0	0	0	8
Total	0	0	2	7	42	205	421	329	86	23	2	1	0	0	0	1118

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Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/21/23	0	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	2	2	1	1	0	0	0	0	0	0	6
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	1	2	3	2	0	0	0	0	0	0	0	8
06:00	0	0	0	0	0	8	22	20	8	2	0	0	0	0	0	60
07:00	0	0	0	0	0	9	45	53	8	2	0	0	0	0	0	117
08:00	0	0	0	0	3	12	24	25	7	1	0	0	0	0	0	72
09:00	0	0	0	0	1	8	33	18	7	2	1	0	0	0	0	70
10:00	0	0	0	0	1	7	25	9	3	0	0	0	0	0	0	45
11:00	0	0	0	2	2	9	20	12	3	0	1	0	0	0	0	49
12 PM	0	0	1	2	4	9	18	15	3	1	0	0	0	0	0	53
13:00	0	0	0	0	3	8	20	15	5	2	0	0	0	0	0	53
14:00	0	0	0	0	2	20	26	9	7	0	1	0	0	0	0	65
15:00	0	0	0	0	1	20	49	28	12	3	1	0	0	0	0	114
16:00	0	0	0	0	1	8	42	31	15	1	0	0	0	0	0	98
17:00	0	1	0	0	0	12	22	33	15	2	1	0	0	0	0	86
18:00	0	0	0	2	3	13	18	25	5	0	0	0	0	0	0	66
19:00	0	0	0	0	2	10	11	10	3	1	0	0	0	0	0	37
20:00	0	0	0	0	1	19	13	5	1	0	0	0	0	0	0	39
21:00	0	0	0	0	3	9	9	2	1	0	1	0	0	0	0	25
22:00	0	0	0	0	2	8	8	4	3	0	0	0	0	0	0	25
23:00	0	0	0	0	0	1	3	3	1	1	0	0	0	0	0	9
Total	0	1	1	6	31	197	418	321	108	18	6	0	0	0	0	1107

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Wicomico County, Maryland

Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/22/23	0	0	0	0	3	0	4	3	1	0	0	0	0	0	0	11
01:00	0	0	0	0	1	2	2	0	0	0	0	0	0	0	0	5
02:00	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	5
03:00	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
06:00	0	0	0	0	0	1	4	0	0	1	0	0	0	0	0	6
07:00	0	0	0	0	0	4	4	4	1	0	0	0	0	0	0	13
08:00	0	0	0	0	1	2	13	7	1	1	0	0	0	0	0	25
09:00	0	0	0	0	2	6	8	7	2	0	0	0	0	0	0	25
10:00	0	0	0	1	2	3	8	7	3	0	0	0	0	0	0	24
11:00	0	0	0	0	0	8	17	12	4	2	0	0	0	0	0	43
12 PM	0	0	1	0	3	3	20	10	4	1	0	0	0	0	0	42
13:00	0	0	0	0	0	6	17	20	5	0	1	0	0	0	0	49
14:00	0	0	0	0	1	7	17	11	8	2	0	0	0	0	0	46
15:00	0	0	0	0	2	8	23	14	5	1	0	0	0	0	0	53
16:00	0	0	0	0	1	7	15	10	4	0	0	0	0	0	0	37
17:00	0	0	0	0	1	3	14	9	2	0	0	0	0	0	0	29
18:00	0	0	0	0	1	4	11	2	0	0	0	0	0	0	0	18
19:00	0	0	0	0	1	5	13	8	4	0	0	0	0	0	0	31
20:00	0	0	0	0	1	12	5	4	1	0	0	0	0	0	0	23
21:00	0	0	0	0	2	5	5	2	1	0	0	0	0	0	0	15
22:00	0	0	0	0	1	4	9	2	0	0	0	0	0	0	0	16
23:00	0	0	0	0	0	3	3	0	1	1	0	0	0	0	0	8
Total	0	0	1	1	23	96	217	133	47	9	1	0	0	0	0	528

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Westbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
Time	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
04/23/23	0	0	0	0	1	0	7	0	0	0	0	0	0	0	0	8
01:00	0	0	0	0	1	1	3	1	1	0	0	0	0	0	0	7
02:00	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
06:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
07:00	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	3
08:00	0	0	0	0	1	2	4	3	1	0	0	0	0	0	0	11
09:00	0	0	0	0	2	6	11	6	3	1	0	0	0	0	0	29
10:00	0	0	0	0	0	9	16	12	1	0	0	0	0	0	0	38
11:00	0	0	0	0	3	11	21	7	8	1	0	0	0	0	0	51
12 PM	0	0	0	0	1	9	21	10	1	1	0	0	0	0	0	43
13:00	0	0	0	0	5	5	16	5	7	1	0	0	0	0	0	39
14:00	0	0	0	0	4	7	16	17	4	1	0	0	0	0	0	49
15:00	0	0	1	2	3	4	18	13	5	0	0	0	0	0	0	46
16:00	0	0	0	0	2	5	10	14	6	1	0	1	0	0	0	39
17:00	0	0	0	0	4	11	20	14	5	0	0	0	0	0	0	54
18:00	0	0	0	0	2	4	18	10	2	2	0	0	0	0	0	38
19:00	0	0	0	1	0	6	16	8	1	0	0	0	0	0	0	32
20:00	0	0	0	0	1	7	13	7	2	1	0	0	0	0	0	31
21:00	0	0	0	0	2	9	6	4	1	0	0	0	0	0	0	22
22:00	0	0	0	0	0	7	6	0	1	0	0	0	0	0	0	14
23:00	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	5
Total	0	0	1	3	32	107	231	131	52	9	0	1	0	0	0	567
Grand Total	0	3	14	47	332	1504	3145	2140	663	124	26	2	1	0	0	8001

Stats	15th Percentile :	27 MPH
	50th Percentile :	33 MPH
	85th Percentile :	39 MPH
	95th Percentile :	43 MPH
	Mean Speed(Average) :	34 MPH
	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	5285
	Percent in Pace :	66.1%
	Number of Vehicles > 25 MPH :	7605
	Percent of Vehicles > 25 MPH :	95.1%

APPENDIX D

Intersection Turning Movement Counts



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brown Street					TRAFFIC FROM SOUTH on: Brown Street					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Crown 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	
PM																					
3:00 - 3:15	10	3	0	0	13	0	1	3	0	4	0	0	0	0	0	2	0	3	0	5	22
3:15 - 3:30	7	1	0	0	8	0	2	1	0	3	0	0	0	0	0	3	0	16	0	19	30
3:30 - 3:45	4	0	0	0	4	0	1	2	0	3	0	0	0	0	0	5	0	15	0	20	27
3:45 - 4:00	5	2	0	0	7	0	3	0	0	3	0	0	0	0	0	5	0	0	0	5	15
4:00 - 4:15	2	4	0	0	6	0	3	1	0	4	0	0	0	0	0	1	0	15	0	16	26
4:15 - 4:30	6	2	0	0	8	0	3	3	0	6	0	0	0	0	0	3	0	10	0	13	27
4:30 - 4:45	7	0	0	0	7	0	0	2	0	2	0	0	0	0	0	1	0	12	0	13	22
4:45 - 5:00	13	1	0	0	14	0	0	2	0	2	0	0	0	0	0	1	0	6	0	7	23
5:00 - 5:15	13	4	0	0	17	0	1	1	0	2	0	0	0	0	0	5	0	12	0	17	36
5:15 - 5:30	47	4	0	0	51	0	2	1	0	3	0	0	0	0	0	3	0	27	0	30	84
5:30 - 5:45	54	2	0	0	56	0	2	2	0	4	0	0	0	0	0	2	0	30	0	32	92
5:45 - 6:00	34	1	0	0	35	0	2	0	0	2	0	0	0	0	0	2	0	22	0	24	61
6:00 - 6:15	15	0	0	0	15	0	1	2	0	3	0	0	0	0	0	0	0	19	0	19	37
6:15 - 6:30	21	0	0	0	21	0	0	3	0	3	0	0	0	0	0	1	0	15	0	16	40
6:30 - 6:45	11	1	0	0	12	0	2	2	0	4	0	0	0	0	0	1	0	24	0	25	41
6:45 - 7:00	20	1	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	36
7:00 - 7:15	19	3	0	0	22	0	1	0	0	1	0	0	0	0	0	1	0	26	0	27	50
7:15 - 7:30	39	1	0	0	40	0	1	4	0	5	0	0	0	0	0	1	0	15	0	16	61
7:30 - 7:45	11	2	0	0	13	0	2	0	0	2	0	0	0	0	0	0	0	27	0	27	42
7:45 - 8:00	32	0	0	0	32	0	0	2	0	2	0	0	0	0	0	2	0	19	0	21	55
5 Hr Totals	370	32	0	0	402	0	27	31	0	58	0	0	0	0	0	39	0	328	0	367	827
1 Hr Totals																					
3:00 - 4:00	26	6	0	0	32	0	7	6	0	13	0	0	0	0	0	15	0	34	0	49	94
3:15 - 4:15	18	7	0	0	25	0	9	4	0	13	0	0	0	0	0	14	0	46	0	60	98
3:30 - 4:30	17	8	0	0	25	0	10	6	0	16	0	0	0	0	0	14	0	40	0	54	95
3:45 - 4:45	20	8	0	0	28	0	9	6	0	15	0	0	0	0	0	10	0	37	0	47	90
4:00 - 5:00	28	7	0	0	35	0	6	8	0	14	0	0	0	0	0	6	0	43	0	49	98
4:15 - 5:15	39	7	0	0	46	0	4	8	0	12	0	0	0	0	0	10	0	40	0	50	108
4:30 - 5:30	80	9	0	0	89	0	3	6	0	9	0	0	0	0	0	10	0	57	0	67	165
4:45 - 5:45	127	11	0	0	138	0	5	6	0	11	0	0	0	0	0	11	0	75	0	86	235
5:00 - 6:00	148	11	0	0	159	0	7	4	0	11	0	0	0	0	0	12	0	91	0	103	273
5:15 - 6:15	150	7	0	0	157	0	7	5	0	12	0	0	0	0	0	7	0	98	0	105	274
5:30 - 6:30	124	3	0	0	127	0	5	7	0	12	0	0	0	0	0	5	0	86	0	91	230
5:45 - 6:45	81	2	0	0	83	0	5	7	0	12	0	0	0	0	0	4	0	80	0	84	179
6:00 - 7:00	67	2	0	0	69	0	3	7	0	10	0	0	0	0	0	2	0	73	0	75	154
6:15 - 7:15	71	5	0	0	76	0	3	5	0	8	0	0	0	0	0	3	0	80	0	83	167
6:30 - 7:30	89	6	0	0	95	0	4	6	0	10	0	0	0	0	0	3	0	80	0	83	188
6:45 - 7:45	89	7	0	0	96	0	4	4	0	8	0	0	0	0	0	2	0	83	0	85	189
7:00 - 8:00	101	6	0	0	107	0	4	6	0	10	0	0	0	0	0	4	0	87	0	91	208
PEAK HOUR																					
5:15 - 6:15	150	7	0	0	157	0	7	5	0	12	0	0	0	0	0	7	0	98	0	105	274

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brown Street					TRAFFIC FROM SOUTH on: Brown Street					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Crown 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	
PM																					
3:00 - 3:15	10	2	0	0	12	1	2	0	0	3					0	2		2	0	4	19
3:15 - 3:30	7	1	0	0	8	2	1	0	0	3					0	3		15	0	18	29
3:30 - 3:45	4	0	0	0	4	1	2	0	0	3					0	5		14	0	19	26
3:45 - 4:00	5	2	0	0	7	3	0	0	0	3					0	5		0	0	5	15
4:00 - 4:15	1	3	0	0	4	2	1	0	0	3					0	1		15	0	16	23
4:15 - 4:30	6	2	0	0	8	3	3	0	0	6					0	3		10	0	13	27
4:30 - 4:45	7	0	0	0	7	0	2	0	0	2					0	1		11	0	12	21
4:45 - 5:00	13	1	0	0	14	0	2	0	0	2					0	1		6	0	7	23
5:00 - 5:15	13	4	0	0	17	1	1	0	0	2					0	5		12	0	17	36
5:15 - 5:30	47	4	0	0	51	2	1	0	0	3					0	3		27	0	30	84
5:30 - 5:45	53	2	0	0	55	2	2	0	0	4					0	2		30	0	32	91
5:45 - 6:00	34	1	0	0	35	2	0	0	0	2					0	2		22	0	24	61
6:00 - 6:15	15	0	0	0	15	1	2	0	0	3					0	0		19	0	19	37
6:15 - 6:30	21	0	0	0	21	0	3	0	0	3					0	1		14	0	15	39
6:30 - 6:45	10	1	0	0	11	2	2	0	0	4					0	1		24	0	25	40
6:45 - 7:00	20	1	0	0	21	0	0	0	0	0					0	0		15	0	15	36
7:00 - 7:15	19	3	0	0	22	1	0	0	0	1					0	1		26	0	27	50
7:15 - 7:30	39	1	0	0	40	1	4	0	0	5					0	1		15	0	16	61
7:30 - 7:45	11	2	0	0	13	2	0	0	0	2					0	0		27	0	27	42
7:45 - 8:00	32	0	0	0	32	0	2	0	0	2					0	2		19	0	21	55
5 Hr Totals	367	30	0	0	397	0	26	30	0	56	0	0	0	0	0	39	0	323	0	362	815
1 Hr Totals																					
3:00 - 4:00	26	5	0	0	31	0	7	5	0	12	0	0	0	0	0	15	0	31	0	46	89
3:15 - 4:15	17	6	0	0	23	0	8	4	0	12	0	0	0	0	0	14	0	44	0	58	93
3:30 - 4:30	16	7	0	0	23	0	9	6	0	15	0	0	0	0	0	14	0	39	0	53	91
3:45 - 4:45	19	7	0	0	26	0	8	6	0	14	0	0	0	0	0	10	0	36	0	46	86
4:00 - 5:00	27	6	0	0	33	0	5	8	0	13	0	0	0	0	0	6	0	42	0	48	94
4:15 - 5:15	39	7	0	0	46	0	4	8	0	12	0	0	0	0	0	10	0	39	0	49	107
4:30 - 5:30	80	9	0	0	89	0	3	6	0	9	0	0	0	0	0	10	0	56	0	66	164
4:45 - 5:45	126	11	0	0	137	0	5	6	0	11	0	0	0	0	0	11	0	75	0	86	234
5:00 - 6:00	147	11	0	0	158	0	7	4	0	11	0	0	0	0	0	12	0	91	0	103	272
5:15 - 6:15	149	7	0	0	156	0	7	5	0	12	0	0	0	0	0	7	0	98	0	105	273
5:30 - 6:30	123	3	0	0	126	0	5	7	0	12	0	0	0	0	0	5	0	85	0	90	228
5:45 - 6:45	80	2	0	0	82	0	5	7	0	12	0	0	0	0	0	4	0	79	0	83	177
6:00 - 7:00	66	2	0	0	68	0	3	7	0	10	0	0	0	0	0	2	0	72	0	74	152
6:15 - 7:15	70	5	0	0	75	0	3	5	0	8	0	0	0	0	0	3	0	79	0	82	165
6:30 - 7:30	88	6	0	0	94	0	4	6	0	10	0	0	0	0	0	3	0	80	0	83	187
6:45 - 7:45	89	7	0	0	96	0	4	4	0	8	0	0	0	0	0	2	0	83	0	85	189
7:00 - 8:00	101	6	0	0	107	0	4	6	0	10	0	0	0	0	0	4	0	87	0	91	208
PEAK HOUR																					
5:15 - 6:15	149	7	0	0	156	0	7	5	0	12	0	0	0	0	0	7	0	98	0	105	273

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brown Street					TRAFFIC FROM SOUTH on: Brown Street					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Crown 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	
PM																					
3:00 - 3:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	2	2	0	0	4	0	1	1	0	2	0	0	0	0	0	0	0	5	0	5	11
1 Hr Totals																					
3:00 - 4:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	0	3	5
3:15 - 4:15	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	5
3:30 - 4:30	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
3:45 - 4:45	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
4:00 - 5:00	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
4:45 - 5:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 - 6:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 - 6:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
5:45 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:15 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:30 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:15 - 6:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brown Street					TRAFFIC FROM SOUTH on: Brown Street					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Crown 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		
PM																						
3:00 - 3:15	0	0		0	0			0	0	0				0		0		0	0	0	0	0
3:15 - 3:30	0	0		0	0			0	0	0				0		0		0	0	0	0	0
3:30 - 3:45	0	0		0	0			0	0	0				0		0		0	0	0	0	0
3:45 - 4:00	0	0		0	0			0	0	0				0		0		0	0	0	0	0
4:00 - 4:15	0	0		0	0			0	0	0				0		0		0	0	0	0	0
4:15 - 4:30	0	0		0	0			0	0	0				0		0		0	0	0	0	0
4:30 - 4:45	0	0		0	0			0	0	0				0		0		0	0	0	0	0
4:45 - 5:00	0	0		0	0			0	0	0				0		0		0	0	0	0	0
5:00 - 5:15	0	0		0	0			0	0	0				0		0		0	0	0	0	0
5:15 - 5:30	0	0		0	0			0	0	0				0		0		0	0	0	0	0
5:30 - 5:45	0	0		0	0			0	0	0				0		0		0	0	0	0	0
5:45 - 6:00	0	0		0	0			0	0	0				0		0		0	0	0	0	0
6:00 - 6:15	0	0		0	0			0	0	0				0		0		0	0	0	0	0
6:15 - 6:30	0	0		0	0			0	0	0				0		0		0	0	0	0	0
6:30 - 6:45	1	0		0	1			0	0	0				0		0		0	0	0	0	1
6:45 - 7:00	0	0		0	0			0	0	0				0		0		0	0	0	0	0
7:00 - 7:15	0	0		0	0			0	0	0				0		0		0	0	0	0	0
7:15 - 7:30	0	0		0	0			0	0	0				0		0		0	0	0	0	0
7:30 - 7:45	0	0		0	0			0	0	0				0		0		0	0	0	0	0
7:45 - 8:00	0	0		0	0			0	0	0				0		0		0	0	0	0	0
5 Hr Totals	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr Totals																						
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 - 7:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 - 7:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																						
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brown Street					TRAFFIC FROM SOUTH on: Brown Street					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Crown 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	
PM																					
3:00 - 3:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:15 - 3:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:30 - 3:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:45 - 4:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:00 - 4:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:15 - 4:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:30 - 4:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:45 - 5:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:00 - 5:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:15 - 5:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:30 - 5:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:45 - 6:00	0	0		0	0	0	0	0	0	0					0	0		1	0	1	1
6:00 - 6:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:15 - 6:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:30 - 6:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:45 - 7:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:00 - 7:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:15 - 7:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:30 - 7:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:45 - 8:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
5:45 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	NORTH LEG Brown Street		SOUTH LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG		WEST LEG Crown Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15			0	0
3:15 - 3:30			0	0
3:30 - 3:45			0	0
3:45 - 4:00			0	0
4:00 - 4:15			0	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
6:00 - 6:15			0	0
6:15 - 6:30			0	0
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
TOTALS	0	0	0	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Brown Street					TRAFFIC FROM SOUTH Brown Street					TRAFFIC FROM EAST					TRAFFIC FROM WEST Crown 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		
AM																						
9:00 - 9:15	4	0	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	9	0	9	16	
9:15 - 9:30	10	1	0	0	11	0	0	0	0	0	0	0	0	0	0	3	0	7	0	10	21	
9:30 - 9:45	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	2	0	4	0	6	13	
9:45 - 10:00	6	0	0	0	6	0	0	2	0	2	0	0	0	0	0	0	0	3	2	5	13	
10:00 - 10:15	6	2	0	0	8	0	0	1	0	1	0	0	0	0	0	0	0	6	0	6	15	
10:15 - 10:30	10	0	0	0	10	0	1	0	0	1	0	0	0	0	0	2	0	7	2	11	22	
10:30 - 10:45	6	3	0	0	9	0	1	4	0	5	0	0	0	0	0	1	0	7	0	8	22	
10:45 - 11:00	3	0	0	0	3	0	1	2	0	3	0	0	0	0	0	0	0	4	0	4	10	
11:00 - 11:15	6	0	0	0	6	0	1	0	0	1	0	0	0	0	0	1	0	3	1	5	12	
11:15 - 11:30	13	2	0	0	15	0	0	0	0	0	0	0	0	0	0	2	0	15	0	17	32	
11:30 - 11:45	4	2	0	0	6	0	1	3	1	5	0	0	0	0	0	2	0	6	0	8	19	
11:45 - 12:00	8	2	0	0	10	0	3	1	0	4	0	0	0	0	0	2	0	9	0	11	25	
12:00 - 12:15	8	2	0	0	10	0	2	6	0	8	0	0	0	0	0	2	0	4	0	6	24	
12:15 - 12:30	2	2	0	0	4	0	0	2	0	2	0	0	0	0	0	2	0	6	0	8	14	
12:30 - 12:45	3	1	0	0	4	0	0	2	0	2	0	0	0	0	0	0	0	18	0	18	24	
12:45 - 1:00	6	2	0	0	8	0	0	2	0	2	0	0	0	0	0	0	0	8	0	8	18	
1:00 - 1:15	5	1	0	0	6	0	0	2	0	2	0	0	0	0	0	2	0	11	0	13	21	
1:15 - 1:30	2	4	0	0	6	0	1	0	0	1	0	0	0	0	0	3	0	13	0	16	23	
1:30 - 1:45	4	2	0	0	6	0	3	3	0	6	0	0	0	0	0	1	0	11	0	12	24	
1:45 - 2:00	0	2	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	17	0	17	21	
2:00 - 2:15	4	3	0	1	8	0	0	3	0	3	0	0	0	0	0	2	0	15	0	17	28	
2:15 - 2:30	1	1	0	0	2	0	2	1	0	3	0	0	0	0	0	1	0	7	0	8	13	
2:30 - 2:45	6	2	0	0	8	0	2	1	0	3	0	0	0	0	0	1	0	6	0	7	18	
2:45 - 3:00	1	2	0	0	3	0	2	2	0	4	0	0	0	0	0	0	0	1	0	1	8	
3:00 - 3:15	5	0	0	0	5	0	1	0	0	1	0	0	0	0	0	3	0	3	0	6	12	
3:15 - 3:30	10	1	0	0	11	0	1	0	0	1	0	0	0	0	0	5	0	3	0	8	20	
3:30 - 3:45	3	0	0	0	3	0	0	4	0	4	0	0	0	0	0	2	0	3	0	5	12	
3:45 - 4:00	7	3	0	0	10	0	1	0	0	1	0	0	0	0	0	2	0	2	0	4	15	
4:00 - 4:15	2	1	0	0	3	0	1	2	0	3	0	0	0	0	0	1	0	1	0	2	8	
4:15 - 4:30	4	1	0	0	5	0	2	2	0	4	0	0	0	0	0	3	0	2	0	5	14	
4:30 - 4:45	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	2	0	10	0	12	17	
4:45 - 5:00	5	2	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	15	
5:00 - 5:15	10	0	0	0	10	0	2	2	0	4	0	0	0	0	0	0	0	4	0	4	18	
5:15 - 5:30	8	1	0	0	9	0	2	0	0	2	0	0	0	0	0	1	0	3	0	4	15	
5:30 - 5:45	3	2	0	0	5	0	0	3	0	3	0	0	0	0	0	1	0	2	0	3	11	
5:45 - 6:00	1	2	0	0	3	0	1	1	0	2	0	0	0	0	0	2	0	0	0	2	7	
9 Hr Totals	185	49	0	1	235	0	37	53	1	91	0	0	0	0	0	51	0	238	5	294	620	
1 Hr Totals																						
9:00 - 10:00	26	1	0	0	27	0	4	2	0	6	0	0	0	0	0	5	0	23	2	30	63	
9:15 - 10:15	28	3	0	0	31	0	1	3	0	4	0	0	0	0	0	5	0	20	2	27	62	
9:30 - 10:30	28	2	0	0	30	0	2	3	0	5	0	0	0	0	0	4	0	20	4	28	63	
9:45 - 10:45	28	5	0	0	33	0	2	7	0	9	0	0	0	0	0	3	0	23	4	30	72	
10:00 - 11:00	25	5	0	0	30	0	3	7	0	10	0	0	0	0	0	3	0	24	2	29	69	
10:15 - 11:15	25	3	0	0	28	0	4	6	0	10	0	0	0	0	0	4	0	21	3	28	66	
10:30 - 11:30	28	5	0	0	33	0	3	6	0	9	0	0	0	0	0	4	0	29	1	34	76	
10:45 - 11:45	26	4	0	0	30	0	3	5	1	9	0	0	0	0	0	5	0	28	1	34	73	
11:00 - 12:00	31	6	0	0	37	0	5	4	1	10	0	0	0	0	0	7	0	33	1	41	88	
11:15 - 12:15	33	8	0	0	41	0	6	10	1	17	0	0	0	0	0	8	0	34	0	42	100	
11:30 - 12:30	22	8	0	0	30	0	6	12	1	19	0	0	0	0	0	8	0	25	0	33	82	
11:45 - 12:45	21	7	0	0	28	0	5	11	0	16	0	0	0	0	0	6	0	37	0	43	87	
12:00 - 1:00	19	7	0	0	26	0	2	12	0	14	0	0	0	0	0	4	0	36	0	40	80	
12:15 - 1:15	16	6	0	0	22	0	0	8	0	8	0	0	0	0	0	4	0	43	0	47	77	
12:30 - 1:30	16	8	0	0	24	0	1	6	0	7	0	0	0	0	0	5	0	50	0	55	86	
12:45 - 1:45	17	9	0	0	26	0	4	7	0	11	0	0	0	0	0	6	0	43	0	49	86	
1:00 - 2:00	11	9	0	0	20	0	4	7	0	11	0	0	0	0	0	6	0	52	0	58	89	
1:15 - 2:15	10	11	0	1	22	0	4	8	0	12	0	0	0	0	0	6	0	56	0	62	96	
1:30 - 2:30	9	8	0	1	18	0	5	9	0	14	0	0	0	0	0	4	0	50	0	54	86	
1:45 - 2:45	11	8	0	1	20	0	4	7	0	11	0	0	0	0	0	4	0	45	0	49	80	
2:00 - 3:00	12	8	0	1	21	0	6	7	0	13	0	0	0	0	0	4	0	29	0	33	67	
2:15 - 3:15	13	5	0	0	18	0	7	4	0	11	0	0	0	0	0	5	0	17	0	22	51	
2:30 - 3:30	22	5	0	0	27	0	6	3	0	9	0	0	0	0	0	9	0	13	0	22	58	
2:45 - 3:45	19	3	0	0	22	0	4	6	0	10	0	0	0	0	0	10	0	10	0	20	52	
3:00 - 4:00	25	4	0	0	29	0	3	4	0	7	0	0	0	0	0	12	0	11	0	23	59	
3:15 - 4:15	22	5	0	0	27	0	3	6	0	9	0	0	0	0	0	10	0	9	0	19	55	
3:30 - 4:30	16	5	0	0	21	0	4	8	0	12	0	0	0	0	0	8	0	8	0	16	49	
3:45 - 4:45	16	5	0	0	21	0	6	4	0	10	0	0	0	0	0	8	0	15	0	23	54	
4:00 - 5:00	14	4	0	0	18	0	5	4	0	9	0	0	0	0	0	6	0	21	0	27	54	
4:15 - 5:15	22	3	0	0	25	0	6	4	0	10	0	0	0	0	0	5	0	24	0	29	64	
4:30 - 5:30	26	3	0	0	29	0	6	2	0	8	0	0	0	0	0	3	0	25	0	28	65	
4:45 - 5:45	26	5	0	0	31	0	4	5	0	9	0	0	0	0	0	2	0	17	0	19	59	
5:00 - 6:00	22	5	0	0	27	0	5	6	0	11	0	0	0	0	0	4	0	9	0	13	51	
PEAK HOUR																						
11:15 - 12:15	33	8	0	0	41	0	6	10	1	17	0	0	0	0	0	8	0	34	0	42		

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Brown Street					TRAFFIC FROM SOUTH Brown Street					TRAFFIC FROM EAST					TRAFFIC FROM WEST Crown 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		
AM																						
9:00 - 9:15	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	0	9	0	9	16	
9:15 - 9:30	10	1	0	0	11	0	0	0	0	0	0	3	7	0	10	0	3	7	0	10	21	
9:30 - 9:45	6	0	0	0	6	1	0	0	0	1	0	2	4	0	6	0	2	4	0	6	13	
9:45 - 10:00	6	0	0	0	6	0	2	0	0	2	0	0	3	2	5	0	0	3	2	5	13	
10:00 - 10:15	6	2	0	0	8	0	1	0	0	1	0	0	6	0	6	0	0	6	0	6	15	
10:15 - 10:30	10	0	0	0	10	1	0	0	0	1	0	1	7	2	10	0	1	7	2	10	21	
10:30 - 10:45	6	3	0	0	9	1	4	0	0	5	0	1	7	0	8	0	1	7	0	8	22	
10:45 - 11:00	3	0	0	0	3	1	2	0	0	3	0	0	4	0	4	0	0	4	0	4	10	
11:00 - 11:15	6	0	0	0	6	1	0	0	0	1	0	1	3	1	5	0	1	3	1	5	12	
11:15 - 11:30	13	2	0	0	15	0	0	0	0	0	0	2	15	0	17	0	2	15	0	17	32	
11:30 - 11:45	4	2	0	0	6	1	3	1	0	5	0	2	6	0	8	0	2	6	0	8	19	
11:45 - 12:00	8	2	0	0	10	3	1	0	0	4	0	2	9	0	11	0	2	9	0	11	25	
12:00 - 12:15	8	2	0	0	10	2	6	0	0	8	0	2	4	0	6	0	2	4	0	6	24	
12:15 - 12:30	2	2	0	0	4	0	2	0	0	2	0	2	6	0	8	0	2	6	0	8	14	
12:30 - 12:45	3	1	0	0	4	0	2	0	0	2	0	0	18	0	18	0	0	18	0	18	24	
12:45 - 1:00	6	2	0	0	8	0	2	0	0	2	0	0	8	0	8	0	0	8	0	8	18	
1:00 - 1:15	5	1	0	0	6	0	2	0	0	2	0	2	11	0	13	0	2	11	0	13	21	
1:15 - 1:30	2	4	0	0	6	1	0	0	0	1	0	3	13	0	16	0	3	13	0	16	23	
1:30 - 1:45	4	2	0	0	6	3	3	0	0	6	0	1	11	0	12	0	1	11	0	12	24	
1:45 - 2:00	0	2	0	0	2	0	2	0	0	2	0	0	17	0	17	0	0	17	0	17	21	
2:00 - 2:15	4	3	1	0	8	0	3	0	0	3	0	2	15	0	17	0	2	15	0	17	28	
2:15 - 2:30	1	1	0	0	2	2	1	0	0	3	0	1	7	0	8	0	1	7	0	8	13	
2:30 - 2:45	6	2	0	0	8	2	1	0	0	3	0	1	6	0	7	0	1	6	0	7	18	
2:45 - 3:00	1	2	0	0	3	2	2	0	0	4	0	0	1	0	1	0	0	1	0	1	8	
3:00 - 3:15	5	0	0	0	5	1	0	0	0	1	0	3	3	0	6	0	3	3	0	6	12	
3:15 - 3:30	10	1	0	0	11	1	0	0	0	1	0	5	3	0	8	0	5	3	0	8	20	
3:30 - 3:45	3	0	0	0	3	0	4	0	0	4	0	2	3	0	5	0	2	3	0	5	12	
3:45 - 4:00	7	3	0	0	10	1	0	0	0	1	0	2	2	0	4	0	2	2	0	4	15	
4:00 - 4:15	2	1	0	0	3	1	2	0	0	3	0	1	1	0	2	0	1	1	0	2	8	
4:15 - 4:30	4	1	0	0	5	2	2	0	0	4	0	3	2	0	5	0	3	2	0	5	14	
4:30 - 4:45	3	0	0	0	3	2	0	0	0	2	0	2	10	0	12	0	2	10	0	12	17	
4:45 - 5:00	5	2	0	0	7	0	0	0	0	0	0	0	8	0	8	0	0	8	0	8	15	
5:00 - 5:15	10	0	0	0	10	2	2	0	0	4	0	0	4	0	4	0	0	4	0	4	18	
5:15 - 5:30	8	1	0	0	9	2	0	0	0	2	0	1	3	0	4	0	1	3	0	4	15	
5:30 - 5:45	3	2	0	0	5	0	3	0	0	3	0	1	2	0	3	0	1	2	0	3	11	
5:45 - 6:00	1	2	0	0	3	1	1	0	0	2	0	2	0	0	2	0	2	0	0	2	7	
9 Hr Totals	185	49	0	1	235	0	37	53	1	91	0	0	0	0	0	50	0	238	5	293	619	
1 Hr Totals																						
9:00 - 10:00	26	1	0	0	27	0	4	2	0	6	0	0	0	0	0	5	0	23	2	30	63	
9:15 - 10:15	28	3	0	0	31	0	1	3	0	4	0	0	0	0	0	5	0	20	2	27	62	
9:30 - 10:30	28	2	0	0	30	0	2	3	0	5	0	0	0	0	0	3	0	20	4	27	62	
9:45 - 10:45	28	5	0	0	33	0	2	7	0	9	0	0	0	0	0	2	0	23	4	29	71	
10:00 - 11:00	25	5	0	0	30	0	3	7	0	10	0	0	0	0	0	2	0	24	2	28	68	
10:15 - 11:15	25	3	0	0	28	0	4	6	0	10	0	0	0	0	0	3	0	21	3	27	65	
10:30 - 11:30	28	5	0	0	33	0	3	6	0	9	0	0	0	0	0	4	0	29	1	34	76	
10:45 - 11:45	26	4	0	0	30	0	3	5	1	9	0	0	0	0	0	5	0	28	1	34	73	
11:00 - 12:00	31	6	0	0	37	0	5	4	1	10	0	0	0	0	0	7	0	33	1	41	88	
11:15 - 12:15	33	8	0	0	41	0	6	10	1	17	0	0	0	0	0	8	0	34	0	42	100	
11:30 - 12:30	22	8	0	0	30	0	6	12	1	19	0	0	0	0	0	8	0	25	0	33	82	
11:45 - 12:45	21	7	0	0	28	0	5	11	0	16	0	0	0	0	0	6	0	37	0	43	87	
12:00 - 1:00	19	7	0	0	26	0	2	12	0	14	0	0	0	0	0	4	0	36	0	40	80	
12:15 - 1:15	16	6	0	0	22	0	0	8	0	8	0	0	0	0	0	4	0	43	0	47	77	
12:30 - 1:30	16	8	0	0	24	0	1	6	0	7	0	0	0	0	0	5	0	50	0	55	86	
12:45 - 1:45	17	9	0	0	26	0	4	7	0	11	0	0	0	0	0	6	0	43	0	49	86	
1:00 - 2:00	11	9	0	0	20	0	4	7	0	11	0	0	0	0	0	6	0	52	0	58	89	
1:15 - 2:15	10	11	0	1	22	0	4	8	0	12	0	0	0	0	0	6	0	56	0	62	96	
1:30 - 2:30	9	8	0	1	18	0	5	9	0	14	0	0	0	0	0	4	0	50	0	54	86	
1:45 - 2:45	11	8	0	1	20	0	4	7	0	11	0	0	0	0	0	4	0	45	0	49	80	
2:00 - 3:00	12	8	0	1	21	0	6	7	0	13	0	0	0	0	0	4	0	29	0	33	67	
2:15 - 3:15	13	5	0	0	18	0	7	4	0	11	0	0	0	0	0	5	0	17	0	22	51	
2:30 - 3:30	22	5	0	0	27	0	6	3	0	9	0	0	0	0	0	9	0	13	0	22	58	
2:45 - 3:45	19	3	0	0	22	0	4	6	0	10	0	0	0	0	0	10	0	10	0	20	52	
3:00 - 4:00	25	4	0	0	29	0	3	4	0	7	0	0	0	0	0	12	0	11	0	23	59	
3:15 - 4:15	22	5	0	0	27	0	3	6	0	9	0	0	0	0	0	10	0	9	0	19	55	
3:30 - 4:30	16	5	0	0	21	0	4	8	0	12	0	0	0	0	0	8	0	8	0	16	49	
3:45 - 4:45	16	5	0	0	21	0	6	4	0	10	0	0	0	0	0	8	0	15	0	23	54	
4:00 - 5:00	14	4	0	0	18	0	5	4	0	9	0	0	0	0	0	6	0	21	0	27	54	
4:15 - 5:15	22	3	0	0	25	0	6	4	0	10	0	0	0	0	0	5	0	24	0	29	64	
4:30 - 5:30	26	3	0	0	29	0	6	2	0	8	0	0	0	0	0	3	0	25	0	28	65	
4:45 - 5:45	26	5	0	0	31	0	4	5	0	9	0	0	0	0	0	2	0	17	0	19	59	
5:00 - 6:00	22	5	0	0	27	0	5	6	0	11	0	0	0	0	0	4	0	9	0	13	51	
PEAK HOUR																						
11:15 - 12:15	33	8	0	0	41	0	6	10	1	17	0	0	0	0	0	8	0	34	0	42	100	

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Brown Street					TRAFFIC FROM SOUTH Brown Street					TRAFFIC FROM EAST					TRAFFIC FROM WEST Crown 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	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	1
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Brown Street					TRAFFIC FROM SOUTH Brown Street					TRAFFIC FROM EAST					TRAFFIC FROM WEST Crown 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	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Brown Street					TRAFFIC FROM SOUTH Brown Street					TRAFFIC FROM EAST					TRAFFIC FROM WEST Crown 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	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:30 - 11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:45 - 11:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 - 12:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Brown Street
and: Crown Road
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	NORTH LEG Brown Street		SOUTH LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	0	0
11:15 - 11:30	0	0	0	0
11:30 - 11:45	0	0	0	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	0	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0
	EAST LEG		WEST LEG Crown Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15			0	0
9:15 - 9:30			0	0
9:30 - 9:45			0	0
9:45 - 10:00			0	0
10:00 - 10:15			0	0
10:15 - 10:30			0	0
10:30 - 10:45			0	0
10:45 - 11:00			0	0
11:00 - 11:15			0	0
11:15 - 11:30			0	0
11:30 - 11:45			0	0
11:45 - 12:00			0	0
12:00 - 12:15			0	0
12:15 - 12:30			0	0
12:30 - 12:45			0	0
12:45 - 1:00			0	0
1:00 - 1:15			0	0
1:15 - 1:30			0	0
1:30 - 1:45			0	0
1:45 - 2:00			0	0
2:00 - 2:15			0	0
2:15 - 2:30			0	0
2:30 - 2:45			0	0
2:45 - 3:00			0	0
3:00 - 3:15			0	0
3:15 - 3:30			0	0
3:30 - 3:45			0	0
3:45 - 4:00			0	0
4:00 - 4:15			0	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	0	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Brown Street					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	3	17	0	0	20	2	9	11	0	22	0	0	0	0	0	2	3	4	0	9	51
3:15 - 3:30	6	22	1	0	29	2	7	5	0	14	0	0	0	0	0	3	10	0	0	13	56
3:30 - 3:45	5	12	2	0	19	1	18	5	0	24	0	0	0	0	0	11	10	4	0	25	68
3:45 - 4:00	9	18	1	0	28	0	12	3	0	15	0	0	0	0	0	1	6	1	0	8	51
4:00 - 4:15	16	26	2	0	44	8	9	2	0	19	0	0	0	0	0	5	14	2	0	21	84
4:15 - 4:30	12	29	2	0	43	1	10	8	0	19	1	0	0	0	1	4	10	4	0	18	81
4:30 - 4:45	15	14	2	0	31	5	16	5	0	26	0	0	0	0	0	3	8	3	0	14	71
4:45 - 5:00	18	13	1	0	32	5	17	10	0	32	0	0	0	0	0	3	7	2	0	12	76
5:00 - 5:15	38	28	5	0	71	1	12	12	0	25	0	0	0	0	0	4	23	3	0	30	126
5:15 - 5:30	91	23	3	0	117	2	13	35	0	50	0	1	0	0	1	5	7	11	0	23	191
5:30 - 5:45	138	19	0	0	157	1	13	39	0	53	0	0	0	0	0	8	7	19	0	34	244
5:45 - 6:00	107	31	3	0	141	1	17	32	0	50	0	0	0	0	0	1	10	18	0	29	220
6:00 - 6:15	41	19	0	0	60	0	14	13	0	27	0	0	0	0	0	3	8	18	0	29	116
6:15 - 6:30	37	27	1	0	65	1	15	6	0	22	0	0	0	0	0	1	10	16	0	27	114
6:30 - 6:45	35	10	3	0	48	1	11	5	0	17	0	0	0	0	0	3	23	22	0	48	113
6:45 - 7:00	14	15	3	0	32	0	12	7	0	19	0	0	0	0	0	4	12	38	0	54	105
7:00 - 7:15	16	15	0	0	31	0	9	3	0	12	0	0	0	0	0	7	44	53	0	104	147
7:15 - 7:30	16	16	0	0	32	0	8	6	0	14	0	0	0	0	0	6	36	63	0	105	151
7:30 - 7:45	21	12	1	0	34	0	7	4	0	11	0	0	0	0	0	13	32	50	0	95	140
7:45 - 8:00	9	15	0	0	24	1	6	4	0	11	0	0	0	0	0	5	44	43	0	92	127
5 Hr Totals	647	381	30	0	1058	32	235	215	0	482	1	1	0	0	2	92	324	374	0	790	2332
1 Hr Totals																					
3:00 - 4:00	23	69	4	0	96	5	46	24	0	75	0	0	0	0	0	17	29	9	0	55	226
3:15 - 4:15	36	78	6	0	120	11	46	15	0	72	0	0	0	0	0	20	40	7	0	67	259
3:30 - 4:30	42	85	7	0	134	10	49	18	0	77	1	0	0	0	1	21	40	11	0	72	284
3:45 - 4:45	52	87	7	0	146	14	47	18	0	79	1	0	0	0	1	13	38	10	0	61	287
4:00 - 5:00	61	82	7	0	150	19	52	25	0	96	1	0	0	0	1	15	39	11	0	65	312
4:15 - 5:15	83	84	10	0	177	12	55	35	0	102	1	0	0	0	1	14	48	12	0	74	354
4:30 - 5:30	162	78	11	0	251	13	58	62	0	133	0	1	0	0	1	15	45	19	0	79	464
4:45 - 5:45	285	83	9	0	377	9	55	96	0	160	0	1	0	0	1	20	44	35	0	99	637
5:00 - 6:00	374	101	11	0	486	5	55	118	0	178	0	1	0	0	1	18	47	51	0	116	781
5:15 - 6:15	377	92	6	0	475	4	57	119	0	180	0	1	0	0	1	17	32	66	0	115	771
5:30 - 6:30	323	96	4	0	423	3	59	90	0	152	0	0	0	0	0	13	35	71	0	119	694
5:45 - 6:45	220	87	7	0	314	3	57	56	0	116	0	0	0	0	0	8	51	74	0	133	563
6:00 - 7:00	127	71	7	0	205	2	52	31	0	85	0	0	0	0	0	11	53	94	0	158	448
6:15 - 7:15	102	67	7	0	176	2	47	21	0	70	0	0	0	0	0	15	89	129	0	233	479
6:30 - 7:30	81	56	6	0	143	1	40	21	0	62	0	0	0	0	0	20	115	176	0	311	516
6:45 - 7:45	67	58	4	0	129	0	36	20	0	56	0	0	0	0	0	30	124	204	0	358	543
7:00 - 8:00	62	58	1	0	121	1	30	17	0	48	0	0	0	0	0	31	156	209	0	396	565
PEAK HOUR																					
5:00 - 6:00	374	101	11	0	486	5	55	118	0	178	0	1	0	0	1	18	47	51	0	116	781

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Brown Street					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	2	17	0	0	19	2	8	11	0	21	0	0	0	0	0	2	3	3	0	8	48
3:15 - 3:30	6	20	1	0	27	1	7	5	0	13	0	0	0	0	0	3	9	0	0	12	52
3:30 - 3:45	5	10	2	0	17	1	17	5	0	23	0	0	0	0	0	11	9	4	0	24	64
3:45 - 4:00	9	18	0	0	27	0	11	3	0	14	0	0	0	0	0	1	6	1	0	8	49
4:00 - 4:15	14	25	1	0	40	8	8	2	0	18	0	0	0	0	0	4	14	2	0	20	78
4:15 - 4:30	12	29	2	0	43	1	10	8	0	19	1	0	0	0	1	4	10	4	0	18	81
4:30 - 4:45	14	14	2	0	30	5	16	5	0	26	0	0	0	0	0	3	8	3	0	14	70
4:45 - 5:00	17	13	1	0	31	5	17	10	0	32	0	0	0	0	0	3	6	2	0	11	74
5:00 - 5:15	38	27	5	0	70	0	12	11	0	23	0	0	0	0	0	4	23	3	0	30	123
5:15 - 5:30	91	23	2	0	116	2	13	35	0	50	0	1	0	0	1	5	7	11	0	23	190
5:30 - 5:45	138	19	0	0	157	1	13	39	0	53	0	0	0	0	0	8	7	19	0	34	244
5:45 - 6:00	107	31	3	0	141	1	17	32	0	50	0	0	0	0	0	1	10	18	0	29	220
6:00 - 6:15	41	18	0	0	59	0	14	13	0	27	0	0	0	0	0	3	8	18	0	29	115
6:15 - 6:30	37	27	1	0	65	1	15	6	0	22	0	0	0	0	0	1	9	16	0	26	113
6:30 - 6:45	35	10	3	0	48	1	10	4	0	15	0	0	0	0	0	3	23	22	0	48	111
6:45 - 7:00	14	15	3	0	32	0	12	7	0	19	0	0	0	0	0	4	12	38	0	54	105
7:00 - 7:15	16	15	0	0	31	0	9	3	0	12	0	0	0	0	0	7	44	53	0	104	147
7:15 - 7:30	16	16	0	0	32	0	8	6	0	14	0	0	0	0	0	6	36	63	0	105	151
7:30 - 7:45	21	12	1	0	34	0	7	4	0	11	0	0	0	0	0	13	32	50	0	95	140
7:45 - 8:00	9	15	0	0	24	1	6	4	0	11	0	0	0	0	0	5	44	43	0	92	127
5 Hr Totals	642	374	27	0	1043	30	230	213	0	473	1	1	0	0	2	91	320	373	0	784	2302
1 Hr Totals																					
3:00 - 4:00	22	65	3	0	90	4	43	24	0	71	0	0	0	0	0	17	27	8	0	52	213
3:15 - 4:15	34	73	4	0	111	10	43	15	0	68	0	0	0	0	0	19	38	7	0	64	243
3:30 - 4:30	40	82	5	0	127	10	46	18	0	74	1	0	0	0	1	20	39	11	0	70	272
3:45 - 4:45	49	86	5	0	140	14	45	18	0	77	1	0	0	0	1	12	38	10	0	60	278
4:00 - 5:00	57	81	6	0	144	19	51	25	0	95	1	0	0	0	1	14	38	11	0	63	303
4:15 - 5:15	81	83	10	0	174	11	55	34	0	100	1	0	0	0	1	14	47	12	0	73	348
4:30 - 5:30	160	77	10	0	247	12	58	61	0	131	0	1	0	0	1	15	44	19	0	78	457
4:45 - 5:45	284	82	8	0	374	8	55	95	0	158	0	1	0	0	1	20	43	35	0	98	631
5:00 - 6:00	374	100	10	0	484	4	55	117	0	176	0	1	0	0	1	18	47	51	0	116	777
5:15 - 6:15	377	91	5	0	473	4	57	119	0	180	0	1	0	0	1	17	32	66	0	115	769
5:30 - 6:30	323	95	4	0	422	3	59	90	0	152	0	0	0	0	0	13	34	71	0	118	692
5:45 - 6:45	220	86	7	0	313	3	56	55	0	114	0	0	0	0	0	8	50	74	0	132	559
6:00 - 7:00	127	70	7	0	204	2	51	30	0	83	0	0	0	0	0	11	52	94	0	157	444
6:15 - 7:15	102	67	7	0	176	2	46	20	0	68	0	0	0	0	0	15	88	129	0	232	476
6:30 - 7:30	81	56	6	0	143	1	39	20	0	60	0	0	0	0	0	20	115	176	0	311	514
6:45 - 7:45	67	58	4	0	129	0	36	20	0	56	0	0	0	0	0	30	124	204	0	358	543
7:00 - 8:00	62	58	1	0	121	1	30	17	0	48	0	0	0	0	0	31	156	209	0	396	565
PEAK HOUR																					
5:00 - 6:00	374	100	10	0	484	4	55	117	0	176	0	1	0	0	1	18	47	51	0	116	777

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Brown Street					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
3:15 - 3:30	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	4
3:30 - 3:45	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
3:45 - 4:00	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:00 - 4:15	2	1	1	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	6
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 - 5:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:00 - 5:15	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
5:15 - 5:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
6:30 - 6:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	5	7	3	0	15	2	5	1	0	8	0	0	0	0	0	1	4	1	0	6	29
1 Hr Totals																					
3:00 - 4:00	1	4	1	0	6	1	3	0	0	4	0	0	0	0	0	0	2	1	0	3	13
3:15 - 4:15	2	5	2	0	9	1	3	0	0	4	0	0	0	0	0	1	2	0	0	3	16
3:30 - 4:30	2	3	2	0	7	0	3	0	0	3	0	0	0	0	0	1	1	0	0	2	12
3:45 - 4:45	3	1	2	0	6	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	9
4:00 - 5:00	4	1	1	0	6	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	9
4:15 - 5:15	2	1	0	0	3	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	6
4:30 - 5:30	2	1	1	0	4	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	7
4:45 - 5:45	1	1	1	0	3	1	0	1	0	2	0	0	0	0	0	0	1	0	0	1	6
5:00 - 6:00	0	1	1	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
5:15 - 6:15	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 - 6:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
5:45 - 6:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
6:00 - 7:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
6:15 - 7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
6:30 - 7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:00 - 6:00	0	1	1	0	2	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Brown Street					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 - 7:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 - 7:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Brown Street					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 - 6:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	2	0	0	2	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	12
7:15 - 7:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 - 7:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	3	4	0	0	7	12	5	0	0	17	0	0	0	0	0	0	0	0	0	0	24
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 - 5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 5:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 - 5:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:15 - 6:15	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 - 6:30	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
5:45 - 6:45	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	0	0	0	0	7
6:00 - 7:00	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
6:15 - 7:15	1	2	0	0	3	10	4	0	0	14	0	0	0	0	0	0	0	0	0	0	17
6:30 - 7:30	0	3	0	0	3	10	4	0	0	14	0	0	0	0	0	0	0	0	0	0	17
6:45 - 7:45	2	3	0	0	5	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
7:00 - 8:00	2	3	0	0	5	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	15
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	NORTH LEG Main Street		SOUTH LEG Main Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	1	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	2	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	3	0	0	0

	EAST LEG Brown Street		WEST LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	1	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	1	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	3	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	1	3	1	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Brown Street					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	18	8	0	0	26	0	9	11	0	20	0	0	0	0	0	2	5	5	0	12	58
9:15 - 9:30	27	10	0	0	37	0	11	3	0	14	0	0	0	0	0	0	2	7	0	9	60
9:30 - 9:45	19	12	0	0	31	0	13	5	0	18	0	0	0	0	0	1	3	5	0	9	58
9:45 - 10:00	26	6	1	0	33	0	12	6	0	18	0	0	0	0	0	2	4	2	0	8	59
10:00 - 10:15	19	11	1	0	31	0	18	2	0	20	0	0	0	0	0	1	3	9	0	13	64
10:15 - 10:30	19	15	0	0	34	1	14	5	0	20	0	0	0	0	0	0	11	17	0	28	82
10:30 - 10:45	16	13	0	0	29	1	12	7	0	20	0	0	0	0	0	1	8	1	0	10	59
10:45 - 11:00	15	14	0	0	29	1	17	7	0	25	0	0	0	0	0	2	7	10	0	19	73
11:00 - 11:15	15	11	3	0	29	0	15	1	0	16	0	0	0	0	0	2	18	22	0	42	87
11:15 - 11:30	9	16	0	0	25	0	12	0	0	12	0	0	0	0	0	3	20	8	0	31	68
11:30 - 11:45	12	16	0	0	28	0	15	0	0	15	0	0	0	0	0	2	7	11	0	20	63
11:45 - 12:00	14	15	1	0	30	0	18	3	0	21	0	0	0	0	0	4	17	31	0	52	103
12:00 - 12:15	13	14	2	0	29	0	21	3	0	24	0	0	0	0	0	2	5	17	0	24	77
12:15 - 12:30	4	19	1	0	24	0	15	2	0	17	0	0	0	0	0	1	4	4	0	9	50
12:30 - 12:45	6	11	2	0	19	1	15	3	0	19	0	0	0	0	0	1	11	4	0	16	54
12:45 - 1:00	16	12	2	0	30	0	9	4	0	13	0	0	0	0	0	1	8	7	0	16	59
1:00 - 1:15	12	20	2	0	34	2	21	2	0	25	0	1	0	0	1	0	4	7	0	11	71
1:15 - 1:30	8	19	0	0	27	0	14	1	0	15	0	1	0	0	1	1	8	5	0	14	57
1:30 - 1:45	9	13	2	0	24	0	16	1	0	17	0	0	0	0	0	2	3	3	0	8	49
1:45 - 2:00	10	12	1	0	23	1	5	5	0	11	0	0	0	0	0	1	13	4	0	18	52
2:00 - 2:15	9	8	2	0	19	2	14	8	0	24	1	0	0	0	1	5	13	10	0	28	72
2:15 - 2:30	7	19	0	0	26	0	15	3	0	18	0	0	0	0	0	3	5	7	0	15	59
2:30 - 2:45	5	11	0	0	16	0	10	3	0	13	0	0	0	0	0	0	3	3	0	6	35
2:45 - 3:00	7	10	1	0	18	0	15	4	0	19	0	0	0	0	0	3	3	4	0	10	47
3:00 - 3:15	9	15	3	0	27	0	21	1	0	22	0	0	0	0	0	3	11	5	0	19	68
3:15 - 3:30	5	23	2	0	30	1	15	0	0	16	0	0	0	0	0	4	8	6	0	18	64
3:30 - 3:45	10	17	2	0	29	1	14	0	0	15	0	0	0	0	0	1	8	3	0	12	56
3:45 - 4:00	9	22	3	0	34	1	16	2	0	19	0	0	0	0	0	2	4	4	0	10	63
4:00 - 4:15	6	15	3	0	24	2	11	2	0	15	0	1	0	0	1	1	2	3	0	6	46
4:15 - 4:30	6	14	1	0	21	3	14	2	0	19	0	0	0	0	0	2	1	3	0	6	46
4:30 - 4:45	4	12	2	0	18	0	10	5	0	15	0	0	0	0	0	3	6	3	0	12	45
4:45 - 5:00	3	13	2	0	18	2	13	1	0	16	0	0	0	0	0	6	2	5	0	13	47
5:00 - 5:15	3	8	1	0	12	1	11	2	0	14	0	0	0	0	0	1	3	10	0	14	40
5:15 - 5:30	4	18	0	0	22	2	14	3	0	19	0	0	0	0	0	3	7	5	0	15	56
5:30 - 5:45	2	14	2	0	18	0	15	3	0	18	0	0	0	0	0	1	0	2	0	3	39
5:45 - 6:00	3	16	1	0	20	0	6	1	1	8	0	0	0	0	0	1	2	2	0	5	33
9 Hr Totals	379	502	43	0	924	22	496	111	1	630	1	3	0	0	4	68	239	254	0	561	2119
1 Hr Totals																					
9:00 - 10:00	90	36	1	0	127	0	45	25	0	70	0	0	0	0	0	5	14	19	0	38	235
9:15 - 10:15	91	39	2	0	132	0	54	16	0	70	0	0	0	0	0	4	12	23	0	39	241
9:30 - 10:30	83	44	2	0	129	1	57	18	0	76	0	0	0	0	0	4	21	33	0	58	263
9:45 - 10:45	80	45	2	0	127	2	56	20	0	78	0	0	0	0	0	4	26	29	0	59	264
10:00 - 11:00	69	53	1	0	123	3	61	21	0	85	0	0	0	0	0	4	29	37	0	70	278
10:15 - 11:15	65	53	3	0	121	3	58	20	0	81	0	0	0	0	0	5	44	50	0	99	301
10:30 - 11:30	55	54	3	0	112	2	56	15	0	73	0	0	0	0	0	8	53	41	0	102	287
10:45 - 11:45	51	57	3	0	111	1	59	8	0	68	0	0	0	0	0	9	52	51	0	112	291
11:00 - 12:00	50	58	4	0	112	0	60	4	0	64	0	0	0	0	0	11	62	72	0	145	321
11:15 - 12:15	48	61	3	0	112	0	66	6	0	72	0	0	0	0	0	11	49	67	0	127	311
11:30 - 12:30	43	64	4	0	111	0	69	8	0	77	0	0	0	0	0	9	33	63	0	105	293
11:45 - 12:45	37	59	6	0	102	1	69	11	0	81	0	0	0	0	0	8	37	56	0	101	284
12:00 - 1:00	39	56	7	0	102	1	60	12	0	73	0	0	0	0	0	5	28	32	0	65	240
12:15 - 1:15	38	62	7	0	107	3	60	11	0	74	0	1	0	0	1	3	27	22	0	52	234
12:30 - 1:30	42	62	6	0	110	3	59	10	0	72	0	2	0	0	2	3	31	23	0	57	241
12:45 - 1:45	45	64	6	0	115	2	60	8	0	70	0	2	0	0	2	4	23	22	0	49	236
1:00 - 2:00	39	64	5	0	108	3	56	9	0	68	0	2	0	0	2	4	28	19	0	51	229
1:15 - 2:15	36	52	5	0	93	3	49	15	0	67	1	1	0	0	2	9	37	22	0	68	230
1:30 - 2:30	35	52	5	0	92	3	50	17	0	70	1	0	0	0	1	11	34	24	0	69	232
1:45 - 2:45	31	50	3	0	84	3	44	19	0	66	1	0	0	0	1	9	34	24	0	67	218
2:00 - 3:00	28	48	3	0	79	2	54	18	0	74	1	0	0	0	1	11	24	24	0	59	213
2:15 - 3:15	28	55	4	0	87	0	61	11	0	72	0	0	0	0	0	9	22	19	0	50	209
2:30 - 3:30	26	59	6	0	91	1	61	8	0	70	0	0	0	0	0	10	25	18	0	53	214
2:45 - 3:45	31	65	8	0	104	2	65	5	0	72	0	0	0	0	0	11	30	18	0	59	235
3:00 - 4:00	33	77	10	0	120	3	66	3	0	72	0	0	0	0	0	10	31	18	0	59	251
3:15 - 4:15	30	77	10	0	117	5	56	4	0	65	0	1	0	0	1	8	22	16	0	46	229
3:30 - 4:30	31	68	9	0	108	7	55	6	0	68	0	1	0	0	1	6	15	13	0	34	211
3:45 - 4:45	25	63	9	0	97	6	51	11	0	68	0	1	0	0	1	8	13	13	0	34	200
4:00 - 5:00	19	54	8	0	81	7	48	10	0	65	0	1	0	0	1	12	11	14	0	37	184
4:15 - 5:15	16	47	6	0	69	6	48	10	0	64	0	0	0	0	0	12	12	21	0	45	178
4:30 - 5:30	14	51	5	0	70	5	48	11	0	64	0	0	0	0	0	13	18	23	0	54	188
4:45 - 5:45	12	53	5	0	70	5	53	9	0	67	0	0	0	0	0	11	12	22	0	45	182
5:00 - 6:00	12	56	4	0	72	3	46	9	1	59	0	0	0	0	0	6	12	19	0	37	168

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Brown Street					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	18	8	0	0	26	0	9	11	0	20	0	0	0	0	0	2	5	5	0	12	58
9:15 - 9:30	27	10	0	0	37	0	11	3	0	14	0	0	0	0	0	0	2	7	0	9	60
9:30 - 9:45	19	12	0	0	31	0	13	5	0	18	0	0	0	0	0	1	3	5	0	9	58
9:45 - 10:00	26	6	1	0	33	0	12	6	0	18	0	0	0	0	0	2	4	2	0	8	59
10:00 - 10:15	19	11	1	0	31	0	18	2	0	20	0	0	0	0	0	1	3	9	0	13	64
10:15 - 10:30	19	15	0	0	34	1	13	5	0	19	0	0	0	0	0	0	11	17	0	28	81
10:30 - 10:45	16	13	0	0	29	1	12	7	0	20	0	0	0	0	0	1	8	1	0	10	59
10:45 - 11:00	15	14	0	0	29	1	17	7	0	25	0	0	0	0	0	2	7	10	0	19	73
11:00 - 11:15	15	11	3	0	29	0	15	1	0	16	0	0	0	0	0	2	18	22	0	42	87
11:15 - 11:30	9	16	0	0	25	0	12	0	0	12	0	0	0	0	0	3	20	8	0	31	68
11:30 - 11:45	12	16	0	0	28	0	15	0	0	15	0	0	0	0	0	2	7	11	0	20	63
11:45 - 12:00	14	15	1	0	30	0	18	3	0	21	0	0	0	0	0	4	17	31	0	52	103
12:00 - 12:15	13	13	2	0	28	0	21	3	0	24	0	0	0	0	0	2	5	17	0	24	76
12:15 - 12:30	4	19	1	0	24	0	15	1	0	16	0	0	0	0	0	1	4	3	0	8	48
12:30 - 12:45	6	11	2	0	19	1	15	3	0	19	0	0	0	0	0	1	11	4	0	16	54
12:45 - 1:00	16	12	2	0	30	0	9	4	0	13	0	0	0	0	0	1	8	7	0	16	59
1:00 - 1:15	12	20	2	0	34	2	21	2	0	25	0	1	0	0	1	0	4	7	0	11	71
1:15 - 1:30	8	19	0	0	27	0	14	1	0	15	0	1	0	0	1	1	8	5	0	14	57
1:30 - 1:45	9	13	2	0	24	0	16	1	0	17	0	0	0	0	0	2	3	3	0	8	49
1:45 - 2:00	10	12	1	0	23	1	5	5	0	11	0	0	0	0	0	1	13	4	0	18	52
2:00 - 2:15	9	8	2	0	19	2	14	7	0	23	1	0	0	0	1	5	13	10	0	28	71
2:15 - 2:30	7	19	0	0	26	0	15	3	0	18	0	0	0	0	0	3	5	7	0	15	59
2:30 - 2:45	5	11	0	0	16	0	10	3	0	13	0	0	0	0	0	0	3	3	0	6	35
2:45 - 3:00	7	10	1	0	18	0	15	4	0	19	0	0	0	0	0	3	3	4	0	10	47
3:00 - 3:15	9	15	3	0	27	0	21	1	0	22	0	0	0	0	0	3	11	5	0	19	68
3:15 - 3:30	5	23	2	0	30	1	15	0	0	16	0	0	0	0	0	4	8	6	0	18	64
3:30 - 3:45	10	16	2	0	28	1	14	0	0	15	0	0	0	0	0	1	8	3	0	12	55
3:45 - 4:00	9	22	3	0	34	1	15	2	0	18	0	0	0	0	0	2	4	4	0	10	62
4:00 - 4:15	6	15	3	0	24	2	11	2	0	15	0	1	0	0	1	1	2	2	0	5	45
4:15 - 4:30	6	14	1	0	21	3	14	2	0	19	0	0	0	0	0	2	1	3	0	6	46
4:30 - 4:45	4	12	2	0	18	0	10	5	0	15	0	0	0	0	0	3	6	3	0	12	45
4:45 - 5:00	3	13	2	0	18	2	13	1	0	16	0	0	0	0	0	6	2	5	0	13	47
5:00 - 5:15	3	8	1	0	12	1	11	2	0	14	0	0	0	0	0	1	3	10	0	14	40
5:15 - 5:30	4	18	0	0	22	2	14	3	0	19	0	0	0	0	0	3	7	5	0	15	56
5:30 - 5:45	2	14	2	0	18	0	15	3	0	18	0	0	0	0	0	1	0	2	0	3	39
5:45 - 6:00	3	16	1	0	20	0	6	1	1	8	0	0	0	0	0	1	2	2	0	5	33
9 Hr Totals	379	500	43	0	922	22	494	109	1	626	1	3	0	0	4	68	239	252	0	559	2111
1 Hr Totals																					
9:00 - 10:00	90	36	1	0	127	0	45	25	0	70	0	0	0	0	0	5	14	19	0	38	235
9:15 - 10:15	91	39	2	0	132	0	54	16	0	70	0	0	0	0	0	4	12	23	0	39	241
9:30 - 10:30	83	44	2	0	129	1	56	18	0	75	0	0	0	0	0	4	21	33	0	58	262
9:45 - 10:45	80	45	2	0	127	2	55	20	0	77	0	0	0	0	0	4	26	29	0	59	263
10:00 - 11:00	69	53	1	0	123	3	60	21	0	84	0	0	0	0	0	4	29	37	0	70	277
10:15 - 11:15	65	53	3	0	121	3	57	20	0	80	0	0	0	0	0	5	44	50	0	99	300
10:30 - 11:30	55	54	3	0	112	2	56	15	0	73	0	0	0	0	0	8	53	41	0	102	287
10:45 - 11:45	51	57	3	0	111	1	59	8	0	68	0	0	0	0	0	9	52	51	0	112	291
11:00 - 12:00	50	58	4	0	112	0	60	4	0	64	0	0	0	0	0	11	62	72	0	145	321
11:15 - 12:15	48	60	3	0	111	0	66	6	0	72	0	0	0	0	0	11	49	67	0	127	310
11:30 - 12:30	43	63	4	0	110	0	69	7	0	76	0	0	0	0	0	9	33	62	0	104	290
11:45 - 12:45	37	58	6	0	101	1	69	10	0	80	0	0	0	0	0	8	37	55	0	100	281
12:00 - 1:00	39	55	7	0	101	1	60	11	0	72	0	0	0	0	0	5	28	31	0	64	237
12:15 - 1:15	38	62	7	0	107	3	60	10	0	73	0	1	0	0	1	3	27	21	0	51	232
12:30 - 1:30	42	62	6	0	110	3	59	10	0	72	0	2	0	0	2	3	31	23	0	57	241
12:45 - 1:45	45	64	6	0	115	2	60	8	0	70	0	2	0	0	2	4	23	22	0	49	236
1:00 - 2:00	39	64	5	0	108	3	56	9	0	68	0	2	0	0	2	4	28	19	0	51	229
1:15 - 2:15	36	52	5	0	93	3	49	14	0	66	1	1	0	0	2	9	37	22	0	68	229
1:30 - 2:30	35	52	5	0	92	3	50	16	0	69	1	0	0	0	1	11	34	24	0	69	231
1:45 - 2:45	31	50	3	0	84	3	44	18	0	65	1	0	0	0	1	9	34	24	0	67	217
2:00 - 3:00	28	48	3	0	79	2	54	17	0	73	1	0	0	0	1	11	24	24	0	59	212
2:15 - 3:15	28	55	4	0	87	0	61	11	0	72	0	0	0	0	0	9	22	19	0	50	209
2:30 - 3:30	26	59	6	0	91	1	61	8	0	70	0	0	0	0	0	10	25	18	0	53	214
2:45 - 3:45	31	64	8	0	103	2	65	5	0	72	0	0	0	0	0	11	30	18	0	59	234
3:00 - 4:00	33	76	10	0	119	3	65	3	0	71	0	0	0	0	0	10	31	18	0	59	249
3:15 - 4:15	30	76	10	0	116	5	55	4	0	64	0	1	0	0	1	8	22	15	0	45	226
3:30 - 4:30	31	67	9	0	107	7	54	6	0	67	0	1	0	0	1	6	15	12	0	33	208
3:45 - 4:45	25	63	9	0	97	6	50	11	0	67	0	1	0	0	1	8	13	12	0	33	198
4:00 - 5:00	19	54	8	0	81	7	48	10	0	65	0	1	0	0	1	12	11	13	0	36	183
4:15 - 5:15	16	47	6	0	69	6	48	10	0	64	0	0	0	0	0	12	12	21	0	45	178
4:30 - 5:30	14	51	5	0	70	5	48	11	0	64	0	0	0	0	0	13	18	23	0	54	188
4:45 - 5:45	12	53	5	0	70	5	53	9	0	67	0	0	0	0	0	11	12	22	0	45	182
5:00 - 6:00	12	56	4	0	72	3	46	9	1	59	0	0	0	0	0	6	12	19	0	37	168
PEAK HOUR																					
11:00 - 12:00	50	58	4	0	112	0	60	4	0	64	0	0	0	0	0	11	62	72	0	145	321

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Brown Street					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 - 12:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	2
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 - 4:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	2	0	0	2	0	2	2	0	4	0	0	0	0	0	0	0	2	0	2	8
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 - 10:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:00 - 11:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:15 - 11:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30 - 12:30	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	3
11:45 - 12:45	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	3
12:00 - 1:00	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	3
12:15 - 1:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	0	2
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 - 2:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 - 2:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
3:15 - 4:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	3
3:30 - 4:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	3
3:45 - 4:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	2
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Date: April 22, 2023

Saturday

Intersection of: Main Street
and: Brown Street

Weather: Sunny/Warm

Entered by: SN

Star Rating: 4

Location: Wicomico County, Maryland

TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Brown Street					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Brown Street					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	6	
1 Hr Totals																						
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
11:45 - 12:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
12:00 - 1:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
12:15 - 1:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1	2
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
12:45 - 1:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:00 - 2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:15 - 2:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:30 - 2:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
1:45 - 2:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 - 3:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 - 3:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 - 5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 5:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 - 5:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																						
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Main Street
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	NORTH LEG Main Street		SOUTH LEG Main Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	2	0
11:15 - 11:30	1	0	0	0
11:30 - 11:45	0	0	0	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	0	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	1	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	2	0	2	0

	EAST LEG Brown Street		WEST LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	2	0	0	0
11:00 - 11:15	2	0	0	0
11:15 - 11:30	0	0	0	0
11:30 - 11:45	2	0	0	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	1	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	0	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	6	1	0	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					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	
PM																					
3:00 - 3:15	1	9	7	0	17	2	12	1	0	15	10	40	8	0	58	1	10	2	0	13	103
3:15 - 3:30	1	12	16	0	29	1	6	0	0	7	11	22	9	0	42	12	36	5	0	53	131
3:30 - 3:45	1	11	15	0	27	9	14	0	0	23	10	25	7	0	42	6	34	2	0	42	134
3:45 - 4:00	2	16	22	0	40	4	6	1	0	11	10	21	15	0	46	1	23	3	0	27	124
4:00 - 4:15	3	20	18	0	41	4	11	0	0	15	22	32	21	0	75	2	25	2	0	29	160
4:15 - 4:30	5	26	16	0	47	5	8	3	0	16	17	29	12	0	58	3	21	1	0	25	146
4:30 - 4:45	4	17	13	0	34	9	11	2	0	22	14	27	15	0	56	1	30	4	0	35	147
4:45 - 5:00	3	15	17	0	35	3	14	3	0	20	18	25	16	0	59	1	17	4	1	23	137
5:00 - 5:15	4	27	13	0	44	4	11	1	0	16	15	20	40	0	75	5	28	5	0	38	173
5:15 - 5:30	6	43	15	0	64	8	23	3	0	34	13	27	78	0	118	6	17	3	0	26	242
5:30 - 5:45	5	48	7	0	60	11	20	4	0	35	8	21	102	0	131	8	11	0	0	19	245
5:45 - 6:00	5	58	9	0	72	14	16	5	0	35	15	27	73	0	115	8	10	2	0	20	242
6:00 - 6:15	1	24	4	0	29	7	20	2	0	29	18	11	31	0	60	4	8	2	0	14	132
6:15 - 6:30	4	28	2	0	34	8	19	3	0	30	12	14	36	0	62	3	8	0	0	11	137
6:30 - 6:45	1	18	9	0	28	15	17	0	0	32	10	8	24	0	42	5	10	2	0	17	119
6:45 - 7:00	1	15	7	0	23	24	25	3	0	52	9	7	15	0	31	3	7	3	0	13	119
7:00 - 7:15	2	22	9	0	33	26	36	2	0	64	10	13	9	0	32	2	8	1	0	11	140
7:15 - 7:30	2	16	1	0	19	27	41	2	0	70	7	11	17	0	35	1	12	1	0	14	138
7:30 - 7:45	0	9	3	0	12	27	26	3	0	56	4	5	22	0	31	1	6	2	0	9	108
7:45 - 8:00	2	9	5	0	16	20	28	0	0	48	5	13	14	0	32	2	5	5	0	12	108
5 Hr Totals	53	443	208	0	704	228	364	38	0	630	238	398	564	0	1200	75	326	49	1	451	2985
1 Hr Totals																					
3:00 - 4:00	5	48	60	0	113	16	38	2	0	56	41	108	39	0	188	20	103	12	0	135	492
3:15 - 4:15	7	59	71	0	137	18	37	1	0	56	53	100	52	0	205	21	118	12	0	151	549
3:30 - 4:30	11	73	71	0	155	22	39	4	0	65	59	107	55	0	221	12	103	8	0	123	564
3:45 - 4:45	14	79	69	0	162	22	36	6	0	64	63	109	63	0	235	7	99	10	0	116	577
4:00 - 5:00	15	78	64	0	157	21	44	8	0	73	71	113	64	0	248	7	93	11	1	112	590
4:15 - 5:15	16	85	59	0	160	21	44	9	0	74	64	101	83	0	248	10	96	14	1	121	603
4:30 - 5:30	17	102	58	0	177	24	59	9	0	92	60	99	149	0	308	13	92	16	1	122	699
4:45 - 5:45	18	133	52	0	203	26	68	11	0	105	54	93	236	0	383	20	73	12	1	106	797
5:00 - 6:00	20	176	44	0	240	37	70	13	0	120	51	95	293	0	439	27	66	10	0	103	902
5:15 - 6:15	17	173	35	0	225	40	79	14	0	133	54	86	284	0	424	26	46	7	0	79	861
5:30 - 6:30	15	158	22	0	195	40	75	14	0	129	53	73	242	0	368	23	37	4	0	64	756
5:45 - 6:45	11	128	24	0	163	44	72	10	0	126	55	60	164	0	279	20	36	6	0	62	630
6:00 - 7:00	7	85	22	0	114	54	81	8	0	143	49	40	106	0	195	15	33	7	0	55	507
6:15 - 7:15	8	83	27	0	118	73	97	8	0	178	41	42	84	0	167	13	33	6	0	52	515
6:30 - 7:30	6	71	26	0	103	92	119	7	0	218	36	39	65	0	140	11	37	7	0	55	516
6:45 - 7:45	5	62	20	0	87	104	128	10	0	242	30	36	63	0	129	7	33	7	0	47	505
7:00 - 8:00	6	56	18	0	80	100	131	7	0	238	26	42	62	0	130	6	31	9	0	46	494
PEAK HOUR																					
5:00 - 6:00	20	176	44	0	240	37	70	13	0	120	51	95	293	0	439	27	66	10	0	103	902

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					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	
PM																					
3:00 - 3:15	1	9	7	0	17	2	10	1	0	13	10	35	7	0	52	1	9	2	0	12	94
3:15 - 3:30	1	11	16	0	28	1	6	0	0	7	11	19	8	0	38	11	34	4	0	49	122
3:30 - 3:45	1	10	15	0	26	9	12	0	0	21	10	25	6	0	41	5	32	2	0	39	127
3:45 - 4:00	2	16	18	0	36	4	6	1	0	11	7	20	14	0	41	1	21	3	0	25	113
4:00 - 4:15	3	20	15	0	38	4	9	0	0	13	19	31	18	0	68	2	23	2	0	27	146
4:15 - 4:30	5	26	15	0	46	5	8	3	0	16	17	29	12	0	58	3	20	1	0	24	144
4:30 - 4:45	4	17	13	0	34	9	11	2	0	22	14	23	15	0	52	1	29	4	0	34	142
4:45 - 5:00	3	15	17	0	35	3	14	3	0	20	17	23	15	0	55	1	15	4	1	21	131
5:00 - 5:15	4	27	13	0	44	4	11	1	0	16	15	20	40	0	75	5	28	5	0	38	173
5:15 - 5:30	6	43	15	0	64	7	20	3	0	30	13	26	78	0	117	6	17	3	0	26	237
5:30 - 5:45	5	48	7	0	60	11	20	4	0	35	8	21	102	0	131	8	11	0	0	19	245
5:45 - 6:00	5	58	9	0	72	14	16	5	0	35	15	27	73	0	115	8	10	2	0	20	242
6:00 - 6:15	1	23	4	0	28	7	20	2	0	29	18	11	31	0	60	4	8	2	0	14	131
6:15 - 6:30	4	28	2	0	34	8	19	3	0	30	12	12	36	0	60	3	8	0	0	11	135
6:30 - 6:45	1	18	9	0	28	15	16	0	0	31	10	8	24	0	42	5	10	2	0	17	118
6:45 - 7:00	1	15	7	0	23	24	25	3	0	52	9	7	15	0	31	3	7	3	0	13	119
7:00 - 7:15	2	22	9	0	33	26	36	2	0	64	10	13	9	0	32	2	8	1	0	11	140
7:15 - 7:30	2	16	1	0	19	27	41	2	0	70	7	11	17	0	35	1	12	1	0	14	138
7:30 - 7:45	0	9	3	0	12	27	26	3	0	56	4	5	22	0	31	1	6	2	0	9	108
7:45 - 8:00	2	9	5	0	16	20	28	0	0	48	5	13	14	0	32	2	4	5	0	11	107
5 Hr Totals	53	440	200	0	693	227	354	38	0	619	231	379	556	0	1166	73	312	48	1	434	2912
1 Hr Totals																					
3:00 - 4:00	5	46	56	0	107	16	34	2	0	52	38	99	35	0	172	18	96	11	0	125	456
3:15 - 4:15	7	57	64	0	128	18	33	1	0	52	47	95	46	0	188	19	110	11	0	140	508
3:30 - 4:30	11	72	63	0	146	22	35	4	0	61	53	105	50	0	208	11	96	8	0	115	530
3:45 - 4:45	14	79	61	0	154	22	34	6	0	62	57	103	59	0	219	7	93	10	0	110	545
4:00 - 5:00	15	78	60	0	153	21	42	8	0	71	67	106	60	0	233	7	87	11	1	106	563
4:15 - 5:15	16	85	58	0	159	21	44	9	0	74	63	95	82	0	240	10	92	14	1	117	590
4:30 - 5:30	17	102	58	0	177	23	56	9	0	88	59	92	148	0	299	13	89	16	1	119	683
4:45 - 5:45	18	133	52	0	203	25	65	11	0	101	53	90	235	0	378	20	71	12	1	104	786
5:00 - 6:00	20	176	44	0	240	36	67	13	0	116	51	94	293	0	438	27	66	10	0	103	897
5:15 - 6:15	17	172	35	0	224	39	76	14	0	129	54	85	284	0	423	26	46	7	0	79	855
5:30 - 6:30	15	157	22	0	194	40	75	14	0	129	53	71	242	0	366	23	37	4	0	64	753
5:45 - 6:45	11	127	24	0	162	44	71	10	0	125	55	58	164	0	277	20	36	6	0	62	626
6:00 - 7:00	7	84	22	0	113	54	80	8	0	142	49	38	106	0	193	15	33	7	0	55	503
6:15 - 7:15	8	83	27	0	118	73	96	8	0	177	41	40	84	0	165	13	33	6	0	52	512
6:30 - 7:30	6	71	26	0	103	92	118	7	0	217	36	39	65	0	140	11	37	7	0	55	515
6:45 - 7:45	5	62	20	0	87	104	128	10	0	242	30	36	63	0	129	7	33	7	0	47	505
7:00 - 8:00	6	56	18	0	80	100	131	7	0	238	26	42	62	0	130	6	30	9	0	45	493
PEAK HOUR																					
5:00 - 6:00	20	176	44	0	240	36	67	13	0	116	51	94	293	0	438	27	66	10	0	103	897

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					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	
PM																					
3:00 - 3:15	0	0	0	0	0	0	2	0	0	2	0	5	1	0	6	0	1	0	0	1	9
3:15 - 3:30	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	1	2	1	0	4	9
3:30 - 3:45	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	1	2	0	0	3	7
3:45 - 4:00	0	0	4	0	4	0	0	0	0	0	3	1	1	0	5	0	2	0	0	2	11
4:00 - 4:15	0	0	3	0	3	0	2	0	0	2	3	1	3	0	7	0	2	0	0	2	14
4:15 - 4:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	4
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	0	2	0	0	2	5
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
5 Hr Totals	0	3	8	0	11	0	9	0	0	9	7	17	8	0	32	2	14	1	0	17	69
1 Hr Totals																					
3:00 - 4:00	0	2	4	0	6	0	4	0	0	4	3	9	4	0	16	2	7	1	0	10	36
3:15 - 4:15	0	2	7	0	9	0	4	0	0	4	6	5	6	0	17	2	8	1	0	11	41
3:30 - 4:30	0	1	8	0	9	0	4	0	0	4	6	2	5	0	13	1	7	0	0	8	34
3:45 - 4:45	0	0	8	0	8	0	2	0	0	2	6	5	4	0	15	0	6	0	0	6	31
4:00 - 5:00	0	0	4	0	4	0	2	0	0	2	4	5	4	0	13	0	6	0	0	6	25
4:15 - 5:15	0	0	1	0	1	0	0	0	0	0	1	4	1	0	6	0	4	0	0	4	11
4:30 - 5:30	0	0	0	0	0	0	3	0	0	3	1	5	1	0	7	0	3	0	0	3	13
4:45 - 5:45	0	0	0	0	0	0	3	0	0	3	1	2	1	0	4	0	2	0	0	2	9
5:00 - 6:00	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4
5:15 - 6:15	0	1	0	0	1	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	5
5:30 - 6:30	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
5:45 - 6:45	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
6:00 - 7:00	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
6:15 - 7:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
6:30 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	4

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					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	
PM																					
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 6:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	4
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
4:30 - 5:30	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	3
4:45 - 5:45	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	2
5:00 - 6:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 - 6:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:00 - 7:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 - 7:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:30 - 7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					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	
PM																					
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:00 - 6:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
6:15 - 6:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
7:15 - 7:30	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
7:30 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 Hr Totals	0	2	0	0	2	3	0	0	0	3	2	0	3	0	5	1	1	0	0	2	12
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
4:30 - 5:30	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	3
4:45 - 5:45	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	0	1	0	0	1	3
5:00 - 6:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4
5:15 - 6:15	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	0	1	0	0	1	5
5:30 - 6:30	0	1	0	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
5:45 - 6:45	0	1	0	0	1	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	4
6:00 - 7:00	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
6:15 - 7:15	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
6:30 - 7:30	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	4
6:45 - 7:45	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	5
7:00 - 8:00	0	1	0	0	1	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	5
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	1	0	0	1	4

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	NORTH LEG Main Street		SOUTH LEG Main Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	2	0
4:00 - 4:15	1	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	1	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	1	0	3	0

	EAST LEG Division Street		WEST LEG Division Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	1	0	1	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	1	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	1	0	2	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday



Star Rating: 4

TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Division Street					TRAFFIC FROM WEST Division Street					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
9:00 - 9:15	0	13	5	0	18	3	10	1	0	14	2	11	11	0	24	2	7	0	0	9	65	
9:15 - 9:30	2	14	10	0	26	7	10	0	0	17	5	3	25	0	33	0	8	1	0	9	85	
9:30 - 9:45	0	11	3	0	14	5	14	0	0	19	8	3	19	0	30	1	14	1	0	16	79	
9:45 - 10:00	1	6	6	0	13	5	8	2	0	15	6	5	26	0	37	2	4	1	0	7	72	
10:00 - 10:15	1	9	7	0	17	12	15	0	0	27	10	6	21	0	37	0	6	3	0	9	90	
10:15 - 10:30	1	11	10	0	22	7	22	2	0	31	8	7	21	0	36	5	9	0	0	14	103	
10:30 - 10:45	2	18	10	0	30	6	8	0	0	14	4	1	12	0	17	1	5	3	0	9	70	
10:45 - 11:00	0	12	6	0	18	12	15	1	0	28	6	7	13	0	26	1	4	2	0	7	79	
11:00 - 11:15	3	10	6	0	19	16	20	1	0	37	4	10	20	0	34	0	9	2	0	11	101	
11:15 - 11:30	2	13	10	0	25	8	10	3	0	21	12	8	9	0	29	3	13	1	0	17	92	
11:30 - 11:45	2	12	4	0	18	10	17	0	0	27	5	5	14	0	24	2	6	1	0	9	78	
11:45 - 12:00	2	12	4	0	18	13	32	3	0	48	5	9	19	0	33	2	16	1	0	19	118	
12:00 - 12:15	1	12	9	0	22	12	28	0	0	40	6	8	13	0	27	1	4	1	0	6	95	
12:15 - 12:30	4	14	9	0	27	8	12	0	0	20	14	6	10	0	30	1	8	3	0	12	89	
12:30 - 12:45	3	9	5	0	17	9	13	1	0	23	7	8	7	0	22	2	6	1	0	9	71	
12:45 - 1:00	0	18	8	0	26	4	8	1	0	13	7	12	14	0	33	0	9	0	0	9	81	
1:00 - 1:15	1	17	6	0	24	11	17	1	0	29	6	13	18	0	37	1	8	0	0	9	99	
1:15 - 1:30	4	13	5	0	22	6	10	3	0	19	7	11	10	0	28	5	3	1	0	9	78	
1:30 - 1:45	3	8	9	0	20	7	10	0	0	17	5	10	15	0	30	0	13	0	0	13	80	
1:45 - 2:00	2	8	9	0	19	2	6	0	0	8	6	5	10	0	21	4	8	1	0	13	61	
2:00 - 2:15	2	8	10	0	20	8	14	3	0	25	8	11	12	0	31	2	8	0	0	10	86	
2:15 - 2:30	2	17	4	0	23	5	16	2	0	23	7	10	8	0	25	1	3	0	0	4	75	
2:30 - 2:45	1	8	6	0	15	5	7	0	0	12	10	10	6	0	26	1	12	1	0	14	67	
2:45 - 3:00	0	12	14	0	26	4	12	3	0	19	7	7	6	0	20	3	7	1	0	11	76	
3:00 - 3:15	3	14	15	0	32	6	17	3	0	26	7	3	11	0	21	0	12	1	0	13	92	
3:15 - 3:30	3	16	8	0	27	8	11	2	0	21	5	12	12	0	29	5	12	0	0	17	94	
3:30 - 3:45	3	14	3	0	20	6	10	1	0	17	5	11	9	0	25	4	9	0	0	13	75	
3:45 - 4:00	1	18	2	0	21	9	8	2	0	19	8	14	11	0	33	4	2	2	0	8	81	
4:00 - 4:15	0	15	8	0	23	3	11	0	0	14	6	9	8	0	23	1	10	1	0	12	72	
4:15 - 4:30	1	14	6	0	21	5	11	1	0	17	3	8	5	0	16	1	4	3	0	8	62	
4:30 - 4:45	3	11	13	0	27	2	11	0	0	13	8	12	6	0	26	2	15	1	0	18	84	
4:45 - 5:00	2	13	4	0	19	7	12	1	0	20	8	5	7	0	20	1	11	1	0	13	72	
5:00 - 5:15	1	8	7	0	16	4	17	2	0	23	4	11	2	0	17	3	11	1	0	15	71	
5:15 - 5:30	1	11	4	0	16	6	10	2	0	18	7	10	9	0	26	0	5	0	0	5	65	
5:30 - 5:45	3	11	6	0	20	6	10	0	0	16	6	2	6	0	14	2	4	1	0	7	57	
5:45 - 6:00	3	13	3	0	19	2	6	0	0	8	4	10	6	0	20	2	4	0	0	6	53	
9 Hr Totals	63	443	254	0	760	249	468	41	0	758	236	293	431	0	960	65	289	36	0	390	2868	
1 Hr Totals																						
9:00 - 10:00	3	44	24	0	71	20	42	3	0	65	21	22	81	0	124	5	33	3	0	41	301	
9:15 - 10:15	4	40	26	0	70	29	47	2	0	78	29	17	91	0	137	3	32	6	0	41	326	
9:30 - 10:30	3	37	26	0	66	29	59	4	0	92	32	21	87	0	140	8	33	5	0	46	344	
9:45 - 10:45	5	44	33	0	82	30	53	4	0	87	28	19	80	0	127	8	24	7	0	39	335	
10:00 - 11:00	4	50	33	0	87	37	60	3	0	100	28	21	67	0	116	7	24	8	0	39	342	
10:15 - 11:15	6	51	32	0	89	41	65	4	0	110	22	25	66	0	113	7	27	7	0	41	353	
10:30 - 11:30	7	53	32	0	92	42	53	5	0	100	26	26	54	0	106	5	31	8	0	44	342	
10:45 - 11:45	7	47	26	0	80	46	62	5	0	113	27	30	56	0	113	6	32	6	0	44	350	
11:00 - 12:00	9	47	24	0	80	47	79	7	0	133	26	32	62	0	120	7	44	5	0	56	389	
11:15 - 12:15	7	49	27	0	83	43	87	6	0	136	28	30	55	0	113	8	39	4	0	51	383	
11:30 - 12:30	9	50	26	0	85	43	89	3	0	135	30	28	56	0	114	6	34	6	0	46	380	
11:45 - 12:45	10	47	27	0	84	42	85	4	0	131	32	31	49	0	112	6	34	6	0	46	373	
12:00 - 1:00	8	53	31	0	92	33	61	2	0	96	34	34	44	0	112	4	27	5	0	36	336	
12:15 - 1:15	8	58	28	0	94	32	50	3	0	85	34	39	49	0	122	4	31	4	0	39	340	
12:30 - 1:30	8	57	24	0	89	30	48	6	0	84	27	44	49	0	120	8	26	2	0	36	329	
12:45 - 1:45	8	56	28	0	92	28	45	5	0	78	25	46	57	0	128	6	33	1	0	40	338	
1:00 - 2:00	10	46	29	0	85	26	43	4	0	73	24	39	53	0	116	10	32	2	0	44	318	
1:15 - 2:15	11	37	33	0	81	23	40	6	0	69	26	37	47	0	110	11	32	2	0	45	305	
1:30 - 2:30	9	41	32	0	82	22	46	5	0	73	26	36	45	0	107	7	32	1	0	40	302	
1:45 - 2:45	7	41	29	0	77	20	43	5	0	68	31	36	36	0	103	8	31	2	0	41	289	
2:00 - 3:00	5	45	34	0	84	22	49	8	0	79	32	38	32	0	102	7	30	2	0	39	304	
2:15 - 3:15	6	51	39	0	96	20	52	8	0	80	31	30	31	0	92	5	34	3	0	42	310	
2:30 - 3:30	7	50	43	0	100	23	47	8	0	78	29	32	35	0	96	9	43	3	0	55	329	
2:45 - 3:45	9	56	40	0	105	24	50	9	0	83	24	33	38	0	95	12	40	2	0	54	337	
3:00 - 4:00	10	62	28	0	100	29	46	8	0	83	25	40	43	0	108	13	35	3	0	51	342	
3:15 - 4:15	7	63	21	0	91	26	40	5	0	71	24	46	40	0	110	14	33	3	0	50	322	
3:30 - 4:30	5	61	19	0	85	23	40	4	0	67	22	42	33	0	97	10	25	6	0	41	290	
3:45 - 4:45	5	58	29	0	92	19	41	3	0	63	25	43	30	0	98	8	31	7	0	46	299	
4:00 - 5:00	6	53	31	0	90	17	45	2	0	64	25	34	26	0	85	5	40	6	0	51	290	
4:15 - 5:15	7	46	30	0	83	18	51	4	0	73	23	36	20	0	79	7	41	6	0	54	289	
4:30 - 5:30	7	43	28	0	78	19	50	5	0	74	27	38	24	0	89	6	42	3	0	51	292	
4:45 - 5:45	7	43	21	0	71	23	49	5	0	77	25	28	24	0	77	6	31	3	0	40	265	
5:00 - 6:00	8	43																				

CARS TURNING MOVEMENT COUNT - SUMMARY



Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4

TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Division Street					TRAFFIC FROM WEST Division Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	13	5	0	18	3	10	1	0	14	2	11	11	0	24	2	7	0	0	9	65
9:15 - 9:30	2	14	10	0	26	7	10	0	0	17	5	3	25	0	33	0	8	1	0	9	85
9:30 - 9:45	0	11	3	0	14	5	14	0	0	19	8	3	19	0	30	1	14	1	0	16	79
9:45 - 10:00	1	6	6	0	13	5	8	2	0	15	6	5	26	0	37	2	4	1	0	7	72
10:00 - 10:15	1	9	7	0	17	12	15	0	0	27	10	6	21	0	37	0	6	3	0	9	90
10:15 - 10:30	1	11	10	0	22	7	22	1	0	30	8	7	21	0	36	5	9	0	0	14	102
10:30 - 10:45	2	18	10	0	30	6	8	0	0	14	4	1	12	0	17	1	5	2	0	8	69
10:45 - 11:00	0	12	6	0	18	12	15	1	0	28	6	7	13	0	26	1	4	2	0	7	79
11:00 - 11:15	3	10	6	0	19	16	20	1	0	37	4	10	20	0	34	0	8	2	0	10	100
11:15 - 11:30	2	13	10	0	25	8	10	3	0	21	11	8	9	0	28	3	13	1	0	17	91
11:30 - 11:45	2	12	4	0	18	10	17	0	0	27	5	5	14	0	24	2	6	1	0	9	78
11:45 - 12:00	2	12	4	0	18	13	32	3	0	48	5	9	19	0	33	2	14	1	0	17	116
12:00 - 12:15	1	11	9	0	21	12	27	0	0	39	6	8	13	0	27	1	4	1	0	6	93
12:15 - 12:30	4	14	9	0	27	8	11	0	0	19	14	6	10	0	30	1	8	3	0	12	88
12:30 - 12:45	3	9	5	0	17	9	13	1	0	23	7	8	6	0	21	2	6	1	0	9	70
12:45 - 1:00	0	18	8	0	26	4	8	1	0	13	7	12	14	0	33	0	9	0	0	9	81
1:00 - 1:15	1	17	6	0	24	11	17	1	0	29	6	13	18	0	37	1	8	0	0	9	99
1:15 - 1:30	4	13	5	0	22	6	10	3	0	19	6	11	10	0	27	5	3	1	0	9	77
1:30 - 1:45	3	8	9	0	20	7	10	0	0	17	5	10	15	0	30	0	13	0	0	13	80
1:45 - 2:00	2	8	9	0	19	2	6	0	0	8	6	4	10	0	20	4	8	1	0	13	60
2:00 - 2:15	2	8	10	0	20	8	14	3	0	25	8	11	12	0	31	2	7	0	0	9	85
2:15 - 2:30	2	17	4	0	23	5	16	2	0	23	7	10	8	0	25	1	3	0	0	4	75
2:30 - 2:45	1	8	6	0	15	5	7	0	0	12	10	10	6	0	26	1	12	1	0	14	67
2:45 - 3:00	0	12	14	0	26	4	12	3	0	19	7	7	6	0	20	3	7	1	0	11	76
3:00 - 3:15	3	14	15	0	32	6	17	3	0	26	7	3	11	0	21	0	12	1	0	13	92
3:15 - 3:30	3	16	8	0	27	8	11	2	0	21	5	12	12	0	29	5	12	0	0	17	94
3:30 - 3:45	3	13	3	0	19	6	10	1	0	17	5	11	8	0	24	4	9	0	0	13	73
3:45 - 4:00	1	18	2	0	21	9	7	2	0	18	8	14	11	0	33	4	2	2	0	8	80
4:00 - 4:15	0	15	8	0	23	3	11	0	0	14	6	9	8	0	23	1	9	1	0	11	71
4:15 - 4:30	1	14	6	0	21	5	11	1	0	17	3	8	5	0	16	1	4	3	0	8	62
4:30 - 4:45	3	11	13	0	27	2	11	0	0	13	8	11	6	0	25	2	15	1	0	18	83
4:45 - 5:00	2	13	4	0	19	7	12	1	0	20	8	5	7	0	20	1	11	1	0	13	72
5:00 - 5:15	1	8	7	0	16	4	17	2	0	23	4	11	2	0	17	3	11	1	0	15	71
5:15 - 5:30	1	11	4	0	16	6	10	2	0	18	7	10	9	0	26	0	5	0	0	5	65
5:30 - 5:45	3	11	6	0	20	6	10	0	0	16	6	2	6	0	14	2	4	1	0	7	57
5:45 - 6:00	3	13	3	0	19	2	6	0	0	8	4	10	6	0	20	2	4	0	0	6	53
9 Hr Totals	63	441	254	0	758	249	465	40	0	754	234	291	429	0	954	65	284	35	0	384	2850
1 Hr Totals																					
9:00 - 10:00	3	44	24	0	71	20	42	3	0	65	21	22	81	0	124	5	33	3	0	41	301
9:15 - 10:15	4	40	26	0	70	29	47	2	0	78	29	17	91	0	137	3	32	6	0	41	326
9:30 - 10:30	3	37	26	0	66	29	59	3	0	91	32	21	87	0	140	8	33	5	0	46	343
9:45 - 10:45	5	44	33	0	82	30	53	3	0	86	28	19	80	0	127	8	24	6	0	38	333
10:00 - 11:00	4	50	33	0	87	37	60	2	0	99	28	21	67	0	116	7	24	7	0	38	340
10:15 - 11:15	6	51	32	0	89	41	65	3	0	109	22	25	66	0	113	7	26	6	0	39	350
10:30 - 11:30	7	53	32	0	92	42	53	5	0	100	25	26	54	0	105	5	30	7	0	42	339
10:45 - 11:45	7	47	26	0	80	46	62	5	0	113	26	30	56	0	112	6	31	6	0	43	348
11:00 - 12:00	9	47	24	0	80	47	79	7	0	133	25	32	62	0	119	7	41	5	0	53	385
11:15 - 12:15	7	48	27	0	82	43	86	6	0	135	27	30	55	0	112	8	37	4	0	49	378
11:30 - 12:30	9	49	26	0	84	43	87	3	0	133	30	28	56	0	114	6	32	6	0	44	375
11:45 - 12:45	10	46	27	0	83	42	83	4	0	129	32	31	48	0	111	6	32	6	0	44	367
12:00 - 1:00	8	52	31	0	91	33	59	2	0	94	34	34	43	0	111	4	27	5	0	36	332
12:15 - 1:15	8	58	28	0	94	32	49	3	0	84	34	39	48	0	121	4	31	4	0	39	338
12:30 - 1:30	8	57	24	0	89	30	48	6	0	84	26	44	48	0	118	8	26	2	0	36	327
12:45 - 1:45	8	56	28	0	92	28	45	5	0	78	24	46	57	0	127	6	33	1	0	40	337
1:00 - 2:00	10	46	29	0	85	26	43	4	0	73	23	38	53	0	114	10	32	2	0	44	316
1:15 - 2:15	11	37	33	0	81	23	40	6	0	69	25	36	47	0	108	11	31	2	0	44	302
1:30 - 2:30	9	41	32	0	82	22	46	5	0	73	26	35	45	0	106	7	31	1	0	39	300
1:45 - 2:45	7	41	29	0	77	20	43	5	0	68	31	35	36	0	102	8	30	2	0	40	287
2:00 - 3:00	5	45	34	0	84	22	49	8	0	79	32	38	32	0	102	7	29	2	0	38	303
2:15 - 3:15	6	51	39	0	96	20	52	8	0	80	31	30	31	0	92	5	34	3	0	42	310
2:30 - 3:30	7	50	43	0	100	23	47	8	0	78	29	32	35	0	96	9	43	3	0	55	329
2:45 - 3:45	9	55	40	0	104	24	50	9	0	83	24	33	37	0	94	12	40	2	0	54	335
3:00 - 4:00	10	61	28	0	99	29	45	8	0	82	25	40	42	0	107	13	35	3	0	51	339
3:15 - 4:15	7	62	21	0	90	26	39	5	0	70	24	46	39	0	109	14	32	3	0	49	318
3:30 - 4:30	5	60	19	0	84	23	39	4	0	66	22	42	32	0	96	10	24	6	0	40	286
3:45 - 4:45	5	58	29	0	92	19	40	3	0	62	25	42	30	0	97	8	30	7	0	45	296
4:00 - 5:00	6	53	31	0	90	17	45	2	0	64	25	33	26	0	84	5	39	6	0	50	288
4:15 - 5:15	7	46	30	0	83	18	51	4	0	73	23	35	20	0	78	7	41	6	0	54	288
4:30 - 5:30	7	43	28	0	78	19	50	5	0	74	27	37	24	0	88	6	42	3	0	51	291
4:45 - 5:45	7	43	21	0	71	23	49	5	0	77	25	28	24	0	77	6	31	3	0	40	265
5:00 - 6:00	8	43	20	0	71	18	43	4	0	65	21	33	23	0	77	7	24	2	0	33	246

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Main Street					TRAFFIC FROM SOUTH on: Main Street					TRAFFIC FROM EAST on: Division Street					TRAFFIC FROM WEST on: Division Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:00 - 12:15	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	1	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2
3:45 - 4:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	2	0	0	2	0	3	1	0	4	2	2	2	0	6	0	5	1	0	6	18
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
9:45 - 10:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	2
10:00 - 11:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	2
10:15 - 11:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	0	2	3	3
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	1	0	2	3
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	3	4	4
11:15 - 12:15	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	5
11:30 - 12:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	2	0	0	2	5	5
11:45 - 12:45	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	6
12:00 - 1:00	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	4
12:15 - 1:15	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	2
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	0	0	1	3
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
3:00 - 4:00	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	3
3:15 - 4:15	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	4
3:30 - 4:30	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	4
3:45 - 4:45	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	3	4

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



Table with columns: TIME, TRAFFIC FROM NORTH Main Street (RIGHT, THRU, LEFT, U-TN, TOTAL), TRAFFIC FROM SOUTH Main Street (RIGHT, THRU, LEFT, U-TN, TOTAL), TRAFFIC FROM EAST Division Street (RIGHT, THRU, LEFT, U-TN, TOTAL), TRAFFIC FROM WEST Division Street (RIGHT, THRU, LEFT, U-TN, TOTAL), and TOTAL N + S + E + W. Rows include AM and PEAK HOUR periods with 15-minute intervals.

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Counted by: VCU

Date: April 22, 2023

Saturday



Intersection of: Main Street
and: Division Street

Weather: Sunny/Warm

Location: Wicomico County, Maryland

Entered by: SN

Star Rating: 4

TIME	TRAFFIC FROM NORTH Main Street					TRAFFIC FROM SOUTH Main Street					TRAFFIC FROM EAST Division Street					TRAFFIC FROM WEST Division Street					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
1:30 - 1:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	2	0	0	2	2	1	0	0	3	0	2	0	0	2	1	3	1	0	0	5	12
1 Hr Totals																						
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 - 12:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
12:00 - 1:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
12:15 - 1:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	0	0	0	0	1	3
12:45 - 1:45	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	4
1:00 - 2:00	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	4
1:15 - 2:15	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	1	0	0	1	4
1:30 - 2:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1:45 - 2:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 - 3:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 - 3:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
2:30 - 3:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1	2
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 - 5:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 - 5:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:45 - 5:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 - 6:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HOUR																						
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Main Street
and: Division Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	NORTH LEG Main Street		SOUTH LEG Main Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	0	0
11:15 - 11:30	0	0	0	0
11:30 - 11:45	0	0	0	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	1	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	1	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	1	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	2	0	1	0

	EAST LEG Division Street		WEST LEG Division Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	0	0
11:15 - 11:30	0	0	1	0
11:30 - 11:45	1	0	0	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	0	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	1	0	1	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: St Luke Road					TRAFFIC FROM SOUTH on: St Luke Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	7	0	0	7	0	18	0	0	18	0	0	0	0	0	4	0	1	0	5	30
3:15 - 3:30	0	18	0	0	18	0	15	0	0	15	0	0	0	0	0	10	0	3	0	13	46
3:30 - 3:45	0	22	0	0	22	0	30	0	0	30	0	0	0	0	0	13	0	2	0	15	67
3:45 - 4:00	0	25	0	0	25	0	23	0	0	23	0	0	0	0	0	5	0	3	0	8	56
4:00 - 4:15	0	21	0	0	21	0	27	0	0	27	0	0	0	0	0	13	0	11	0	24	72
4:15 - 4:30	0	24	0	0	24	0	27	0	0	27	0	0	0	0	0	5	0	9	0	14	65
4:30 - 4:45	0	22	0	0	22	0	27	1	0	28	0	0	0	0	0	11	0	3	0	14	64
4:45 - 5:00	0	21	0	0	21	0	29	0	0	29	0	0	0	0	0	7	0	8	0	15	65
5:00 - 5:15	0	24	0	0	24	0	44	0	0	44	0	0	0	0	0	17	0	9	0	26	94
5:15 - 5:30	0	20	0	0	20	0	67	0	0	67	0	0	0	0	0	8	0	3	0	11	98
5:30 - 5:45	0	12	0	0	12	0	55	0	0	55	0	0	0	0	0	9	0	1	0	10	77
5:45 - 6:00	0	15	0	0	15	0	46	0	0	46	0	0	0	0	0	7	0	4	0	11	72
6:00 - 6:15	0	10	0	0	10	0	27	0	0	27	0	0	0	0	0	8	0	2	0	10	47
6:15 - 6:30	1	8	0	0	9	0	27	0	0	27	0	0	0	0	0	12	0	0	0	12	48
6:30 - 6:45	0	9	0	0	9	0	16	0	0	16	0	0	0	0	0	21	0	1	0	22	47
6:45 - 7:00	0	8	0	0	8	0	13	0	0	13	0	0	0	0	0	11	0	3	0	14	35
7:00 - 7:15	0	14	0	0	14	0	21	0	0	21	0	0	0	0	0	41	0	1	0	42	77
7:15 - 7:30	0	9	0	0	9	0	23	0	0	23	0	0	0	0	0	34	0	4	0	38	70
7:30 - 7:45	0	3	0	0	3	0	12	0	0	12	0	0	0	0	0	33	0	0	0	33	48
7:45 - 8:00	0	6	0	0	6	0	10	1	0	11	0	0	0	0	0	39	0	1	0	40	57
5 Hr Totals	1	298	0	0	299	0	557	2	0	559	0	0	0	0	0	308	0	69	0	377	1235
1 Hr Totals																					
3:00 - 4:00	0	72	0	0	72	0	86	0	0	86	0	0	0	0	0	32	0	9	0	41	199
3:15 - 4:15	0	86	0	0	86	0	95	0	0	95	0	0	0	0	0	41	0	19	0	60	241
3:30 - 4:30	0	92	0	0	92	0	107	0	0	107	0	0	0	0	0	36	0	25	0	61	260
3:45 - 4:45	0	92	0	0	92	0	104	1	0	105	0	0	0	0	0	34	0	26	0	60	257
4:00 - 5:00	0	88	0	0	88	0	110	1	0	111	0	0	0	0	0	36	0	31	0	67	266
4:15 - 5:15	0	91	0	0	91	0	127	1	0	128	0	0	0	0	0	40	0	29	0	69	288
4:30 - 5:30	0	87	0	0	87	0	167	1	0	168	0	0	0	0	0	43	0	23	0	66	321
4:45 - 5:45	0	77	0	0	77	0	195	0	0	195	0	0	0	0	0	41	0	21	0	62	334
5:00 - 6:00	0	71	0	0	71	0	212	0	0	212	0	0	0	0	0	41	0	17	0	58	341
5:15 - 6:15	0	57	0	0	57	0	195	0	0	195	0	0	0	0	0	32	0	10	0	42	294
5:30 - 6:30	1	45	0	0	46	0	155	0	0	155	0	0	0	0	0	36	0	7	0	43	244
5:45 - 6:45	1	42	0	0	43	0	116	0	0	116	0	0	0	0	0	48	0	7	0	55	214
6:00 - 7:00	1	35	0	0	36	0	83	0	0	83	0	0	0	0	0	52	0	6	0	58	177
6:15 - 7:15	1	39	0	0	40	0	77	0	0	77	0	0	0	0	0	85	0	5	0	90	207
6:30 - 7:30	0	40	0	0	40	0	73	0	0	73	0	0	0	0	0	107	0	9	0	116	229
6:45 - 7:45	0	34	0	0	34	0	69	0	0	69	0	0	0	0	0	119	0	8	0	127	230
7:00 - 8:00	0	32	0	0	32	0	66	1	0	67	0	0	0	0	0	147	0	6	0	153	252
PEAK HOUR																					
5:00 - 6:00	0	71	0	0	71	0	212	0	0	212	0	0	0	0	0	41	0	17	0	58	341

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: St Luke Road					TRAFFIC FROM SOUTH on: St Luke Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	7	0	0	7	18	0	0	0	18	0	0	0	0	0	4	1	0	0	5	30
3:15 - 3:30	0	18	0	0	18	14	0	0	0	14	0	0	0	0	0	8	3	0	0	11	43
3:30 - 3:45	0	21	0	0	21	29	0	0	0	29	0	0	0	0	0	13	2	0	0	15	65
3:45 - 4:00	0	25	0	0	25	23	0	0	0	23	0	0	0	0	0	5	3	0	0	8	56
4:00 - 4:15	0	20	0	0	20	27	0	0	0	27	0	0	0	0	0	13	10	0	0	23	70
4:15 - 4:30	0	24	0	0	24	27	0	0	0	27	0	0	0	0	0	5	9	0	0	14	65
4:30 - 4:45	0	22	0	0	22	26	1	0	0	27	0	0	0	0	0	11	3	0	0	14	63
4:45 - 5:00	0	20	0	0	20	28	0	0	0	28	0	0	0	0	0	6	8	0	0	14	62
5:00 - 5:15	0	24	0	0	24	44	0	0	0	44	0	0	0	0	0	17	9	0	0	26	94
5:15 - 5:30	0	20	0	0	20	67	0	0	0	67	0	0	0	0	0	8	3	0	0	11	98
5:30 - 5:45	0	11	0	0	11	53	0	0	0	53	0	0	0	0	0	8	1	0	0	9	73
5:45 - 6:00	0	15	0	0	15	46	0	0	0	46	0	0	0	0	0	7	4	0	0	11	72
6:00 - 6:15	0	10	0	0	10	27	0	0	0	27	0	0	0	0	0	8	2	0	0	10	47
6:15 - 6:30	1	8	0	0	9	27	0	0	0	27	0	0	0	0	0	11	0	0	0	11	47
6:30 - 6:45	0	9	0	0	9	16	0	0	0	16	0	0	0	0	0	21	1	0	0	22	47
6:45 - 7:00	0	8	0	0	8	13	0	0	0	13	0	0	0	0	0	11	3	0	0	14	35
7:00 - 7:15	0	14	0	0	14	21	0	0	0	21	0	0	0	0	0	41	1	0	0	42	77
7:15 - 7:30	0	9	0	0	9	23	0	0	0	23	0	0	0	0	0	34	4	0	0	38	70
7:30 - 7:45	0	3	0	0	3	12	0	0	0	12	0	0	0	0	0	33	0	0	0	33	48
7:45 - 8:00	0	6	0	0	6	10	1	0	0	11	0	0	0	0	0	39	1	0	0	40	57
5 Hr Totals	1	294	0	0	295	0	551	2	0	553	0	0	0	0	0	303	0	68	0	371	1219
1 Hr Totals																					
3:00 - 4:00	0	71	0	0	71	0	84	0	0	84	0	0	0	0	0	30	0	9	0	39	194
3:15 - 4:15	0	84	0	0	84	0	93	0	0	93	0	0	0	0	0	39	0	18	0	57	234
3:30 - 4:30	0	90	0	0	90	0	106	0	0	106	0	0	0	0	0	36	0	24	0	60	256
3:45 - 4:45	0	91	0	0	91	0	103	1	0	104	0	0	0	0	0	34	0	25	0	59	254
4:00 - 5:00	0	86	0	0	86	0	108	1	0	109	0	0	0	0	0	35	0	30	0	65	260
4:15 - 5:15	0	90	0	0	90	0	125	1	0	126	0	0	0	0	0	39	0	29	0	68	284
4:30 - 5:30	0	86	0	0	86	0	165	1	0	166	0	0	0	0	0	42	0	23	0	65	317
4:45 - 5:45	0	75	0	0	75	0	192	0	0	192	0	0	0	0	0	39	0	21	0	60	327
5:00 - 6:00	0	70	0	0	70	0	210	0	0	210	0	0	0	0	0	40	0	17	0	57	337
5:15 - 6:15	0	56	0	0	56	0	193	0	0	193	0	0	0	0	0	31	0	10	0	41	290
5:30 - 6:30	1	44	0	0	45	0	153	0	0	153	0	0	0	0	0	34	0	7	0	41	239
5:45 - 6:45	1	42	0	0	43	0	116	0	0	116	0	0	0	0	0	47	0	7	0	54	213
6:00 - 7:00	1	35	0	0	36	0	83	0	0	83	0	0	0	0	0	51	0	6	0	57	176
6:15 - 7:15	1	39	0	0	40	0	77	0	0	77	0	0	0	0	0	84	0	5	0	89	206
6:30 - 7:30	0	40	0	0	40	0	73	0	0	73	0	0	0	0	0	107	0	9	0	116	229
6:45 - 7:45	0	34	0	0	34	0	69	0	0	69	0	0	0	0	0	119	0	8	0	127	230
7:00 - 8:00	0	32	0	0	32	0	66	1	0	67	0	0	0	0	0	147	0	6	0	153	252
PEAK HOUR																					
5:00 - 6:00	0	70	0	0	70	0	210	0	0	210	0	0	0	0	0	40	0	17	0	57	337

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: St Luke Road					TRAFFIC FROM SOUTH on: St Luke Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:15 - 3:30	0	0		0	0	1	0	0	0	1					0	2		0	0	2	3
3:30 - 3:45	0	0		0	0	1	0	0	0	1					0	0		0	0	0	1
3:45 - 4:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:00 - 4:15	0	1		0	1	0	0	0	0	0					0	0		1	0	1	2
4:15 - 4:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:30 - 4:45	0	0		0	0	1	0	0	0	1					0	0		0	0	0	1
4:45 - 5:00	0	1		0	1	1	0	0	0	1					0	1		0	0	1	3
5:00 - 5:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:15 - 5:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:30 - 5:45	0	1		0	1	2	0	0	0	2					0	1		0	0	1	4
5:45 - 6:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:00 - 6:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:15 - 6:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:30 - 6:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:45 - 7:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:00 - 7:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:15 - 7:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:30 - 7:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:45 - 8:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5 Hr Totals	0	3	0	0	3	0	6	0	0	6	0	0	0	0	0	4	0	1	0	5	14
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2	0	0	0	2	4
3:15 - 4:15	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	2	0	1	0	3	6
3:30 - 4:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
3:45 - 4:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
4:00 - 5:00	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	6
4:15 - 5:15	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
4:30 - 5:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
4:45 - 5:45	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	7
5:00 - 6:00	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
5:15 - 6:15	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
5:30 - 6:30	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
5:45 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:00 - 6:00	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: St Luke Road					TRAFFIC FROM SOUTH on: St Luke Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:15 - 3:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:30 - 3:45	0	1		0	1	0	0	0	0	0					0	0		0	0	0	1
3:45 - 4:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:00 - 4:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:15 - 4:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:30 - 4:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:45 - 5:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:00 - 5:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:15 - 5:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:30 - 5:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:45 - 6:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:00 - 6:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:15 - 6:30	0	0		0	0	0	0	0	0	0					0	1		0	0	1	1
6:30 - 6:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:45 - 7:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:00 - 7:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:15 - 7:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:30 - 7:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:45 - 8:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5 Hr Totals	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
1 Hr Totals																					
3:00 - 4:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:15 - 4:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:30 - 4:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
5:45 - 6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:00 - 7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:15 - 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
6:30 - 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 - 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: St Luke Road					TRAFFIC FROM SOUTH on: St Luke Road					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Brown Street					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	
PM																					
3:00 - 3:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:15 - 3:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:30 - 3:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
3:45 - 4:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:00 - 4:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:15 - 4:30	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:30 - 4:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
4:45 - 5:00	0	0		0	0	1	0	0	0	1					0	1		0	0	1	2
5:00 - 5:15	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:15 - 5:30	0	3		0	3	0	0	0	0	0					0	0		0	0	0	3
5:30 - 5:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5:45 - 6:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:00 - 6:15	0	0		0	0	1	0	0	0	1					0	0		0	0	0	1
6:15 - 6:30	0	1		0	1	0	0	0	0	0					0	0		0	0	0	1
6:30 - 6:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
6:45 - 7:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:00 - 7:15	0	0		0	0	0	0	0	0	0					0	7		0	0	7	7
7:15 - 7:30	0	0		0	0	1	0	0	0	1					0	0		0	0	0	1
7:30 - 7:45	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
7:45 - 8:00	0	0		0	0	0	0	0	0	0					0	0		0	0	0	0
5 Hr Totals	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	8	0	0	0	8	15
1 Hr Totals																					
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:15 - 5:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
4:30 - 5:30	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
4:45 - 5:45	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	5
5:00 - 6:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
5:15 - 6:15	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:30 - 6:30	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 - 6:45	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:00 - 7:00	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
6:15 - 7:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	8
6:30 - 7:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0	0	0	7	8
6:45 - 7:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0	0	0	7	8
7:00 - 8:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	7	0	0	0	7	8
PEAK HOUR																					
5:00 - 6:00	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 18, 2023
Weather: Sunny/Warm
Entered by: SN

Tuesday
Star Rating: 4



TIME	NORTH LEG St Luke Road		SOUTH LEG St Luke Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	1	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
6:00 - 6:15	0	0	0	0
6:15 - 6:30	0	0	0	0
6:30 - 6:45	0	0	0	0
6:45 - 7:00	0	0	0	0
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
TOTALS	0	0	1	0

	EAST LEG		WEST LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
PM				
3:00 - 3:15			0	0
3:15 - 3:30			2	0
3:30 - 3:45			1	0
3:45 - 4:00			0	0
4:00 - 4:15			1	0
4:15 - 4:30			0	0
4:30 - 4:45			1	0
4:45 - 5:00			1	0
5:00 - 5:15			0	0
5:15 - 5:30			1	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
6:00 - 6:15			0	0
6:15 - 6:30			0	0
6:30 - 6:45			0	0
6:45 - 7:00			0	0
7:00 - 7:15			0	0
7:15 - 7:30			1	0
7:30 - 7:45			0	0
7:45 - 8:00			1	0
TOTALS	0	0	9	0

TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday



Star Rating: 4

TIME	TRAFFIC FROM NORTH St Luke Road					TRAFFIC FROM SOUTH St Luke Road					TRAFFIC FROM EAST					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	12	0	0	12	0	11	0	0	11	0	0	0	0	0	4	0	1	0	5	28
9:15 - 9:30	0	13	0	0	13	0	15	0	0	15	0	0	0	0	0	5	0	1	0	6	34
9:30 - 9:45	0	9	0	0	9	0	13	0	0	13	0	0	0	0	0	3	0	1	0	4	26
9:45 - 10:00	0	11	0	0	11	0	20	1	0	21	0	0	0	0	0	4	0	2	0	6	38
10:00 - 10:15	0	11	0	0	11	0	24	0	0	24	0	0	0	0	0	5	0	0	0	5	40
10:15 - 10:30	0	11	0	0	11	0	19	0	0	19	0	0	0	0	0	11	0	1	0	12	42
10:30 - 10:45	0	11	0	0	11	0	9	0	0	9	0	0	0	0	0	9	0	0	0	9	29
10:45 - 11:00	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	7	0	1	0	8	30
11:00 - 11:15	0	6	0	0	6	0	14	0	0	14	0	0	0	0	0	16	0	3	0	19	39
11:15 - 11:30	0	17	0	0	17	0	20	0	0	20	0	0	0	0	0	19	0	1	0	20	57
11:30 - 11:45	0	7	0	0	7	0	9	0	0	9	0	0	0	0	0	8	0	2	0	10	26
11:45 - 12:00	0	12	0	0	12	0	14	0	0	14	0	0	0	0	0	15	0	3	0	18	44
12:00 - 12:15	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	5	0	1	0	6	22
12:15 - 12:30	0	12	0	0	12	0	11	0	0	11	0	0	0	0	0	5	0	1	0	6	29
12:30 - 12:45	0	4	0	0	4	0	13	1	0	14	0	0	0	0	0	12	0	0	0	12	30
12:45 - 1:00	0	10	0	0	10	0	12	0	0	12	0	0	0	0	0	8	0	3	0	11	33
1:00 - 1:15	0	12	0	0	12	0	11	0	0	11	0	0	0	0	0	5	0	1	0	6	29
1:15 - 1:30	0	5	0	0	5	0	12	0	0	12	0	0	0	0	0	6	0	2	0	8	25
1:30 - 1:45	0	11	0	0	11	0	19	0	0	19	0	0	0	0	0	2	0	1	0	3	33
1:45 - 2:00	0	9	0	0	9	0	9	0	1	10	0	0	0	0	0	13	0	1	0	14	33
2:00 - 2:15	0	13	0	0	13	0	13	0	0	13	0	0	0	0	0	14	0	3	0	17	43
2:15 - 2:30	0	7	0	0	7	0	10	0	0	10	0	0	0	0	0	8	0	1	0	9	26
2:30 - 2:45	0	8	0	0	8	0	11	0	0	11	0	0	0	0	0	3	0	2	0	5	24
2:45 - 3:00	0	14	0	0	14	0	7	0	0	7	0	0	0	0	0	1	0	3	0	4	25
3:00 - 3:15	0	9	0	0	9	0	8	0	0	8	0	0	0	0	0	10	0	1	0	11	28
3:15 - 3:30	0	15	0	0	15	0	7	0	0	7	0	0	0	0	0	9	0	3	0	12	34
3:30 - 3:45	0	6	0	0	6	0	13	0	0	13	0	0	0	0	0	11	0	2	0	13	32
3:45 - 4:00	0	2	0	0	2	0	14	0	0	14	0	0	0	0	0	4	0	2	0	6	22
4:00 - 4:15	0	8	0	0	8	0	12	0	0	12	0	0	0	0	0	4	0	2	1	7	27
4:15 - 4:30	0	5	0	0	5	0	9	1	0	10	0	0	0	0	0	3	0	1	0	4	19
4:30 - 4:45	0	11	0	0	11	0	11	0	0	11	0	0	0	0	0	5	0	0	0	5	27
4:45 - 5:00	0	6	0	0	6	0	10	0	0	10	0	0	0	0	0	6	0	2	0	8	24
5:00 - 5:15	0	9	0	0	9	0	11	0	0	11	0	0	0	0	0	4	0	1	0	5	25
5:15 - 5:30	1	10	0	1	12	0	14	0	0	14	0	0	0	0	0	8	0	0	0	8	34
5:30 - 5:45	0	6	0	0	6	0	8	0	0	8	0	0	0	0	0	2	0	1	0	3	17
5:45 - 6:00	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	2	0	3	0	5	16
9 Hr Totals	1	335	0	1	337	0	439	3	1	443	0	0	0	0	0	256	0	53	1	310	1090
1 Hr Totals																					
9:00 - 10:00	0	45	0	0	45	0	59	1	0	60	0	0	0	0	0	16	0	5	0	21	126
9:15 - 10:15	0	44	0	0	44	0	72	1	0	73	0	0	0	0	0	17	0	4	0	21	138
9:30 - 10:30	0	42	0	0	42	0	76	1	0	77	0	0	0	0	0	23	0	4	0	27	146
9:45 - 10:45	0	44	0	0	44	0	72	1	0	73	0	0	0	0	0	29	0	3	0	32	149
10:00 - 11:00	0	44	0	0	44	0	63	0	0	63	0	0	0	0	0	32	0	2	0	34	141
10:15 - 11:15	0	39	0	0	39	0	53	0	0	53	0	0	0	0	0	43	0	5	0	48	140
10:30 - 11:30	0	45	0	0	45	0	54	0	0	54	0	0	0	0	0	51	0	5	0	56	155
10:45 - 11:45	0	41	0	0	41	0	54	0	0	54	0	0	0	0	0	50	0	7	0	57	152
11:00 - 12:00	0	42	0	0	42	0	57	0	0	57	0	0	0	0	0	58	0	9	0	67	166
11:15 - 12:15	0	44	0	0	44	0	51	0	0	51	0	0	0	0	0	47	0	7	0	54	149
11:30 - 12:30	0	39	0	0	39	0	42	0	0	42	0	0	0	0	0	33	0	7	0	40	121
11:45 - 12:45	0	36	0	0	36	0	46	1	0	47	0	0	0	0	0	37	0	5	0	42	125
12:00 - 1:00	0	34	0	0	34	0	44	1	0	45	0	0	0	0	0	30	0	5	0	35	114
12:15 - 1:15	0	38	0	0	38	0	47	1	0	48	0	0	0	0	0	30	0	5	0	35	121
12:30 - 1:30	0	31	0	0	31	0	48	1	0	49	0	0	0	0	0	31	0	6	0	37	117
12:45 - 1:45	0	38	0	0	38	0	54	0	0	54	0	0	0	0	0	21	0	7	0	28	120
1:00 - 2:00	0	37	0	0	37	0	51	0	1	52	0	0	0	0	0	26	0	5	0	31	120
1:15 - 2:15	0	38	0	0	38	0	53	0	1	54	0	0	0	0	0	35	0	7	0	42	134
1:30 - 2:30	0	40	0	0	40	0	51	0	1	52	0	0	0	0	0	37	0	6	0	43	135
1:45 - 2:45	0	37	0	0	37	0	43	0	1	44	0	0	0	0	0	38	0	7	0	45	126
2:00 - 3:00	0	42	0	0	42	0	41	0	0	41	0	0	0	0	0	26	0	9	0	35	118
2:15 - 3:15	0	38	0	0	38	0	36	0	0	36	0	0	0	0	0	22	0	7	0	29	103
2:30 - 3:30	0	46	0	0	46	0	33	0	0	33	0	0	0	0	0	23	0	9	0	32	111
2:45 - 3:45	0	44	0	0	44	0	35	0	0	35	0	0	0	0	0	31	0	9	0	40	119
3:00 - 4:00	0	32	0	0	32	0	42	0	0	42	0	0	0	0	0	34	0	8	0	42	116
3:15 - 4:15	0	31	0	0	31	0	46	0	0	46	0	0	0	0	0	28	0	9	1	38	115
3:30 - 4:30	0	21	0	0	21	0	48	1	0	49	0	0	0	0	0	22	0	7	1	30	100
3:45 - 4:45	0	26	0	0	26	0	46	1	0	47	0	0	0	0	0	16	0	5	1	22	95
4:00 - 5:00	0	30	0	0	30	0	42	1	0	43	0	0	0	0	0	18	0	5	1	24	97
4:15 - 5:15	0	31	0	0	31	0	41	1	0	42	0	0	0	0	0	18	0	4	0	22	95
4:30 - 5:30	1	36	0	1	38	0	46	0	0	46	0	0	0	0	0	23	0	3	0	26	110
4:45 - 5:45	1	31	0	1	33	0	43	0	0	43	0	0	0	0	0	20	0	4	0	24	100
5:00 - 6:00	1	29	0	1	31	0	40	0	0	40	0	0	0	0	0	16	0	5	0	21	92
PEAK HOUR																					
11:00 - 12:00	0	42	0	0	42	0	57	0	0	57	0	0	0	0	0	58	0	9	0	67	166

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH St Luke Road					TRAFFIC FROM SOUTH St Luke Road					TRAFFIC FROM EAST					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W	
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL		
AM																						
9:00 - 9:15	0	12	0	12	10	0	0	10	0	0	4	1	0	5	27							
9:15 - 9:30	0	13	0	13	15	0	0	15	0	0	5	1	0	6	34							
9:30 - 9:45	0	9	0	9	13	0	0	13	0	0	3	1	0	4	26							
9:45 - 10:00	0	11	0	11	18	1	0	19	0	0	4	2	0	6	36							
10:00 - 10:15	0	11	0	11	24	0	0	24	0	0	5	0	0	5	40							
10:15 - 10:30	0	11	0	11	19	0	0	19	0	0	11	1	0	12	42							
10:30 - 10:45	0	11	0	11	9	0	0	9	0	0	9	0	0	9	29							
10:45 - 11:00	0	11	0	11	11	0	0	11	0	0	7	1	0	8	30							
11:00 - 11:15	0	6	0	6	14	0	0	14	0	0	16	3	0	19	39							
11:15 - 11:30	0	17	0	17	19	0	0	19	0	0	19	1	0	20	56							
11:30 - 11:45	0	7	0	7	9	0	0	9	0	0	8	2	0	10	26							
11:45 - 12:00	0	11	0	11	14	0	0	14	0	0	15	3	0	18	43							
12:00 - 12:15	0	8	0	8	8	0	0	8	0	0	5	1	0	6	22							
12:15 - 12:30	0	12	0	12	11	0	0	11	0	0	5	1	0	6	29							
12:30 - 12:45	0	4	0	4	13	1	0	14	0	0	12	0	0	12	30							
12:45 - 1:00	0	10	0	10	12	0	0	12	0	0	8	3	0	11	33							
1:00 - 1:15	0	12	0	12	11	0	0	11	0	0	5	1	0	6	29							
1:15 - 1:30	0	5	0	5	11	0	0	11	0	0	6	2	0	8	24							
1:30 - 1:45	0	11	0	11	19	0	0	19	0	0	2	1	0	3	33							
1:45 - 2:00	0	9	0	9	9	0	1	10	0	0	13	1	0	14	33							
2:00 - 2:15	0	13	0	13	13	0	0	13	0	0	14	3	0	17	43							
2:15 - 2:30	0	7	0	7	10	0	0	10	0	0	8	1	0	9	26							
2:30 - 2:45	0	8	0	8	11	0	0	11	0	0	3	2	0	5	24							
2:45 - 3:00	0	14	0	14	7	0	0	7	0	0	1	3	0	4	25							
3:00 - 3:15	0	9	0	9	8	0	0	8	0	0	10	1	0	11	28							
3:15 - 3:30	0	15	0	15	7	0	0	7	0	0	9	3	0	12	34							
3:30 - 3:45	0	6	0	6	12	0	0	12	0	0	11	2	0	13	31							
3:45 - 4:00	0	2	0	2	14	0	0	14	0	0	4	2	0	6	22							
4:00 - 4:15	0	7	0	7	12	0	0	12	0	0	4	2	1	7	26							
4:15 - 4:30	0	5	0	5	9	1	0	10	0	0	3	1	0	4	19							
4:30 - 4:45	0	11	0	11	11	0	0	11	0	0	5	0	0	5	27							
4:45 - 5:00	0	6	0	6	10	0	0	10	0	0	6	2	0	8	24							
5:00 - 5:15	0	9	0	9	11	0	0	11	0	0	4	1	0	5	25							
5:15 - 5:30	1	10	1	12	14	0	0	14	0	0	8	0	0	8	34							
5:30 - 5:45	0	6	0	6	8	0	0	8	0	0	2	1	0	3	17							
5:45 - 6:00	0	4	0	4	7	0	0	7	0	0	2	3	0	5	16							
9 Hr Totals	1	333	0	1	335	0	433	3	1	437	0	0	0	0	0	256	0	53	1	310	1082	
1 Hr Totals																						
9:00 - 10:00	0	45	0	0	45	0	56	1	0	57	0	0	0	0	0	16	0	5	0	21	123	
9:15 - 10:15	0	44	0	0	44	0	70	1	0	71	0	0	0	0	0	17	0	4	0	21	136	
9:30 - 10:30	0	42	0	0	42	0	74	1	0	75	0	0	0	0	0	23	0	4	0	27	144	
9:45 - 10:45	0	44	0	0	44	0	70	1	0	71	0	0	0	0	0	29	0	3	0	32	147	
10:00 - 11:00	0	44	0	0	44	0	63	0	0	63	0	0	0	0	0	32	0	2	0	34	141	
10:15 - 11:15	0	39	0	0	39	0	53	0	0	53	0	0	0	0	0	43	0	5	0	48	140	
10:30 - 11:30	0	45	0	0	45	0	53	0	0	53	0	0	0	0	0	51	0	5	0	56	154	
10:45 - 11:45	0	41	0	0	41	0	53	0	0	53	0	0	0	0	0	50	0	7	0	57	151	
11:00 - 12:00	0	41	0	0	41	0	56	0	0	56	0	0	0	0	0	58	0	9	0	67	164	
11:15 - 12:15	0	43	0	0	43	0	50	0	0	50	0	0	0	0	0	47	0	7	0	54	147	
11:30 - 12:30	0	38	0	0	38	0	42	0	0	42	0	0	0	0	0	33	0	7	0	40	120	
11:45 - 12:45	0	35	0	0	35	0	46	1	0	47	0	0	0	0	0	37	0	5	0	42	124	
12:00 - 1:00	0	34	0	0	34	0	44	1	0	45	0	0	0	0	0	30	0	5	0	35	114	
12:15 - 1:15	0	38	0	0	38	0	47	1	0	48	0	0	0	0	0	30	0	5	0	35	121	
12:30 - 1:30	0	31	0	0	31	0	47	1	0	48	0	0	0	0	0	31	0	6	0	37	116	
12:45 - 1:45	0	38	0	0	38	0	53	0	0	53	0	0	0	0	0	21	0	7	0	28	119	
1:00 - 2:00	0	37	0	0	37	0	50	0	1	51	0	0	0	0	0	26	0	5	0	31	119	
1:15 - 2:15	0	38	0	0	38	0	52	0	1	53	0	0	0	0	0	35	0	7	0	42	133	
1:30 - 2:30	0	40	0	0	40	0	51	0	1	52	0	0	0	0	0	37	0	6	0	43	135	
1:45 - 2:45	0	37	0	0	37	0	43	0	1	44	0	0	0	0	0	38	0	7	0	45	126	
2:00 - 3:00	0	42	0	0	42	0	41	0	0	41	0	0	0	0	0	26	0	9	0	35	118	
2:15 - 3:15	0	38	0	0	38	0	36	0	0	36	0	0	0	0	0	22	0	7	0	29	103	
2:30 - 3:30	0	46	0	0	46	0	33	0	0	33	0	0	0	0	0	23	0	9	0	32	111	
2:45 - 3:45	0	44	0	0	44	0	34	0	0	34	0	0	0	0	0	31	0	9	0	40	118	
3:00 - 4:00	0	32	0	0	32	0	41	0	0	41	0	0	0	0	0	34	0	8	0	42	115	
3:15 - 4:15	0	30	0	0	30	0	45	0	0	45	0	0	0	0	0	28	0	9	1	38	113	
3:30 - 4:30	0	20	0	0	20	0	47	1	0	48	0	0	0	0	0	22	0	7	1	30	98	
3:45 - 4:45	0	25	0	0	25	0	46	1	0	47	0	0	0	0	0	16	0	5	1	22	94	
4:00 - 5:00	0	29	0	0	29	0	42	1	0	43	0	0	0	0	0	18	0	5	1	24	96	
4:15 - 5:15	0	31	0	0	31	0	41	1	0	42	0	0	0	0	0	18	0	4	0	22	95	
4:30 - 5:30	1	36	0	1	38	0	46	0	0	46	0	0	0	0	0	23	0	3	0	26	110	
4:45 - 5:45	1	31	0	1	33	0	43	0	0	43	0	0	0	0	0	20	0	4	0	24	100	
5:00 - 6:00	1	29	0	1	31	0	40	0	0	40	0	0	0	0	0	16	0	5	0	21	92	
PEAK HOUR																						
11:00 - 12:00	0	41	0	0	41	0	56	0	0	56	0	0	0	0	0	58	0	9	0	67	164	

MEDIUMS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH St Luke Road					TRAFFIC FROM SOUTH St Luke Road					TRAFFIC FROM EAST					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	2	0	0	2	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	8
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:15 - 10:15	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:30 - 10:30	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45 - 10:45	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
10:45 - 11:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:00 - 12:00	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:15 - 12:15	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
11:30 - 12:30	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45 - 12:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 - 1:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 - 2:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 - 2:15	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 - 4:00	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 - 4:15	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
3:30 - 4:30	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
3:45 - 4:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 - 5:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2

HEAVY TRUCKS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday

Star Rating: 4



TIME	TRAFFIC FROM NORTH St Luke Road					TRAFFIC FROM SOUTH St Luke Road					TRAFFIC FROM EAST					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

BICYCLES TURNING MOVEMENT COUNT - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	TRAFFIC FROM NORTH St Luke Road					TRAFFIC FROM SOUTH St Luke Road					TRAFFIC FROM EAST					TRAFFIC FROM WEST Brown Street					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9 Hr Totals	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1 Hr Totals																					
9:00 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 - 12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:15 - 12:15	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:30 - 12:30	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
11:45 - 12:45	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:00 - 1:00	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15 - 1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 - 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 - 2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 - 2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 - 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 - 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 - 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 - 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 - 3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 - 4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 - 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 - 4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 - 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR																					
11:00 - 12:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: St Luke Road
and: Brown Street
Location: Wicomico County, Maryland

Counted by: VCU
Date: April 22, 2023
Weather: Sunny/Warm
Entered by: SN

Saturday
Star Rating: 4



TIME	NORTH LEG St Luke Road		SOUTH LEG St Luke Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15	0	0	0	0
9:15 - 9:30	0	0	0	0
9:30 - 9:45	0	0	0	0
9:45 - 10:00	0	0	0	0
10:00 - 10:15	0	0	0	0
10:15 - 10:30	0	0	0	0
10:30 - 10:45	0	0	0	0
10:45 - 11:00	0	0	0	0
11:00 - 11:15	0	0	0	0
11:15 - 11:30	0	0	2	0
11:30 - 11:45	0	0	4	0
11:45 - 12:00	0	0	0	0
12:00 - 12:15	0	0	0	0
12:15 - 12:30	0	0	0	0
12:30 - 12:45	0	0	0	0
12:45 - 1:00	0	0	0	0
1:00 - 1:15	0	0	0	0
1:15 - 1:30	0	0	0	0
1:30 - 1:45	0	0	0	0
1:45 - 2:00	0	0	0	0
2:00 - 2:15	0	0	0	0
2:15 - 2:30	0	0	0	0
2:30 - 2:45	0	0	0	0
2:45 - 3:00	0	0	0	0
3:00 - 3:15	0	0	0	0
3:15 - 3:30	0	0	0	0
3:30 - 3:45	0	0	0	0
3:45 - 4:00	0	0	0	0
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	6	0
	EAST LEG		WEST LEG Brown Street	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
9:00 - 9:15			0	0
9:15 - 9:30			0	0
9:30 - 9:45			0	0
9:45 - 10:00			0	0
10:00 - 10:15			0	0
10:15 - 10:30			0	0
10:30 - 10:45			0	0
10:45 - 11:00			0	0
11:00 - 11:15			0	0
11:15 - 11:30			0	0
11:30 - 11:45			0	0
11:45 - 12:00			0	0
12:00 - 12:15			0	0
12:15 - 12:30			0	0
12:30 - 12:45			0	0
12:45 - 1:00			0	0
1:00 - 1:15			0	0
1:15 - 1:30			0	0
1:30 - 1:45			0	0
1:45 - 2:00			0	0
2:00 - 2:15			0	0
2:15 - 2:30			0	0
2:30 - 2:45			0	0
2:45 - 3:00			0	0
3:00 - 3:15			0	0
3:15 - 3:30			0	0
3:30 - 3:45			0	0
3:45 - 4:00			0	0
4:00 - 4:15			0	0
4:15 - 4:30			1	0
4:30 - 4:45			0	0
4:45 - 5:00			2	0
5:00 - 5:15			1	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	4	0

Study Name St. Lukes & Division St. 4.18.2023
Start Date Tuesday, April 18, 2023 3:00 PM
End Date Tuesday, April 18, 2023 8:00 PM
Site Code

Report Summary

Time Period	Class.	Westbound					Northbound					Eastbound					Total
		T	L	U	I	O	R	L	U	I	O	R	T	U	I	O	
Peak 1	cles (no classi	244	16	0	260	115	32	198	0	230	74	58	83	0	141	442	631
Specified Period	%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%
3:00 PM - 8:00 PM	Total	244	16	0	260	115	32	198	0	230	74	58	83	0	141	442	631
One Hour Peak	PHF	0.82	0.67	0	0.83	0.87	0.62	0.77	0	0.82	0.71	0.63	0.99	0	0.82	0.88	0.93
5:00 PM - 6:00 PM	Approach %				41%	18%				36%	12%				22%	70%	

Study Name St. Lukes & Division St. 4.18.2023
Start Date Tuesday, April 18, 2023 3:00 PM
End Date Tuesday, April 18, 2023 8:00 PM
Site Code

Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	Westbound	L	U		L	U	R		T	U	R		
4/18/2023 15:00	39	1	0	40	20	0	2	22	14	0	7	21	83
All Vehicles (no clas	39	1	0	40	20	0	2	22	14	0	7	21	83
4/18/2023 15:15	29	2	0	31	11	0	9	20	35	0	20	55	106
All Vehicles (no clas	29	2	0	31	11	0	9	20	35	0	20	55	106
4/18/2023 15:30	18	1	0	19	24	0	8	32	39	0	22	61	112
All Vehicles (no clas	18	1	0	19	24	0	8	32	39	0	22	61	112
4/18/2023 15:45	32	4	0	36	15	0	13	28	29	0	19	48	112
All Vehicles (no clas	32	4	0	36	15	0	13	28	29	0	19	48	112
4/18/2023 16:00	48	9	0	57	25	0	13	38	31	0	17	48	143
All Vehicles (no clas	48	9	0	57	25	0	13	38	31	0	17	48	143
4/18/2023 16:15	29	3	0	32	29	0	8	37	22	0	20	42	111
All Vehicles (no clas	29	3	0	32	29	0	8	37	22	0	20	42	111
4/18/2023 16:30	28	1	0	29	26	0	3	29	27	0	24	51	109
All Vehicles (no clas	28	1	0	29	26	0	3	29	27	0	24	51	109
4/18/2023 16:45	34	5	0	39	26	0	13	39	20	0	18	38	116
All Vehicles (no clas	34	5	0	39	26	0	13	39	20	0	18	38	116
4/18/2023 17:00	42	3	0	45	38	0	13	51	20	0	23	43	139
All Vehicles (no clas	42	3	0	45	38	0	13	51	20	0	23	43	139
4/18/2023 17:15	60	3	0	63	64	0	6	70	21	0	16	37	170
All Vehicles (no clas	60	3	0	63	64	0	6	70	21	0	16	37	170
4/18/2023 17:30	74	4	0	78	51	0	8	59	21	0	8	29	166
All Vehicles (no clas	74	4	0	78	51	0	8	59	21	0	8	29	166
4/18/2023 17:45	68	6	0	74	45	0	5	50	21	0	11	32	156
All Vehicles (no clas	68	6	0	74	45	0	5	50	21	0	11	32	156
4/18/2023 18:00	33	4	0	37	26	0	4	30	17	0	5	22	89
All Vehicles (no clas	33	4	0	37	26	0	4	30	17	0	5	22	89
4/18/2023 18:15	39	3	0	42	25	0	2	27	16	0	7	23	92
All Vehicles (no clas	39	3	0	42	25	0	2	27	16	0	7	23	92
4/18/2023 18:30	28	5	0	33	14	0	3	17	29	0	6	35	85
All Vehicles (no clas	28	5	0	33	14	0	3	17	29	0	6	35	85
4/18/2023 18:45	22	4	0	26	8	0	7	15	31	0	5	36	77
All Vehicles (no clas	22	4	0	26	8	0	7	15	31	0	5	36	77
4/18/2023 19:00	17	6	0	23	17	0	6	23	40	0	8	48	94
All Vehicles (no clas	17	6	0	23	17	0	6	23	40	0	8	48	94
4/18/2023 19:15	20	3	0	23	16	0	10	26	36	0	7	43	92
All Vehicles (no clas	20	3	0	23	16	0	10	26	36	0	7	43	92
4/18/2023 19:30	24	1	0	25	11	0	1	12	34	0	2	36	73
All Vehicles (no clas	24	1	0	25	11	0	1	12	34	0	2	36	73
4/18/2023 19:45	21	1	0	22	10	0	1	11	28	0	5	33	66
All Vehicles (no clas	21	1	0	22	10	0	1	11	28	0	5	33	66
Grand Total	705	69	0	774	501	0	135	636	531	0	250	781	2191

Study Name St. Lukes & Division St. 4.22.2023
Start Date Saturday, April 22, 2023 9:00 AM
End Date Saturday, April 22, 2023 4:00 PM
Site Code

Report Summary

Time Period	Class.	Westbound					Northbound					Eastbound					Total
		T	L	U	I	O	R	L	U	I	O	R	T	U	I	O	
Peak 1	cles (no classi	68	10	0	78	99	18	53	0	71	45	35	81	0	116	121	265
Specified Period	%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%
9:00 AM - 12:00 PM	Total	68	10	0	78	99	18	53	0	71	45	35	81	0	116	121	265
One Hour Peak	PHF	0.89	0.5	0	0.89	0.85	0.75	0.74	0	0.77	0.66	0.73	0.84	0	0.88	0.92	0.88
11:00 AM - 12:00 PM	Approach %				29%	37%				27%	17%				44%	46%	
Peak 2	cles (no classi	89	13	0	102	88	19	39	0	58	41	28	69	0	97	128	257
Specified Period	%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	100%	100%
12:00 PM - 4:00 PM	Total	89	13	0	102	88	19	39	0	58	41	28	69	0	97	128	257
One Hour Peak	PHF	0.86	0.65	0	0.88	0.81	0.59	0.81	0	0.91	0.79	0.7	0.86	0	0.9	0.86	0.9
12:15 PM - 1:15 PM	Approach %				40%	34%				23%	16%				38%	50%	

Study Name St. Lukes & Division St. 4.22.2023
Start Date Saturday, April 22, 2023 9:00 AM
End Date Saturday, April 22, 2023 4:00 PM
Site Code

Road Volumes

TMV Interval	Movement			Westbound To	Northbound			Northbound To	Eastbound			Eastbound To	Grand Total
	T	L	U		L	U	R		T	U	R		
4/22/2023 9:00	16	1	0	17	7	0	5	12	4	0	12	16	45
All Vehicles (no cla:	16	1	0	17	7	0	5	12	4	0	12	16	45
4/22/2023 9:15	21	1	0	22	11	0	6	17	14	0	10	24	63
All Vehicles (no cla:	21	1	0	22	11	0	6	17	14	0	10	24	63
4/22/2023 9:30	22	1	0	23	13	0	1	14	14	0	7	21	58
All Vehicles (no cla:	22	1	0	23	13	0	1	14	14	0	7	21	58
4/22/2023 9:45	21	1	0	22	15	0	10	25	7	0	9	16	63
All Vehicles (no cla:	21	1	0	22	15	0	10	25	7	0	9	16	63
4/22/2023 10:00	18	3	0	21	20	0	0	20	13	0	9	22	63
All Vehicles (no cla:	18	3	0	21	20	0	0	20	13	0	9	22	63
4/22/2023 10:15	15	2	0	17	20	0	6	26	18	0	11	29	72
All Vehicles (no cla:	15	2	0	17	20	0	6	26	18	0	11	29	72
4/22/2023 10:30	10	4	0	14	7	0	2	9	14	0	9	23	46
All Vehicles (no cla:	10	4	0	14	7	0	2	9	14	0	9	23	46
4/22/2023 10:45	21	6	0	27	5	0	7	12	16	0	6	22	61
All Vehicles (no cla:	21	6	0	27	5	0	7	12	16	0	6	22	61
4/22/2023 11:00	19	2	0	21	14	0	2	16	24	0	7	31	68
All Vehicles (no cla:	19	2	0	21	14	0	2	16	24	0	7	31	68
4/22/2023 11:15	13	5	0	18	18	0	5	23	19	0	12	31	72
All Vehicles (no cla:	13	5	0	18	18	0	5	23	19	0	12	31	72
4/22/2023 11:30	17	0	0	17	7	0	5	12	15	0	6	21	50
All Vehicles (no cla:	17	0	0	17	7	0	5	12	15	0	6	21	50
4/22/2023 11:45	19	3	0	22	14	0	6	20	23	0	10	33	75
All Vehicles (no cla:	19	3	0	22	14	0	6	20	23	0	10	33	75
4/22/2023 12:00	19	1	0	20	8	0	0	8	20	0	5	25	53
All Vehicles (no cla:	19	1	0	20	8	0	0	8	20	0	5	25	53
4/22/2023 12:15	23	5	0	28	8	0	8	16	19	0	8	27	71
All Vehicles (no cla:	23	5	0	28	8	0	8	16	19	0	8	27	71
4/22/2023 12:30	17	4	0	21	8	0	6	14	20	0	0	20	55
All Vehicles (no cla:	17	4	0	21	8	0	6	14	20	0	0	20	55
4/22/2023 12:45	26	3	0	29	11	0	2	13	14	0	10	24	66
All Vehicles (no cla:	26	3	0	29	11	0	2	13	14	0	10	24	66
4/22/2023 13:00	23	1	0	24	12	0	3	15	16	0	10	26	65
All Vehicles (no cla:	23	1	0	24	12	0	3	15	16	0	10	26	65
4/22/2023 13:15	16	2	0	18	11	0	4	15	11	0	5	16	49
All Vehicles (no cla:	16	2	0	18	11	0	4	15	11	0	5	16	49
4/22/2023 13:30	19	1	0	20	13	0	7	20	20	0	9	29	69
All Vehicles (no cla:	19	1	0	20	13	0	7	20	20	0	9	29	69
4/22/2023 13:45	15	3	0	18	8	0	3	11	10	0	8	18	47
All Vehicles (no cla:	15	3	0	18	8	0	3	11	10	0	8	18	47
4/22/2023 14:00	20	5	0	25	9	0	7	16	18	0	11	29	70
All Vehicles (no cla:	20	5	0	25	9	0	7	16	18	0	11	29	70
4/22/2023 14:15	19	1	0	20	7	0	3	10	9	0	3	12	42
All Vehicles (no cla:	19	1	0	20	7	0	3	10	9	0	3	12	42
4/22/2023 14:30	15	5	0	20	10	0	3	13	20	0	5	25	58
All Vehicles (no cla:	15	5	0	20	10	0	3	13	20	0	5	25	58
4/22/2023 14:45	15	4	0	19	7	0	3	10	15	0	11	26	55
All Vehicles (no cla:	15	4	0	19	7	0	3	10	15	0	11	26	55
4/22/2023 15:00	14	1	0	15	6	0	3	9	21	0	13	34	58
All Vehicles (no cla:	14	1	0	15	6	0	3	9	21	0	13	34	58
4/22/2023 15:15	22	2	0	24	8	0	4	12	21	0	7	28	64
All Vehicles (no cla:	22	2	0	24	8	0	4	12	21	0	7	28	64
4/22/2023 15:30	16	2	0	18	11	0	5	16	14	0	4	18	52
All Vehicles (no cla:	16	2	0	18	11	0	5	16	14	0	4	18	52
4/22/2023 15:45	20	2	0	22	11	0	5	16	9	0	2	11	49
All Vehicles (no cla:	20	2	0	22	11	0	5	16	9	0	2	11	49
Grand Total	511	71	0	582	299	0	121	420	438	0	219	657	1659

APPENDIX E

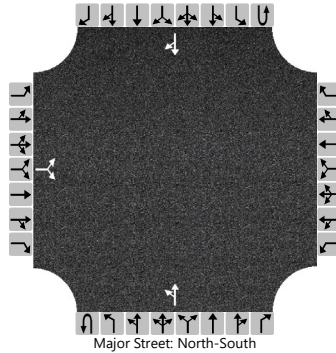
Intersection Capacity Analysis Worksheets



HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	S Brown St & Crown Rd		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	Crown Rd		
Analysis Year	2023			North/South Street	S Brown St		
Time Analyzed	Weekday PM Peak			Peak Hour Factor	0.74		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		98		7						5	7				7	150
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

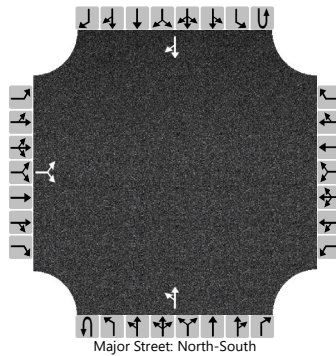
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			142							7						
Capacity, c (veh/h)			866							1370						
v/c Ratio			0.16							0.00						
95% Queue Length, Q ₉₅ (veh)			0.6							0.0						
Control Delay (s/veh)			10.0							7.6	0.0					
Level of Service (LOS)			A							A	A					
Approach Delay (s/veh)	10.0								3.2							
Approach LOS	A								A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	S Brown St & Crown Rd		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	Crown Rd		
Analysis Year	2023			North/South Street	S Brown St		
Time Analyzed	Saturday Midday Peak			Peak Hour Factor	0.78		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		8						11	6				8	33
Percent Heavy Vehicles (%)		0		0						0						
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.40		6.20						4.10						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.20						

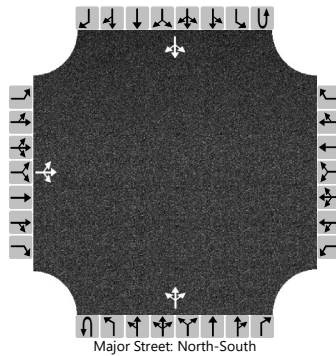
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			54							14							
Capacity, c (veh/h)			954							1566							
v/c Ratio			0.06							0.01							
95% Queue Length, Q ₉₅ (veh)			0.2							0.0							
Control Delay (s/veh)			9.0							7.3	0.1						
Level of Service (LOS)			A							A	A						
Approach Delay (s/veh)		9.0								4.8							
Approach LOS		A								A							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	E Main St & Brown St		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Brown St/S Brown St		
Analysis Year	2023			North/South Street	E Main St		
Time Analyzed	Weekday PM Peak			Peak Hour Factor	0.80		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0		0	1	0		0	1	0
Configuration			LTR								LTR				LTR	
Volume (veh/h)		51	47	18						118	55	5		11	101	374
Percent Heavy Vehicles (%)		0	0	0						1				9		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2						4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20						4.11				4.19		
Base Follow-Up Headway (sec)		3.5	4.0	3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30						2.21				2.28		

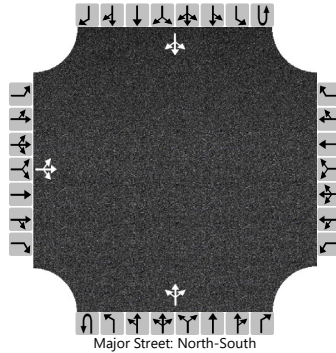
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			145							148				14			
Capacity, c (veh/h)			305							987				1481			
v/c Ratio			0.48							0.15				0.01			
95% Queue Length, Q ₉₅ (veh)			2.4							0.5				0.0			
Control Delay (s/veh)			27.0							9.3	1.4	1.4		7.5	0.1	0.1	
Level of Service (LOS)			D							A	A	A		A	A	A	
Approach Delay (s/veh)		27.0								6.6				0.3			
Approach LOS		D								A				A			

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	E Main St & Brown St		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Brown St/S Brown St		
Analysis Year	2023			North/South Street	E Main St		
Time Analyzed	Saturday Midday Peak			Peak Hour Factor	0.78		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LTR								LTR				LTR	
Volume (veh/h)		72	62	11						4	60	0		4	58	50
Percent Heavy Vehicles (%)		0	0	0						0				0		
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2						4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20						4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3						2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30						2.20				2.20		

Delay, Queue Length, and Level of Service

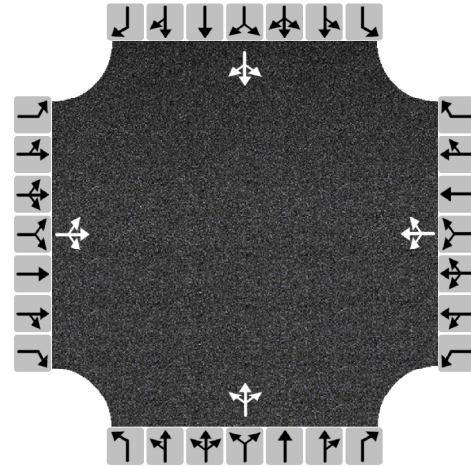
Flow Rate, v (veh/h)			186							5				5			
Capacity, c (veh/h)			736							1458				1535			
v/c Ratio			0.25							0.00				0.00			
95% Queue Length, Q ₉₅ (veh)			1.0							0.0				0.0			
Control Delay (s/veh)			11.5							7.5	0.0	0.0		7.4	0.0	0.0	
Level of Service (LOS)			B							A	A	A		A	A	A	
Approach Delay (s/veh)		11.5								0.5				0.3			
Approach LOS		B								A				A			

HCS All-Way Stop Control Report

General and Site Information

Analyst	MYC
Agency/Co.	The Traffic Group, Inc.
Date Performed	10/23/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Weekday PM Peak
Project Description	Brown Street Corridor Study
Intersection	Division St & E Main St
Jurisdiction	Fruitland, MD
East/West Street	N Division St/S Division St
North/South Street	E Main St
Peak Hour Factor	0.92

Lanes



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	10	66	27	293	95	51	13	70	37	44	176	20
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

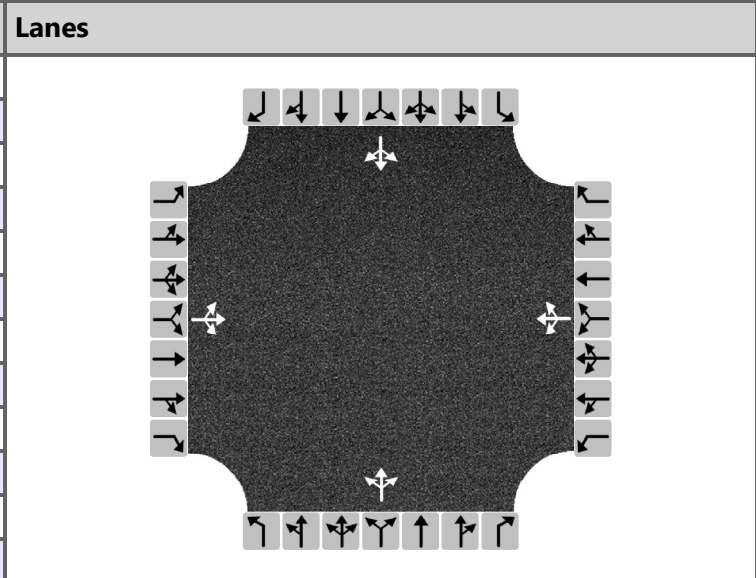
Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	112			477			130			261		
Percent Heavy Vehicles	0			0			3			0		
Initial Departure Headway, h _d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.100			0.424			0.116			0.232		
Final Departure Headway, h _d (s)	5.76			5.34			5.96			5.79		
Final Degree of Utilization, x	0.179			0.707			0.216			0.420		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t _s (s)	3.76			3.34			3.96			3.79		

Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	112			477			130			261		
Capacity (veh/h)	625			675			604			621		
95% Queue Length, Q ₉₅ (veh)	0.6			5.9			0.8			2.1		
Control Delay (s/veh)	10.0			20.2			10.6			12.9		
Level of Service, LOS	B			C			B			B		
Approach Delay (s/veh) LOS	10.0		B	20.2		C	10.6		B	12.9		B
Intersection Delay (s/veh) LOS	15.8						C					

HCS All-Way Stop Control Report

General and Site Information	
Analyst	MYC
Agency/Co.	The Traffic Group, Inc.
Date Performed	10/23/2023
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	Saturday Midday Peak
Project Description	Brown Street Corridor Study
Intersection	Division St & E Main St
Jurisdiction	Fruitland, MD
East/West Street	N Division St/S Division St
North/South Street	E Main St
Peak Hour Factor	0.82



Turning Movement Demand Volumes

Approach	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement												
Volume (veh/h)	5	44	7	62	32	26	7	79	47	24	47	9
% Thrus in Shared Lane												

Lane Flow Rate and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	68			146			162			98		
Percent Heavy Vehicles	5			1			0			0		
Initial Departure Headway, h_d (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.061			0.130			0.144			0.087		
Final Departure Headway, h_d (s)	4.71			4.58			4.34			4.60		
Final Degree of Utilization, x	0.089			0.186			0.195			0.125		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, t_s (s)	2.71			2.58			2.34			2.60		

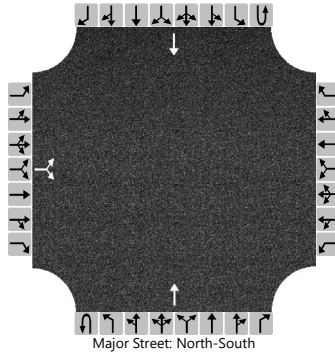
Capacity, Delay and Level of Service

Approach	Eastbound			Westbound			Northbound			Southbound		
	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Lane												
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	68			146			162			98		
Capacity (veh/h)	764			786			830			783		
95% Queue Length, Q_{95} (veh)	0.3			0.7			0.7			0.4		
Control Delay (s/veh)	8.2			8.6			8.4			8.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh) LOS	8.2		A	8.6		A	8.4		A	8.3		A
Intersection Delay (s/veh) LOS	8.4						A					

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	St Lukes Rd & N Brown St		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Brown St		
Analysis Year	2023			North/South Street	St Lukes Rd		
Time Analyzed	Weekday PM Peak			Peak Hour Factor	0.87		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		17		41							212				71	
Percent Heavy Vehicles (%)		0		3												
Proportion Time Blocked																
Percent Grade (%)		0														
Right Turn Channelized																
Median Type Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.23												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.33												

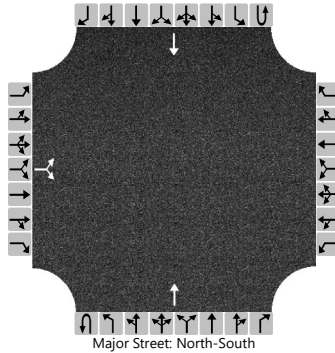
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			67													
Capacity, c (veh/h)			862													
v/c Ratio			0.08													
95% Queue Length, Q ₉₅ (veh)			0.3													
Control Delay (s/veh)			9.5													
Level of Service (LOS)			A													
Approach Delay (s/veh)		9.5														
Approach LOS		A														

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	St Lukes Rd & N Brown St		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Brown St		
Analysis Year	2023			North/South Street	St Lukes Rd		
Time Analyzed	Saturday Midday Peak			Peak Hour Factor	0.73		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								T				T	
Volume (veh/h)		9		58							57				42	
Percent Heavy Vehicles (%)		0		0												
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2												
Critical Headway (sec)		6.40		6.20												
Base Follow-Up Headway (sec)		3.5		3.3												
Follow-Up Headway (sec)		3.50		3.30												

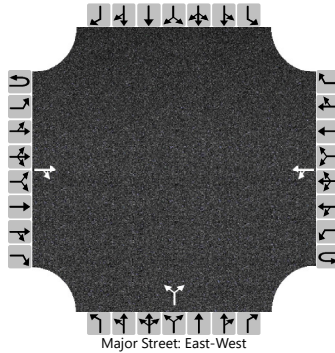
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			92													
Capacity, c (veh/h)			991													
v/c Ratio			0.09													
95% Queue Length, Q ₉₅ (veh)			0.3													
Control Delay (s/veh)			9.0													
Level of Service (LOS)			A													
Approach Delay (s/veh)	9.0															
Approach LOS	A															

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	N Division St & St Luke Rd		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Division St		
Analysis Year	2023			North/South Street	St Luke Rd		
Time Analyzed	Weekday PM Peak			Peak Hour Factor	0.93		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			83	58		16	244			198		32				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

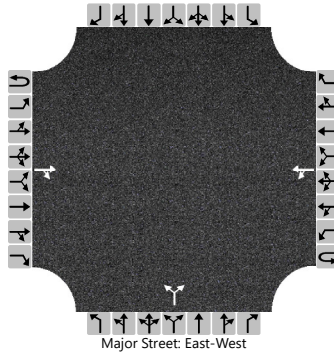
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						17						247				
Capacity, c (veh/h)						1423						614				
v/c Ratio						0.01						0.40				
95% Queue Length, Q ₉₅ (veh)						0.0						1.9				
Control Delay (s/veh)						7.6	0.1					14.8				
Level of Service (LOS)						A	A					B				
Approach Delay (s/veh)					0.6				14.8							
Approach LOS					A				B							

HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	MYC			Intersection	N Division St & St Luke Rd		
Agency/Co.	The Traffic Group, Inc.			Jurisdiction	Fruitland, MD		
Date Performed	10/23/2023			East/West Street	N Division St		
Analysis Year	2023			North/South Street	St Luke Rd		
Time Analyzed	Saturday Midday Peak			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Brown Street Corridor Study						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			81	35		10	68			53		18				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked																
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.1		6.2				
Critical Headway (sec)						4.13				6.43		6.23				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.53		3.33				

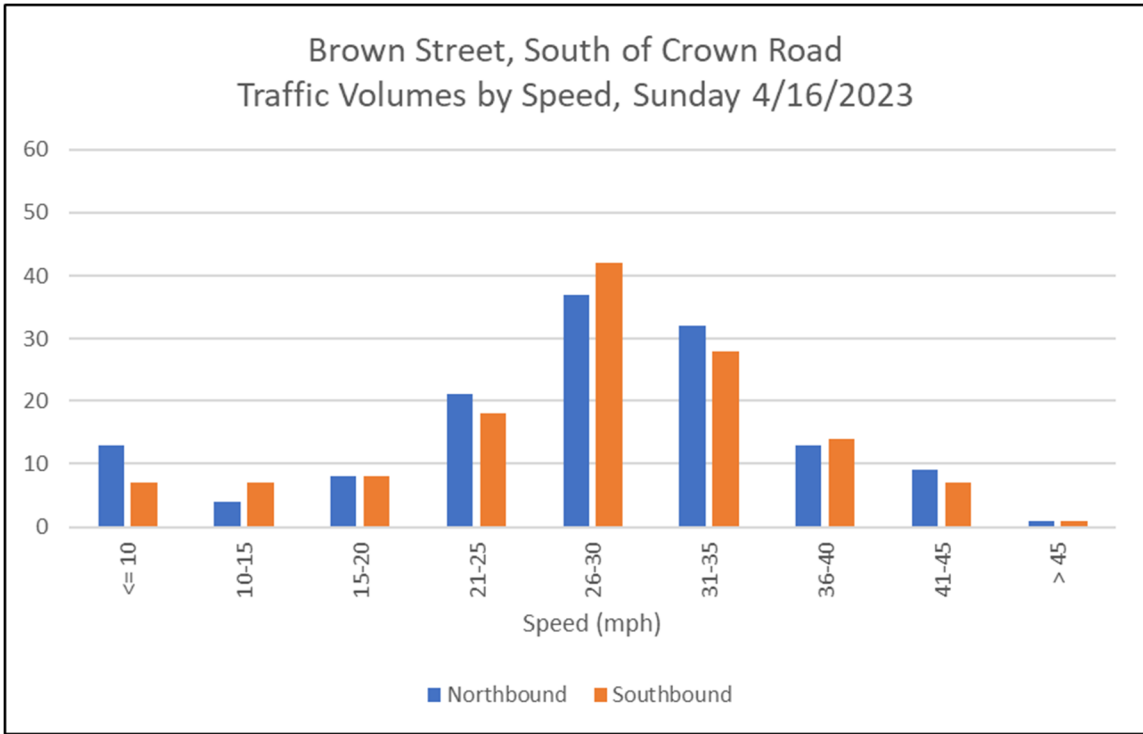
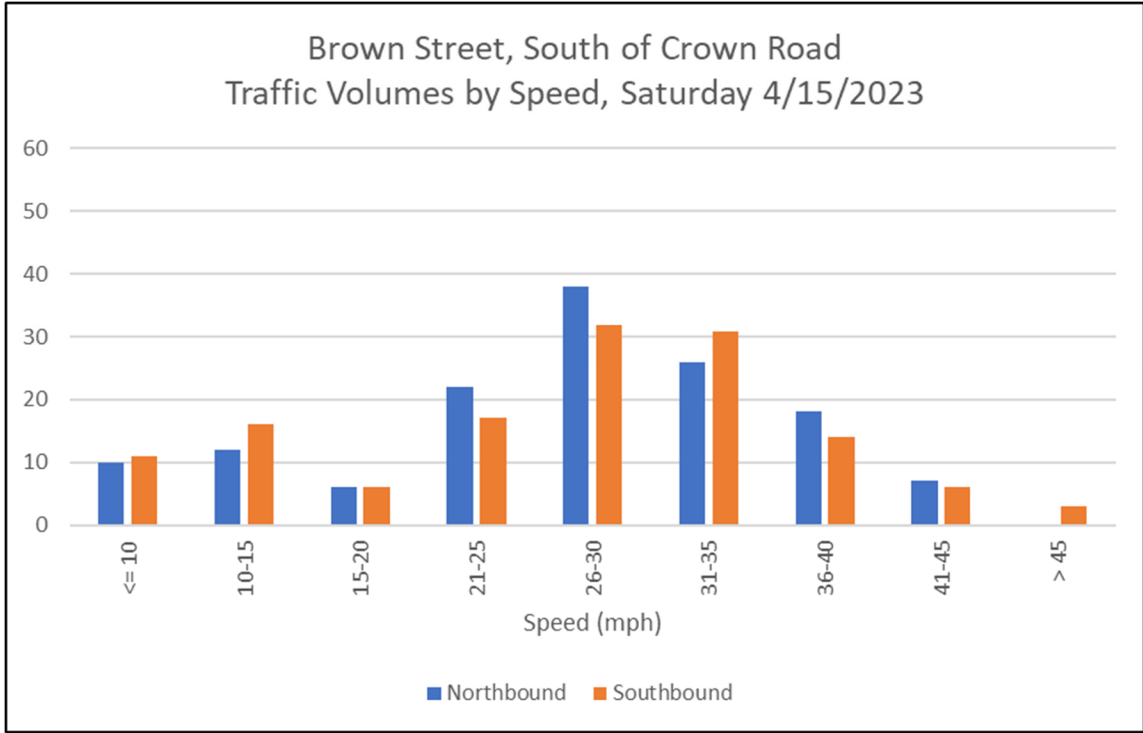
Delay, Queue Length, and Level of Service

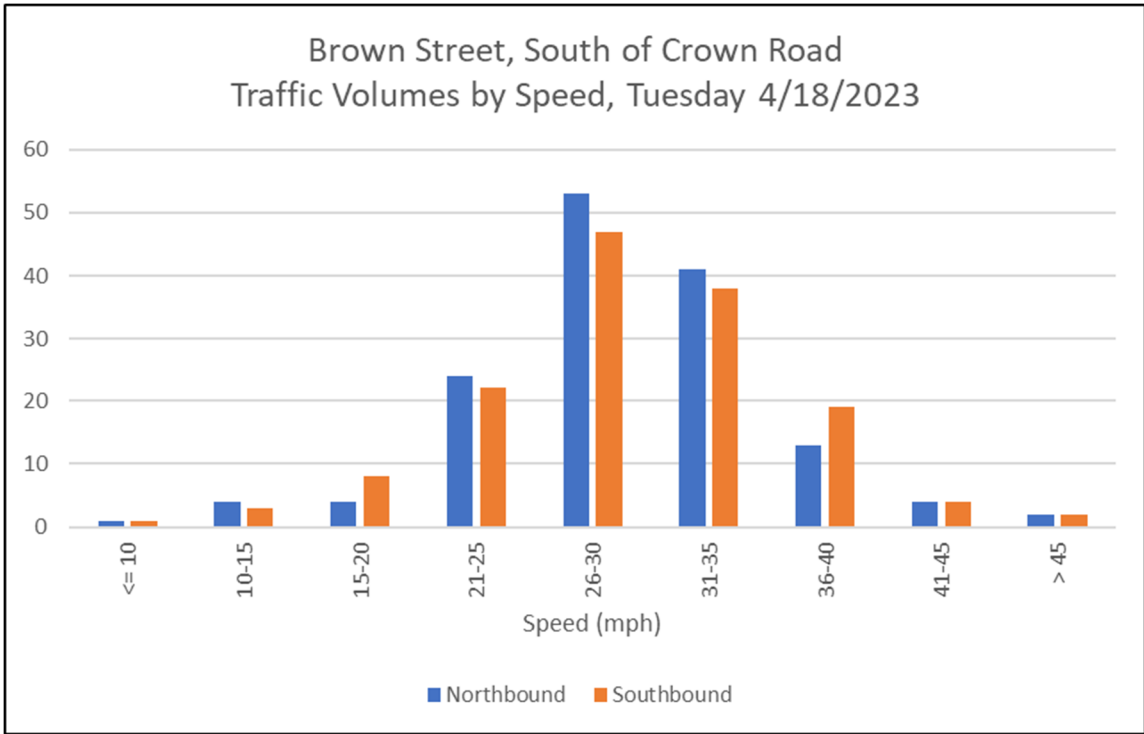
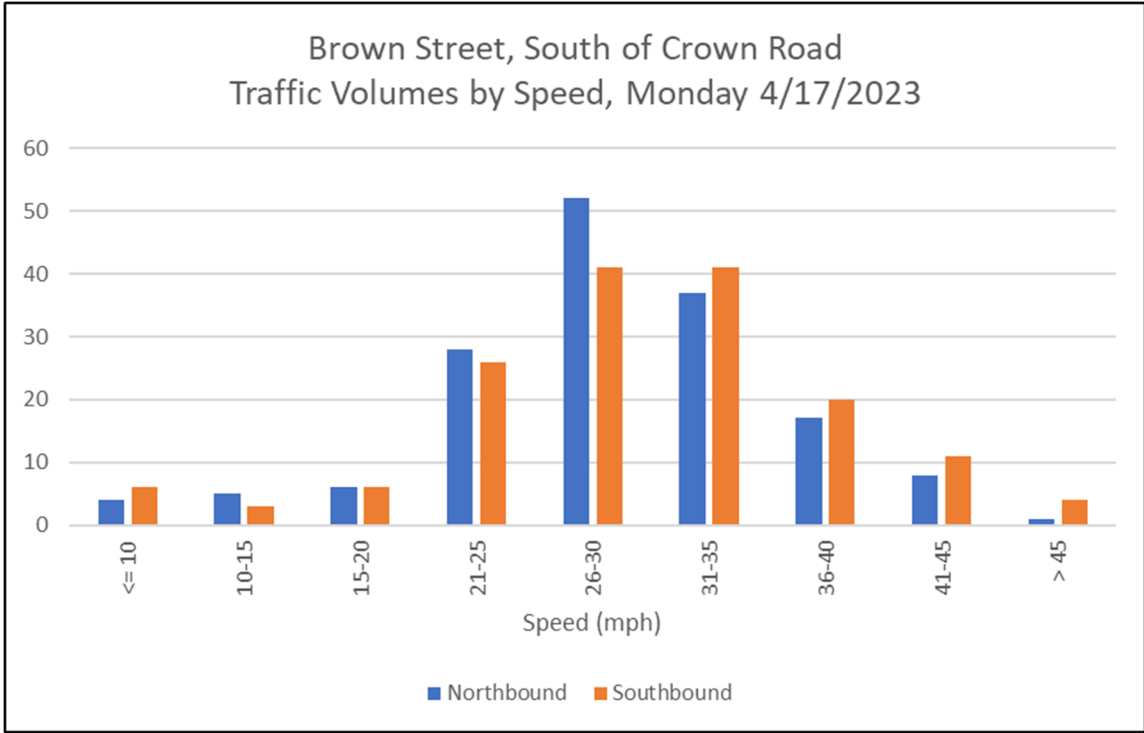
Flow Rate, v (veh/h)						11					81					
Capacity, c (veh/h)						1447					805					
v/c Ratio						0.01					0.10					
95% Queue Length, Q ₉₅ (veh)						0.0					0.3					
Control Delay (s/veh)						7.5	0.1				10.0					
Level of Service (LOS)						A	A				A					
Approach Delay (s/veh)					1.0				10.0							
Approach LOS					A				A							

APPENDIX F

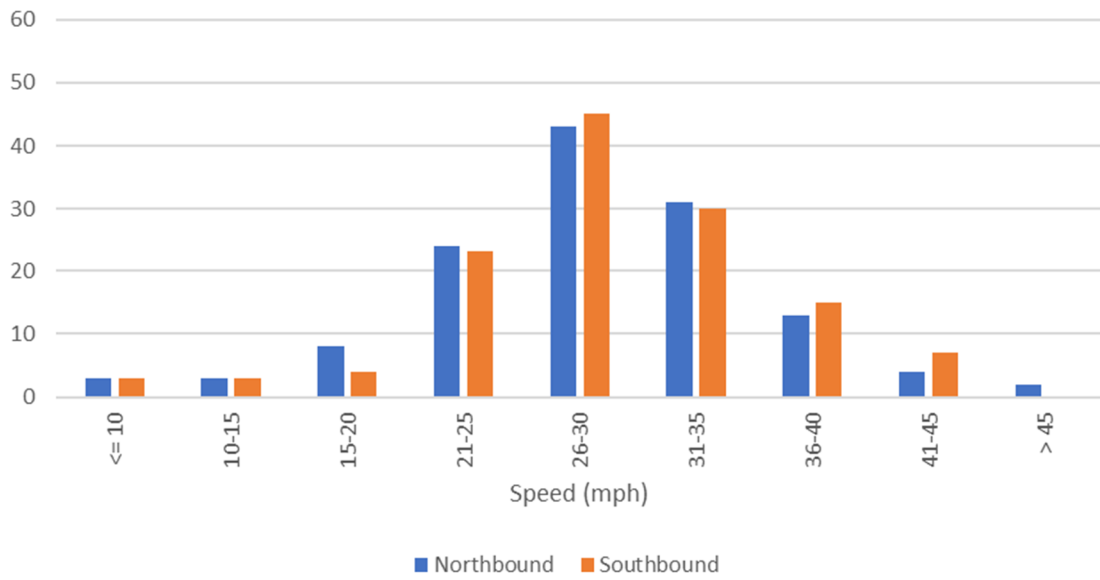
Speed Study Charts



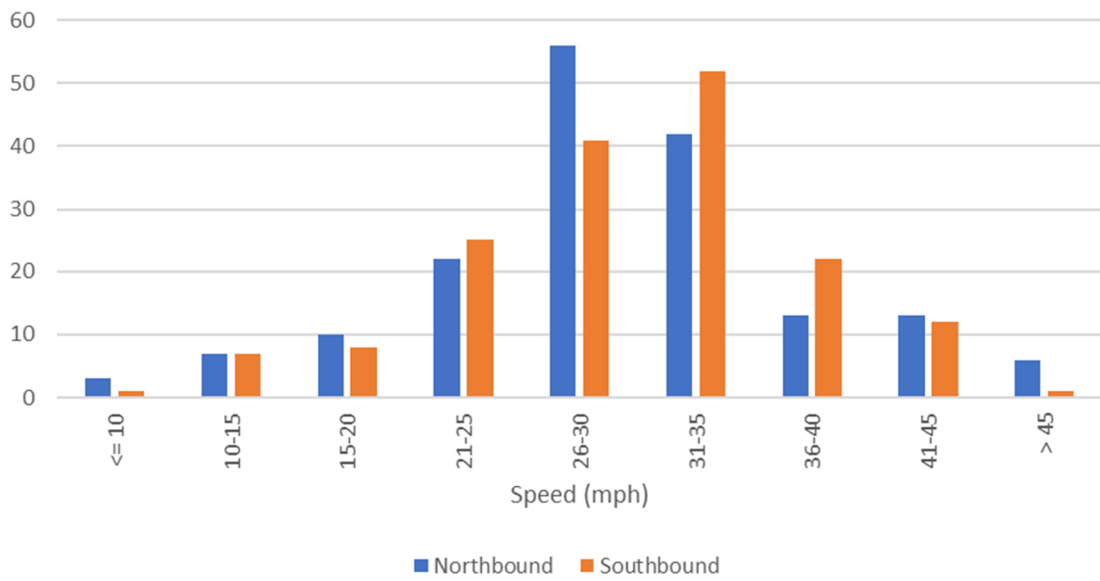




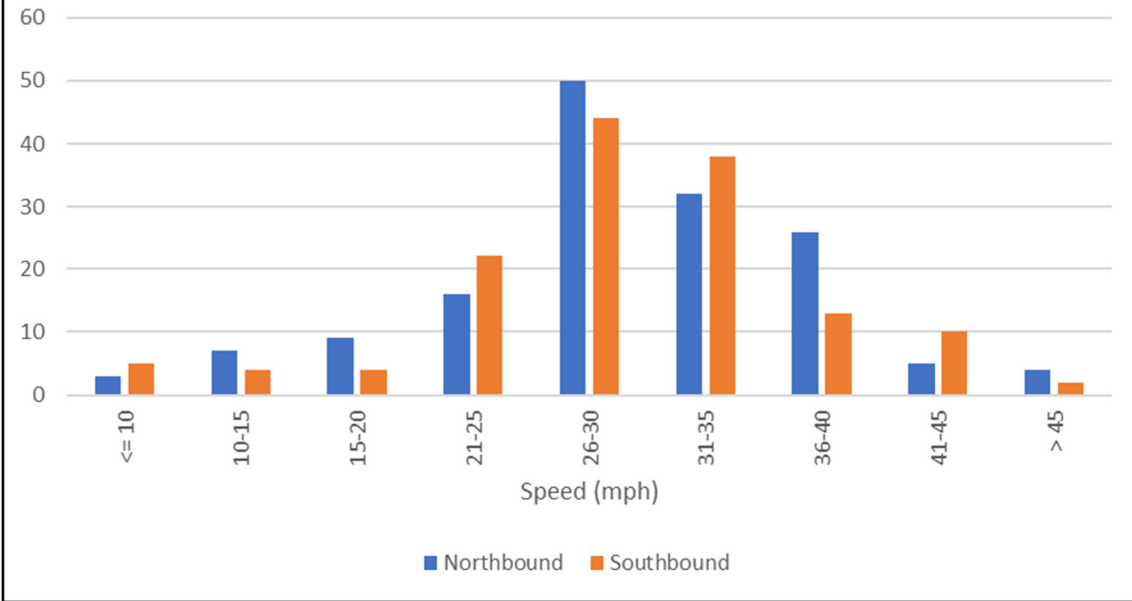
Brown Street, South of Crown Road
Traffic Volumes by Speed, Wednesday 4/19/2023



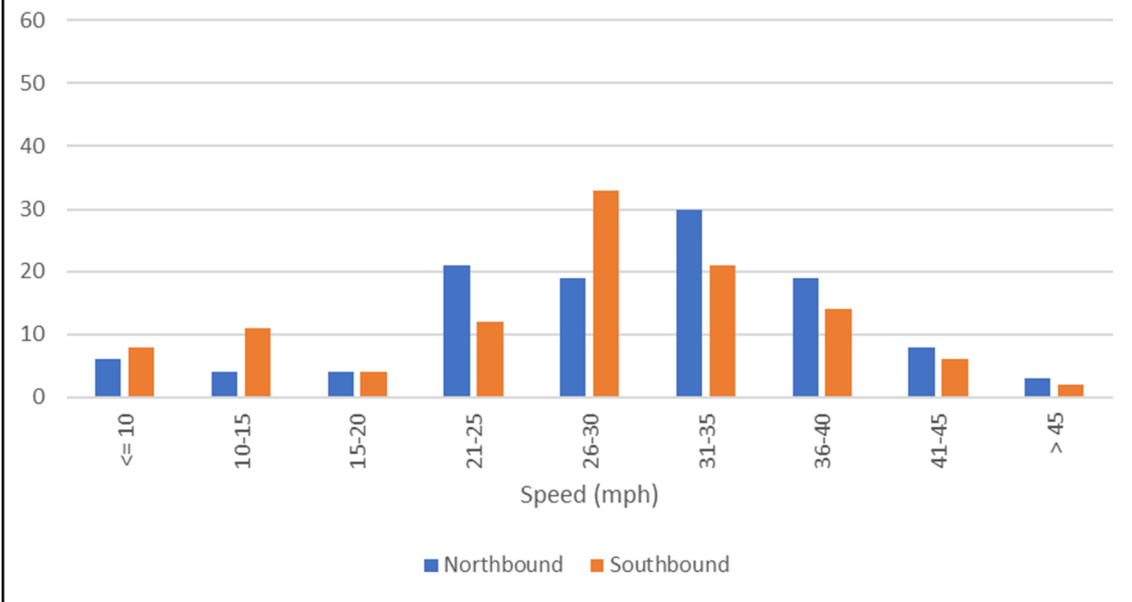
Brown Street, South of Crown Road
Traffic Volumes by Speed, Thursday 4/20/2023



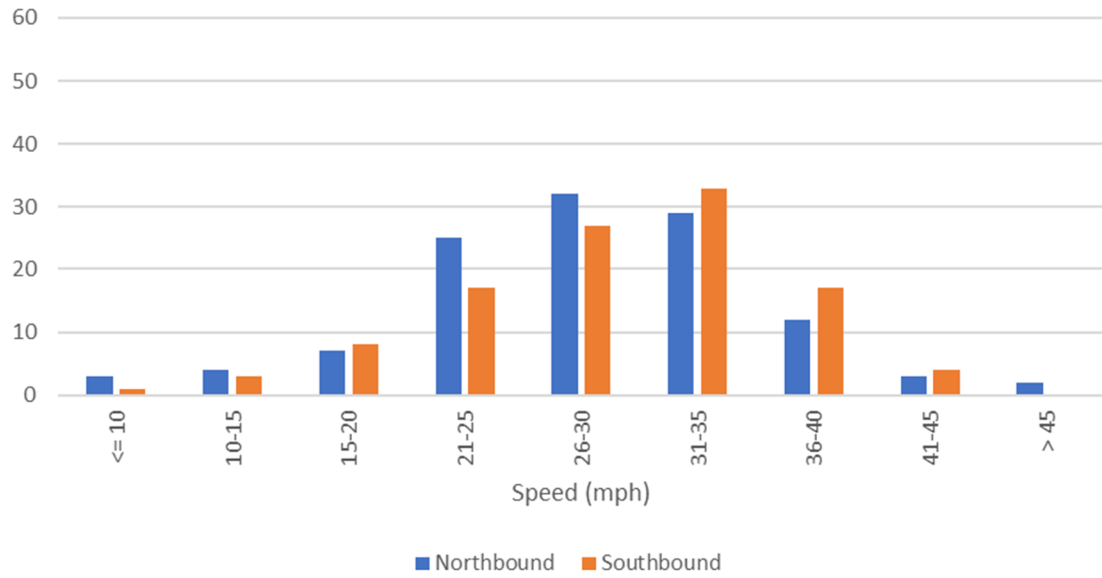
Brown Street, South of Crown Road
Traffic Volumes by Speed, Friday 4/21/2023



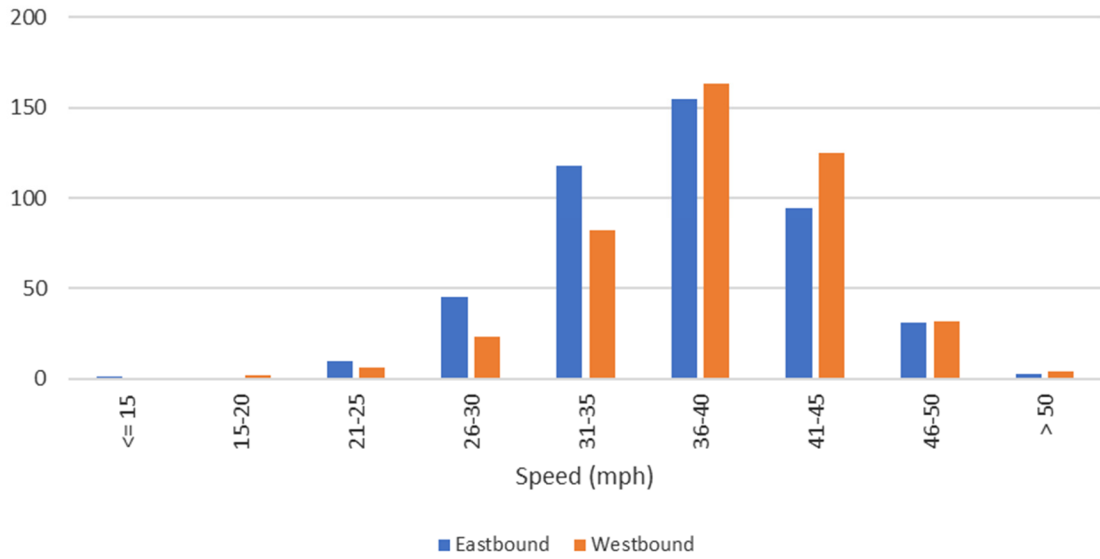
Brown Street, South of Crown Road
Traffic Volumes by Speed, Saturday 4/22/2023



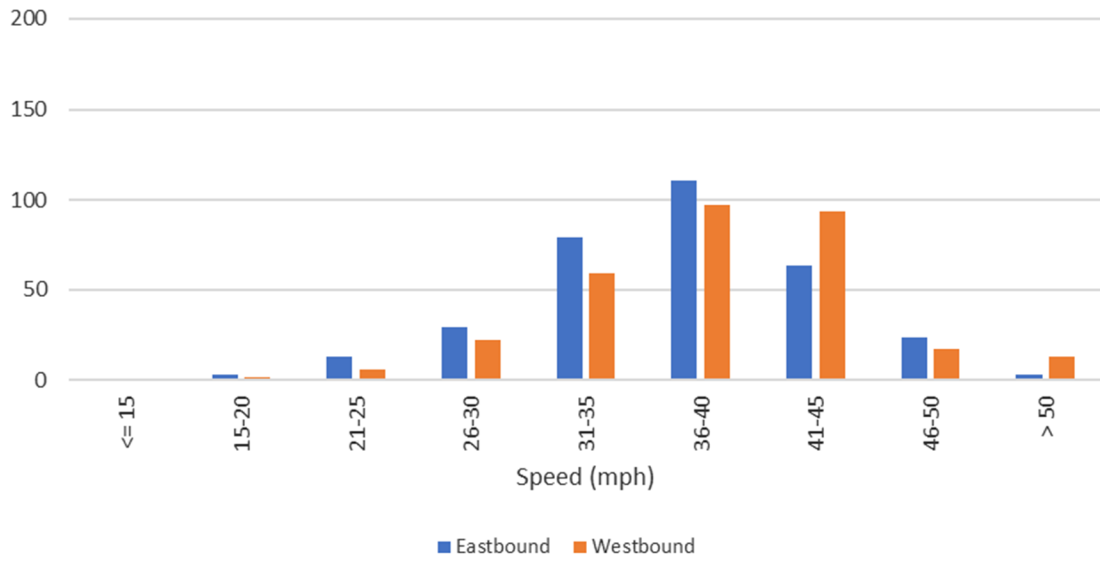
Brown Street, South of Crown Road
Traffic Volumes by Speed, Sunday 4/23/2023



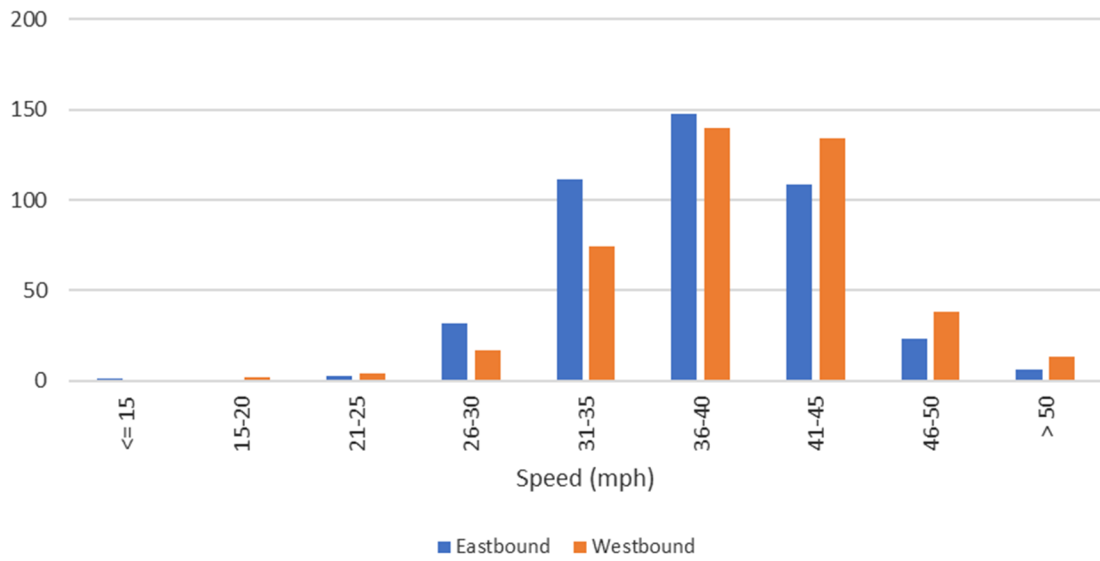
Brown Street, East of Crown Road
Traffic Volumes by Speed, Friday 5/19/2023



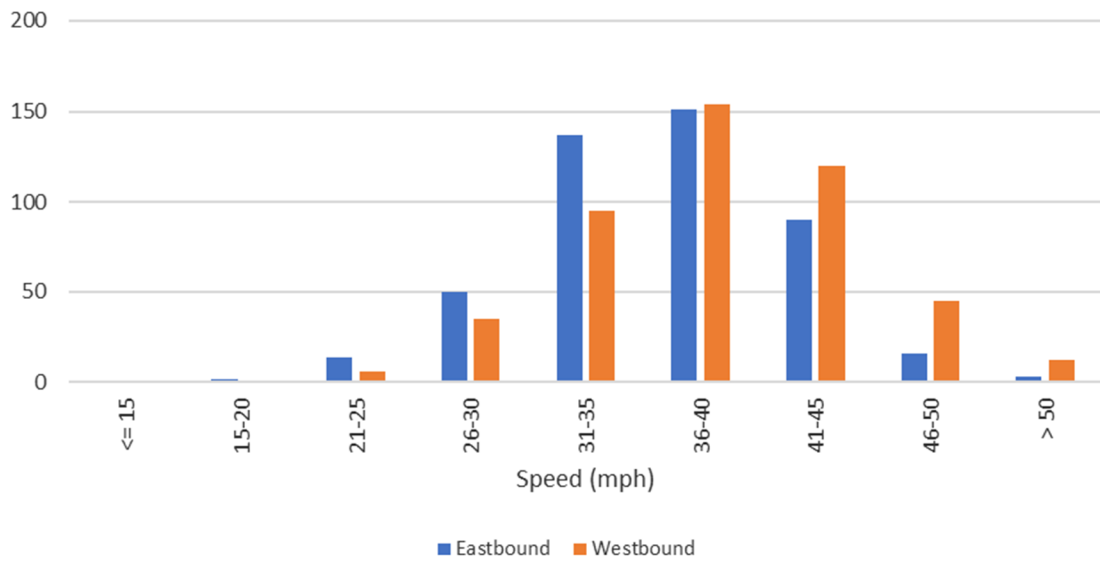
Brown Street, East of Crown Road
Traffic Volumes by Speed, Saturday 5/20/2023



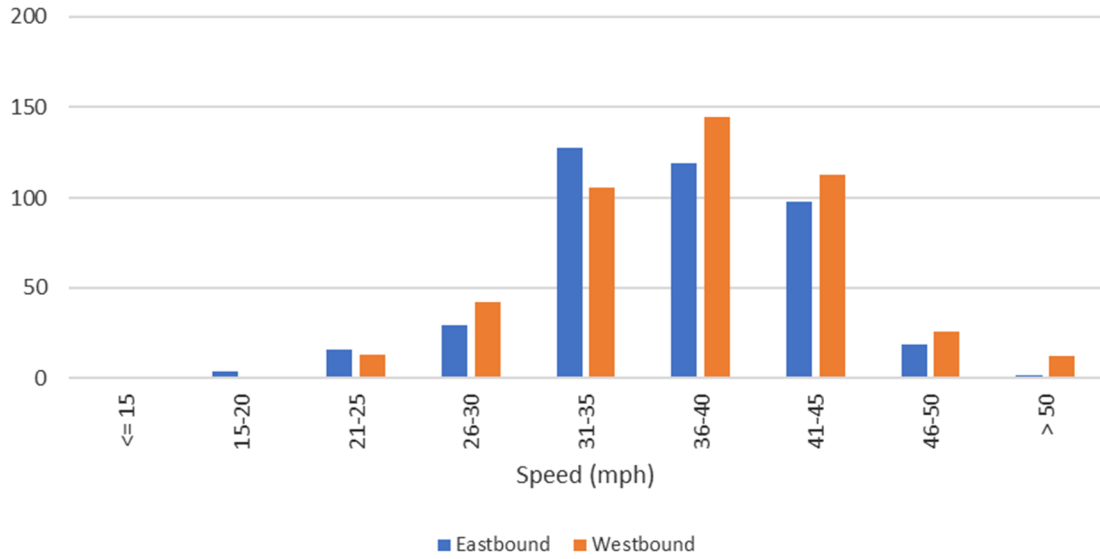
Brown Street, East of Crown Road
Traffic Volumes by Speed, Sunday 5/21/2023



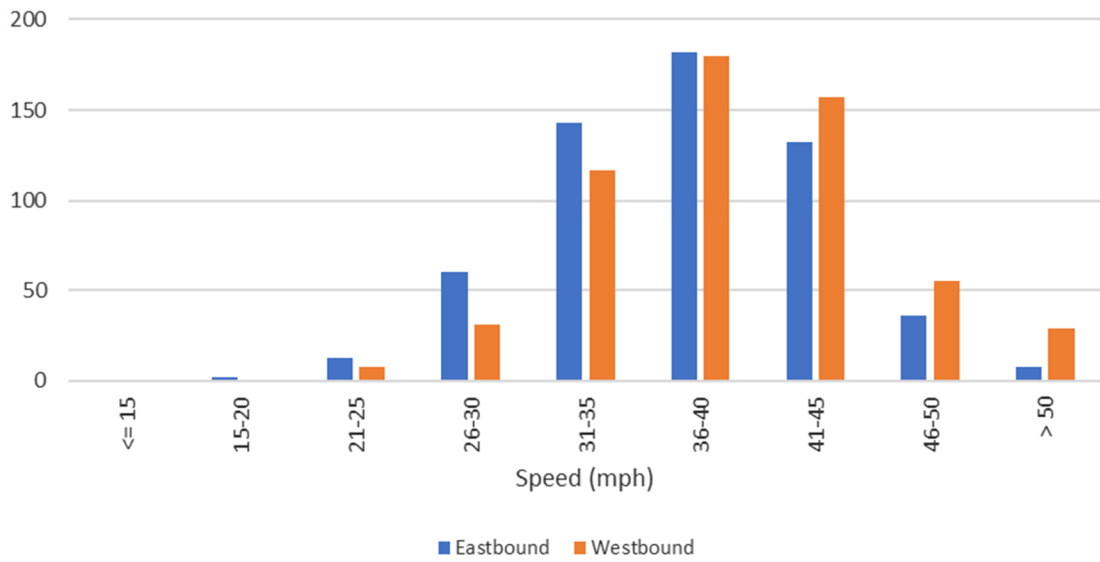
Brown Street, East of Crown Road
Traffic Volumes by Speed, Monday 5/22/2023



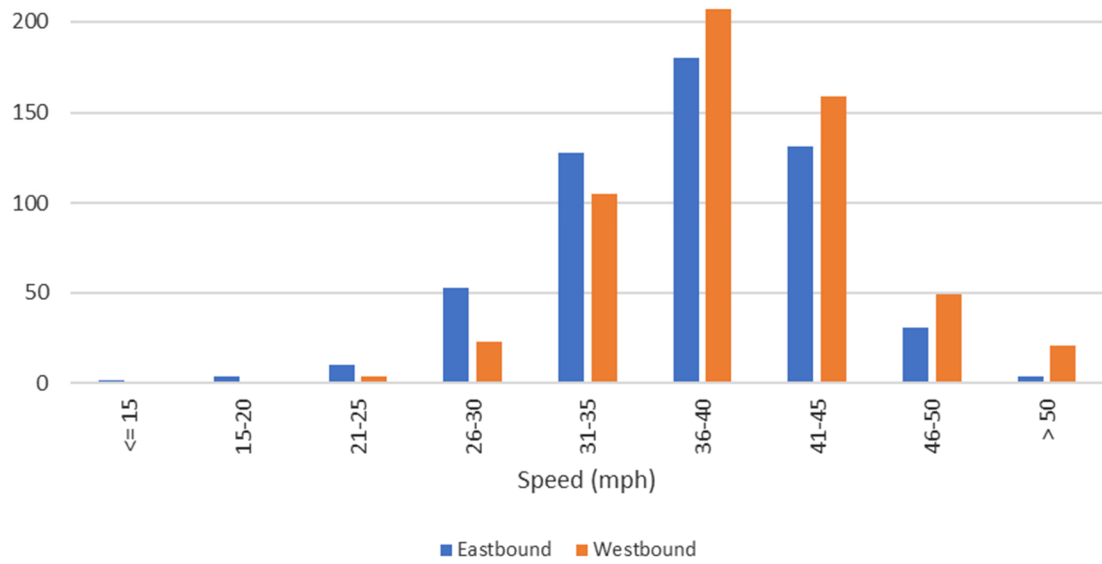
Brown Street, East of Crown Road
Traffic Volumes by Speed, Tuesday 5/23/2023

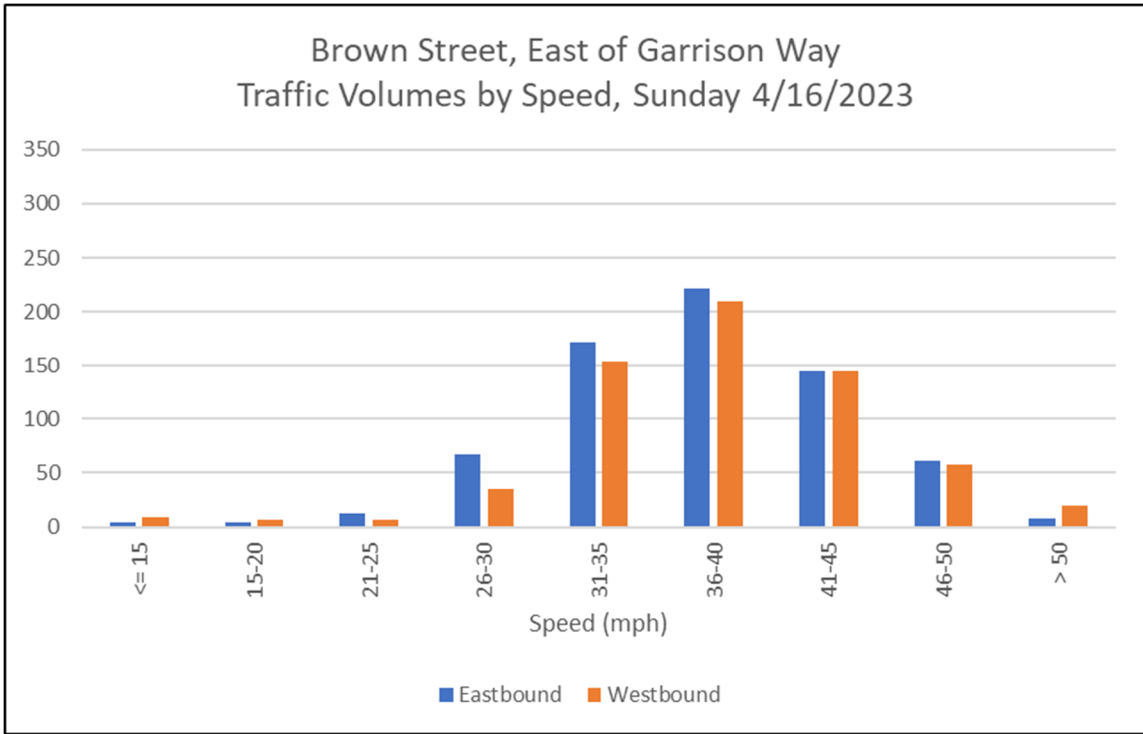
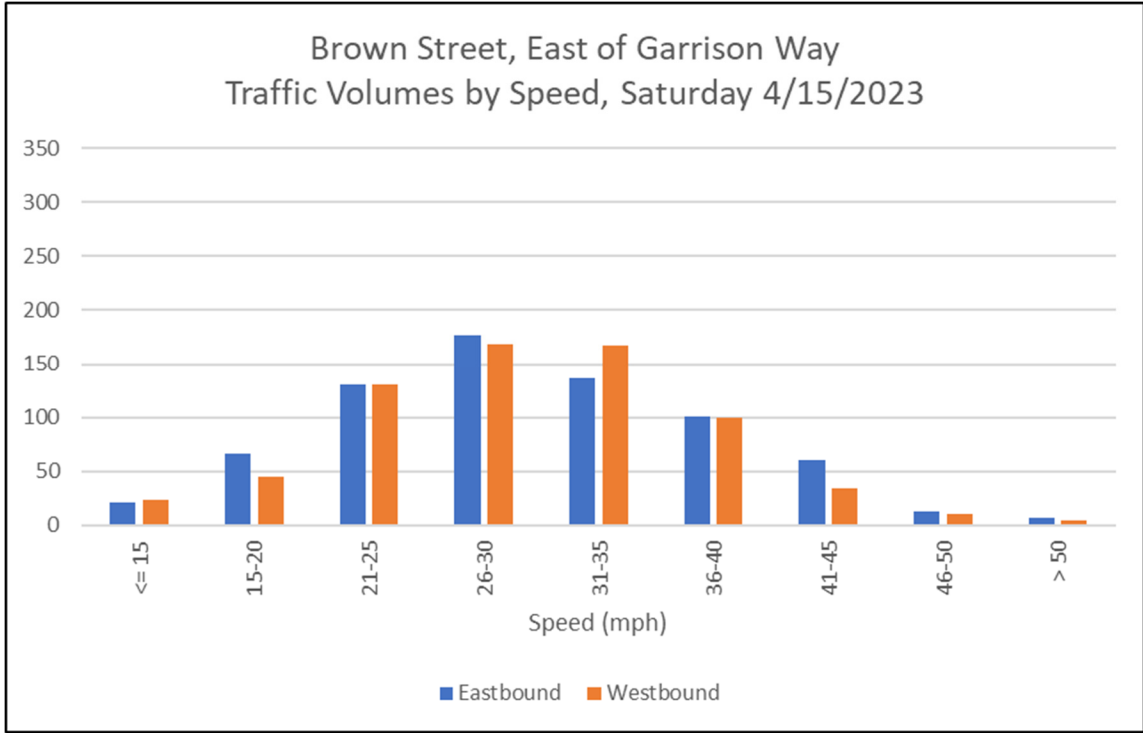


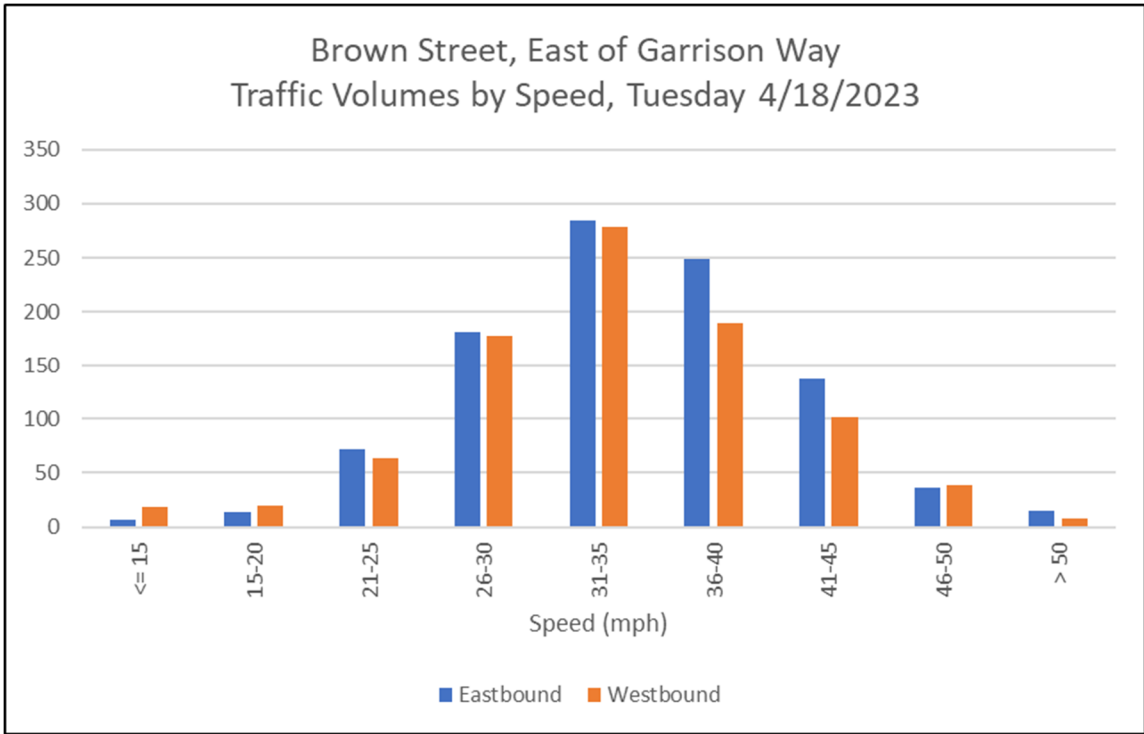
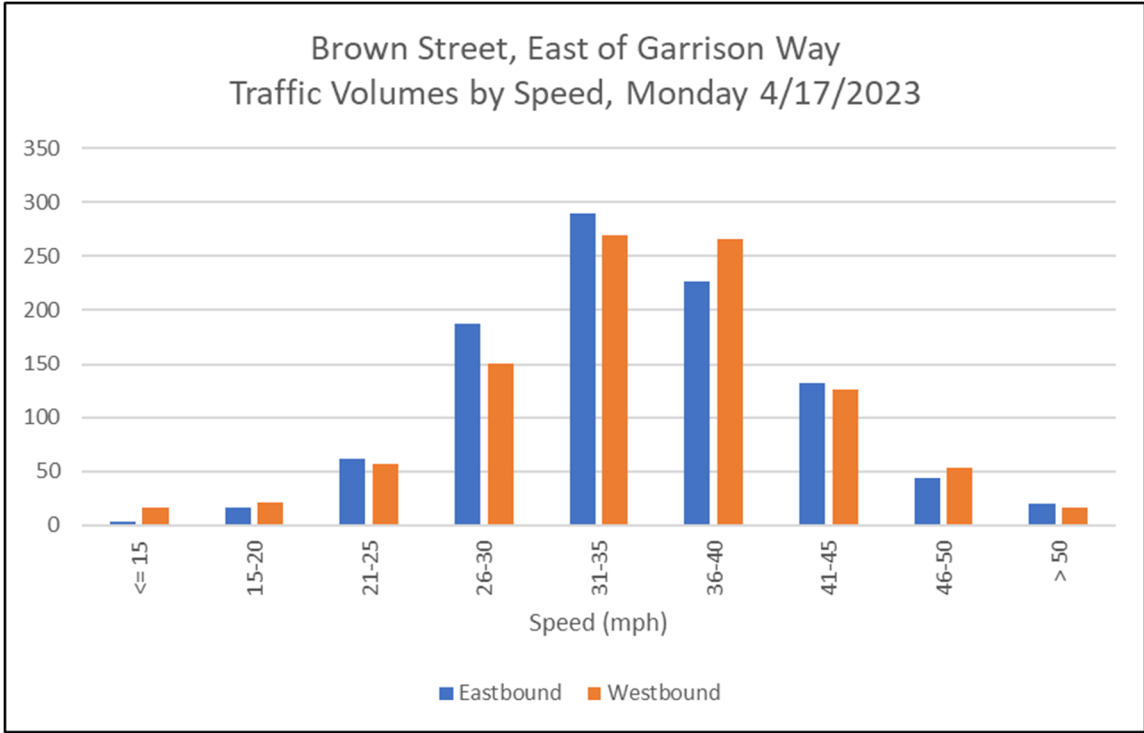
Brown Street, East of Crown Road
Traffic Volumes by Speed, Wednesday 5/24/2023



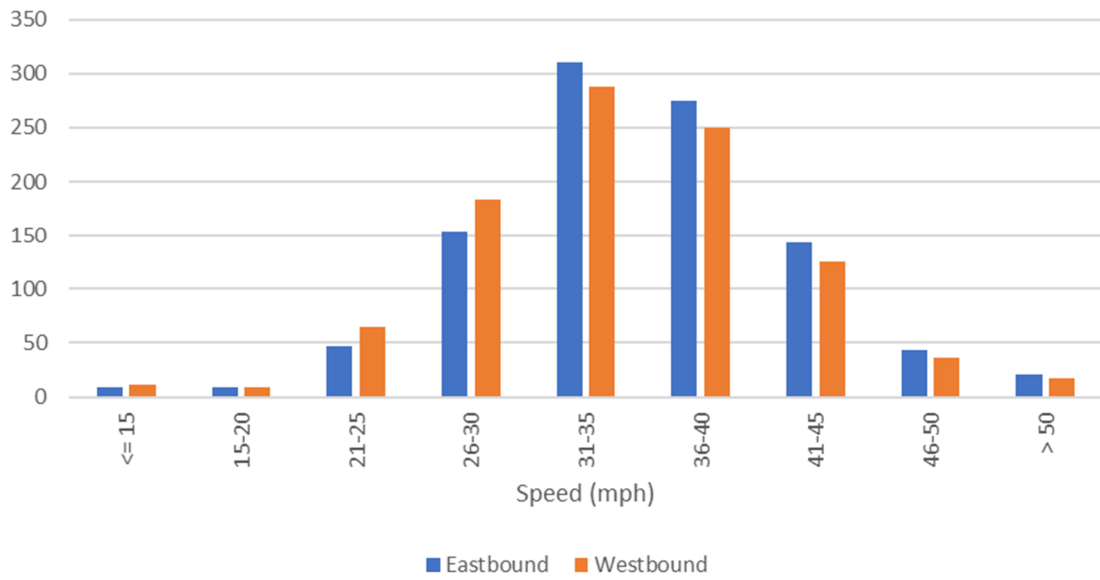
Brown Street, South of Crown Road
Traffic Volumes by Speed, Thursday 5/25/2023



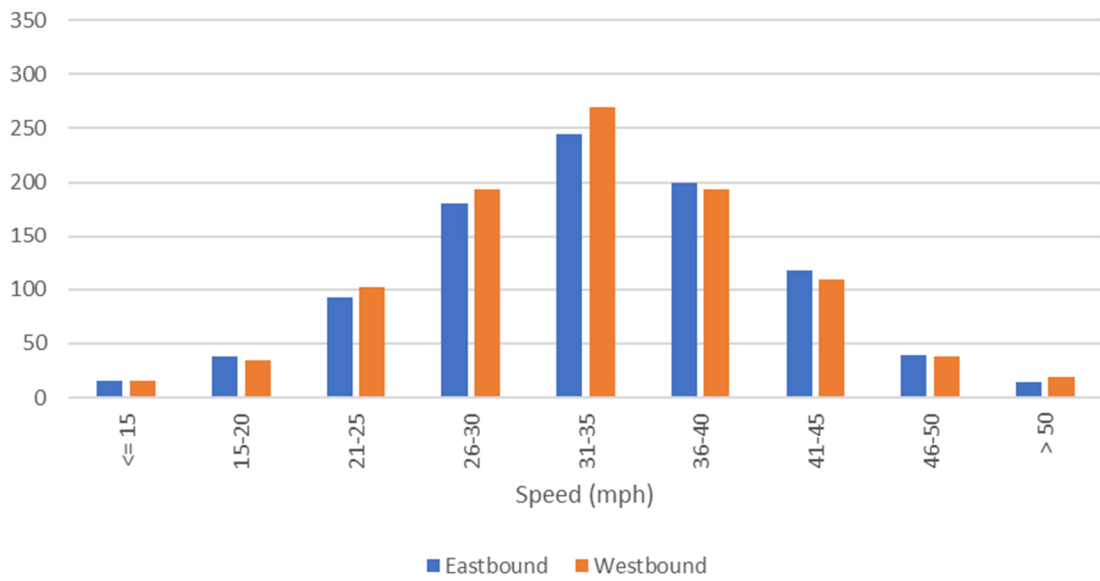




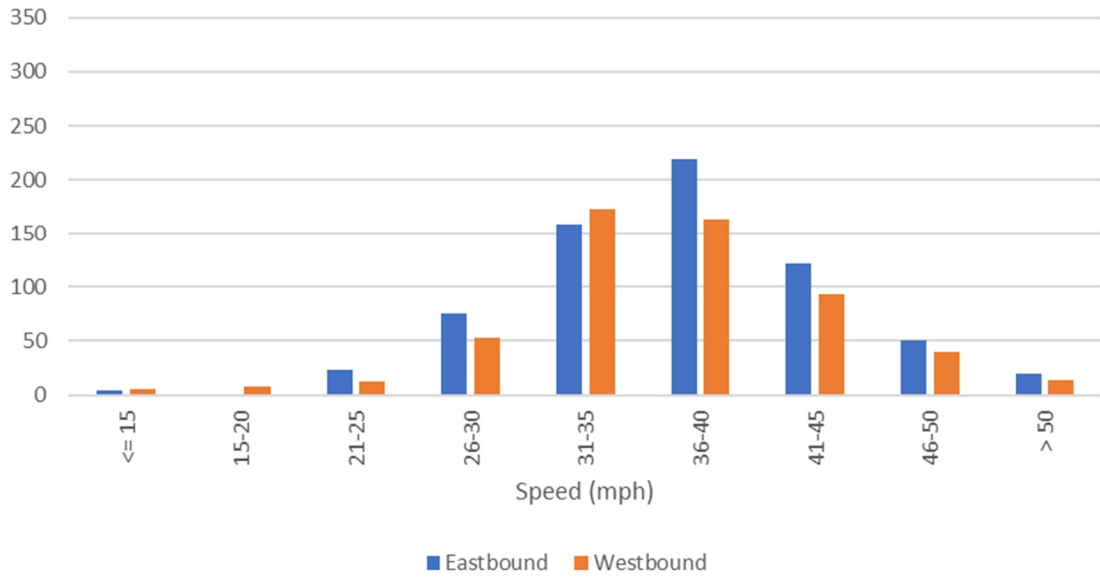
Brown Street, East of Garrison Way
Traffic Volumes by Speed, Wednesday 4/19/2023



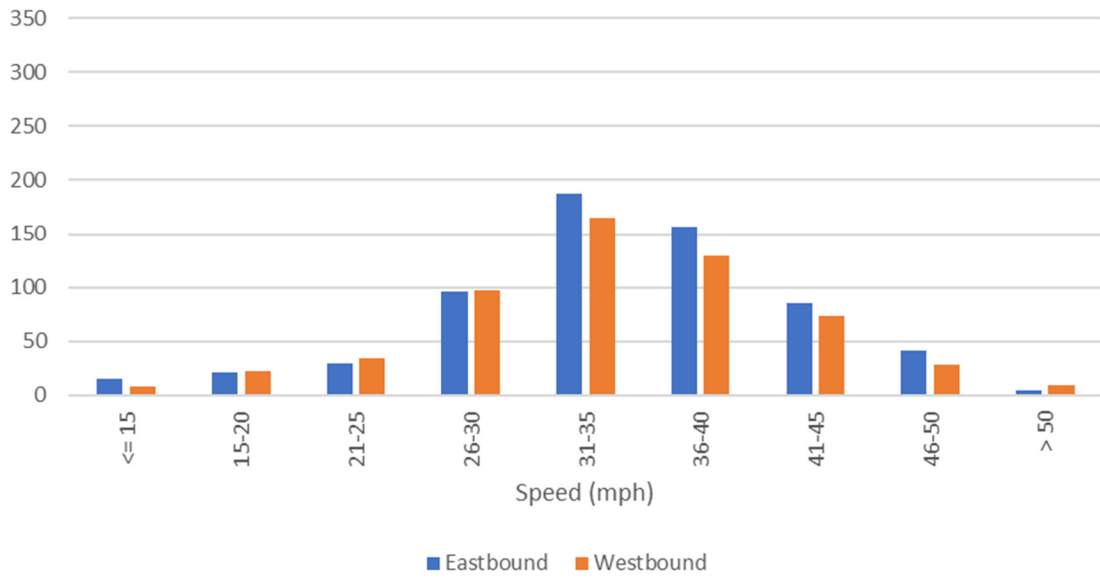
Brown Street, East of Garrison Way
Traffic Volumes by Speed, Thursday 4/20/2023



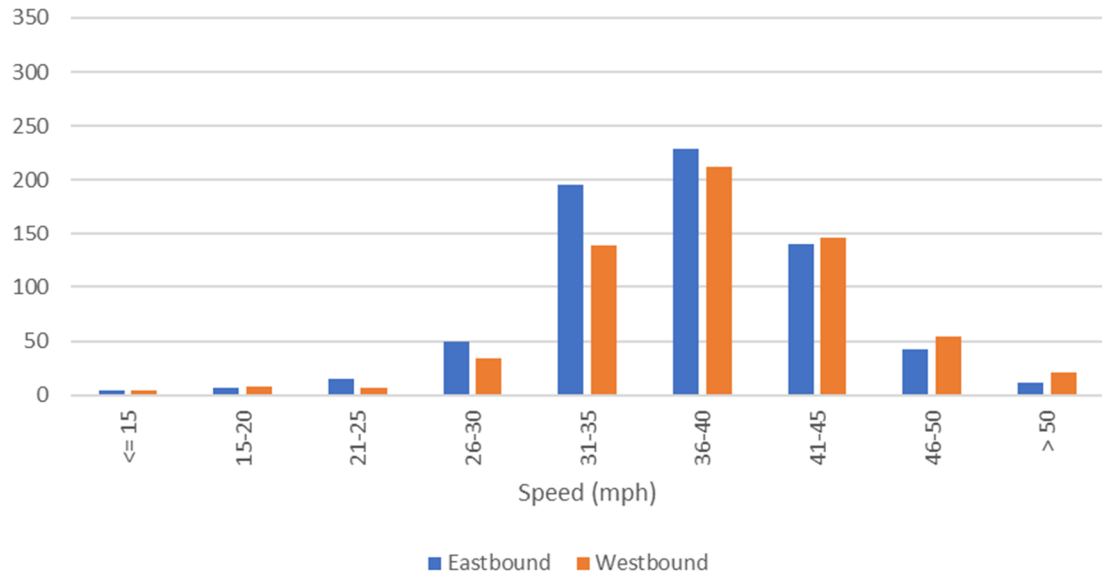
Brown Street, East of Garrison Way
Traffic Volumes by Speed, Friday 4/21/2023

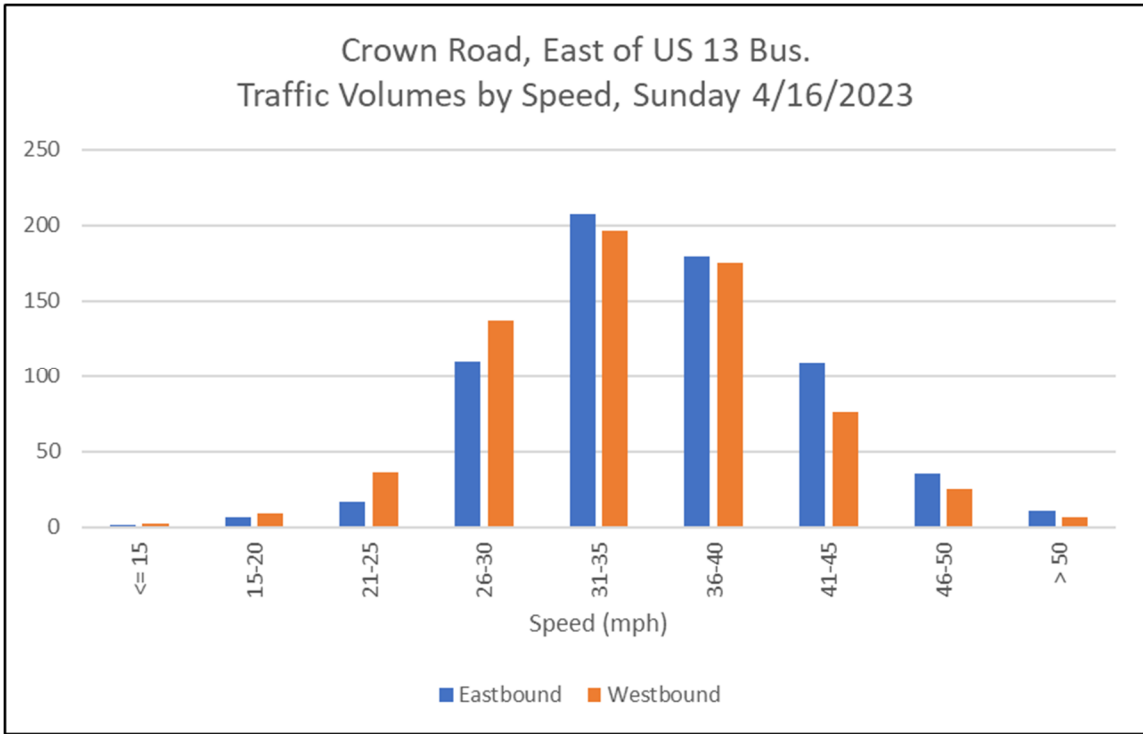
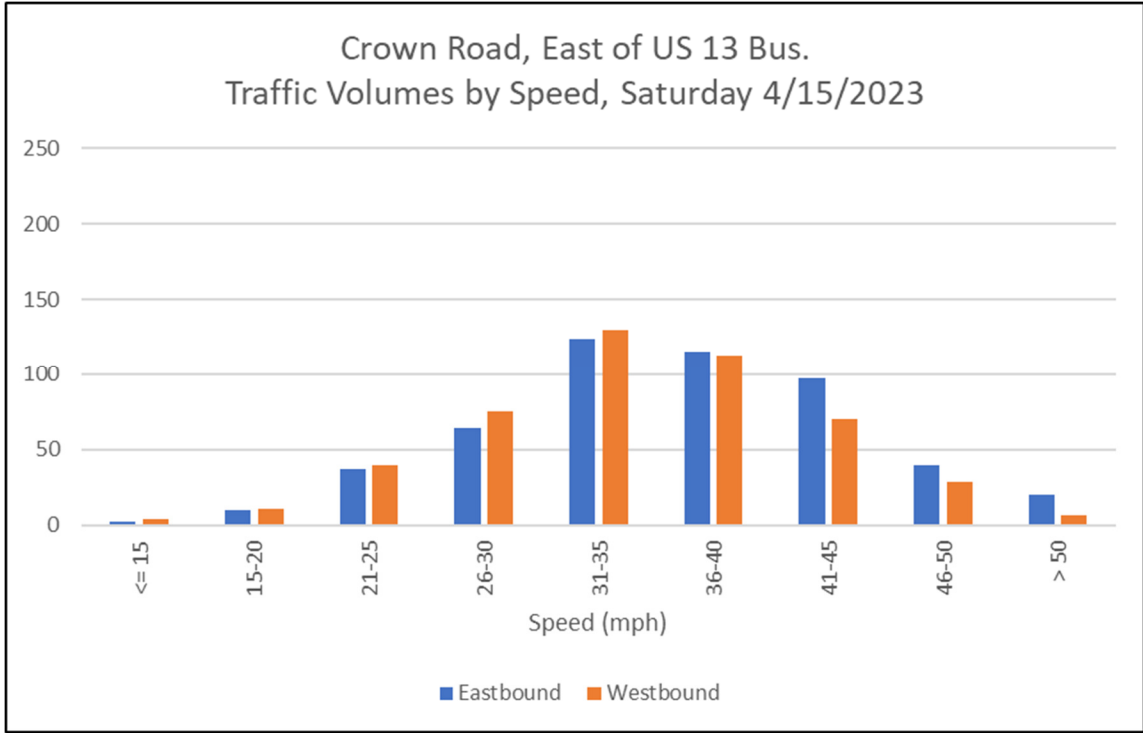


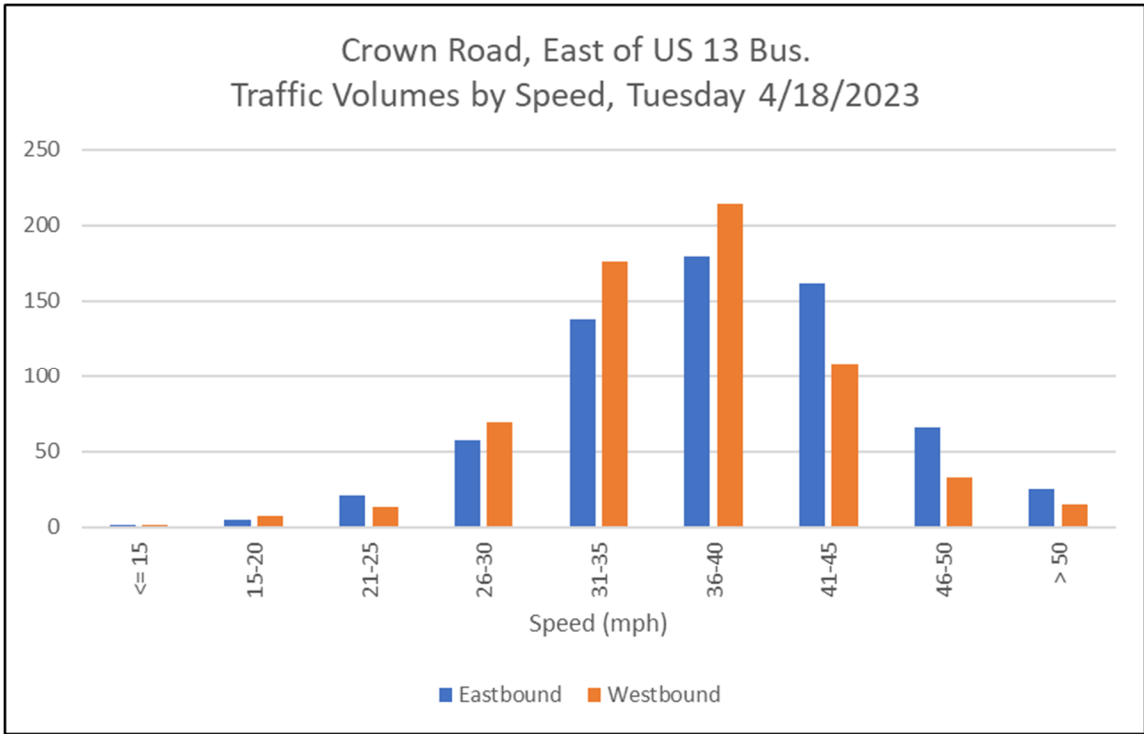
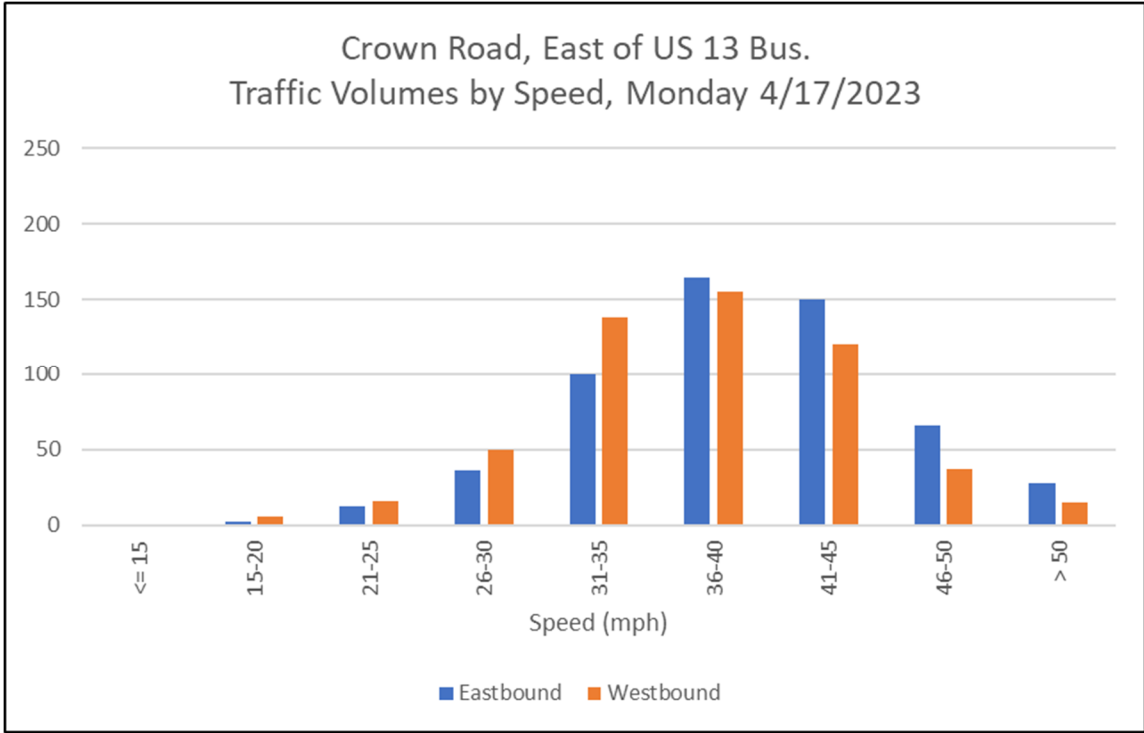
Brown Street, East of Garrison Way
Traffic Volumes by Speed, Saturday 4/22/2023



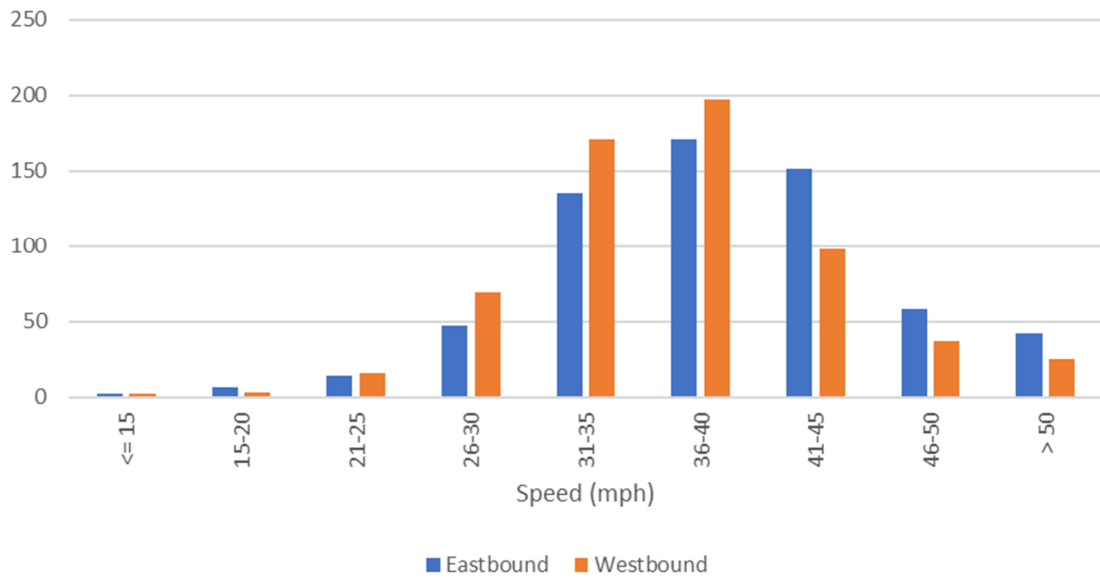
Brown Street, East of Garrison Way
Traffic Volumes by Speed, Sunday 4/23/2023



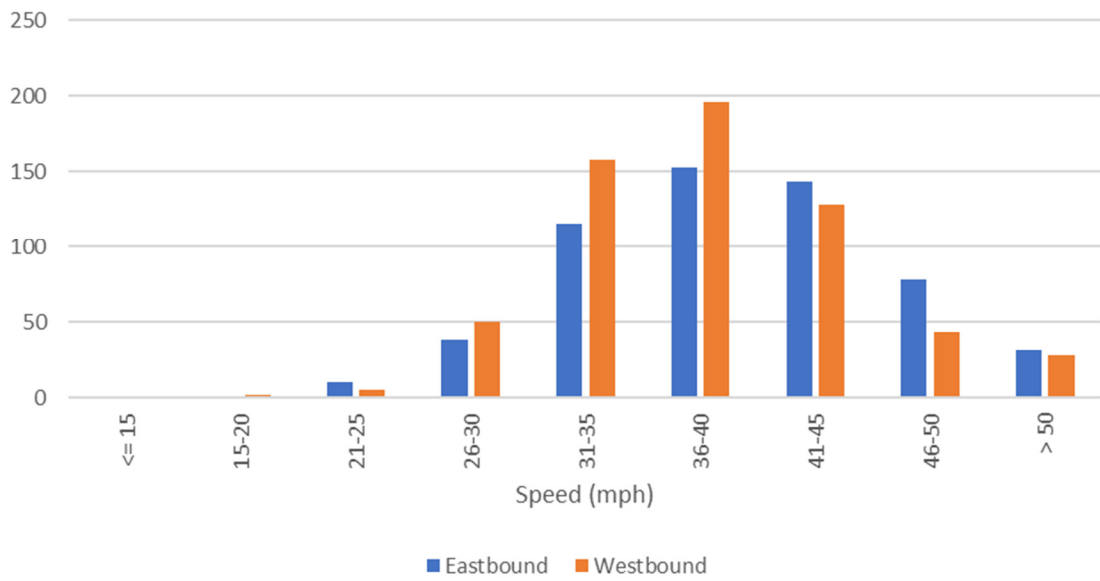




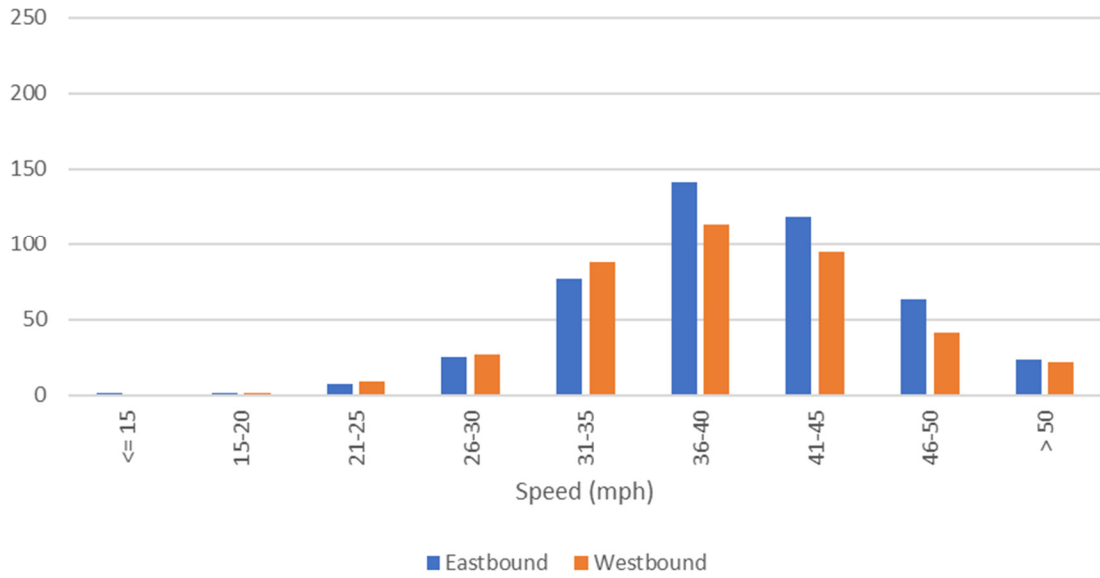
Crown Road, East of US 13 Bus.
Traffic Volumes by Speed, Wednesday 4/19/2023



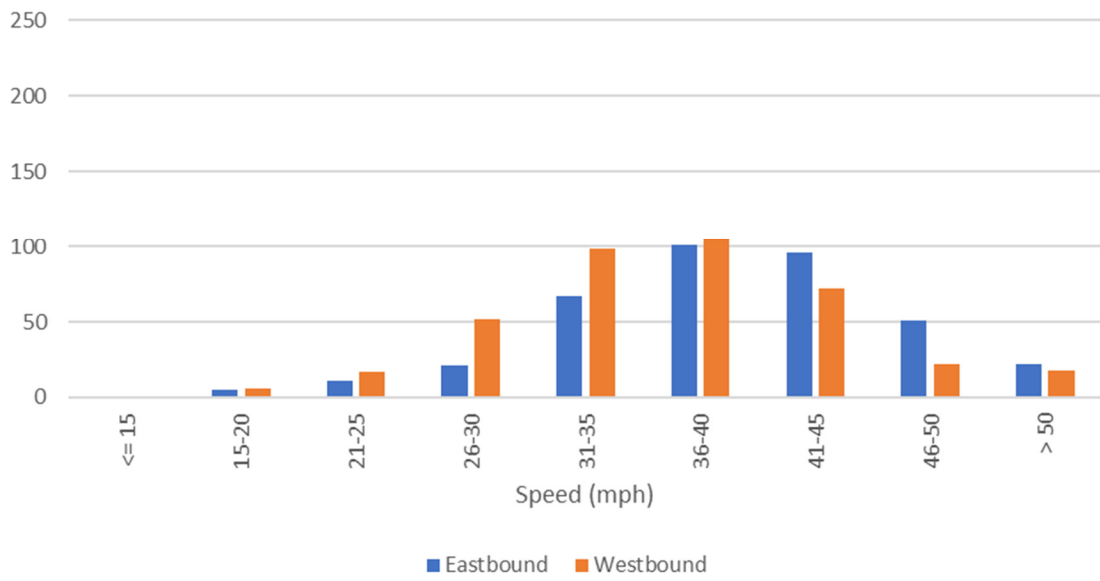
Crown Road, East of US 13 Bus.
Traffic Volumes by Speed, Thursday 4/20/2023



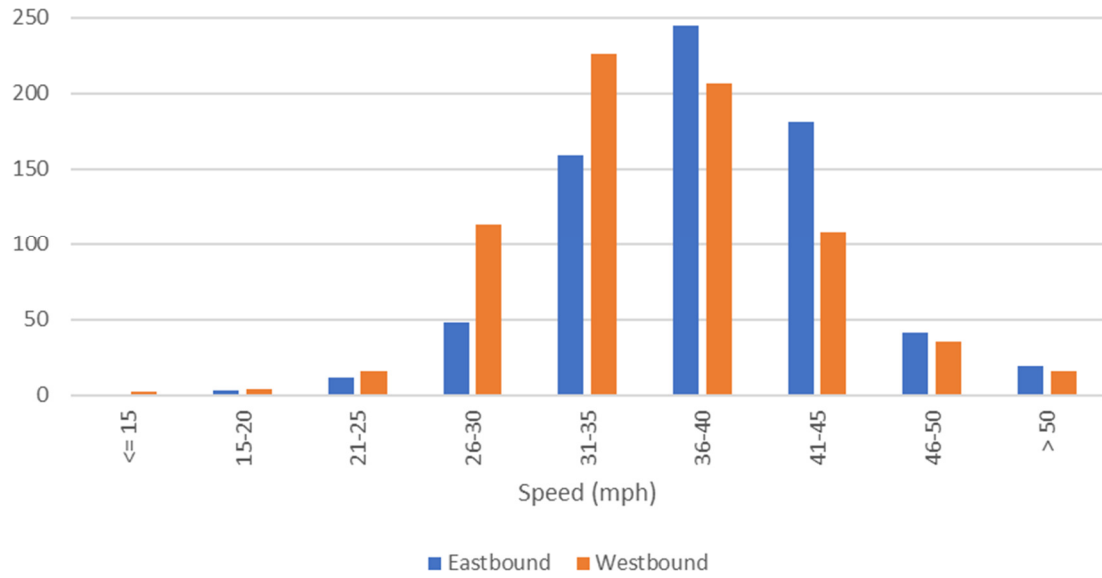
Crown Road, East of US 13 Bus.
Traffic Volumes by Speed, Friday 4/21/2023



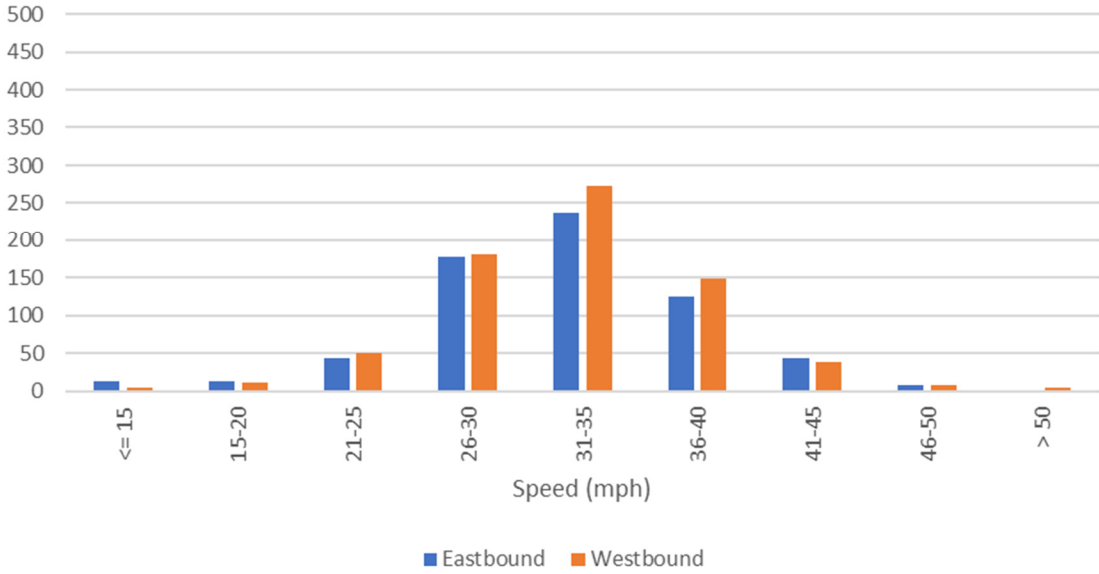
Crown Road, East of US 13 Bus.
Traffic Volumes by Speed, Saturday 4/22/2023



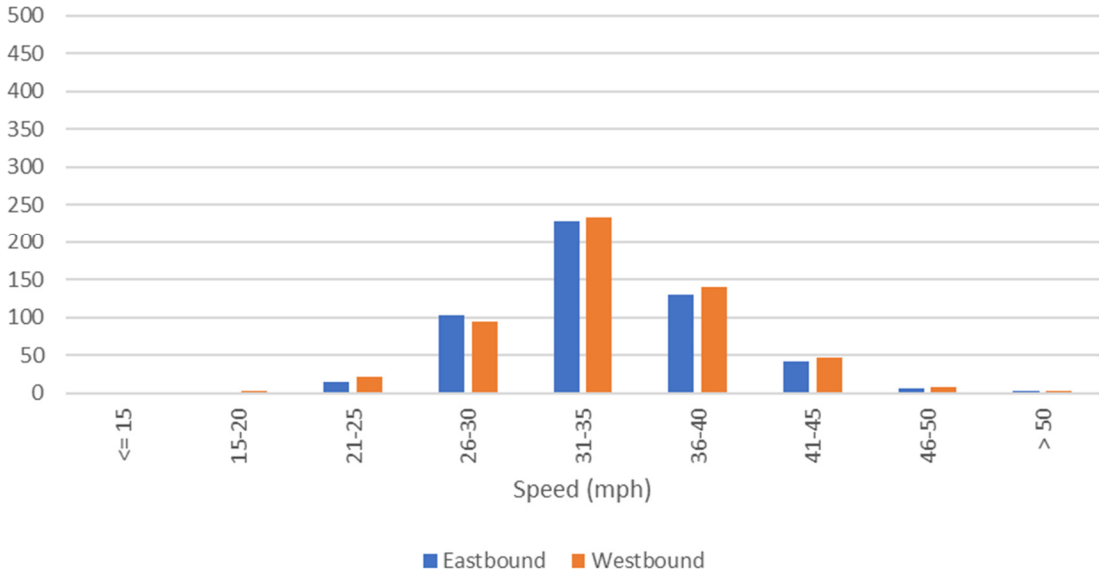
Crown Road, East of US 13 Bus.
Traffic Volumes by Speed, Sunday 4/23/2023



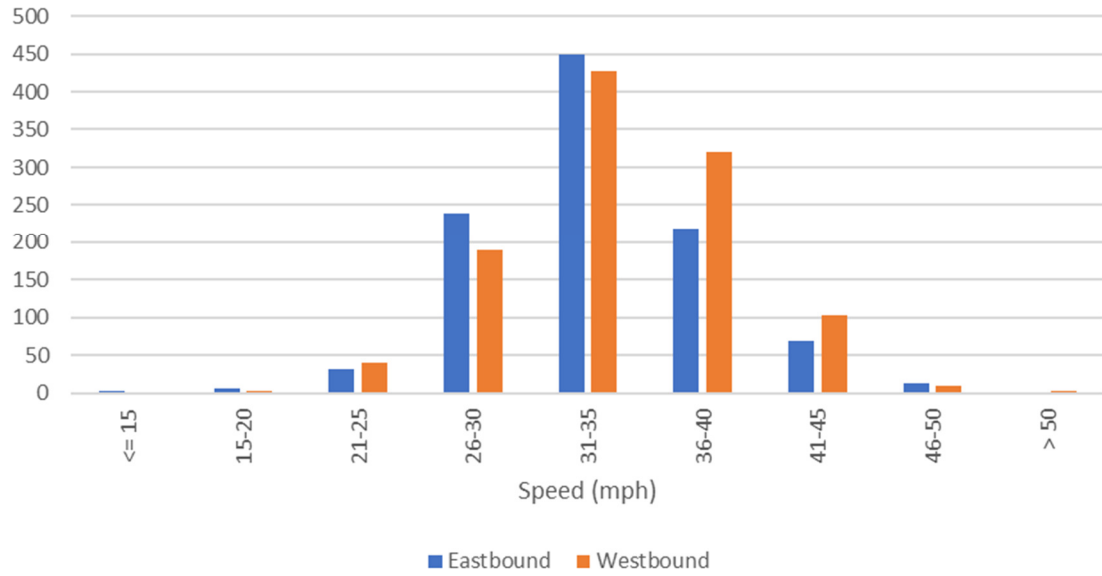
Division Street, East of Silversmith Lane
 Traffic Volumes by Speed, Saturday 4/15/2023



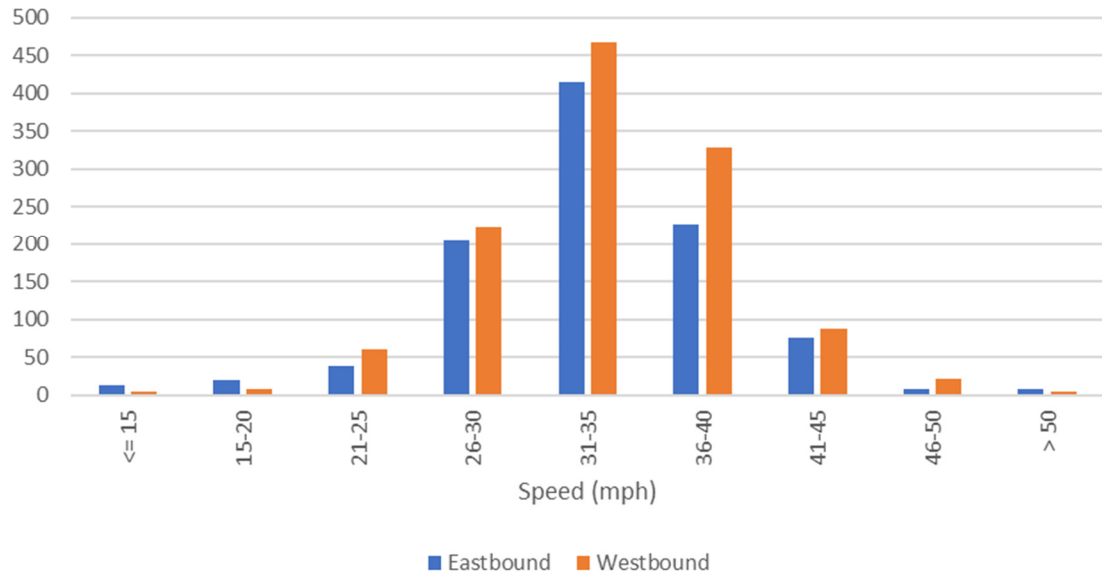
Division Street, East of Silversmith Lane
 Traffic Volumes by Speed, Sunday 4/16/2023



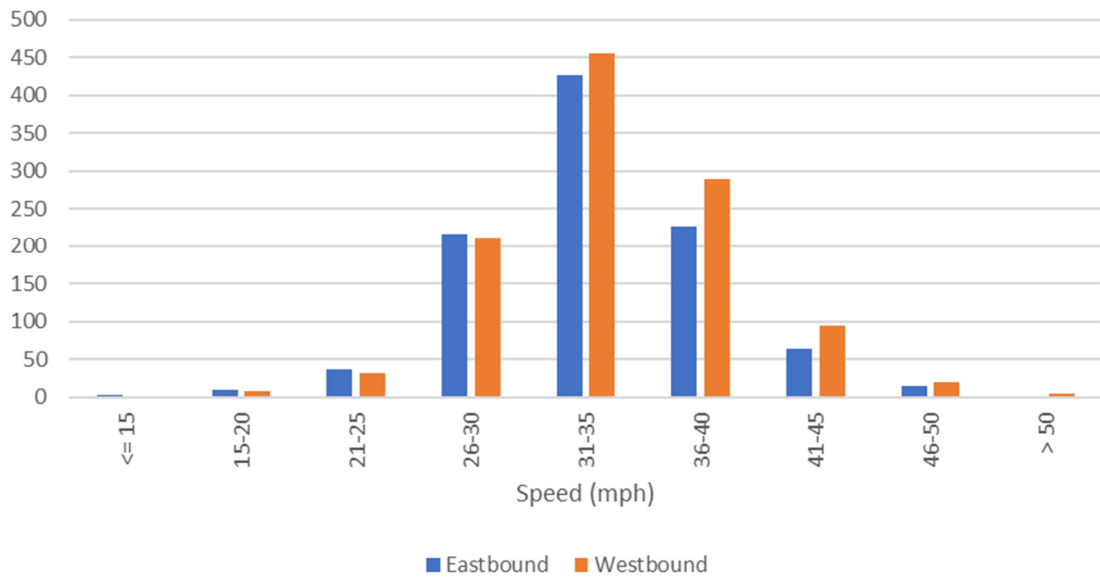
Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Monday 4/17/2023



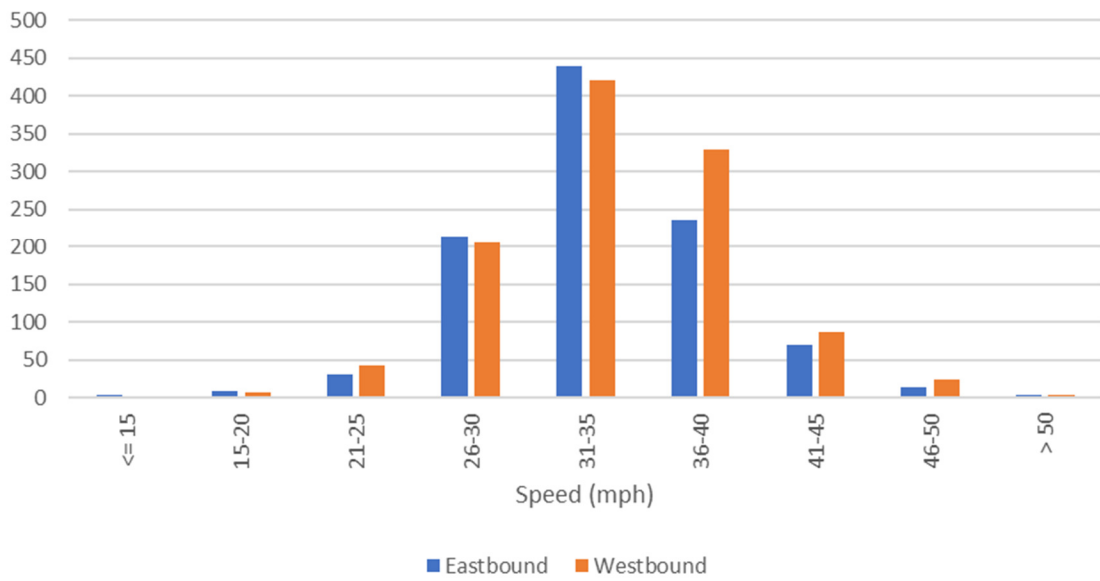
Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Tuesday 4/18/2023



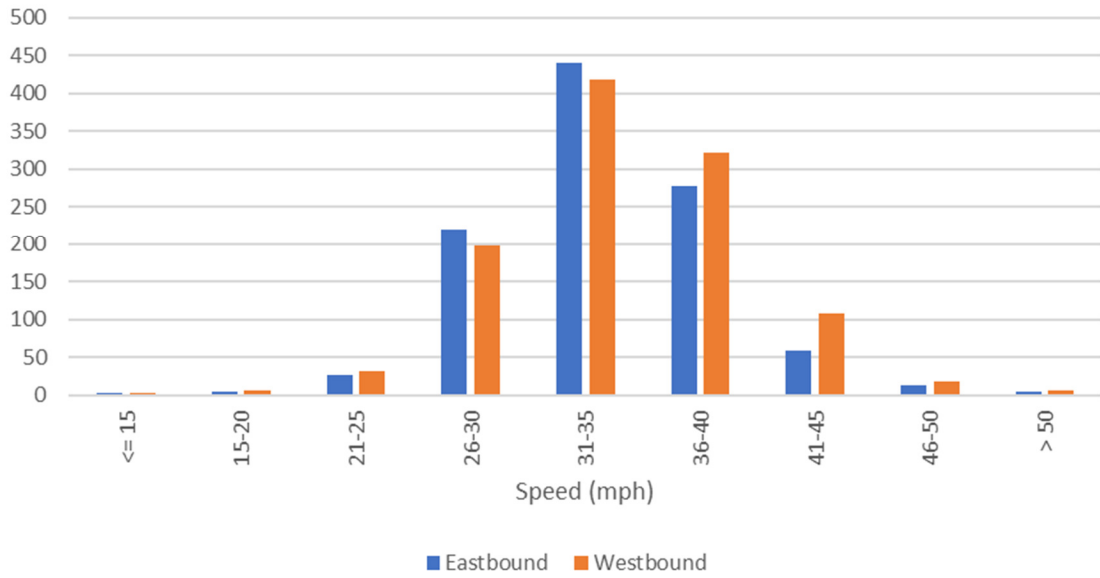
Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Wednesday 4/19/2023



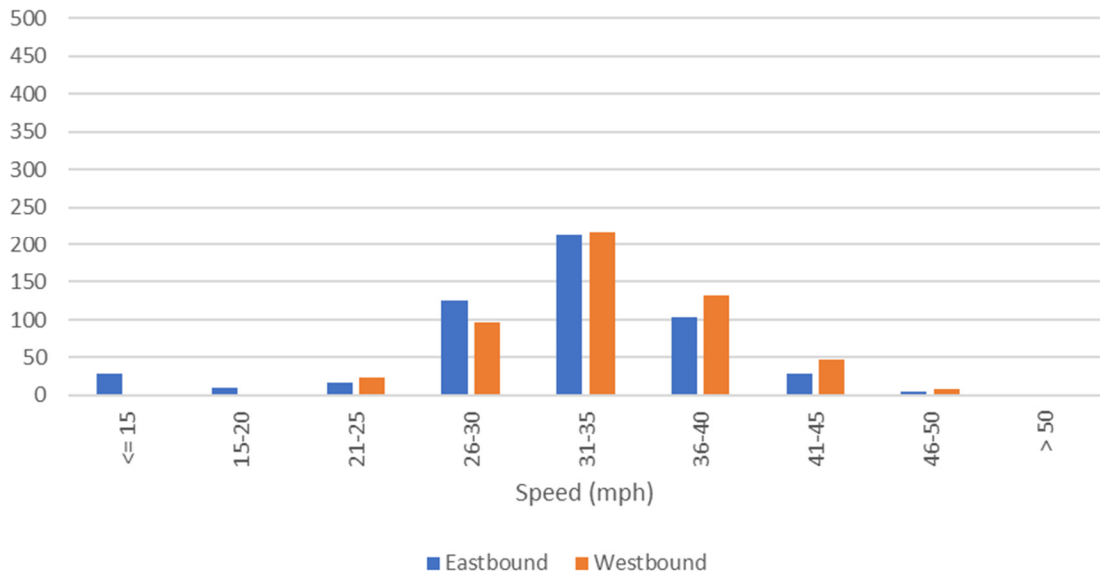
Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Thursday 4/20/2023



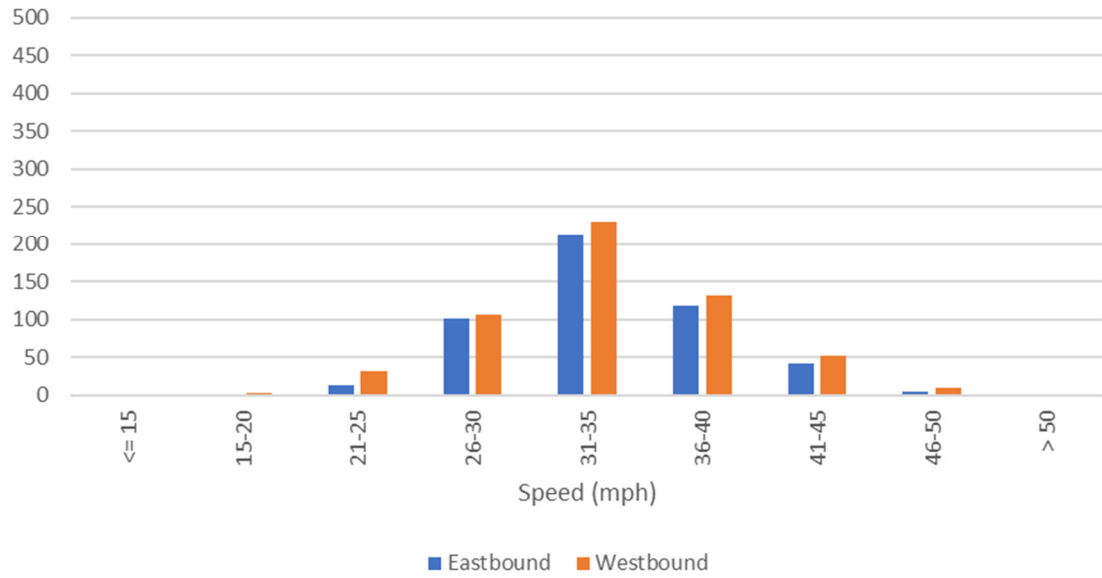
Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Friday 4/21/2023



Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Saturday 4/22/2023



Division Street, East of Silversmith Lane
Traffic Volumes by Speed, Sunday 4/23/2023



APPENDIX G

Survey Comments



Additional Comments to Survey conducted by the S/WMPO

- Would also like to see Irl lane paved for Beach Bounders traffic.
- Most of the time all the residents along Brown Street and all the traffic for events do very well and are respectful and safe. There are just a few unsafe incidents. Thank you.
- I live in Colonial Village and regularly use Brown Street. It is dangerous to cross the street, but even worse to travel along Brown to the park near the little league fields. E. Main walking has no sidewalks either.
- I wish that Brown Street was two way all the way to St Luke's Road. Going around to the 4 way stop to come back to Brown Street adds multiple intersections and more chances for accidents, There should be a side walk or paved bike path off the road all the way from the Crown area to St. Luke's Rd, The park is close enough for kids and families from multiple neighborhoods to walk if there was a safe sidewalk option
- Nothing more to add
- The road needs to be resurfaced
- Designated walking areas or sidewalk
- Walking across the street with your children during sporting events are very unsafe. Needless to say, something needs to be done before a pedestrian gets hit or killed
- Sometimes it gets jammed up on Sports nights which is to be expected but if people are speeding and trying to cross roads, more safety precautions should be put in place,
- It's a small road with large amounts of vehicles traveling, Needs improvement
- A roundabout at the main st brown street intersection to prevent back up
- Widen the road, make sidewalks and cross walks,
- Needs to be safer for kids in that area
- The road is way too narrow on brown street as well as East Main Street Fruitland
- Almost every incident that has made me feel unsafe has involved a school bus driving down the center of the road or running the stop sign at the end of Brown St
- The street could be widened to better accommodate 2 cars without having to go onto the side off of the road
- Thank you for keeping our children safe
- Sidewalks and crosswalks would be most helpful; there are several children on this road whether there are sporting events or not; the children are within the road on bikes and walking across
- open up Iris Drive back up so we can avoid brown street when its crazy
- Please pave Irl Lane
- Worried about speeding when games are going on
- The road is really busy and kids are all over the place, Sidewalks, bike lanes, and speed bumps would make the road safer
- Cars travel this road far beyond the speed limit, Looking for a way to reduce and control speed, When there are major sporting activities at the fields it might be good to make the traffic flow in one direction for a period to ease congestion of those leaving the fields, There is a housing development adjacent to the fields (Colonial Village) and there are times when people speed through the neighborhood to get to the field often going at speeds that are not safe for residential areas, A plan should be constructed that includes Colonial Village in a traffic/speed mitigation plan to make the residential area safer, Additionally, the IRL lane before the closing

of the throughway was a major distraction as one of the businesses opens at 4 am with large trucks starting up, There were occasionally vehicles that would cut through Colonial Village to get one of the truck locations on IRL as there is a small connection/service road that is there

- A connector road from Brown to S, Division would reduce the amount of cars backed up at the Brown to Main Street stop sign
- Could u make brown street 2 way traffic and put a light there as well
- Crosswalks and sidewalks would be helpful
- People drive way too fast down Brown St, There are cops that sit out there but not enough, People have no consideration for the children at all, Speed bumps would definitely slow them down,
- The gravel by Beach boundaries had lots of pot holes needs to be paved
- Traffic circle at brown and main
- I am a parent of children who are involved in many sports, The biggest concern as a pedestrian is always speed, Those who do not take care, I feel safe in the parking lots and walking to and from my car,
- Sidewalks, lighting and speed bumps I feel would make the area more safe, Also fences along the road where the two ball fields are right next to it
- Some drivers do not follow the speed limits when traveling on Brown Street, When sporting events do happen it is hard to exit onto Main Street or to cross over Main Street
- The one way that is on north brown street has congested Main Street and south division four way stop, Improvements need to be done,
- Speed bumps by the parking lots would solve any issue
- This road was not developed for the amount of traffic, but it receives, and people often have road rage on it
- Have seen quite a few people speeding there when there for baseball and other sporting events
- Do not put speed bumps please for the love of God
- Thank you for doing this survey
- I have no idea how it can be done, but the one line of traffic leaving brown and trying to turn left on main can cause the longest backups, I know another four way stop would probably make that even longer... is a traffic circle an option? A flashing light during heavy sporting event hours that would allow for longer periods of time for left hand (and obviously right as well) turns? A person directing traffic during heavy traffic times to allow longer stretches for people to turn off of brown.
- The gravel parking lot is extremely bumpy, Adding lines or paving would help,
- Get rid of the one way lane that connects to brown street, Make it 2 ways,
- I am glad someone is looking into the added safety in this area for kids as I have seen too many vehicles speed down this road, Thank you
- Thank you
- It seems that when drivers take it slow, yield to each other and yield to pedestrians there aren't many problems, Impatient and aggressive driving seems to be at the root of many of the issues I've seen and heard of
- Please don't change anything, The roads in Wicomico County are already ridiculous, Why fix something that isn't broken?

- Depending on the event we are attending, we will park at either Little League OR Falcons, we use all the parking lots
- Pave Irl lane and open to alleviate traffic from brown street.
- I am mostly worried when traveling during the dark that a child will run out into the street, Speed bumps will force cars to slow down and sidewalks will hopefully keep kids away from the road, Maybe even putting fences up so that kids can only cross the street on designated cross walks would be a wonderful idea,
- Tunnel like SU Has from falcon parking to little league fields, Paving the gravel road for beach bounders making that through street to main st, With speed bumps
- The change to part of brown street to a one-way only street years ago is a pain, Changing it back and making a 4-way stop were the turn is for S, Brown street would be better
- During sporting events at Crown, many people just pull out of the grass areas where they parked, all at the same time, I think it would be helpful if Crown blocked this off so that people could not pull onto the road from at the same time from the grass, They could still park there but would have to go to a designated spot to pull onto the road,
- The parking lot at falcons has a lot of holes n huge puddles in the fall, Would be nice to have rocks or that grassy section paved,
- Not sure street is wide enough for additional changes, The light at the end from main Street is a bottleneck, Not wide to accommodate large vehicles
- Definitely needs improvement, Please and thank you so much,
- paved parking lot
- I think speed bumps and more lighting would help
- Parking needs to be improved, Lines need to be drawn in parking lots, The lights need to be installed or fixed
- I don't travel but once a week or maybe twice
- Crosswalks and sidewalks would help keep everyone safer
- I wish the roads were a bit wider
- Increased traffic monitoring due to speeding,
- Parking by falcons field could be improved, even if not paved, needs to be evened out, Lighting would be helpful to watch for kids between cars,
- Thank you for addressing this
- A crosswalk with maybe a flashing light when people are trying to cross by the baseball fields would be helpful, Definitely some additional lighting along Brown St. would help too,
- Providing safety for our children should be top priority
- Sidewalks please, Take away some of the yards like other towns do - to provide a safe avenue for kids and adults And also making it safer for drives Please add sidewalks lights and maybe speed bumps to slow people down Thank you so much, I've been wanting this for so long And also sidewalks on Main Street to be extended to bypass over pass Thank you
- Maybe the parking lots could be made one way (like at the YMCA), turning lane might be a good idea from coming out of the parking lot, Making mandatory right turn only when coming out of the parking lot, All way stop sign on East main Street could possibly help,
- Sidewalks and crosswalks with flashing indicators would go a long way in creating a safer corridor
- S. Brown st should extend road

- I think Brown Street is generally safe and a good area
- Park lot created on the little league side (behind the ball fields) That way no need to cross the road , 2. Enforce crossing ONLY at the cross walk , 3. Caution alert lights at the ccrosswalk 4. Cameras installed facing both directions. With signs stating cameras installed Violators will be ? Fined ? Contacted ? Penalize ?

APPENDIX H

Crash Data Summary



Route Type	Route No	Road Name	Mile Point	Direction	Distance	Feet / Miles	Reference Road Name	Junction	Collision Type	Report Type	Crash Date	Time of Crash
US	13	N FRUITLAND BLVD	2.64	N		0 F	E CEDAR LA	Intersection	Straight Movement Angle	Injury Crash	4/21/2020	8:18
US	13	S FRUITLAND BLVD	0.87	N		0 F	CAMDEN AVE	Intersection	Straight Movement Angle	Injury Crash	5/31/2019	16:33
US	13	S FRUITLAND BLVD	0.87	N		0 F	CAMDEN AVE	Intersection	Straight Movement Angle	Injury Crash	12/29/2019	17:50
US	13	S FRUITLAND BLVD	0.87	N		0 F	CROWN RD	Intersection	Straight Movement Angle	Injury Crash	9/11/2020	11:27
US	13	S FRUITLAND BLVD	0.87	N		0 F	CROWN RD	Crossover Related	Straight Movement Angle	Injury Crash	5/7/2021	8:28
US	13	S FRUITLAND BLVD	0.87	N		0 F	CROWN RD	Intersection	Straight Movement Angle	Injury Crash	12/2/2021	17:13
US	13	S FRUITLAND BLVD	1.52	N		750 F	S DIVISION ST	Non-Intersection	Single Vehicle	Property Damage Crash	9/2/2019	9:50
US	13	S FRUITLAND BLVD	1.52	S		500 F	S DIVISION ST	Non-Intersection	Single Vehicle	Property Damage Crash	8/12/2023	2:51
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Same Direction Rear End	Property Damage Crash	3/30/2019	18:20
US	13	S FRUITLAND BLVD	1.52	S		15 F	S DIVISION ST	Intersection Related	Same Direction Rear End	Property Damage Crash	12/1/2019	14:56
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection Related	Same Direction Rear End	Property Damage Crash	4/15/2022	10:44
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Same Direction Rear End	Injury Crash	3/15/2023	15:35
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection Related	Straight Movement Angle	Injury Crash	7/31/2023	7:40
US	13	S FRUITLAND BLVD	1.52	S		500 F	S DIVISION ST	Intersection Related	Single Vehicle	Property Damage Crash	7/5/2021	19:05
US	13	S FRUITLAND BLVD	1.52	S		200 F	S DIVISION ST	Non-Intersection	Same Direction Rear End	Property Damage Crash	2/14/2022	17:45
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Head On Left Turn	Property Damage Crash	1/11/2020	18:20
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Same Direction Rear End	Property Damage Crash	11/19/2021	6:00
US	13	S FRUITLAND BLVD	1.52	N		100 F	S DIVISION ST	Intersection Related	Other	Property Damage Crash	7/23/2021	8:04
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Same Direction Rear End	Property Damage Crash	12/27/2021	20:13
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Other	Single Vehicle	Property Damage Crash	12/5/2020	2:59
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Single Vehicle	Property Damage Crash	9/17/2021	2:06
US	13	S FRUITLAND BLVD	1.52	N		150 F	S DIVISION ST	Non-Intersection	Single Vehicle	Injury Crash	7/16/2019	8:03
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Same Direction Rear End	Injury Crash	3/15/2019	11:22
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection Related	Same Direction Rear End	Injury Crash	10/30/2019	8:28
US	13	S FRUITLAND BLVD	1.52	N		0 F	S DIVISION ST	Intersection	Straight Movement Angle	Injury Crash	12/15/2018	10:15
US	13	S FRUITLAND BLVD	1.52	N			S DIVISION ST	Intersection	Head On	Property Damage Crash	7/8/2022	16:58
US	13	S FRUITLAND BLVD						Non-Intersection	Head On	Property Damage Crash	1/4/2020	19:59
US	13	SALISBURY BYPASS	2.73	N		1 M	ST LUKES RD	Non-Intersection	Same Direction Sideswipe	Property Damage Crash	12/18/2022	20:56
MU	57	CHELSEA ANN LA	0.314	E		300 F	MOONGLOW RD	Non-Intersection	Same Direction Rear End	Property Damage Crash	6/6/2021	8:17
MU	110	S DIVISION ST	0.48	E		0 F	S FRUITLAND BLVD	Intersection Related	Same Direction Rear End	Property Damage Crash	10/15/2021	9:05
MU	110	S DIVISION ST	0.57	E		150 F	IRL LA	N/A	Single Vehicle	Property Damage Crash	8/24/2022	12:35
MU	110	S DIVISION ST	0.659	E		5 M	SILVERSMITH LA	Non-Intersection	Opposite Direction Sideswipe	Property Damage Crash	3/4/2020	14:02
MU	110	S DIVISION ST	0.96	E		0 F	E MAIN ST	Intersection	Straight Movement Angle	Property Damage Crash	5/2/2023	17:34
MU	110	S DIVISION ST	0.96	E		0 F	E MAIN ST	Intersection	Straight Movement Angle	Injury Crash	11/30/2022	7:43

Route Type	Route No	Road Name	Mile Point	Direction	Distance	Feet / Miles	Reference Road Name	Junction	Collision Type	Report Type	Crash Date	Time of Crash
MU	110	S DIVISION ST						Non-Intersection	Other	Property Damage Crash	5/1/2023	12:34
MU	110	S DIVISION ST						Non-Intersection	Other	Property Damage Crash	1/13/2019	17:55
MU	115	N DIVISION ST	0 E		0 F		E MAIN ST	Intersection	Single Vehicle	Injury Crash	1/12/2019	5:30
MU	115	N DIVISION ST	0.12 W		50 F		ST LUKES RD	Other	Single Vehicle	Injury Crash	9/8/2023	10:53
MU	115	N DIVISION ST	0.12 E		0 F		ST LUKES RD	Intersection	Single Vehicle	Property Damage Crash	2/22/2022	22:00
MU	115	N DIVISION ST	0.12 E		0 F		ST LUKES RD	Intersection	Same Direction Sideswipe	Property Damage Crash	12/19/2020	7:27
MU	115	N DIVISION ST	0.36 E		0 F		ELIZABETH ST	Intersection	Same Direction Rear End	Property Damage Crash	3/2/2020	8:57
MU	139	GARRISON WAY	0.058 S		173 F		GARRISON WAY	Non-Intersection	Head On	Property Damage Crash	10/9/2021	4:01
MU	139	GARRISON WAY	0.193 N		68 F		SILVERSMITH LA	N/A	Other	Property Damage Crash	6/22/2023	19:48
MU	195	E MAIN ST	0.36 N		8 F		N DIVISION ST	Intersection Related	Single Vehicle	Property Damage Crash	7/21/2020	18:45
MU	195	E MAIN ST	0.46 S		2 F		CAREY ST	Non-Intersection	Other	Injury Crash	10/1/2020	17:15
MU	195	E MAIN ST	0.55 S		0 F		N BROWN ST	Intersection	Straight Movement Angle	Property Damage Crash	7/24/2020	12:31
MU	195	E MAIN ST	0.55 S		0 F		S BROWN ST	Intersection	Straight Movement Angle	Property Damage Crash	1/30/2019	21:13
MU	195	E MAIN ST						Non-Intersection	Other	Property Damage Crash	3/9/2020	14:18
MU	340	ST LUKES RD	0 S		500 F		N DIVISION ST	Non-Intersection	Single Vehicle	Property Damage Crash	4/11/2019	13:00
MU	340	ST LUKES RD	0.268 S		50 F		WYE OAK DR	Non-Intersection	Same Direction Rear End	Property Damage Crash	5/12/2023	6:55
MU	340	ST LUKES RD	0.268 N		500 F		WYE OAK DR	Non-Intersection	Single Vehicle	Injury Crash	1/31/2021	12:05
MU	340	ST LUKES RD	0.56 S		0 F		ST LUKES RD	Intersection	Head On Left Turn	Property Damage Crash	11/9/2022	14:21
MU	422	LEESBURG DR	0.13 S		0 F		ROAD END	N/A	Single Vehicle	Property Damage Crash	2/15/2023	10:53
MD	513	ST LUKES RD	1.2 S		0 F		ST LUKES RD	Intersection	Same Direction Rear End	Property Damage Crash	11/19/2021	17:41
MD	513	ST LUKES RD	1.2 S		0 F		ST LUKES RD	Intersection	Same Direction Rear End Left Turn	Injury Crash	11/25/2020	12:53
MD	513	ST LUKES RD	1.2 N		10 F		ST LUKES RD	Intersection Related	Same Direction Rear End	Injury Crash	4/21/2020	16:50
MD	513	ST LUKES RD	1.29 N		0.25 M		MOONGLOW RD	Non-Intersection	Head On	Fatal Crash	5/15/2020	19:07
MD	513	ST LUKES RD	1.77 N		0 U		ST LUKES RD (AHEAD)	Non-Intersection	Head On	Injury Crash	10/9/2023	17:06
CO	629	CROWN RD	0 S		0 F		BROWN ST	Intersection	Head On Left Turn	Injury Crash	2/6/2023	10:10
CO	629	CROWN RD						Non-Intersection	Other	Property Damage Crash	1/6/2022	16:20
CO	915	MOONGLOW RD	0.14 N		20 F		CHELSEA ANN LA	Non-Intersection	Single Vehicle	Property Damage Crash	6/12/2021	12:30
		BERSHIRE CT	0 W		25 F		CHELSEA ANN LANE	Non-Intersection	Single Vehicle	Property Damage Crash	8/29/2019	16:17

APPENDIX I

Potential Funding Sources



Bicycle and Pedestrian Funding Programs in Maryland

Does your community have a great bicycle or pedestrian project that needs help becoming a reality? Maryland offers a wide variety of federal and state funded programs to help plan, design, and build projects throughout the state. This document outlines key grant criteria and requirements, helpful information for potential applicants, and contact information for each program.

GRANTS

These federal and state grants are the primary funding sources for bicycle and pedestrian projects. State staff can help local communities identify ways to combine the grants to successfully implement projects. All grant funding is provided on a reimbursement basis.

Transportation Alternatives Program (MDOT SHA): The program provides funding for projects that enhance the cultural, aesthetic, historic, and environmental aspects of the intermodal transportation system.

Eligible Grantees:

- Metropolitan Planning Organizations (select projects for 50% of available funding)
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies
- Local/County School Districts

Eligible Bike/Pedestrian Projects:

- Planning and Design of Bike/Pedestrian Facilities and Safe Routes for Non-Drivers
- Construction of Bike/Pedestrian Facilities
- Construction of Safe Routes for Non-Drivers
- Conversion of Abandoned Rail to Bike/Pedestrian Trails

Requirements:

- Funding Source: Federal. All TAP projects must comply with ADA, NEPA, Davis-Bacon wage rates, Buy America, and other applicable state and federal regulations.
- Local match: 20 percent of total eligible project costs as a cash match. A TAP grant can cover up to 80 percent of the construction costs. Prior project work and right-of-way acquisition may not be counted toward the 20 percent match requirement. In kind services are eligible in some instances, but must be reviewed on a case-by-case basis.
- All TAP projects must meet the following criteria:
 - Open to the public and benefit a broad segment of Marylanders, not a specific group or individual.
 - Relate to surface transportation and serve a transportation purpose, connecting two destinations (TAP projects cannot be solely recreational in purpose, but may be phased as long as each phase continues to serve transportation destinations.)
 - Unrelated to planned or existing highway projects, routine highway improvements, or required mitigation for a planned or existing highway project. TAP projects may be enhancements to larger federal-aid highway projects.
 - Located on publicly-owned right-of-way or on right-of-way encumbered with a permanent easement held by a state agency or the government agency sponsoring or co-sponsoring the project.

Contact:

- Christy Bernal, MDOT SHA Regional and Intermodal Planning Division, 410-545-5659, CBernal@sha.state.md.us
<http://roads.maryland.gov/Index.aspx?PageId=144>

Maryland Bikeways Program (MDOT): The program supports projects that maximize bicycle access and fill missing links in the state's bicycle system, focusing on connecting shared-use paths and roads and enhancing last-mile connections to work, school, shopping and transit.

Eligible Grantees:

- State Agencies
- Metropolitan Planning Organizations
- Local/County Jurisdictions
- Transit Agencies
- Federal Public Land Agencies

Eligible Bike/Pedestrian Projects:

- Feasibility Assessments, Design and Engineering

- Construction of Shared Use Paths, Cycletracks and Bicycle Lanes
- Shared Lane and other pavement markings
- Bicycle Route Signage and Wayfinding
- Bicycle Capital Equipment (e.g. parking)
- Other Minor Retrofits to Support Bicycle Routes
- Education Materials to Support Bikeway Projects

Requirements:

- Funding Source: State
- Local Match: 20 percent of total project cost. Match may include cash or in-kind services contributing to the project, including expenditures up to 24 months prior to a Bikeways project award.
- All Bikeways Projects must meet at least one of the following criteria:
 - Located within 3 miles of a rail transit station or major bus transit hub;
 - Provide or enhance bicycle access along any gap identified in the Statewide Trails Plan;
 - Identified as a transportation priority in the County's most recent annual priority letter submitted to MDOT.
 - Enhance bicycle circulation within or access to a Sustainable Community, Designated Maryland Main Street, census tract at or below 60% of area median income, major university, central business district, or important tourist or heritage attraction.

Contact:

- Virginia Burke, MDOT Office of Planning and Capital Programming, 410-865-1304, VBurke@mdot.state.md.us <http://www.mdot.maryland.gov/newMDOT/Planning/Bike/Bikeways.html>

Recreational Trails Program (MDOT SHA): A federally-funded program supporting the development and maintenance of motorized and non-motorized recreational trails and trail-related facilities. Examples of trail uses include hiking, mountain biking, trail running, equestrian use, canoeing, kayaking, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Non-profits

Eligible Bike/Pedestrian Projects:

- Construction of new trails
- Maintenance and restoration of existing trails
- Development/Rehabilitation of trailside facilities and linkages
- Purchase of Trail construction equipment
- Acquisition of easement or property for trails
- Improvements to signage and structures

Requirements:

- Grant awards typically do not exceed \$80,000 for new construction and \$30,000 for other projects; however, exceptions will be considered on a case by case basis for construction projects. All projects are subject to a \$20,000 minimum request.
- Local match: 20 percent of total project cost as a cash or in-kind match.
- Recreational Trails projects with the following criteria are preferred:
 - Connect communities with natural/cultural areas or tourism areas (i.e. Scenic Byways, Heritage Areas, Canal Towns, etc.)
 - Broad-based community support
 - Complete a missing link in the State Trails Plan
 - Link or complete existing trails
 - Mitigate trail impacts on the natural environment
 - Construction or maintenance accomplished with youth conservation corps or service groups

Contact:

- Cheryl Ladota, MDOT SHA Regional and Intermodal Planning Division, 410-545-8852, cladota@sha.state.md.us
- <http://www.sha.maryland.gov/Index.aspx?PageId=98>

Safe Routes to Schools (MDOT SHA): A program providing funding for education and infrastructure improvements in the vicinity of state-funded K-8 institutions that promote students walking and cycling to school. Safe Routes to School projects must be requested through the larger Transportation Alternatives Program due to MAP-21 and continued under the latest federal transportation law, The Fixing America's Surface Transportation (FAST) Act.

Eligible Grantees:

- Local/County Jurisdictions
- Local/County School District
- Transportation Safety Non-Profits (if applying for safety education projects)

Eligible Bike/Pedestrian Projects:

- Bike/Pedestrian safety classes for students
- Traffic education and enforcement near schools
- Public awareness campaigns for press and community leaders
- Sidewalk Improvements (within 2.0 miles of school)
- Traffic calming and speed reduction improvements
- Bike/Pedestrian Crossing Improvements
- On- and Off-Street Bike/Pedestrian Improvements
- Bicycle Parking
- Traffic diversion, education and enforcement funds

Contact:

- Christy Bernal, MDOT SHA Regional and Intermodal Planning Division, 410-545-5659, CBernal@sha.state.md.us
<http://roads.maryland.gov/Index.aspx?PageId=144>

Requirements:

- Funding Source: Federal (part of Transportation Alternatives)
- Local match: 20 percent of total project cost as a cash match.
- Safe Routes to School projects with the following criteria are preferred:
 - The project and its outcomes are viable
 - Addresses an infrastructure or programmatic gap

Maryland Highway Safety Office Grant (MDOT MVA): These grants aim to reduce the number of motor vehicle-related crashes, deaths, and injuries on Maryland highways through education and enforcement actions that modify risky behaviors. The State's Strategic Highway Safety Plan is a data-driven plan that identifies the top safety priorities that are eligible for funding. Pedestrian and Bicycle Safety is one of six of Maryland's top safety priorities, called priority emphasis areas.

Eligible Grantees:

- State Agencies
- Local/County Jurisdictions
- Law Enforcement Agencies
- Non-Profit Organizations

- Higher Education Institutions

Eligible Bike/Pedestrian Projects:

- Pedestrian and Bicycle Safety Projects Consistent with SHSP Strategies (see below)

Requirements:

- Funding Source: Federal (Highway Safety Improvement Program funds)
- Local match: 20 percent of total project cost as a cash match.
- Projects must match one of the top safety priorities and implement the strategies identified in the Strategic Highway Safety Plan:
 - Identify and target pedestrian and bicycle safety issues, populations, and locations of concern through the collection, analysis and evaluation of data and information;
 - Promote safe behaviors of all road users appropriate for the environment through education and enforcement initiatives;
 - Create and improve roadway environments for safe walking and bicycling through implementation of engineering treatments, land use planning and system-wide countermeasures;
 - Create and improve pedestrian and bicycle safety culture in Maryland including the promotion and implementation of legislation and training of professionals and stakeholders about best safety practices;
 - Develop, apply, and promote technological approaches, including those in vehicles and emergency response equipment, in order to better prevent and reduce the severity of collisions involving pedestrians and bicyclists; and
 - Identify and promote safe driving and pedestrian behaviors for all motorists and public safety professionals at the scene of emergency events.

Contact:

- MHSO Regional Traffic Safety Program contacts can be found at <http://www.mva.maryland.gov/safety/mhso/program-regional-traffic-program.htm>

STATE FUNDING PROGRAMS

These are MDOT State Highway Administration (SHA) dedicated funding programs that support bicycle and pedestrian improvements on state roads. SHA internally identifies, designs and constructs many of the projects. Local communities can identify and request projects for SHA evaluation.

Sidewalk Reconstruction for Pedestrian Access (Fund 33): The primary purpose of this fund is to upgrade existing pedestrian facilities along state highways to meet Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the SHA Accessibility Policy & Guidelines for Pedestrian Facilities along State Highways.

Requirements:

- Considered at locations where no other project is planned.
- Projects must be along a state highway.
- Project must provide access and connectivity to pedestrian generators (transit, government and public facilities) within ½ mile.
- Projects are not limited to Priority Funding Areas.
- Projects do not require any funding participation from the local jurisdiction.

Contact:

- Sean Campion, MDOT SHA Innovative Contracting Division, 410-545-8863, scampion@sha.state.md.us

New Sidewalk Construction for Pedestrian Access (Fund 79): The primary purpose of this fund is to construct new sidewalk along the state highway system where it does not currently exist today.

Requirements:

- Projects must be requested by the local jurisdiction where the sidewalk would be located.
- Projects must be along an “urban highway” as defined in Maryland Transportation Code Annotated § 8-630.
- Projects must be at locations where no other project is currently planned to construct or reconstruct the roadway.
- The local jurisdiction must agree to the following as required by Maryland Transportation Code Annotated § 8-630:
 - To fund or secure all right-of-way outside of SHA right-of-way;
 - To provide opportunities for public involvement prior to construction;
 - To maintain the sidewalk upon construction completion.
- Construction of projects not located within a Priority Funding Area shall be funded equally between SHA and the local jurisdiction.
- Construction of projects located within a Priority Funding Area shall be 75% funded by SHA and 25% funded by the local jurisdiction.
- If a sidewalk is located in a “Sustainable Community” per Housing and Community Development Article §6-301, construction *may* be funded entirely by SHA.
- If a sidewalk is located in a Priority Funding Area and it is determined that a *substantial* public safety risk or *significant* impediment to pedestrian access exists and the adjoining roadway is under neither construction nor reconstruction, sidewalk construction shall be identified as a system preservation project and *may* be funded 100 percent by SHA.

Contact:

- Sean Campion, MDOT SHA Innovative Contracting Division, 410-545-8863, scampion@sha.state.md.us

Bicycle Retrofit (Fund 88): The primary purpose of this fund is to provide bicycle facilities along the state highway system to promote connectivity or address safety concerns. Improvements may include on road facilities (marked bicycle lanes or marked shared use lanes) or off-road facilities such as shared use paths.

Requirements:

- Considered where no other project is planned.
- Projects for on road improvements do not require any funding participation from the local jurisdiction.
- Projects for off road improvements are subject to the same requirements as the New Sidewalk Construction for Pedestrian Access program.

Contact:

- Sean Campion, MDOT SHA Innovative Contracting Division, 410-545-8863, scampion@sha.state.md.us

ADDITIONAL STATE GRANT OPPORTUNITIES

Community Legacy Program (DHCD): The program provides local governments and community development organizations with funding for essential projects aimed at strengthening communities through activities such as business retention and attraction, encouraging homeownership and commercial revitalization. Projects must be located within an approved Sustainable Community to be eligible for funding. Bicycle and pedestrian opportunities include streetscape improvements and as part of mixed-use developments.

Contact:

- Community Legacy Program Local Support Staff contacts can be found at <http://dhcd.maryland.gov/Communities/Pages/programs/CL.aspx>

Program Open Space (DNR): The program consists of two components, a local grant component often called Localside POS and a component that funds acquisition and recreation facility development by the State. The localside component provides financial and technical assistance to local subdivisions for the planning, acquisition, and/or development of recreation land or open space areas.

Contact:

- Program Open Space Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/LocalSupport/Local-Support-Contacts.aspx>

Community Parks and Playgrounds (DNR): The program provides funding to restore existing parks and create new park and green space systems in Maryland's cities and towns. Flexible grants are provided to local governments which help them rehabilitate, expand or improve existing parks. Funding can help develop environmentally oriented parks and recreation projects, create new parks, or purchase and install playground equipment in older neighborhoods and intensely developed areas throughout the state.

Contact:

- Community Parks and Playgroups Local Support Staff contacts can be found at <http://dnr2.maryland.gov/land/Pages/LocalSupport/Local-Support-Contacts.aspx>

Maryland Heritage Areas Financial Assistance Programs (MHT): Designated Maryland Heritage Areas are eligible for various tax credits, grants and loans. These financial assistance programs support for a wide variety of historic preservation-related activities. Bicycle and pedestrian opportunities involve inclusion in heritage tourism development and educational programs.

Contact:

- Jen Ruffner, Heritage Areas Program Administrator, 410-514-7685, jen.ruffner@maryland.gov

ADDITIONAL FEDERAL GRANT OPPORTUNITIES

Transportation Investment Generating Economic Recovery (TIGER) Grants (USDOT): The TIGER Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve critical national objectives. The TIGER program enables DOT to examine a broad array of projects on their merits, to help ensure that taxpayers are getting the highest value for every dollar invested. In each round of TIGER, DOT receives many applications to build and repair critical pieces of our freight and passenger transportation networks. Applicants must detail the benefits their project would deliver for five long-term outcomes: safety, economic competitiveness, state of good repair, livability and environmental sustainability.

Contact:

- U.S. DOT Office of Infrastructure Finance and Innovation, 202-366-0301, TIGERgrants@dot.gov
- <https://www.transportation.gov/tiger>

Rivers, Trails, and Conservation Assistance Program (NPS): The program extends and expands the benefits of the National Park Service by helping connect all Americans to their parks, trails, rivers, and other special places. When a community asks for assistance with a project, NPS staff provides free, on-location facilitation and planning expertise from conception to completion. Assistance can include visioning and planning, developing concept plans for trails, parks and natural areas, setting priorities and identifying funding sources.

Contact:

- RTCAP Maryland Support Staff can be found at <https://www.nps.gov/aboutus/contactus.htm>
- <https://www.nps.gov/orgs/rtca/index.htm>

Federal Lands Access Program (FHWA): The program is intended to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. The program supplements State and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators. Bicycle and pedestrian opportunities include planning, design and engineering, construction, rehabilitation, and preventative maintenance of facilities accessing public lands.

Contact:

- Frances Ramirez, Federal Lands Highways Program Manager, 202-493-0271, frances.ramirez@dot.gov
- <https://flh.fhwa.dot.gov/programs/flap/>

ADDITIONAL PRIVATE GRANT OPPORTUNITIES

There are a variety of other public and private grant opportunities available to fund bicycle and pedestrian projects. The specific project type is the first step to determining funding eligibility. Several examples are included below.

- The **Robert Wood Johnson Foundation** (<http://www.rwjf.org/>) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area “walking and biking” include greenway plans, trail projects, advocacy initiatives, and policy development.
- The **PeopleForBikes** Community Grant Program (<http://www.peopleforbikes.org/pages/community-grants>) provides funding for important and influential projects that leverage federal funding and build momentum for bicycling in communities across the U.S. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.
- The **National Center for Safe Routes to School** (<http://www.saferoutesinfo.org>) identifies ways for communities to solicit non-government funding for Safe Routes to School activities. The multiple benefits of SRTS programs, including the safety, health, environment and community impacts, often align with the interests of the local community.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds

September 9, 2022

This table indicates potential eligibility for pedestrian and bicycle activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects need to meet program eligibility requirements. See notes and basic program requirements below, with links to program information. Project sponsors should integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects.

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
	OST Programs							Federal Transit				NHTSA		Federal Highway Administration															
Activity or Project Type	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PRO TECT	STBG	TA	RTP	SRTS	PLAN	NSBP	ELTTP	TTP	TTPSF
Access enhancements to public transportation (benches, bus pads)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$			\$	\$	\$	\$				\$	\$	\$	
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan				\$	TA					\$	\$				\$						\$	\$	\$		\$		\$	\$	
Barrier removal for ADA compliance	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$				\$	\$	\$	\$	\$	\$		\$	\$	\$	
Bicycle plans			~\$	\$				\$		\$	\$				\$						\$	\$	\$		\$		\$	\$	\$
Bicycle helmets (project or training related)												\$									\$	\$SRTS		\$				\$	
Bicycle helmets (safety promotion)																					\$	\$SRTS		\$				\$	
Bicycle lanes on road	~\$	~\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	\$	\$	\$	\$	\$	\$	\$		\$			\$	\$	\$
Bicycle parking (see Bicycle Parking Solutions)	~\$	~\$	\$	\$		~\$	\$	\$	\$		~\$				\$	\$			\$		\$	\$	\$		\$	\$	\$		
Bike racks on transit	~\$		\$	~\$			~\$	\$	\$		~\$				\$	\$					\$	\$					\$	\$	
Bicycle repair station (air pump, simple tools)	~\$		\$	~\$		~\$	~\$	\$	\$						\$						\$	\$					\$	\$	
Bicycle share (capital and equipment; not operations)	~\$	~\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$		\$	\$					\$	\$	
Bicycle storage or service centers (example: at transit hubs)	~\$		\$	~\$		~\$	\$	\$	\$						\$	\$					\$	\$					\$	\$	
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$			\$	\$	\$
Bus shelters and benches	\$	\$	\$	~\$		~\$	~\$	\$	\$						\$	\$			\$	\$	\$	\$				\$	\$	\$	
Coordinator positions (State or local) (limits on CMAQ and STBG)				\$							\$					\$					\$	\$SRTS		\$					\$
Community Capacity Building (develop organizational skills/processes)				\$	TA					\$	\$														\$			\$	
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$						\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Curb ramps	\$	\$	\$	\$		~\$	~\$	\$	\$					\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Counting equipment		\$	\$	\$			~\$	\$	\$										\$		\$	\$	\$	\$	\$		\$	\$	\$
Data collection and monitoring for pedestrians and/or bicyclists	\$	\$	\$	\$			~\$	\$	\$	\$	\$				\$		\$		\$		\$	\$	\$	\$	\$		\$	\$	\$
Emergency and evacuation routes for pedestrians and/or bicyclists	\$	\$	\$	~\$			\$	\$	\$	~\$	~\$				\$				\$	\$	\$	\$	\$	\$			\$	\$	
Historic preservation (pedestrian and bicycle and transit facilities)	~\$		~\$	~\$		~\$	~\$	\$	\$		~\$				\$						\$	\$				\$	\$	\$	
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, water fountains); usually part of larger project	~\$	~\$	~\$	~\$		~\$	~\$	\$	\$	~\$	~\$				\$				~\$	\$	\$	\$					\$	\$	
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$				\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$	\$
Maps (for pedestrians and/or bicyclists)				\$				\$	\$	\$	~\$				\$	\$					\$	\$		\$	\$		\$	\$	
Micromobility projects (including scooter share)	\$		\$	~\$		~\$	~\$				~\$				\$	\$					\$	\$					\$	\$	
Paved shoulders for pedestrian and/or bicyclist use	\$	~\$	\$	\$		~\$	~\$							\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Pedestrian plans	\$	~\$	~\$	\$				\$		\$	\$				\$						\$	\$		\$	\$		\$	\$	\$
Rail at-grade crossings	\$	\$	\$	~\$		\$	\$	\$	\$						\$		\$	\$	\$	\$	\$	\$	\$				\$	\$	\$
Recreational trails	\$		\$	~\$			~\$													\$	\$	\$	\$			\$	\$	\$	
Resilience Improvements for pedestrians and bicyclists	\$	\$	\$	~\$		~\$	~\$			\$	~\$			~\$	~\$	~\$			\$	\$	\$	\$	\$			\$	\$	\$	
Road Diets (pedestrian and bicycle portions)	\$	\$	\$	\$		~\$	\$								\$	\$	\$		\$	\$	\$	\$					\$	\$	\$

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Transit, Safety, and Highway Funds																													
Key: \$ = Activity may be eligible. Restrictions may apply, see program notes and guidance. ~\$ = Eligible, but not competitive unless part of a larger project.																													
Activity or Project Type	OST Programs							Federal Transit					NHTSA		Federal Highway Administration														
	RAISE	INFRA	RCP	SS4A	Thrive	RRIF	TIFIA	FTA	ATI	TOD	AoPP	402	405	BFP BIP BRR	CRP	CMAQ	HSIP	RHCP	NHPP	PROTECT	STBG	TA	RTP	SRTS	PLAN	NSBP	FLTTP	TTP	TTPSF
Road Safety Assessment for pedestrians and bicyclists			\$	\$	TA		~\$				~\$					\$	\$				\$	\$			\$		\$	\$	\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws				\$							~\$	\$	\$			\$					SSRTS	SSRTS		\$	\$			\$	
Safety education positions				\$							~\$	\$									SSRTS	SSRTS		\$				\$	
Safety enforcement (including police patrols)				\$								\$	\$			\$					SSRTS	SSRTS		\$				\$	
Safety program technical assessment (for peds/bicyclists)			\$	~\$	TA						~\$	\$				\$					SSRTS	SSRTS		\$	\$		\$	\$	
Separated bicycle lanes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$		\$		\$	\$	\$	\$
Shared use paths / transportation trails	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Sidewalks (new or retrofit)	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Signs, signals, signal improvements (incl accessible pedestrian signals) see note	\$	\$	\$	\$		~\$	~\$	\$	\$	~\$	~\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Signing for pedestrian or bicycle routes	\$	\$	\$	\$		~\$	~\$	\$	\$		~\$			\$	\$	\$			\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Spot improvement programs (for pedestrian and bicycle facilities)	\$	\$		\$		~\$	~\$	\$			~\$			\$		\$	\$	\$	\$		\$	\$	\$	\$	\$		\$	\$	\$
Stormwater impacts related to pedestrian and bicycle project impacts	\$	\$	\$	~\$		~\$	~\$	\$	\$							\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$
Traffic calming	\$	\$	\$	\$		~\$	~\$	\$						\$		\$			\$	\$	\$	\$	\$	\$	\$		\$	\$	\$
Trail bridges	\$	\$	\$	~\$		~\$	\$							\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$		\$	\$	\$
Trail construction and maintenance equipment				~\$		~\$	~\$							\$							\$	\$	\$				~\$	~\$	~\$
Trail/highway crossings and intersections	\$	\$	\$	\$		~\$	~\$							\$	\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Trailside/trailhead facilities (restrooms, water, not general park amenities)	~\$					~\$	~\$							~\$							\$	\$	\$			\$	\$	\$	
Training				\$	TA						~\$	\$			\$	\$					\$	\$	\$	\$	\$			\$	
Training for law enforcement on ped/bicyclist safety laws				~\$								\$	\$			~\$	\$				SSRTS	SSRTS		\$				\$	
Tunnels / underpasses for pedestrians and/or bicyclists	\$	\$	\$	\$		\$	\$	\$	\$					\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Vulnerable Road User Safety Assessment			\$	\$	TA												\$				\$	\$		\$	\$		\$	\$	\$

Abbreviations

ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
RAISE: Rebuilding American Infrastructure with Sustainability and Equity
INFRA: Infrastructure for Rebuilding America Discretionary Grant Program
RCP: Reconnecting Communities Pilot Program
SS4A: Safe Streets and Roads for All
Thrive: Thriving Communities Initiative (TA: Technical Assistance)
RRIF: Railroad Rehabilitation and Improvement Financing (loans)
TIFIA: Transportation Infrastructure Finance and Innovation Act (loans)
FTA: Federal Transit Administration Capital Funds
ATI: Associated Transit Improvement (1% set-aside of FTA)
TOD: Transit-Oriented Development
AoPP: Areas of Persistent Poverty Program
NHTSA **402**: National Highway Traffic Safety Administration State and Community Highway Safety Grant Program
NHTSA **405**: National Highway Traffic Safety Administration National Priority Safety Programs (Nonmotorized safety)
BFP: Bridge Formula Program; **BIP**: Bridge Investment Program; **BRR**: Bridge Replacement and Rehabilitation Program
CRP: Carbon Reduction Program

CMAQ: Congestion Mitigation and Air Quality Improvement Program
HSIP: Highway Safety Improvement Program
RHCP: Railway-Highway Crossings (Section 130) Program
NHPP: National Highway Performance Program
PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
STBG: Surface Transportation Block Grant Program
TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program, Transportation Enhancements)
RTP: Recreational Trails Program
SRTS: Safe Routes to School Program (and related activities)
PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
NSBP: National Scenic Byways Program
FLTTP: Federal Lands and Tribal Transportation Programs: [Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Tribal Transportation Program](#), [Federal Lands Planning Program](#) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) program.
TTP: Tribal Transportation Program
TTPSF: Tribal Transportation Program Safety Fund

Cross-cutting notes

This table indicates potential eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider [Complete Streets](#) and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. In these instances, the Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See [FHWA Bicycle and Pedestrian Planning, Program, and Project Development](#) (Guidance)
- Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes”. However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under [STBG](#) and the [TA Set-Aside](#), therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using [STBG](#) or [TA Set-Aside](#) funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs ([NHPP](#), [HSIP](#), [CMAQ](#)). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See [Accessible Pedestrian Signals](#). See also [Proven Safety Countermeasures](#), such as [Crosswalk Visibility Enhancements](#), [Leading Pedestrian Interval](#) signals, [Pedestrian Hybrid Beacons](#), and [Rectangular Rapid Flashing Beacons](#).
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- The [DOT Navigator](#) is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- FHWA’s [Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America](#).
- FHWA Links to [Technical Assistance and Local Support](#).

Program-specific notes

Federal-aid and other DOT funding programs have specific requirements that projects must meet, and eligibility must be determined on a case-by-case basis. See links to program guidance for more information.

- [RAISE](#) (Infrastructure Investment and Jobs Act (Pub. L. 117-58) (IIJA), also known as the Bipartisan Infrastructure Law (BIL), § 21202): Funds capital and planning grants.
- [INFRA](#) (IIJA § 11110): For projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- [RCP](#) (IIJA § 11509 and div. J, title VIII, Highway Infrastructure Programs, para. (7)): See [RCP Program Notice of Funding Opportunity](#) for full details. Planning grants and Capital Construction Grants must relate to a transportation facility that creates a barrier to community connectivity.
- [SS4A](#) (IIJA § 24112): Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan (§ 24112(a)(3)).
- [Thrive](#) (Department of Transportation Appropriations Act, 2022 (Pub. L. 117-103, div. L, title I): Technical assistance, planning, and capacity-building support in selected communities.
- [RRIF](#) (Chapter 224 of title 49 U.S.C.): Program offers direct loans and loan guarantees for capital projects related to rail facilities, stations, or crossings. Pedestrian and bicycle infrastructure components of “economic development” projects located within ½-mile of qualifying rail stations may be eligible. May be combined with other grant sources.
- [TIFIA](#) (Chapter 6 of title 23 U.S.C.): Program offers secured loans, loan guarantees, or standby lines of credit for capital projects. Minimum total project size is \$10 million; multiple surface transportation projects may be bundled to meet cost threshold, under the condition that all projects have a common repayment pledge. May be combined with other grant sources, subject to total Federal assistance limitations.
- [FTA / ATI](#) (49 U.S.C. 5307): Multimodal projects funded with FTA transit funds must provide access to transit. See [Bicycles and Transit](#), [Flex Funding for Transit Access](#), the FTA [Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law](#), and [FTA Program & Bicycle Related Funding Opportunities](#).
 - Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station.
 - Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station.
 - FTA funds cannot be used to purchase bicycles for bike share systems.
- [FTA TOD](#): Provides planning grants to support community efforts to improve safe access to public transportation for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing, not for capital purchases.
- [FTA AoPP](#) (Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)): Promotes multimodal planning, engineering, and technical studies, or financial planning to improve transit services in areas experiencing long-term economic distress, not for capital purchases.
- NHTSA [402](#) (23 U.S.C. 402): Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details.
- NHTSA [405](#) (23 U.S.C. 405): Funds are subject to eligibility, application, and award. Project activity must be included in the State’s Highway Safety Plan. Contact the [State Highway Safety Office](#) for details. The [Bipartisan Infrastructure Law](#) expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024; however, for FY 2023 grants, FAST Act eligible uses remain in place.
- [BFP](#), (IIJA, Div. J, title VIII, para. (1)), [BIP](#) (23 U.S.C. 124), [BRR](#) (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- [CRP](#) (23 U.S.C. 175): Projects should support the reduction of carbon dioxide emissions from on-road highway sources.

- [CMAQ](#) (23 U.S.C. 149): Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance at www.fhwa.dot.gov/environment/air_quality/cmaq/ for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- [HSIP](#) (23 U.S.C. 148): Projects must be consistent with a State's [Strategic Highway Safety Plan](#) and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain non-infrastructure safety projects can also be funded using HSIP funds as specified safety projects.
- [RHCP](#) (23 U.S.C. 130): Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- [NHPP](#) (23 U.S.C. 119): Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- [PROTECT](#) (23 U.S.C. 176): Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- [STBG](#) (23 U.S.C. 133) and [TA Set-Aside](#) (23 U.S.C. 133(h)): Activities marked "\$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Bicycle transportation nonconstruction projects related to safe bicycle use are eligible under STBG, but not under TA (23 U.S.C. 217(a)). There is broad eligibility for projects under 23 U.S.C. 206, 208, and 217.
- [RTP](#) (23 U.S.C. 206): Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- [SRTS](#) (23 U.S.C. 208): Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- [PLAN](#) (23 U.S.C. 134 and 135): Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training.
- [NSBP](#) (23 U.S.C. 162): Discretionary program subject to annual appropriations. Projects must directly benefit and be close to a designated scenic byway.
- [FLTTP](#) (23 U.S.C. 201-204): Projects must provide access to or within Federal or tribal lands. Programs include: Federal Lands and Tribal Transportation Programs ([Federal Lands Access Program](#), [Federal Lands Transportation Program](#), [Federal Lands Planning Program](#)) and related programs for Federal and Tribal lands such as the [Nationally Significant Federal Lands and Tribal Projects](#) (NSFLTTP) program.
 - [Federal Lands Transportation Program](#) (23 U.S.C. 203): For Federal agencies for projects that provide access within Federal lands.
 - [Federal Lands Access Program](#) (FLAP) (23 U.S.C. 204): For State and local entities for projects that provide access to or within Federal or tribal lands.
- [TTP](#) (23 U.S.C. 202): For federally-recognized tribal governments for projects within tribal boundaries and public roads that access tribal lands.
- [TTPSF](#) (23 U.S.C. 202(e)(1) and 23 U.S.C. 148(a)(4)): Grants available to [federally recognized Indian tribes](#) through a competitive, discretionary program to plan and implement transportation safety projects.